# City of Caldwell

Community Development Department – Planning & Zoning Division

# MASTER LAND USE APPLICATION

*Please note that any land use action below marked with an asterisk (*) will require public hearing. Land use actions below marked with two asterisks (**) may require public hearing depending on the scope of project.*

## APPLICATION REQUESTS

*Note: Please check all that apply.*

- ☐ Director Determination
- ☐ Administrative Development Review[2]
- ☐ Alternative Method of Compliance
- ☒ *Annexation w/ Zoning
- ☐ Business License (Business Permit)
- ☐ *Certificate of Appropriateness
- ☐ *Comprehensive Plan Amendment
  - ☐ Text
  - ☐ Map
- ☐ *Deannexation
- ☐ **Design Review
- ☐ Development Agreement
  - ☐ *New
  - ☐ **Modification
  - ☐ *Termination
- ☐ Home Occupation Permit
  - ☐ New
  - ☐ Renewal
- ☐ Lot Line Adjustment
- ☐ Lot Split
  - ☐ Administrative
  - ☐ Simple
- ☐ *Manufactured Home Community
- ☐ Mobile Food Unit (Individual)
- ☐ Mobile Food Unit Park / Court
- ☐ Outdoor Dining Permit
- ☐ Parcel Consolidation
- ☐ Performance Bonding
- ☐ Planned Unit Development (PUD)
  - ☐ *New
  - ☐ **Modification
- ☐ Public Art / Murals
- ☐ *Rezone (Zoning Map Amendment)
- ☐ Signs[1]
- ☐ Special Use Permit (SUP)
  - ☐ *New
  - ☐ **Modification
  - ☐ Time Extension
- ☒ Subdivision Plats
  - ☒ *Preliminary Plat
  - ☐ Final Plat
  - ☐ *Short Plat (Regular)
  - ☐ *Short Plat (Condo)
  - ☐ **Plat Modification
  - ☐ Time Extension
  - ☐ Renewal
- ☐ Temporary Use Permit
  - ☐ New ☐ Renewal
  - ☐ Construction Trailer
  - ☐ Model Home Sales Office
  - ☐ Storage Containers / Pods
  - ☐ Temporary Housing
  - ☐ Transient Merchant
- ☐ Traffic Impact Study Review
- ☐ Vacation of Easement and/or Right-of-way
- ☐ *Variance
- ☐ *Zoning Ordinance Text Amendment
- ☐ Other, Pleases Describe:

_____

_____

_____

[1]Freestanding, post/pole, or monument signs less than 6' in height. All other signs must be submitted through the building department.

[2] Used when not associated with other land use applications, when revisions to an approved (non-subdivision development) is being proposed, or when the land use schedules or specific use provisions of the Code indicate the requirement for Administrative Development Review.

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# MASTER LAND USE APPLICATION

| PROJECT and SITE/PROPERTY INFORMATION | |
|---|---|
| **Project or Business Name:** Granite Crest | |
| **Site Address (s):** 15918 Karcher Rd, 0 Karcher Rd | **Suite #:** |
| **Parcel #(s):** R3268600000, R3268401000, R32684011A0 | |
| **Total Acres:** 109 | |
| **General Location of Site:** Northeast of the intersection of Karcher Rd and Farmway Rd | |
| **Current Zoning of Parcel(s):** *(Check all that apply)* | ☐ RS-1 ☐ RS-2 ☐ R-1 ☒ R-2 ☐ R-3 ☐ C-1 ☐ C-2 ☒ C-3 ☐ C-4 ☐ C-C ☐ DCB ☐ M-1 ☐ M-2 ☐ I-P ☐ A-D ☐ C-D ☐ H-D ☐ P-D ☐ T-N ☒ H-C<br>☒ Property currently In County<br>Please list the current county zoning designation: CR-C2, A |
| **Overlay Districts:** *(Check all that apply)* | ☐ APO-1 ☐ APO-2 ☐ Indian Creek Corridor Overlay<br>☐ Downtown Local Historic Area ☐ Steunenberg Historic District<br>☐ Floodplain Overlay ☒ None |
| **City of Caldwell Comprehensive Plan Designation of Parcel(s):** *(Check all that apply)* | ☐ Neighborhood 1 ☒ Neighborhood 2 ☐ Neighborhood 3<br>☐ Urban Neighborhood ☐ Community Center ☒ Mixed Use Center<br>☐ Downtown ☐ Employment Center ☐ Special Purpose |
| ***Are parcels located within an Area Hub as indicated on the City of Caldwell Comprehensive Plan?*** | ☐ Yes ☒ No |

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# MASTER LAND USE APPLICATION

**Description of Proposed Project / Request:**

A mixed-use development proposed along Farmway and Karcher Roads, featuring commercial spaces, a variety of single family housing options, and extensive open space

## APPLICANT INFORMATION:

| | |
|---|---|
| Name: | Patrick Connor |
| Company Name (if applicable): | Ardurra |
| ☐ Property Owner ☒ Authorized Agent ☐ Purchaser ☐ Petitioner (Vacations only) | |
| Mailing Address: | 332 N Broadmore Way, Nampa, ID 83687 |
| Phone: | (214) 564-2812 |
| Email: | pconnor@ardurra.com |

## PROPERTY OWNERS' INFORMATION

*(If an LLC, please provide documentation of being an authorized signer)*

☐ Not Applicable

| | |
|---|---|
| Name: | G & G Investments LLLP, Gregory Obendorf |
| Mailing Address: | 23299 Fargo Rd, Parma, ID 83660 |
| Phone: | |
| Email: | brock@obendorfhop.com |

# City of Caldwell

Community Development Department – Planning & Zoning Division

# MASTER LAND USE APPLICATION

## DESIGNATED CONTACT PERSON

*(Who will receive and disseminate all correspondence from the city)*

Same as:

☒ Applicant ☐ Property Owner ☐ Other

Name: Patrick Connor

Company Name (if applicable): Ardurra

Mailing Address: 332 N Broadmore Way, Nampa, ID 83687

Phone: (214) 564-2812

Email: pconnor@ardurra.com

## CONTRACTOR / DEVELOPER INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

## ARCHITECT INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

# City of Caldwell

Community Development Department – Planning & Zoning Division

# MASTER LAND USE APPLICATION

## ENGINEER / SURVEYOR INFORMATION

☐ Not Applicable

| | |
|---|---|
| Name: | Patrick Colwell |
| Company Name (if applicable): | Ardurra |
| Mailing Address: | 332 N Broadmore Way, Nampa, ID 83687 |
| Phone: | (208) 442-6300 |
| Email: | pcolwell@ardurra.com |

## LANDSCAPE ARCHITECT INFORMATION

☐ Not Applicable

| | |
|---|---|
| Name: | Jamie Snyder |
| Company Name (if applicable): | Ardurra |
| Mailing Address: | 114 S. Silverstone Way, Ste 320, Meridian, ID 83642 |
| Phone: | (208)323-2288 |
| Email: | jsnyder@ardurra.com |

# City of Caldwell

Community Development Department – Planning & Zoning Division

# MASTER LAND USE APPLICATION

## ACKNOWLEDGEMENTS

☒ By signing this application, I authorize employees/agents of the City to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application.

☒ I certify that I am the owner of this property, the owner's authorized agent, or the petitioner (if for a vacation). If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such an application. I will comply with all provisions of the law and ordinance governing this type of application.

☒ I certify that the information furnished by me as part of this application is true and correct to the best of my knowledge.

I am the: ☐ Property Owner ☒ Authorized Agent ☐ Petitioner (Vacations Only)

Applicant Signature: _____ Date: 10/13/25

Printed Name: Patrick Connor

# City of Caldwell

Community Development Department – Planning & Zoning Division

# MASTER LAND USE APPLICATION

## Online Application Submittal Instructions

The City of Caldwell Planning and Zoning Department utilizes an online application portal for submission of all applications, documents, plans, and payment of fees.

**Step 1:**

- Log in or create an account in Citizenserve (Citizenserve Users Guide)
- Select your permit and/or application type and enter in all required information.

**Step 2**

- Pay fees online via Citizenserve. You will receive an email from Citizenserve directing you to make a payment once staff have reviewed your application.

**Drawing Submittal Instructions:**

1. All plan sheets must be uploaded in PDF format only (no CAD, JPEG, TIFF, PNG, etc.)
2. All plan sheets must be to scale.
3. All plan sheets must be uploaded to Citizenserve.
4. All applications, checklists, calculations, reports, drawings, plans, and other supporting documents must be uploaded as single-sided pdf's and must be legible and in a high-definition format.
5. All documents and plans must follow the "Naming Schematic" as listed on the attached document.

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# Annexation (with initial zoning)

## CCC Chapter 10, Article 3, Section 10-03-01

*PURPOSE: Annexation is a legal process by which some property located in an unincorporated area (Canyon County) may become part of the incorporated area (City of Caldwell). Annexations may be initiated by the City with property in the City Impact Area or by individuals with property in the City Planning Boundaries. An annexation requested by an individual is a quasi-judicial matter requiring public hearings and public hearing notification in accordance with the Idaho Land Use Planning Act and Caldwell City Code.*

**The following items shall be included in the application submittal. Additional information may be required upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.**

## I. Filing and Submittal Standards

- ☐ All applications, checklists, plans and supporting documents must be submitted electronically through our Online Permit Center.
- ☐ Upload all documents and drawings per required checklist, as high-resolution PDFs and formatted in accordance with this checklist.
- ☑ Each checklist item **MUST** be named according to the naming convention listed below. The naming convention shall start with the document name as shown in the table below, followed by an underscore, and then the project name.
- ☐ Resubmittals must use the EXACT same file name as the original and contain a versioning number at the end (V2, V3, V4, etc.)
- ☐ All applicable fees be required to be paid once the application has been submitted and received by the department. Some applications may require fees to be paid at time of actual submittal.

## II. Submittal Documents

*The items listed below are considered a minimum. Additional information may be necessary for clarification during the review process.*

| √ | Submittal Item Description | Document Naming Convention |
|---|---|---|
| ☐ | **Master Land Use Application.** Copy of a completed and signed Master Land Use Application. | Application_ProjectName |
| ☐ | **Annexation Checklist.** Copy of a completed and signed Annexation checklist. | ANNChecklist_ProjectName |
| ☐ | **Copy of Deeds or Proof of Ownership.** If the owner is a corporation or LLC, proof of the representative or agent for the LLC or corporation will be required. | Deeds_ProjectName |
| ☐ | **Property Owner Acknowledgement.** Signed Property Owner Acknowledgement form (if applicable). | OwnerAck_ProjectName |

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| | | |
|---|---|---|
| ☐ | **Neighborhood Meeting Information,** including;<br>☐ A copy of the letter sent to all owners, residents, and associations within 500' of the property boundary.<br>☐ A copy of the 500' mailing list<br>☑ A copy of the sign-in sheet, with your signature for certification | NeighborhoodMtg_ProjectName |
| ☐ | **Legal Description.**<br>• Attach a metes and bounds legal description of the property including all adjacent rights of ways.<br>• All legal descriptions shall be stamped and certified by a land surveyor registered to the State of Idaho and shall be accompanied by an exhibit stamped. | Legals_ProjectName |
| ☐ | **Annexation Exhibit Map.** An exhibit map, stamped and signed by the land surveyor outlining the area being annexed, to include the adjacent rights of ways. | |
| ☐ | **Site Plan (to scale).** Site plan, drawn to scale, showing:<br>☐ Location of all property lines and dimensions<br>☐ All streets with street names<br>☐ All existing and proposed buildings and structures<br>☐ All setbacks to the property lines and between buildings<br>☐ All utilities<br>☐ All easements | SitePlan_ProjectName |
| ☐ | **Vicinity Map.** Showing the boundaries of the subject property with relation to nearby roadways and landmarks. | VicinityMap_ProjectName |
| ☐ | **Project Narrative.** A detailed project narrative addressing the following:<br>• Description of overall proposed development plan<br>• Description of compliance with the City's Comprehensive Plan and Vision and compliance with zoning ordinances.<br>• Description of overall project benefits, the impacts on surrounding properties, and the mitigation of those impacts.<br>• List of all proposed land uses | Narrative_ProjectName |
| ☐ | **Conceptual Development Plan.** *If the annexation is not associated with a special use permit, planned unit development or subdivision plat, please submit a concept future development plan.* | ConceptPlan_ProjectName |

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## III. Project Specifics

*Fill in all the information below that is applicable to the proposed project.*

| | |
|---|---|
| **Will the Existing Land Use on the Property Continue:** | ☐ Yes ☑ No |
| **Explain any Future Development Plans:** | A mixed-use development proposed along Farmway and Karcher Roads, featuring commercial spaces, a variety of single family housing options, and extensive open space. |
| **Existing City or County Zoning Designation of Property Surrounding Subject Parcel(s):** | North of the Site: A(Canyon County)<br>South of the Site: C1 (Canyon County)<br>East of the Site R1 (City of Caldwell)<br>West of the Site: A (Canyon County) |
| **Type of Access to Subject Parcel(s)** | ☑ Street Frontage ☐ Easement<br>If easement, list easement width and Instrument # below:<br>Easement Width: _____ Instrument #: _____ |
| **Name of Streets Providing Access:** | Karcher Rd (Hwy 55)<br>Farmway Rd<br>Moss St (future extension)<br>Bear Ln (future extension) |
| **Existing Domestic Water:** | ☑ Individual Domestic Well<br>☐ Centralized Public Water System<br>☐ City Municipal Water System<br>☐ Not Applicable |

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| | |
|---|---|
| **Nearest Water Line Connection:** | Bear Lane |
| **Existing Sewer:** | ☐ Individual Septic ☐ City Municipal Sewer ☐ Not Applicable |
| **Nearest Sewer Connection:** | Homedale Rd |
| **Existing Irrigation:** | ☐ Surface<br>☐ Irrigation Well<br>☐ Pressurized<br>☐ Gravity<br>☐ Not Applicable |
| **Nearest Irrigation Connection:** | Forrest Canal |
| **Irrigation District:** | Wilder Irrigation District (Boise Project Board of Control) |
| **School District Serving this Location:** | ☐ Caldwell SD ☐ Nampa SD ☐ Vallivue SD |

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## IV. PDF Formatting Requirements

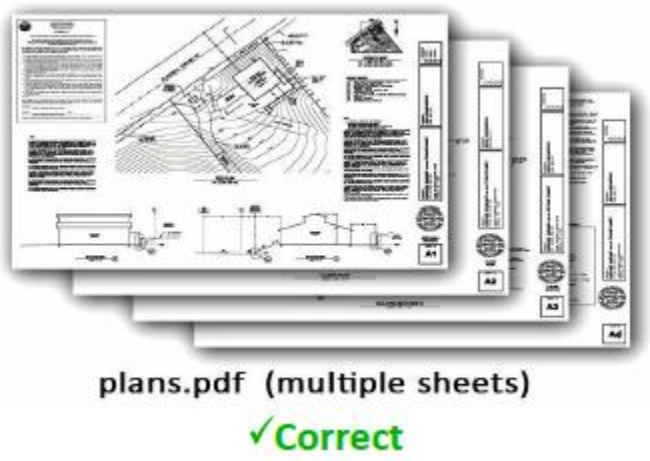
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for your project.

**Layers:** No multiple layers. Layers must be merged or flattened.

**Format:** Vector-based files are preferred given the ability to scale these files.

**Resolution:** Min. of 300 pixels per inch (PPI)

**Grouping:** Multiple sheet PDF (single file with multiple sheets)




**Labeling:**

Each sheet of the plans must be labeled with the project name, contractor, and address of the subject site.

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## V. Applicant Acknowledgement

☐ I acknowledge that all items on the checklist are included in the submittal package and that all documents have been named accordingly and submitted as single-sided, high-resolution pdf documents; and

☐ I acknowledge that I, the applicant, or my representative, is responsible for attending all public hearings; and

☐ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the pre-screening process. This could impact scheduling of public hearing dates; and

☐ I acknowledge that I have read, understand, and am in compliance with all standards, terms, and requirements listed in Caldwell City Code; and

☐ I acknowledge that the decision to grant or deny a owner-consented annexation is at the sole discretion of the City Council, and that any decision but City Council does not require council to articulate or provide findings justifying its decision as owner-consented annexation are not subject to judicial review in accordance with Idaho Code 50-222.

☑ I certify I am the:

☐ Property Owner as the Applicant ☐ Property Owner's Agent / Representative

Patrick Connor _____ 10/13/25 _____

Applicant / Applicant's Representative Printed Name Date

_____

Applicant / Applicant's Representative Signature

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# SUBDIVISION PRELIMINARY PLAT CHECKLIST

The following items shall be included in any application submittal. Additional information may be required, as indicated in your roundtable (pre-app) meeting or upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

**SECTION I**

| SUBMITTAL DOCUMENTS & RELATED PLANS | | Applicant | Staff |
|---|---|---|---|
| **Master Land Use Application** | Copy of completed, signed and dated application | X | |
| **Application Checklist** | Copy of completed, signed and dated checklist | x | |
| **Property Owner Acknowledgement** | If the signatory of the application is not the owner of the property, a notarized statement (property owner acknowledgement) must be signed by the legal owner of record and submitted with the application | X | |
| **Proof of Property Ownership** | Recorded Warranty Deed for the subject property showing proof of ownership, or evidence of property interest to subject property | X | |
| **Legal Description of Property** | Attach a legal description of the property including metes and bounds to the centerline of all adjacent rights of ways. All legal descriptions shall be certified by a land surveyor registered to the State of Idaho. | X | |
| **Neighborhood Meeting Information** | The verification shall include:<br>• A copy of the letter mailed by the applicant *(Min. 15 days prior to meeting)*<br>• A copy of the 500' mailing list indicating all notified owners, residents and associations<br>• A copy of the sign-up sheet from the meeting, with your signature<br><br>*Note: Neighborhood meetings must have been held within four (4) months of application submission.* | X | |
| **Photographs** | Photographs of existing site conditions | x | |
| **Project Narrative** | Narrative fully describing the application request(s), the purpose of the development, existing site conditions, and what is being proposed. | X | |
| **Concept Building Elevations** | Colored concept elevations of all four (4) sides of buildings, indicating building heights, colors, materials, windows, doors, and architectural features. | X | |
| **Site Plan (Scaled)** | Site plan, drawn to scale, showing location of all property lines, existing and proposed buildings, utilities, setbacks, easements, and streets with street names. | x | |
| **Preliminary Plat** | High resolution preliminary plat, to scale. See requirements for plan content in **Section II below** | x | |
| **Landscape Plan** | High resolution landscape plan, to scale. See requirements for landscape plan contents in **Section III below** | X | |

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**SECTION II**

| PRELIMINARY PLAT CONTENT | | Applicant | Staff |
|---|---|---|---|
| **Plans to Scale** | All mapped data for the same plat shall be drawn at a scale suitable to ensure the clarity of all lines, bearings and dimensions, said scale typically being one hundred feet to an inch (100' = 1"). Whenever practical, scales shall be adjusted to produce an overall drawing measuring eighteen inches by twenty- four inches (18" x 24"), but not exceeding forty-two inches by sixty inches (42" x 60"). | X | |
| **Subdivision Name and Location** | The proposed subdivision name and location shall be provided on the plat and shall meet the following:<br>• Said name shall be approved by the City Mapping Department and shall not being a duplicate name of any other recorded subdivision within Canyon County or any of the cities in Canyon County;<br>• Location of subdivision by section, township and range; reference by dimension and bearing to a combination of two (2) section corners, quarter section corners, or recorded monuments. (Ord. 3374, 12-6-2021) | X | |
| **Contact Information** | Name, address and phone number of property owner(s), subdivider, engineer, planner, and surveyor who prepared the plat, and any other professional persons involved in the subdivision. | X | |
| **Scale, North Arrow, and Plan Preparation Date** | Scale, north arrow and date of preparation including dates of any subsequent revisions. | X | |
| **Vicinity Map (Scaled)** | Vicinity map drawn to a maximum scale of one inch equals five hundred feet (1" = 500'), clearly showing the proposed subdivision or planned unit development configuration in relationship to, as well as, identifying and showing lot lines and street connections of all adjacent subdivisions, all arterial streets, all collector streets and bodies of water. | X | |
| **Topography** | Topography based on NAVD 88 datum shown on the same map as the proposed subdivision layout. Contour lines shown at five foot (5') intervals where land slope is greater than ten percent (10%) and at two foot (2') intervals where land slope is ten percent (10%) or less, referenced to an established bench mark, including location and elevation. | X | |
| **Existing Water** | Location of existing water wells and type, streams, canals, irrigation laterals, drainage facilities, private ditches, washes, lakes and other water features; direction of flow; regulatory floodplain and floodway boundaries if any; and location and extent of known areas subject to inundation if any. | X | |
| **Streets and other Important Features** | Location, widths and names of all existing streets and location, arrows indicating direction of slopes, type of surface and existence of any curb, gutter and/or sidewalks. Other important features such as railroads, utility rights of way and easements of public record, public areas, permanent structures to remain including water wells, and municipal corporation lines within or adjacent to the tract. | X | |
| **Recorded Subdivisions with Common Boundaries** | Name, book, page number and lot line layout of any recorded adjacent subdivision having common boundary with the tract. | X | |
| **Table Schedule** *(see attached example)* | Table Schedule of:<br>• Existing zoning classification of the tract with any requested zoning changes.<br>• Total acreage of the entire subdivision<br>• Total number of buildable lots by land use type.<br>• Total number of common lots.<br>• Total gross acreage<br>• Average buildable lot size<br>• Dwelling units per gross acre. | X | |

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| PRELIMINARY PLAT CONTENT cont. | | Applicant | Staff |
|---|---|---|---|
| **Subdivision Boundary** | The subdivision boundary with dimensions and bearings shall be based on an actual recorded field survey, performed within six (6) months of the preliminary plat application, and shall include the professional land surveyor stamp. Boundary problems shall be resolved prior to preliminary plat submittal. Stamping of the preliminary plat by the professional land surveyor pertains only to the boundary survey and should be noted as such. | X | |
| **Public dedications of rights of way or easements** | Proposed location, width, dimensions and bearings, and use of all proposed easements within the subdivision. All existing easements with location, width, dimensions, bearings, use and instrument numbers. Designation of all land to be dedicated or reserved for public use with purpose indicated. | X | |
| **Names, Addresses, and Tax Parcel Numbers** | Names, addresses and tax parcel numbers for all property owners within three hundred feet (300') of the exterior boundary of the subdivision, displayed visually on the plat in the appropriate locations. | X | |
| **Utilities** | Storm drains and water supply mains, both proposed and existing, within and immediately adjacent to the subdivision. Approximate location of existing sanitary sewer facilities, manholes, lines, and any other sewer related facilities within and adjacent to the subdivision. | X | |
| **Proposed Street Layout** | Proposed street layout, including location, width and proposed names of streets, common driveways, alleys, major pathways, micro pathways and easements; pedestrian and vehicular connections to adjoining properties. | X | |
| **Lot Dimensions** | Typical lot dimensions to scale; dimensions of all corner lots and lots of curvilinear sections of streets; each lot and block numbered individually; each lot labeled with its individual lot acreage and square footage. | X | |
| **Land Use and Zoning Classification (Each Area)** | If plat includes land for which multi-family, commercial, industrial or mixed use is proposed, such areas shall be clearly designated together with existing zoning classification and status of zoning change, if any. | X | |
| **Special Development Areas** | Appropriate information that sufficiently details the proposed subdivision within any special development area, such as:<br>• Hillside<br>• Floodplain | X | |
| **On and Off-Site Improvements** | The proposed on and off site improvements including water supply systems, sanitary sewer systems and stormwater drainage. | X | |
| **Access and Approaches** | Width, spacing and location of all proposed approaches to the subdivision with type (example: full approach, right in/right out approach) of approach indicated. | X | |
| **Proposed Utility Methods** | (A) Sewage Disposal: Such evidence relative to the design flows within the subdivision, and operation of the sanitary sewage facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat.<br>(B) Water Supply: Such evidence relative to the design, operation, volume and quality of the water supply and facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat.<br>(C) Stormwater Disposal: Such evidence relative to the design and operation of the stormwater disposal system. A statement as to the type of facilities proposed, and an indication of all areas to be used for treatment/disposal shall appear on the preliminary plat. All stormwater design shall comply with the city's most recent "Stormwater Management Manual" as adopted by council as of the date of preliminary plat application submittal.<br>(D) Irrigation System: A statement describing the proposed irrigation system, consistent with section 10-07-12 of the Caldwell City Code, shall appear on the preliminary plat. | X | |

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| PRELIMINARY PLAT CONTENT cont. | | Applicant | Staff |
|---|---|---|---|
| **Acknowledgement** | Note acknowledging that, to the best of the preparer's knowledge, the preliminary plat meets all requirements of city code; or if said plat does not meet all requirements then the plat has been submitted as a planned unit development and any and all requested exceptions have been listed in detail as part of the planned unit development application or it is not a planned unit development but any exceptions as allowed in this chapter have been noted on the preliminary plat and specifically requested as a part of the application. | X | |

**SECTION III**

| LANDSCAPE PLAN CONTENT (CCC 10-07-03) | | Applicant | Staff |
|---|---|---|---|
| **Plan Preparation** | Landscaping plans shall be prepared by a landscape architect, a landscape designer or a qualified nursery person; Landscape plans shall be stamped by a licensed landscape architect. | X | |
| **Plan Size** | Detailed plan at a scale no smaller than one inch equals fifty feet (1" = 50') | x | |
| **Streets, Setbacks and Easements** | Show all streets, setbacks, and easements, Streets shall be identified by name. Dimension and label all right-of-way, setbacks, and easements | X | |
| **Sight Visibility Triangles** | Show and label all sign visibility triangles. | X | |
| **Storm Water Facilities and Berms** | Show all storm water facilities and berms. Indicate berm heights, slopes and proposed landscaping | X | |
| **Off-Street Parking & Bicycle Parking** | • A note listing the required number of parking spaces and bicycle parking spaces.<br>• A note listing the provided number of parking spaces and bicycle parking spaces. The provided number of parking spaces and bicycle parking spaces shall equal or exceed the required number of parking spaces and bicycle parking spaces.<br>• Circulation area required to serve the parking spaces with typical dimensions. | X | |
| **Existing Trees and/or Shrubs** | Location of all existing trees and shrubs, and the approximate size and type of any existing trees and shrubs. Indicate by note which trees and/or shrubs will remain, if any. | X | |
| **Existing and Proposed Structures** | Location of all existing and proposed structures and a note of whether or not the existing structures will remain | X | |
| **Pathways** | Location, width, and type of pathways, along with identification of all required pathway materials and landscaping callouts:<br>• Micro Pathways<br>• Major Pathways<br>• Public Pathways<br>• Regional Pathways<br>• Indian Creek Corridor Pathways (if applicable) | X | |
| **Open Space Exhibit** | All open space clearly delineated using colored shading so it is readily identifiable. The open space exhibit shall contain a table identifying:<br>• The percentage and acreage of each individual areas of open space and if the open space is being calculated as qualified open space<br>• The total percentage and acreage of code required open space and qualifying open space in relationship to the gross area of the project<br>• The total percentage and acreage of proposed open space and qualifying open space in relationship to the gross area of the project | X | |
| **Public Amenities** | Location, size, and types of new structures for recreational use (i.e., gazebos, water features, picnic areas, shuffleboard, etc) | X | |

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| LANDSCAPE PLAN CONTENT (CCC 10-07-03) | | Applicant | Staff |
|---|---|---|---|
| **School Bus Stops** | Location of school bus stop areas within a common lot or common easement | x | |
| **Public Transit Stops** | Location of any public transit | x | |
| **Street Landscape Buffers** | Location and width of all street landscape buffers. Include the location of all sod, trees, shrubs, plantings, and other materials proposed. | X | |
| **Landscape Buffers Between Land Uses** | Location and width of all landscape buffers between different land uses. Include the location of all sod, trees, shrubs, plantings, and other materials proposed. | X | |
| **Parking Lot Landscaping** | Location and size of all landscape islands within parking lots, Include the location of all landscaping materials proposed | X | |
| **Trash Enclosures** | Location of all trash enclosures, to include details about screening and landscaping | x | |
| **Fencing** | Location, height, color, and materials for all existing or proposed fencing | x | |
| **Other Landscape Amenities** | Provide location, size, type and description of all other landscape improvements such as berms, decorative rock, boulders, etc. | X | |
| **Landscape Schedule** | Provide a table listing all of the locations, descriptions, types and numbers of landscaping products to be installed. | X | |

## SECTION IV

### GENERAL PROJECT INFORMATION

| | |
|---|---|
| Type of land uses within subdivision: | Residential only Commercial only Industrial only<br>(Mixed-use *(mix of residential and non-residential uses)*) |
| Has your development / subdivision name, street names, and lot and block numbers been approved by the City of Caldwell Mapping Division? | (Yes) No<br>*If yes, have you made any changes or modifications to the previously approved pre-plat approved by Mapping?* Yes (No) |
| Will the subdivision be phased? | (Yes) No<br>If yes, how many phases are proposed? 10 |
| Development timeline for full build out? | 5-10 years |

### LAND USE AND ZONING INFORMATION

| | Zoning Designation | Comp Plan Designation | Land Use |
|---|---|---|---|
| **Existing** (Subject Property) | CR-C2 / A | MU / N2 | Under construction / Farming |
| **Proposed** (Subject Property) | R-2 and HC | MU / N2 | Mixed-Use |
| North of Site | A | N2 | Farming |
| South of Site | C1 | MU | Residential |
| East of Site | A | MU / N2 | Farming |
| West of Site | A | MU / N2 | Farming |

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## PROJECT SPECIFIC INFORMATION

| | Number of Lots | Acres | Percent of "Net" Acres<br>*Net acreage is the total acreage minus any public streets and public rights of way* |
|---|---|---|---|
| Residential Lots | 319 | 44.66 | 52.8% |
| Commercial Lots | 7 | 15.69 | 18.55% |
| Industrial Lots | - | - | - |
| Common Lots | 56 | 20.39 | 24.1% |

## EXISTING AND PROPOSED BUILDING DATA

| | # of EXISTING buildings | # of PROPOSED buildings | # of EXISTING dwelling units | # of PROPOSED dwelling units | Max. Building Height | Total GROSS square footage of buildings |
|---|---|---|---|---|---|---|
| **Residential:** | | | | | | |
| Single-family (detached) homes | 0 | 295 | 0 | 295 | 35 | TBD |
| Townhomes | 0 | 2 | 0 | 24 | 35 | TBD |
| Two-family *(duplex)* | 0 | 0 | 0 | 0 | 0 | 0 |
| Three-family residential *(triplex)* | 0 | 0 | 0 | 0 | 0 | 0 |
| Four, five and six family *(fourplex, fiveplex, and sixplex)* | 0 | 0 | 0 | 0 | 0 | 0 |
| Multi-family (7 or > dwelling units) in a single building | 0 | 0 | 0 | 0 | 0 | 0 |
| **Commercial** | 0 | 7 | N/A | N/A | per code | TBD |
| **Industrial** | 0 | 0 | N/A | N/A | 0 | 0 |

| **Type of Commercial or Industrial Buildings:** | HC and C-3 allowable uses | Single-tenant building(s) | Multi-tenant buildings |
|---|---|---|---|
| | | TBD | |

## DENSITY AND OPEN SPACE (Comprehensive Plan and CCC 10-07-05)

| | | |
|---|---|---|
| Dwelling units per gross acre (Density): | Max. Allowed | Proposed |
| | 8 | 3.47 |
| Total Open Space | % Required | % Proposed |
| | | |
| Total "Qualifying" Open Space | % Required | % Proposed |
| | 8 | 12 |
| Included | **NOTE:** *Attach a separate Open Space Exhibit showing all areas of open space highlighted, all areas highlighted and labeled for qualifying open space, and table with breakdown, square footage, percentage and acreage of all open space vs. qualifying open space.* | |

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| **PARKING, LOADING AND PEDESTRIAN AMENITIES** (CCC 10-02-05) | | |
|---|---|---|
| **Description** | **Min. Required** | **Proposed** |
| Electric vehicle parking spaces | 0 | 0 |
| Off-street parking spaces | 0 | 14 (private parking lot by townhomes) |
| Commercial loading spaces | 0 | 0 |
| Industrial loading spaces | 0 | 0 |
| Bicycle parking spaces: | 0 | 0 |
| Describe any public transportation facilities that will be provided in accordance with (CCC 10-02-05 B) | none | |
| Public Amenities: | ***Provide a description of the type of public amenities proposed***: Common area pathways, playgrounds and picnic structure are to be owned and maintained by the HOA. | |

| **LANDSCAPING AND PATHWAYS** (CCC Chapter 10, Article 7) | |
|---|---|
| Landscaping: (*Please check all locations where landscaping will be provided)* | Parking lot Common areas Street landscape buffers<br>Between different land uses Pathways Around building exterior<br>Other _____ |
| Major Pathways | *Describe location, width, and landscaping:* An 8' asphalt community pathway is planned along the Forest Canal (running N-S through the site) within a common lots. There is landscaping including sod, trees, bushes and grass along the pathway. |
| Micro Pathways | *Describe location, width, and landscaping* There is a 5' wide concrete neighborhood pathway that runs E-W through common lots. The Pathway is planned between common open space to connect pedestrians to amenities and the major pathway network. Along the pathway there is landscaping including sod, trees, bushes and grass. |
| Public Pathways *(per Bicycles and Pathways Master Plan)* | *Describe location, width, landscaping, and any proposed fencing:* N/A |

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## STREET LANDSCAPE BUFFERS (CCC 10-07-08)

| Location *(Enter Street Name)* | Min. Width Required | Proposed Width | % of Sod Proposed | # of Trees Proposed | Min. Tree Spacing *(in feet)* | # of Shrubs Proposed | Min. Shrub Spacing *(in feet)* |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Farmway Rd - arterial | 25' | 25' | 45% | 9 | 28' | 80 | 4 |
| Bear Ln (west) - collector | 20' | 20' | 49% | 73 | 35' | 636 | 4 |
| Bear Ln (east) - collector | 20' | 20' | 48% | 44 | 35' | 388 | 4 |

## BUFFERS BETWEEN LAND USES (CCC 10-07-10)

| Location *(If not required, put N/A)* | Min. Width Required | Proposed Width | % of Sod Proposed | # of Trees Proposed | Min. Tree Spacing *(in feet)* | # of Shrubs Proposed | Min. Shrub Spacing *(in feet)* |
|---|---|---|---|---|---|---|---|
| North Property Line | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| South Property Line | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| East Property Line | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| West Property Line | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

## PUBLIC SIDEWALKS

| Location (Street Name) | Min. Width Required | Proposed Width | Type of Sidewalk | | |
|---|---|---|---|---|---|
| All local streets will have public sidewalks | 5' | 5' | Meandering | X Attached | Detached |
| | | | Meandering | Attached | Detached |
| | | | Meandering | Attached | Detached |
| | | | Meandering | Attached | Detached |

## UTILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES INFORMATION

| | | |
|---|---|---|
| Domestic Water: | | Individual Domestic Well – How Many? None |
| | | Centralized Public Water System |
| | | City Municipal Water System x |
| | | N/A |
| | **Nearest Water Line Connection:** | |
| Sewer (Wastewater): | | Individual Septic |
| | | City Municipal Sewer x |
| | | N/A |
| | **Nearest Sewer Line Connection:** Connections in Bear Ln and Farmway Rd | |
| Irrigation: | | Surface Yes |
| | | Irrigation Well n/a |
| | | Pressurized PI planned as part of the project |
| | | Gravity |
| | | N/A |
| | **Nearest Irrigation Connection:** Forrest Canal | |
| | **Irrigation District:** Wilder Irrigation District | |

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| | | |
|---|---|---|
| Stormwater: | | Swales Yes |
| | | Ponds |
| | | Borrow Ditches |
| | | Other, Explain: |
| Stormwater Management: | Does the site disturb one or more acres of land? (Yes) No | |
| Fire Suppression Water Supply Source: | City of Caldwell | |
| Sources of Surface Water on or Nearby Properties (i.e., creeks, ditches, canals, lake, etc.): | Forest Canal runs through the property | |
| Type of Site Access: | | Street Frontage Yes |
| | | Easement<br>Easement Width: Instrument # |
| Street(s) Providing Access: | Karcher Rd, Farmway Rd, Bear Ln (planned extension), Moss St (planned extension) | |
| Will Secondary Access for Fire be Provided: | | Yes X |
| | | No |
| Internal Roads: | | Public Yes |
| | | Private One private driveway for townhomes to be owned and maintained by the HOA |
| | | Internal Circulation |
| | | Road User's Maintenance Agreement Inst# |
| School Districts Serving this Location: | | Caldwell School District |
| | | Vallivue School District Yes |

**SPECIAL ON-SITE CHARACTERISTICS**

| | Yes | No | If yes, explain: |
|---|---|---|---|
| Areas of Critical Environmental Concern? | | X | |
| Evidence of Erosion? | | X | |
| Fish Habitat? | | X | |
| Floodplain? | | X | |
| Riparian Vegetation? | | X | |
| Steep Slopes? | | X | |
| Streams/Creeks? | | X | |
| Unique Animal/Plant Life? | | X | |
| Unstable Soils? | | X | |
| Wildlife Habitat? | | X | |
| Historic Buildings or Features? | | X | |

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| | |
|---|---|
| Describe any other unique site characteristics: | n/a |

| **ACKNOWLEDGEMENT** | |
|---|---|
| X | I acknowledge that all items on the checklist are included in the submittal package and that all documents have been submitted as single-sided, high-resolution documents; and |
| X | I acknowledge that the applicant or the applicant's representative is responsible for the physical posting of all subject sites prior to the public hearings, and for providing affidavit of proof of posting in accordance with Caldwell City Codes; and |
| X | I acknowledge that the applicant or the applicant's representative IS REQUIRED to attend all public hearings for this application. |

I certify this document has been acknowledged, signed and dated by the:

☐ Property Owner as the Applicant ☒ Property Owner's Agent / Representative

Patrick Connor
Applicant / Applicant's Representative Printed Name

10/13/25
Date

Applicant / Applicant's Representative Signature

City of Caldwell

# INVOICE

Permit #: ANN25-000008

Address: 0 KARCHER RD

| Fee | Account Code | Amount |
|---|---|---|
| P&Z Fees - Annexation - More than 2 acres | 10240 | 3,080.50 |
| P&Z Fees - Development Agreement | 10335 | 950.00 |
| Fire Fees - Annexation - More than 1 acre | 22025 | 224.70 |
| Eng Fees - Annexation - More than 20 acres | 12550 | 1,210.88 |
| P&Z Fees - Application Prescreening | 10216 | 50.00 |
| **TOTAL** | **&#65533;** | **5,516.08** |

City of Caldwell

# INVOICE

Permit #: SPP25-000011

Address: 0 KARCHER RD

| Fee | Account Code | Amount |
|---|---|---|
| P&Z Fees - Preliminary Plat (Base Fee) | 10180 | 2,688.00 |
| Fire Fees - Preliminary Plat (Base Fee) | 12512 | 254.10 |
| Eng Fees - Preliminary Plat (Base Fee) | 12511 | 708.37 |
| P&Z Fees - Preliminary Plat (Add'l Fee of $20.00 per lot, to include common lots) | 10180 | 8,040.00 |
| Fire Fees - Preliminary Plat (Add'l Fee of $1.35 per lot to include common lots) | 12512 | 542.70 |
| Eng Fees - Preliminary Plat (Add'l Fee of $23.61 per lot to include common lots) | 12511 | 9,491.22 |
| P&Z Fees - Application Prescreening | 10216 | 50.00 |
| **TOTAL** | **** | **21,774.39** |

ARDURRA

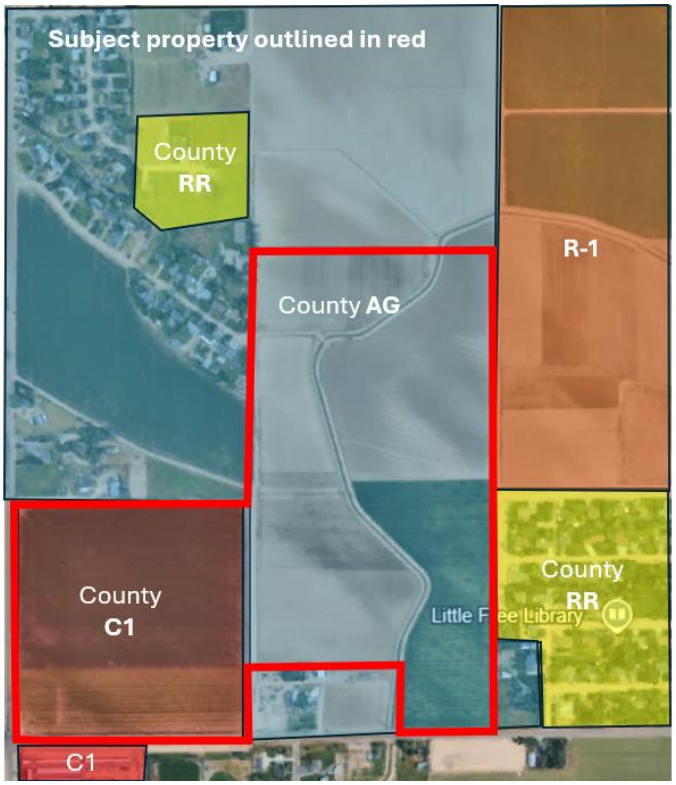
10/14/2025

City of Caldwell
Planning and Zoning
205 S. 6th Ave 2nd Floor
Caldwell, ID 83605

**SUBJECT:** **Preliminary Plat Application & Annexation | Granite Crest**

**Introduction:**
On behalf of G and G Investments Idaho LLLP and Gregory Obendorf, we are pleased to submit this request for annexation, zoning, and preliminary plat approval for the Granite Crest Subdivision. The project encompasses approximately 107 acres on the NE corner of Farmway Road and Highway 55 (Karcher Road). Currently zoned CR-C2 and AG in Canyon County, the property is proposed for annexation into Caldwell with zoning of R-2, R-3, and a mix of Highway Corridor (HC) and Service Commercial (C-3) for the commercial frontage. Granite Crest is envisioned as a well-balanced, complete neighborhood that provides diverse housing options, introduces needed commercial services along Highway 55 and Farmway Road, and delivers critical infrastructure improvements that will serve both the subdivision and the larger community.

**Site Information:**
The Granite Crest property encompasses approximately 107 acres and currently has a gas station under construction in its southwest corner. Surrounding land uses and zoning provide a clear framework for how this site should transition into the city. To the east, the property borders R-1 and RR residential neighborhoods. To the south, the area includes a mix of one-acre residential lots and some commercial development. On the west side, the northern portion large-lot residential homes, while the southern portion is adjacent to agricultural uses. Agricultural land also lies directly to the north.

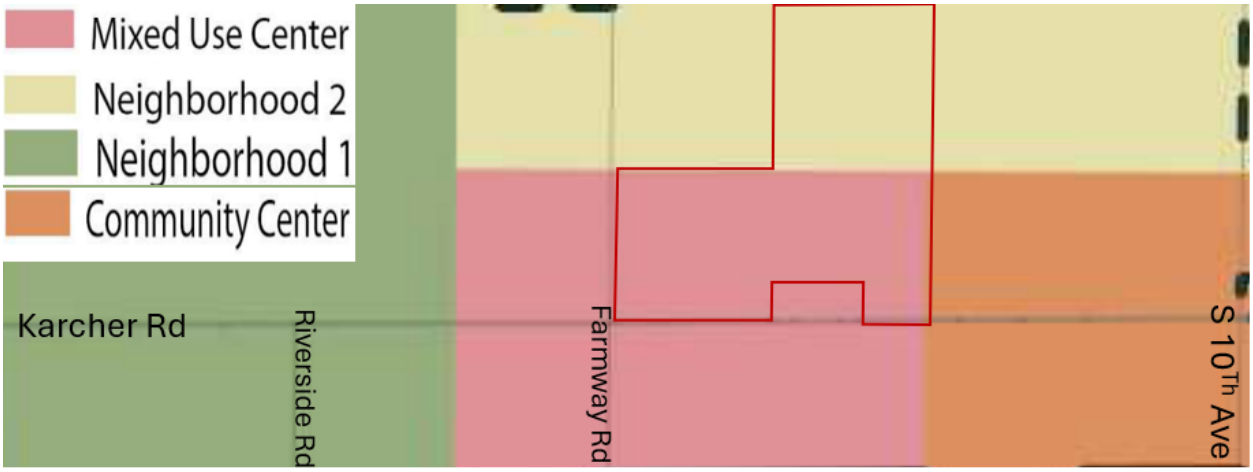



Granite Crest has been thoughtfully designed to respect these surrounding land uses. Larger R-2 lots are strategically placed along the perimeter of the development to provide a transitional

buffer, while smaller lots are concentrated in the interior. This layout supports the city's targeted residential density goals as outlined in the comprehensive plan. In addition, there is 18% total open space envisioned for the project and 12% qualified open space with community amenities.

**Comprehensive Plan**

The Caldwell Comprehensive Plan identifies the Granite Crest property within two future land use categories: Mixed Use Centers along the Highway 55 and Farmway Road, and Neighborhood 2 for the north portion of the site. Granite Crest has been carefully designed to reflect and advance both place types.




Mixed Use Centers are described in the Comprehensive Plan as "hubs of intense commercial activities that attract people from all over the City and beyond. They are located on major roads, corridors, and transit lines. Development patterns are denser than surrounding areas and increase in intensity around infrastructure such as transit lines. These areas include denser housing options especially in areas with current or future transit service and where commercial areas transition to less dense residential place types."

Granite Crest reflects this vision by placing approximately 15.69 acres of Highway Corridor (HC) and Service Commercial (C-3) zoning along both Highway 55 and Farmway Road. These commercial parcels are positioned on arterial corridors where access and visibility are strongest, and they are designed to provide neighborhood-serving retail and services while also accommodating employment uses. The commercial areas act as anchors and buffers, ensuring that the subdivision contributes to the corridor's role as a regional mixed-use destination while protecting the livability of interior residential neighborhoods. The planned gas station in the southwest corner of the property further reinforces this function, establishing Granite Crest as a commercial node that supports both local residents and pass-through traffic.

Granite Crest proposed a total of 319 single family lots, within the R-2 and R-3 zoning districts. Within the Mixed-Use designated area, there are 206 lots zoned R-3 zone (4.04 units per acre). In the Neighborhood 2 designated area there are 113 lots zoned R-2 zone (2.83 units per acre). Overall, the residential lot mix ranges from 29' (attached single family), 40', 50', 60' and 70' lots

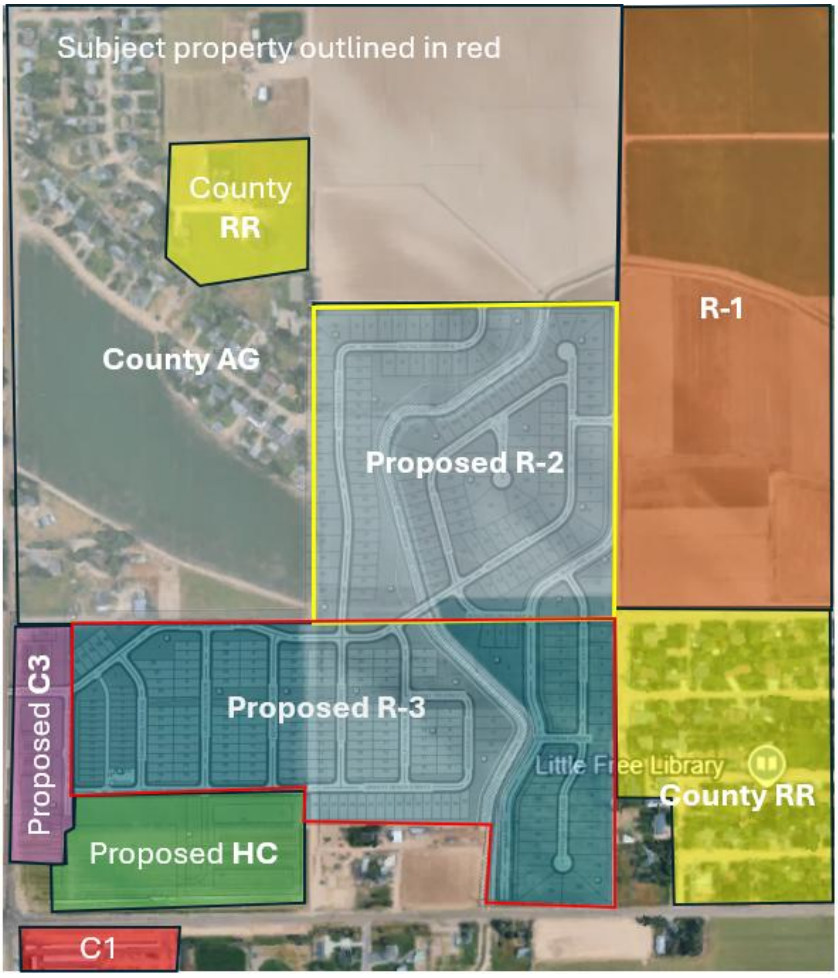
widths, with an average size of approximately 6,518 square feet. Larger lots are strategically located along the project boundaries to transition respectfully to county residential and agricultural properties, while smaller lots are placed internally to create efficient land use and provide housing diversity. This mix serves a broad spectrum of households, from first-time buyers to families to empty nesters.

The Neighborhood 2 and 3 designation also emphasizes connectivity to services, and Granite Crest accomplishes this by linking its neighborhoods with pedestrian pathways, open space, and direct access to the commercial parcels along Highway 55 and Farmway Road. This ensures that residents are not isolated, but instead live in a walkable community where parks, amenities, and daily needs are integrated into the subdivision fabric.

By combining Neighborhood 2, 3, and Mixed Use Centers within one planned project, Granite Crest directly implements the intent of the Comprehensive Plan: creating complete, connected, and balanced neighborhoods where housing, services, open space, and infrastructure all work together to support long-term community growth.

**Proposed Zoning**

The requested zoning designations for Granite Crest are Community Residential (R-2), High Density Residential (R-3), Highway Corridor (HC), and Service Commercial (C-3). These designations were carefully selected to match the Comprehensive Plan and to provide a balanced mix of residential and commercial uses.




Zoning districts R-2 and R-3 are proposed for 91.56 acres of the site to allow for a diverse mix of single-family residential lots. R-2 represents the northwest 40 acres and R-3 encompasses the middle 51.56 acres of the site. The R-2 area supports the density range envisioned by the Neighborhood Residential 2 place type and the R-3 zone supports the Neighborhood 3 place type. Both zones and provide flexibility in lot widths and sizes. Larger lots are positioned along the site's northern and eastern edges to transition

to county residential and agricultural lands, while smaller lots are concentrated within the subdivision interior to support efficient land use.

The HC zoning district is requested for 10.41 acres along the Highway 55 frontage where visibility and traffic volumes are highest. HC zoning allows for corridor-oriented commercial uses that can serve not only the residents of Granite Crest but also the broader traveling public. This matches the Mixed-Use Center designation on the Comprehensive Plan and ensures that commercial development is concentrated on arterial roadways rather than within neighborhood interiors.

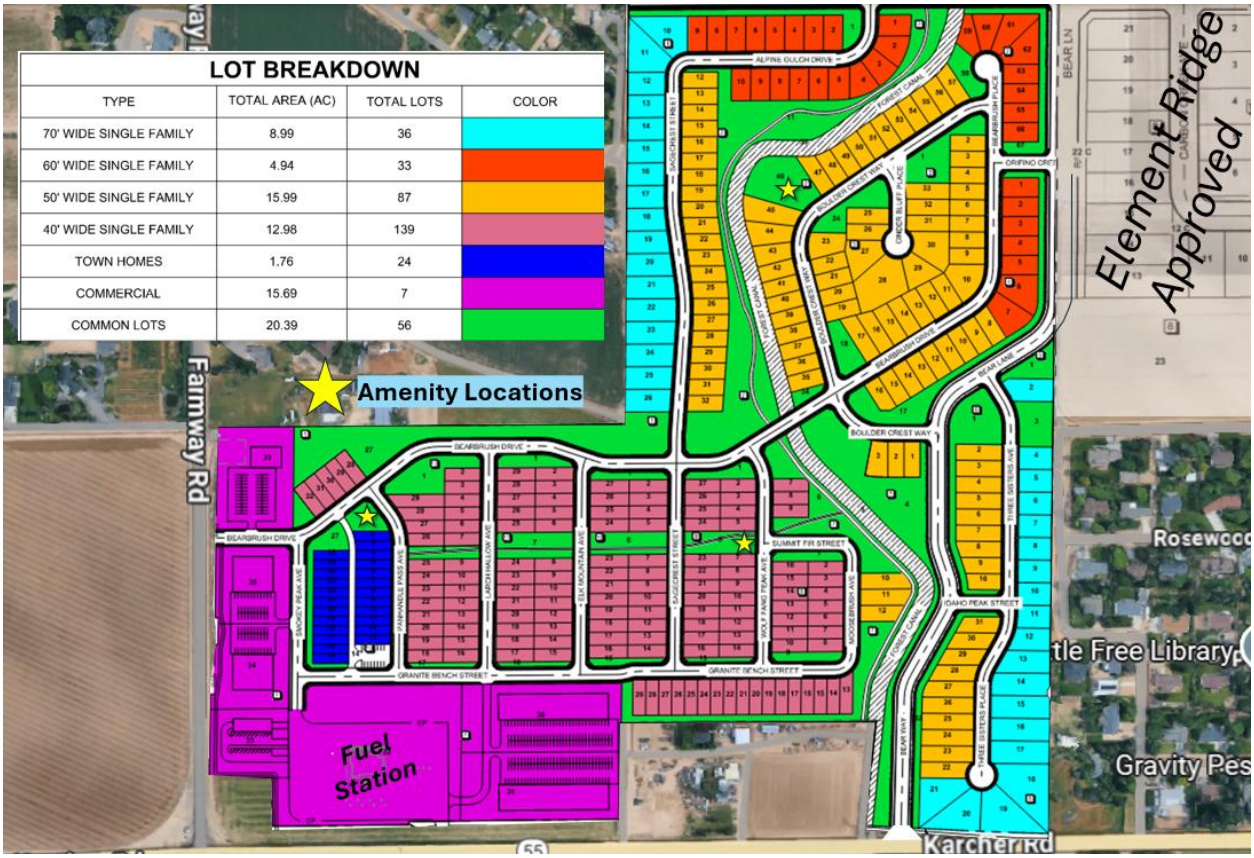
The C-3 zoning district is requested for 5.28 acres along the Farmway Road frontage to allow for additional neighborhood-serving commercial and retail opportunities. C-3 zoning is appropriate for this corridor because it provides for a wider range of service and retail uses than HC alone and creates flexibility for future development patterns as demand grows. Together, HC and C-3 zoning ensure that the commercial component of Granite Crest is robust, responsive to market demand, and consistent with the Mixed-Use Center designation.

Overall, the proposed zoning creates a complete neighborhood framework where residents have access to a full range of housing types, local services, and community amenities, all in alignment with the Comprehensive Plan.

**Preliminary Plat**

The preliminary plat for Granite Crest proposes a total of 382 buildable residential lots and 56 common lots across 107 acres. The residential lots have widths ranging from 40 feet to 70 feet and an average lot size of approximately 6,269 square feet. This lot mix supports a gross density of 3.48 dwelling units per acre, which falls squarely within the range envisioned by the Neighborhood Residential 2 and 3 and Mixed-Use Center designation in the Comprehensive Plan.

The subdivision is designed to create a balanced neighborhood fabric that serves a wide range of households. Larger lots are located along the northern and eastern project boundaries to transition respectfully to county residential and agricultural properties, while smaller lots are clustered internally to promote efficient land use and broaden housing options. This arrangement ensures compatibility with surrounding land uses while still achieving the density targets of the Comprehensive Plan.




**Waiver Request with Development Agreement**

In southeast corner of the project, the application proposes access to Bear Ln's intersection with Karcher Rd and medium/large lot residential use backing to Karcher Rd. Per Caldwell code, residential uses are not allowed to front arterial roadways. Yet, the property only has about 565' of Karcher Rd frontage along the southeast portion of the property. Given the limited area that fronts Karcher Rd, the requirement to have Bear Lane through this area, and the adjacency to existing county residential properties, the most appropriate use of this area is medium-large lot residential. Commercial use for this small area would not have appropriate separation for a suitable access to Karcher Rd given the set location for Bear Ln intersection, and it would not assimilate with the existing adjacent county residences to the east. We are requesting a waiver from this code section in the Development Agreement to allow residential usage in this area to avoid the shoehorning of unviable commercial usage and support a more appropriate residential use given the existing conditions of the property.

**Commercial Land Use**

Granite Crest includes approximately 15.69 acres of commercial zoning, divided between Highway Corridor (HC) and Service Commercial (C-3). These areas are strategically located along both Highway 55 and Farmway Rd, both of which are designated as principal arterials. By

concentrating commercial activity on these corridors, the project provides services that benefit both local residents and the broader community while preserving the livability of interior residential areas.

The commercial areas are envisioned to accommodate a variety of neighborhood serving uses such as restaurants, offices, childcare facilities, and opportunities for mixed-use development with residential, These used will not only provide daily conveniences for nearby residents but also create local employment opportunities that strengthen the City's economic vitality. In addition, the southwest corner of the site will also integrate a planned gas station within the county, which serves as an anchor use for this area. This facility will be connected to City Services as part of the annexation, ensuring compatibility with municipal standards.

Landscaped buffers and site design standards will ensure appropriate separation between commercial and residential uses, creating a smooth transition between place types. Pathways and pedestrian connections will link residential areas directly to these commercial directly to these commercial parcels, reinforcing walkability and reducing reliance on vehicle trips.

By combining HC and C-3 zoning with thoughtful site integration, Granite Crest's commercial component fulfils the Comprehensive Plan's vision for Mixed Use Center, while strengthening neighborhood character and providing vital services to the growing west Caldwell Community.

**Open Space and Amenities**

The plat also dedicates 19.48 acres of open space, representing 18 percent of the site, with 13.74 acres (12%) qualifying under City standards. Open space areas are distributed throughout the subdivision, ensuring that every resident is within walking distance of recreational opportunities. These areas will include two tot lots, a picnic shelter and pedestrian pathways that connect residential neighborhoods to the commercial parcels along Highway 55 and Farmway Road.

Circulation has been carefully considered. The internal street system is designed to provide multiple connections throughout the subdivision, reduce traffic concentration on any single route, and ensure safe and convenient access to both residential and commercial areas. A central pathway will link the neighborhood to open spaces and amenities, reinforcing walkability and connectivity.

Together, the proposed preliminary plat establishes the framework for a complete and functional neighborhood, balancing residential density, open space, amenities, and commercial opportunities in a way that directly supports the policies of the Comprehensive Plan.

*Conceptual Landscape Plan*

*Proposed playground structures*

*Proposed Picnic Pavilion*

**Transportation Improvements**

Granite Crest includes significant transportation improvements that will strengthen connectivity in this part of Caldwell. Most notably, the project proposes the extension of Bear Lane as a mid-mile collector, connecting Homedale Road to Highway 55 (Karcher Road). This roadway extension provides a critical link in the City's transportation network by creating a continuous north–south corridor between two major arterials.

**Utility Extensions**

The Granite Crest subdivision will be served by public utilities. Sewer service will be provided by extending a 24-inch main approximately 4,350 linear feet along Farmway Road, connecting to the west side of the development at the intersection of Farmway and Bearbrush Dr. Internal gravity sewer lines will tie into this main, ensuring proper flow and compliance with City standards. Water service will also be tied into the southwest corner, sourced from Karcher Road. From there, a looped water system will be established, connecting to existing lines from the Element Ridge Subdivision to the northeast. This looped configuration will help improve overall system pressure.

**Conclusion**

In conclusion, Granite Crest represents a thoughtfully planned neighborhood that aligns with Caldwell's Comprehensive Plan by integrating diverse housing opportunities, strategically placed commercial, significant open space, and critical infrastructure improvements. The subdivision's design respects surrounding land uses while introducing amenities and connections that enhance livability for future residents. With investments in transportation, utilities, and walkable amenities, Granite Crest is positioned to not only meet the City's growth objectives but also to serve as a long-term asset to the community. Approval of this annexation, zoning, and preliminary plat will ensure that development of this key corridor is coordinated, connected, and beneficial to both Caldwell residents and the broader region.

| Account |
| --- |
| R28127 |
| R28129 |
| R28128 |
| R28129001 |
| R28129002 |
| R28129003 |
| R28129004 |
| R28130 |
| R28131 |
| R32687 |
| R32688010 |
| R32689 |
| R32686 |
| R26697 |
| R26696 |
| R26694 |
| R26704 |
| R26705 |
| R26706 |
| R26707 |
| R26686 |
| R26685 |
| R26684 |
| R26683 |
| R26692 |
| R26693 |
| R26690 |
| R26691 |
| R26674 |
| R26673 |
| R26681 |
| R26682 |
| R26659 |
| R32706 |
| R32703010B |
| R32702 |
| R32704 |
| R28123 |
| R28124 |
| R32681 |
| R32684010 |
| R28125 |
| R28126 |
| R32683 |
| R32688 |
| R32688011 |

| |
|---|
| R32688012 |
| R32672010 |
| R32672105 |
| R32672100 |
| R32672101 |
| R32673 |
| R32900216 |
| R32900209 |
| R32900210 |
| R32900208 |
| R32900211 |
| R32862010 |
| R32909 |
| R32908 |
| R32908011 |
| R32908206 |
| R32908200 |
| R32908205 |
| R32908201 |
| R32862 |
| R32683011 |
| R32684011A |
| R32683012A |
| R32683012 |
| R32672102 |
| R32908012 |
| R32917011A |
| R32703010 |
| R32671 |
| R32684011 |
| R32678012 |
| R32685 |
| R32684 |
| R26658 |
| R32683010 |
| R32900200 |

**CANYON COUNTY LISTING - R32686, R32684010, F**

**July 29, 2025**

**PROPERTY LISTING DISCLAIMER**

**This information should be used for informational use only a**
**document for the description of these properties. Every effo**
**accuracy of these data & is subject to change without notice**
**Office assumes no liability nor do we imply any particular le**

**County Assessor's Office disclaims any responsibility or liab**
**indirect damages resulting from the use of these property lis**

| OwnerName | InCareOf |
|---|---|
| HERNANDEZ RICHARD C | |
| EISENHAUER ROGER R | |
| SHANER LLOYD E | |
| HAMANN MICHAEL AND CAROLYN TRUST | |
| STEVENSON LARRY D | |
| RAU JOSHUA DEAN | |
| HERNANDEZ OMAR | |
| KIENZLE RUSSELL | |
| DOBSON RAYMOND L | |
| CARPENTER BRYAN KEITH | |
| MC KEE VICTORIA B | |
| GODINA GUSTAVO T | |
| OBENDORF GREGORY R | |
| HOOVER PETER J | |
| ENGLISH MAX R LIFE ESTATE | |
| WOODHEAD TERRY G | |
| LENAHAN MICHAEL A | |
| CLAUNTS LEONARD E | |
| DELEHANTY MICHAEL EARL | |
| HODGES JARED | |
| PIZARRO JAMES M | |
| DARFLER JOHN C | |
| VAN VALEN LANAE M | |
| DOYLE BUD L | |
| STOVER STEVEN W | |
| MAI JONATHAN M | |
| BELLE TERI REVOCABLE TRUST | |
| VANDERWEY AUGUST | |
| MCGREW BRITTNEY | |
| CAMPBELL WALT H | |
| TORRES CYNTHIA G | |
| TRIPLE R TRUST | |
| STARK RICHARD M | |
| WILD LLC | |
| RODRIGUEZ JOSE DOLORES | |
| SILCO INC | |
| DUNN RUSSELL JAMES | |
| HAM CLAN LLC | |
| HAMANN FAMILY LLC | |
| ELEMENT RIDGE LLC | |
| G AND G INVESTMENTS IDAHO LLLP | |
| LEMIEUX MALLORY L | |
| LANE HAROLD H II | |
| BOBAN MICHAEL JOHN | |
| DUNDAS MIKE | |
| DUNDAS MIKE | |

| | |
|---|---|
| DANOS FAMILY REVOCABLE TRUST | |
| HOAG JARED M | |
| ROBERTSON RANDALL J | |
| GARRETT LANCE | |
| SCHELLER LYNN MARIE | |
| WESTERN FARMS INC | |
| RRLS LLC | |
| CLARK MARY V | |
| CONELY CANDICE | |
| MC LANE EDWARD J | |
| HIBBENS RAY | |
| IDAHO TRANSPORTATION BOARD | |
| STATE OF IDAHO TRANSPORTATION DEPARTMENT | |
| STATE OF IDAHO TRANSPORTATION DEPARTMENT | |
| STATE OF IDAHO TRANSPORTATION DEPARTMENT | |
| FOWLER PHILLIP | |
| ANDERSON TERRY | |
| SLY MICHAEL | |
| READ JULIE | |
| TILLMAN RIDGE LLC | |
| HALLAM LARRY | |
| G AND G INVESTMENTS IDAHO LLLP | |
| MORRIS KYLE JAY | |
| MORRIS KYLE JAY | |
| CORESON DAVID E AND JUDY L REVOCABLE FAMILY TRUST | |
| STATE OF IDAHO TRANSPORTATION DEPARTMENT | |
| VALLEY WIDE COOPERATIVE INC | ACCOUNTS PAYABLE |
| STONE ZACHARY DANIEL | |
| SVW LLC | SULLIVAN GENE = |
| DOWEN LARRY J | |
| TOLL WEST INC | |
| COOK ALBERT J | |
| DOWEN LARRY J | |
| PYLES RICHARD EARL | |
| HARVEY GEORGE THOMAS | |
| CANYON LAKES ESTATES SUBDIVISION HOMEOWNERS ASSOCIATION INC | |

**R32684011A - 500 feet**

**and does not constitute a legal**
**rt has been made to insure the**
**; however, the Assessor's**
**evel of accuracy. The Canyon**

| Address | City | State | ZipCode |
|---|---|---|---|
| 15748 YODER AVE | CALDWELL | ID | 83607 |
| 15811 YODER AVE | CALDWELL | ID | 83607 |
| 15732 YODER AVE | CALDWELL | ID | 83607 |
| 15791 YODER AVE | CALDWELL | ID | 83607 |
| 15769 YODER AVE | CALDWELL | ID | 83607 |
| 15753 YODER AVE | CALDWELL | ID | 83607 |
| 15733 YODER AVE | CALDWELL | ID | 83607 |
| 15713 YODER AVE | CALDWELL | ID | 83607 |
| 15705 YODER AVE | CALDWELL | ID | 83607 |
| 16338 FARMWAY RD | CALDWELL | ID | 83607 |
| 16308 FARMWAY RD | CALDWELL | ID | 83607 |
| 16312 FARMWAY RD | CALDWELL | ID | 83607 |
| 23299 FARGO RD | PARMA | ID | 83660 |
| 15405 DAVID ST | CALDWELL | ID | 83607 |
| 15423 DAVID ST | CALDWELL | ID | 83607 |
| 15465 DAVID ST | CALDWELL | ID | 83607 |
| 15400 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15424 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15448 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15482 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15403 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15425 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15453 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15481 ROSEWOOD ST | CALDWELL | ID | 83607 |
| 15456 CYPRESS ST | CALDWELL | ID | 83607 |
| 15476 CYPRESS ST | CALDWELL | ID | 83607 |
| 15404 CYPRESS ST | CALDWELL | ID | 83607 |
| 15436 CYPRESS ST | CALDWELL | ID | 83607 |
| 15405 CYPRESS ST | CALDWELL | ID | 83607 |
| 15437 CYPRESS ST | CALDWELL | ID | 83607 |
| 15406 LAVIN ST | CALDWELL | ID | 83607 |
| 15428 LAVIN ST | CALDWELL | ID | 83607 |
| 15409 LAVIN ST | CALDWELL | ID | 83607 |
| 1840 N LAKES PL | MERIDIAN | ID | 83646 |
| 15821 GODS WAY LN | CALDWELL | ID | 83607 |
| 985 CORPORATE LN | NAMPA | ID | 83651 |
| 15698 YODER AVE | CALDWELL | ID | 83607 |
| 15791 YODER AVE | CALDWELL | ID | 83607 |
| 15791 YODER AVE | CALDWELL | ID | 83607 |
| 339 W 13490 S | DRAPER | UT | 84020 |
| 23299 FARGO RD | PARMA | ID | 83660 |
| 15782 YODER AVE | CALDWELL | ID | 83607 |
| 15768 YODER AVE | CALDWELL | ID | 83607 |
| 16103 ASHLAND DR | CALDWELL | ID | 83607 |
| 16100 FARMWAY RD | CALDWELL | ID | 83607 |
| 16100 FARMWAY RD | CALDWELL | ID | 83607 |

| | | | |
|---|---|---|---|
| 618 TWIN VIEW RD | JEROME | ID | 83338 |
| 16327 FARMWAY RD | CALDWELL | ID | 83607 |
| 13247 LEWIS RANCH RD | CALDWELL | ID | 83607 |
| 16189 DRAKES LN | CALDWELL | ID | 83607 |
| 16200 DRAKES LN | CALDWELL | ID | 83607 |
| 16909 MARSING RD | CALDWELL | ID | 83607 |
| PO BOX 3950 | HAILEY | ID | 83333 |
| 15934 CANYON WOOD PL | CALDWELL | ID | 83607 |
| 15929 CANYON WOOD PL | CALDWELL | ID | 83607 |
| 15920 CANYON WOOD PL | CALDWELL | ID | 83607 |
| 15913 CANYON WOOD PL | CALDWELL | ID | 83607 |
| 8150 CHINDEN BLVD | GARDEN CITY | ID | 83714 |
| 3311 W STATE ST | BOISE | ID | 83703 |
| 3311 W STATE ST | BOISE | ID | 83703 |
| 3311 W STATE ST | BOISE | ID | 83703 |
| 15962 WINTERGREEN DR | CALDWELL | ID | 83607 |
| 15955 WINTERGREEN DR | CALDWELL | ID | 83607 |
| 15946 WINTERGREEN DR | CALDWELL | ID | 83607 |
| 15939 WINTERGREEN DR | CALDWELL | ID | 83607 |
| 24 HAMMOND STE C | IRVINE | CA | 92618 |
| 16075 ASHLAND DR | CALDWELL | ID | 83607 |
| 23299 FARGO RD | PARMA | ID | 83660 |
| 15487 CYPRESS ST | CALDWELL | ID | 83607 |
| 15487 CYPRESS ST | CALDWELL | ID | 83607 |
| 73837 DAVIS CREEK RD | ENTERPRISE | OR | 97828 |
| 3311 W STATE ST | BOISE | ID | 83703 |
| 2114 N 20TH ST | NAMPA | ID | 83687 |
| 15832 GODS WAY LN | CALDWELL | ID | 83607 |
| 2009 S ROOSEVELT | BOISE | ID | 83705 |
| 15622 KARCHER RD | CALDWELL | ID | 83607 |
| 3103 W SHERYL DR STE 100 | MERIDIAN | ID | 83642 |
| 15656 KARCHER RD | CALDWELL | ID | 83607 |
| 15622 KARCHER RD | CALDWELL | ID | 83607 |
| 15433 LAVIN ST | CALDWELL | ID | 83607 |
| 16039 ASHLAND DR | CALDWELL | ID | 83607 |
| 15920 CANYON WOOD PL | CALDWELL | ID | 83607 |

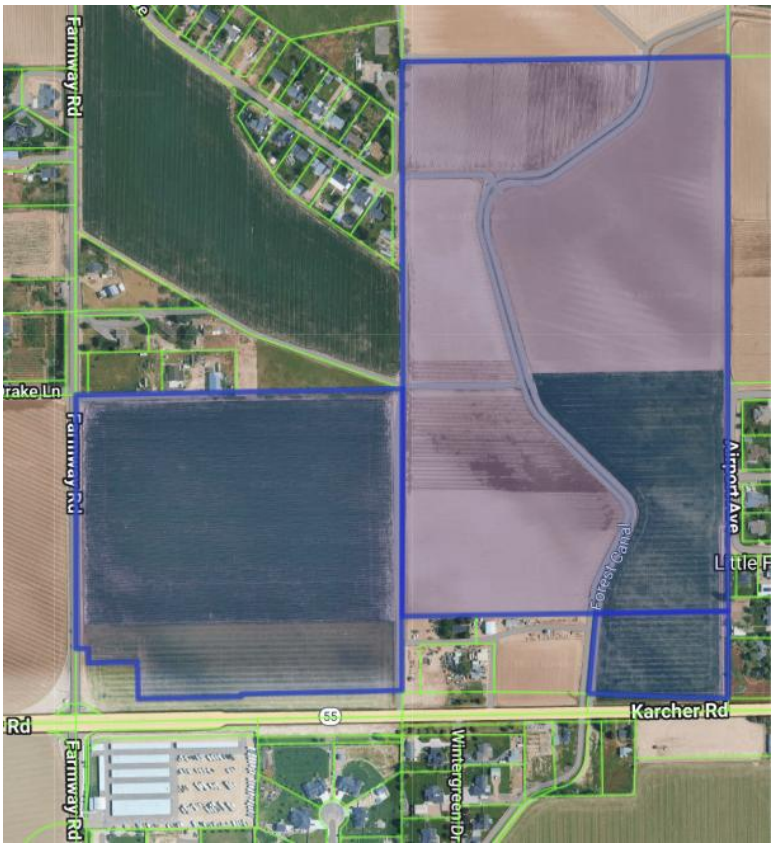
ARDURRA

8/28/25

**Re: Notice of Neighborhood Meeting | September 15th at 6:00 PM**

Dear Neighbor:
You are cordially invited to attend a neighborhood meeting regarding our proposal for annexation and preliminary plat for 109 acres located northeast of the intersection of Farmway Rd and Karcher Rd. The property is currently zoned CR-C2 and A in Canyon County. We are requesting annexation into the City of Caldwell with zoning designations of HC, R-3, and R-2 to support a mixed-use residential and commercial development. During the meeting, we'll provide detailed insights into what proposed improvements are planned and any relevant time lines.

**Subject Property highlighted in blue**




The meeting will be held on **09/15/2025, starting at 6:00 PM at Vallivue Middle School Auditorium, 16412 S 10th Ave, Caldwell, ID 83607.**

I look forward to your participation and support. If you have any questions, please feel free to contact me at (208) 442-6300 or jruther@ardurra.com.

**Sincerely,**

Jacob Ruther

Jacob Ruther



332 N Broadmore Way | Nampa, ID 83687 | P: (208) 442-6300 |

ARDURRA

# Location of Neighborhood Meet

332 N Broadmore Way | Nampa, ID 83687 | P: (208) 442-6300 |

**NEIGHBORHOOD MEETING SIGN-IN FORM**
**City of Caldwell Planning and Zoning Department**
**621 E. Cleveland Blvd., Caldwell, ID 83605**
**Phone: (208) 455-3021**

Start Time of Neighborhood Meeting: 9/15/2025, 6:00pm

End Time of Neighborhood Meeting: 9/15/2025, 7:00pm

---

**Those in attendance please print your name and address.**

**If no one attended, Applicant please write across this form "No one attended".**

| | **PRINTED NAME** | **ADDRESS, CITY, STATE, ZIP** |
|---|---|---|
| 1. | | |
| 2. | | |
| 3. | | |
| 4. | | |
| 5. | | |
| 6. | | |
| 7. | | |
| 8. | | |
| 9. | | |
| 10. | | |
| 11. | | |
| 12. | | |
| 13. | | |
| 14. | | |
| 15. | | |
| 16. | | |

See attached sign-in sheet

GRANITE CREST Subdivision
Neighborhood Meeting
Monday, September 15, 2025

Applicant signature: [signature]

| Name | Address | Phone | E-Mail |
|---|---|---|---|
| Ray Dobson | 15705 Yoder Ave | 208-484-0374 | RayRayman@Hotmail.com |
| Lloyd Shaner | 15732 Yoder Ave. | 208-899-6467 | [illegible]lloyju@gmail.com |
| Judy Shaner | 15732 Yoder Ave | 208-899-6468 | juloy45@icloud.com |
| Leonard M. Holst | 15870 Yoder Ave | 208-484-4713 | leonda37@gmail.com |
| Russell Kienzle | 15713 Yoder Ave | 208-863-1776 | rkienzle@hansen-rice.com |
| Kem Marshall | 11101 Greenhurst Rd. | 208-890-2352 | [signature] |
| Barb Ford | 15932 Yoder Ave | 208 454-1336 | baloo11013z@aol.com |
| Lance Garrett | 16189 Drakes Lane | 206-890-9543 | LGarret@me.com |
| Brad Carico | 16227 S Kimball Ave | 208 697-8892 | truckcapt31@gmail.com |
| Cody Lemieux | 15782 Yoder Ave | 208 446-7258 | backofbuyer79@gmail.com |
| J+J Nelson | 15356 Rosewood | 208-965-5441 | jerryn71@gmail.com |
| Mike Lenahan | 15400 Rosewood | 208-573-9753 | — |
| LaNae Van Valen | 15453 Rosewood | 916-761-6582 | lvalen@sbcglobal.net |
| Steven Stover | 15456 Cypress St. | 208-965-5171 | SStover@aol.com |
| Carolyn Hamann | 15791 Yoder Ave | 208-880-7435 | cnhamlets@gmail.com |
| Mike Hamann | 15791 Yoder Ave. | 208-850-7634 | mlhamaker@gmail.com |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

# NEIGHBORHOOD MEETING CERTIFICATION:

Applicants shall conduct a neighborhood meeting for the following: special use permit applications; variance applications; annexation applications; planned unit development applications; preliminary plat applications that will be submitted in conjunction with an annexation, rezone or planned unit development application; and, rezone applications as per City of Caldwell Zoning Ordinance Section 10-03-12.

Description of the proposed project:

GRANITE CREST - ANNEXATION and PRELIMINARY Plat

Date of Round Table meeting: 5/8/2025

Notice sent to neighbors on: 8/29/25

Date & time of the neighborhood meeting: 9/15/2025, 6:00 PM

Location of the neighborhood meeting:

Vallivue MIDDLE SCHOOL

**Developer/Applicant:**

Name: PATRICK CONNOR - ARDURRA

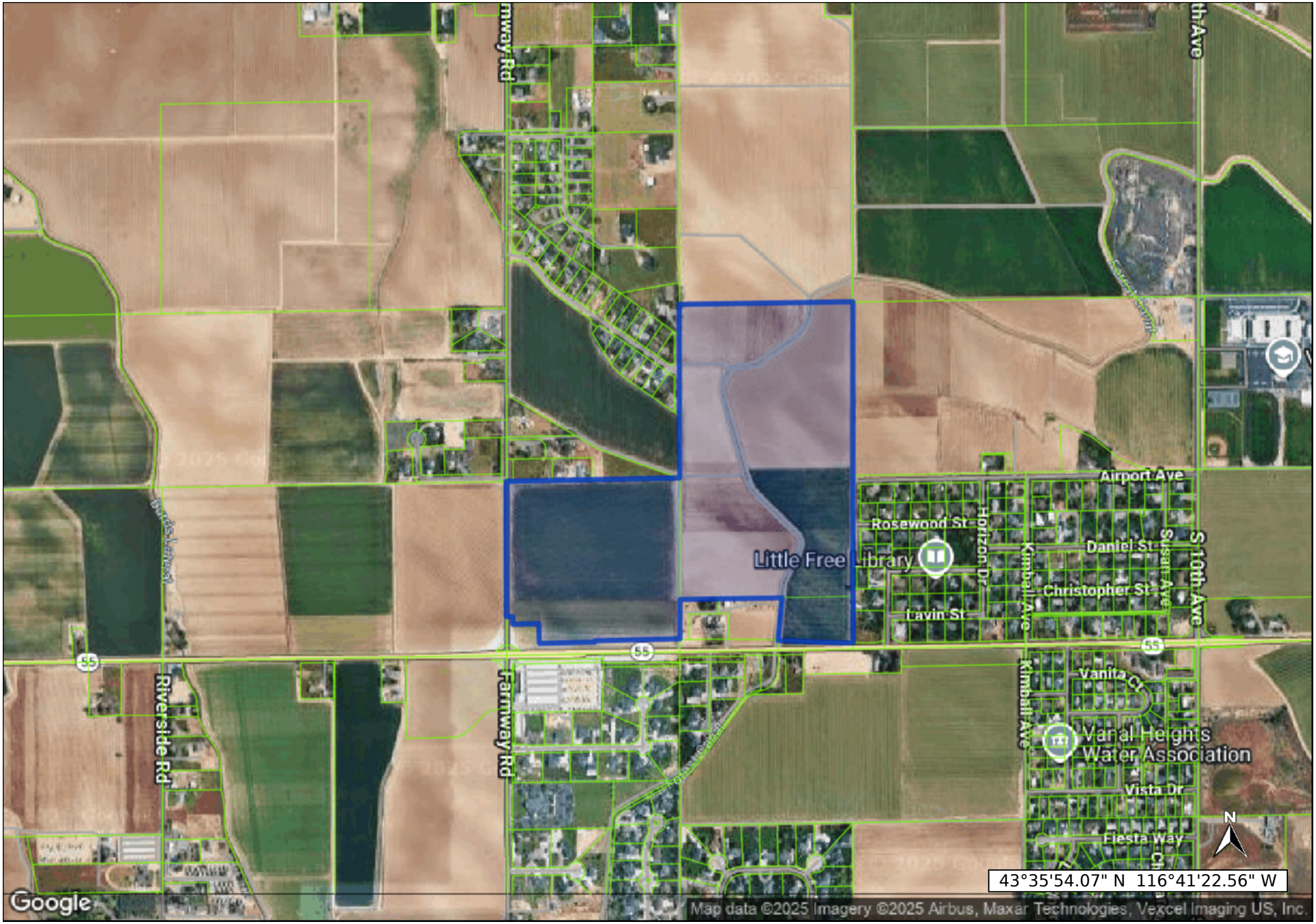
Address, City, State, Zip: 1144 S. Silverstone Way, Meridian ID 83642

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with City of Caldwell Zoning Ordinance Section 10-03-12.

DEVELOPER/APPLICANT SIGNATURE

DATE 10/15/25

# Granite Crest - Vicinity Map




Oct 13, 2025 - landproDATA.com
Scale: 1 inch approx 1000 feet

The materials available at this website are for informational purposes only and do not constitute a legal document.

# PRELIMINARY PLAT FOR
# GRANITE CREST SUBDIVISION

A PORTION OF THE SW 1/4 OF SECTION 9
TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN
CANYON COUNTY, IDAHO
SEPTEMBER 25, 2025


**OWNER**
BROCK OBENDORF
24034 BATT CORNER ROAD
PARMA, ID
PH: (208) 722-5800

**ENGINEER**
PATRICK COLWELL
ARDURRA INC.
332 N BROADMORE WAY
NAMPA, ID 83687
PH: (208) 442-6300

**SURVEYOR**
ROB O'MALLEY
ARDURRA INC.
332 N BROADMORE WAY
NAMPA, ID 83687
PH: (208) 442-6300

**PLANNER**
PATRICK CONNOR
ARDURRA INC.
332 N BROADMORE WAY
NAMPA, ID 83687
PH: (208) 442-6300


**ROADWAY JURISDICTION**
CITY OF CALDWELL

**SEWER & WATER DISTRICT**
CITY OF CALDWELL

**FIRE DISTRICT**
CALDWELL RURAL FIRE DEPARTMENT

**SCHOOL DISTRICT**
VALLIVUE SCHOOL DISTRICT #139

**ZONING**
EXISTING:
- AGRICULTURE
- SERVICE COMMERCIAL

PROPOSED:
- COMMUNITY RESIDENTIAL (R-2)
- URBAN RESIDENTIAL (R-3)
- HIGHWAY CORRIDOR (HC)

**IRRIGATION DISTRICT**
WILDER IRRIGATION DISTRICT (BOISE PROJECT BOARD OF CONTROL)

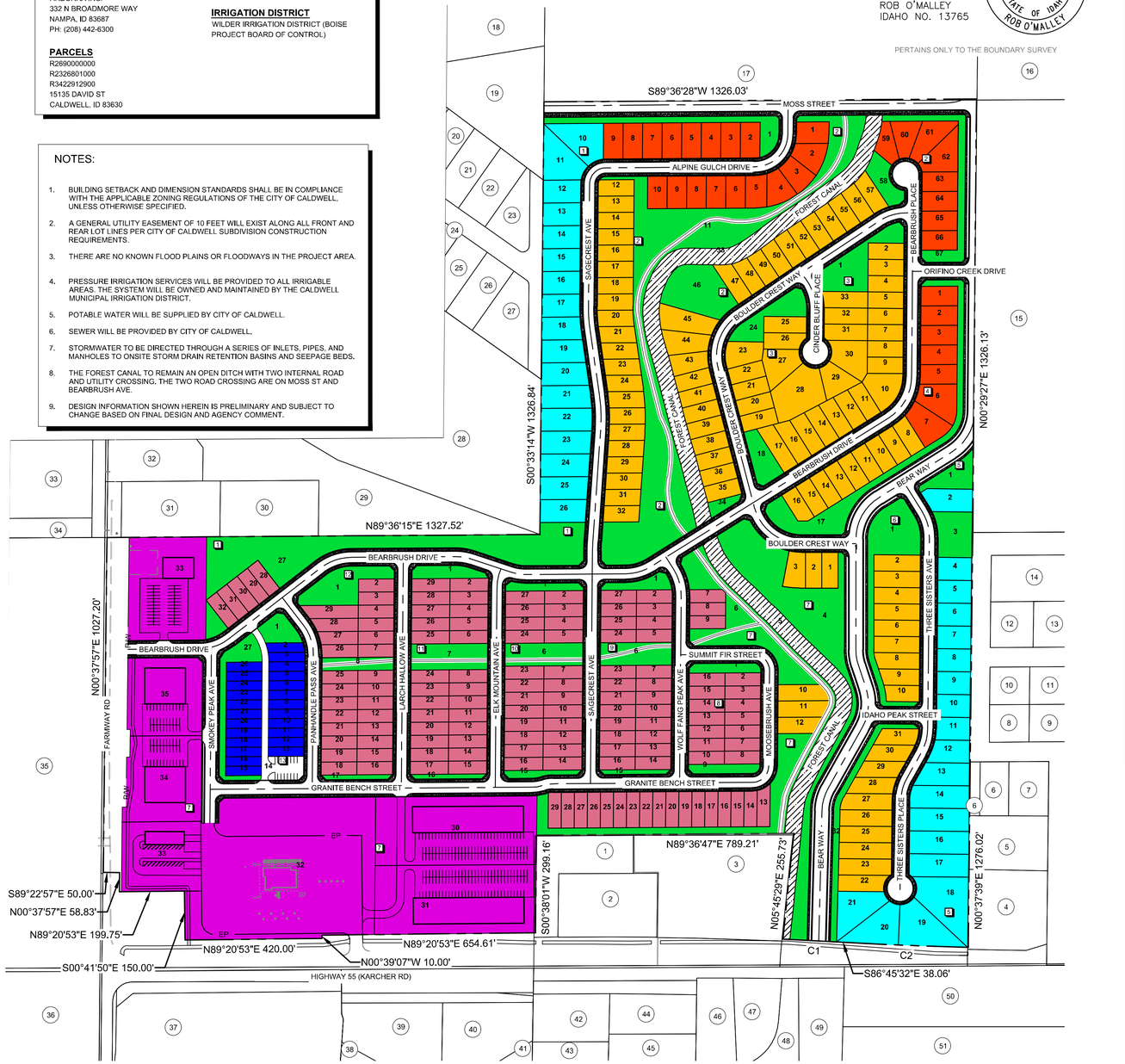
**PARCELS**
R2690000000
R2326801000
R3422912900
15135 DAVID ST
CALDWELL, ID 83630

## SHEET INDEX


| | |
|---|---|
| C0.0 | COVER |
| C1.0 | EXISTING CONDITIONS |
| C1.1 | EXISTING CONDITIONS |
| C1.2 | EXISTING CONDITIONS |
| C2.0 | LOT DIMENSIONS |
| C2.1 | LOT DIMENSIONS |
| C2.2 | LOT DIMENSIONS |
| C3.0 | SITE PLAN |
| C3.1 | SITE PLAN |
| C3.2 | SITE PLAN |
| C3.3 | ROAD SECTIONS |
| C4.0 | OFFSITE SEWER |
| C5.0 | PHASING PLAN |


## NOTES:

1. BUILDING SETBACK AND DIMENSION STANDARDS SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF THE CITY OF CALDWELL, UNLESS OTHERWISE SPECIFIED.
2. A GENERAL UTILITY EASEMENT OF 10 FEET WILL EXIST ALONG ALL FRONT AND REAR LOT LINES PER CITY OF CALDWELL SUBDIVISION CONSTRUCTION REQUIREMENTS.
3. THERE ARE NO KNOWN FLOOD PLAINS OR FLOODWAYS IN THE PROJECT AREA.
4. PRESSURE IRRIGATION SERVICES WILL BE PROVIDED TO ALL IRRIGABLE AREAS. THE SYSTEM WILL BE OWNED AND MAINTAINED BY THE CALDWELL MUNICIPAL IRRIGATION DISTRICT.
5. POTABLE WATER WILL BE SUPPLIED BY CITY OF CALDWELL.
6. SEWER WILL BE PROVIDED BY CITY OF CALDWELL.
7. STORMWATER TO BE DIRECTED THROUGH A SERIES OF INLETS, PIPES, AND MANHOLES TO ONSITE STORM DRAIN RETENTION BASINS AND SEEPAGE BEDS.
8. THE FOREST CANAL TO REMAIN AN OPEN DITCH WITH TWO INTERNAL ROAD AND UTILITY CROSSING. THE TWO ROAD CROSSING ARE ON MOSS ST AND BEARBRUSH AVE.
9. DESIGN INFORMATION SHOWN HEREIN IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FINAL DESIGN AND AGENCY COMMENT.




ROB O'MALLEY
IDAHO NO. 13765

PERTAINS ONLY TO THE BOUNDARY SURVEY

## SURROUNDING PROPERTY OWNERS (300')

| KEYNOTE | PARCEL | NAME | ADDRESS |
|---|---|---|---|
| 1 | R3268400000 | DOWEN LARRY J | 15622 KARCHER RD CALDWELL ID 83607 |
| 2 | R3268500000 | COOK ALBERT J | 15656 KARCHER RD CALDWELL ID 83607 |
| 3 | R3268401100 | DOWEN LARRY J | 15622 KARCHER RD CALDWELL ID 83607 |
| 4 | R3268301000 | HARVEY GEORGE THOMAS | 16039 ASHLAND DR CALDWELL ID 83607 |
| 5 | R3268301100 | HALLAM LARRY | 16075 ASHLAND DR CALDWELL ID 83607 |
| 6 | R3268301200 | MORRIS KYLE JAY | 15487 CYPRESS ST CALDWELL ID 83607 |
| 7 | R3268300000 | BOBAN MICHAEL JOHN | 16103 ASHLAND DR CALDWELL ID 83607 |
| 8 | R2669300000 | MAI JONATHAN M | 15476 CYPRESS ST CALDWELL ID 83607 |
| 9 | R2669200000 | STOVER STEVEN W | 15456 CYPRESS ST CALDWELL ID 83607 |
| 10 | R2668300000 | DOYLE BUD L | 15481 ROSEWOOD ST CALDWELL ID 83607 |
| 11 | R266840000 | VAN VALEN LANAE M | 15453 ROSEWOOD ST CALDWELL ID 83607 |
| 12 | R2670700000 | HODGES JARED | 15482 ROSEWOOD ST CALDWELL ID 83607 |
| 13 | R2670600000 | DELEHANTY MICHAEL EARL | 15448 ROSEWOOD ST CALDWELL ID 83607 |
| 14 | R2669400000 | WOODHEAD TERRY G | 15465 DAVID ST CALDWELL ID 83607 |
| 15 | R3268100000 | ELEMENT RIDGE LLC | 0 S 10TH AVE CALDWELL ID 83607 |
| 16 | R3267801200 | TOLL WEST INC | 0 S 10 AVE CALDWELL ID 83607 |
| 17 | R3270600000 | WILD LLC | 0 E HOMEDALE RD CALDWELL ID 83607 |
| 18 | R32703010B0 | RODRIGUEZ JOSE DOLORES | 15821 GODS WAY LN CALDWELL ID 83607 |
| 19 | R3270400000 | DUNN RUSSELL JAMES | 15698 YONDER AVE CALDWELL ID 83607 |
| 20 | R2812500000 | LEMIEUX MALLORY L | 15782 YONDER AVE CALDWELL ID 83607 |
| 21 | R2812600000 | LANE HAROLD H II | 15768 YONDER AVE CALDWELL ID 83607 |
| 22 | R2812700000 | HERNANDEZ RICHARD C | 15748 YONDER AVE CALDWELL ID 83607 |
| 23 | R2812800000 | SHANER LLOYED E | 15732 YONDER AVE CALDWELL ID 83607 |
| 24 | R2812900300 | RAU JOSHUA DEAN | 15753 YONDER AVE CALDWELL ID 83607 |
| 25 | R2812900400 | HERNANDEZ OMAR | 15733 YONDER AVE CALDWELL ID 83607 |
| 26 | R2813000000 | KIENZLE RUSSELL | 15713 YODER AVE CALDWELL ID 83607 |
| 27 | R2813100000 | DOBSON RAYMOND L | 15705 YODER AVE CALDWELL ID 83607 |
| 28 | R3270200000 | SILCO INC | 0 FARMWAY RD CALDWELL ID 83607 |
| 29 | R3268801000 | MC KEE VICTORIA B | 16308 FARMWAY RD CALDWELL ID 83607 |
| 30 | R3268800000 | DUNDAS MIKE | 16100 FARMWAY RD CALDWELL ID 83607 |
| 31 | R3268801100 | DUNDAS MIKE | 0 FARMWAY RD CALDWELL ID 83607 |
| 32 | R3268900000 | GODINA GUSTAVO T | 16312 FARMWAY RD CALDWELL ID 83607 |
| 33 | R3267210000 | GARRETT LANCE | 16189 DRAKES LN CALDWELL ID 83607 |
| 34 | R3267210500 | ROBERTSON RANDALL J | 0 DRAKES LN CALDWELL ID 83607 |
| 35 | R3267300000 | WESTERN FARMS INC | 16456 KARCHER RD CALDWELL ID 83607 |
| 36 | R32917011A0 | VALLEY WIDE COOPERATIVE INC | 0 KARCHER RD CALDWELL ID 83607 |
| 37 | R3290021600 | RRLS LLC | 15840 FARMWAY RD CALDWELL ID 83607 |
| 38 | R3290021100 | HIBBENS RAY | 15913 CANYON WOOD PL CALDWELL ID 83607 |
| 39 | R3290021000 | CONELY CANDICE | 15929 CANYON WOOD PL CALDWELL ID 83607 |
| 40 | R3290020900 | CLARK MARY V | 15934 CANYON WOOD PL CALDWELL ID 83607 |
| 41 | R3290020800 | MC LANE EDWARD J | 15920 CANYON WOOD PL CALDWELL ID 83607 |
| 42 | R3290820000 | ANDERSON TERRY | 15955 WINTERGREEN DR CALDWELL ID 83607 |
| 43 | R3290820100 | READ JULIE | 15939 WINTERGREEN DR CALDWELL ID 83607 |
| 44 | R3290820600 | FOWLER PHILLIP | 15962 WINTERGREEN DR CALDWELL ID 83607 |
| 45 | R3290820500 | SLY MICHAEL | 15946 WINTERGREEN DR CALDWELL ID 83607 |
| 46 | R3290801200 | ITD | 15641 KARCHER RD CALDWELL ID 83607 |
| 47 | R3290800000 | ITD | 15633 KARCHER RD CALDWELL ID 83607 |
| 48 | R3290801100 | ITD | 0 KARCHER RD CALDWELL ID 83607 |
| 49 | R3290900000 | ITD | 15579 KARCHER RD CALDWELL ID 83607 |
| 50 | R3286201000 | ITD | 15453 KARCHER RD CALDWELL ID 83607 |
| 51 | R3286200000 | TILLMAN RIDGE LLC | 0 S KIMBALL AVE CALDWELL ID 83607 |

## BOUNDARY CURVE TABLE

| CURVE | RADIUS | LENGTH | DELTA | BEARING | CHORD |
|---|---|---|---|---|---|
| C1 | 12090.00' | 153.11' | 0°43'32" | N87°07'19"W | 153.11' |
| C2 | 11910.00' | 377.68' | 1°49'01" | S87°40'03"E | 377.67' |

VICINITY MAP
SCALE: 1" = 2,000'

## LEGEND

| | |
|---|---|
| | SUBDIVISION BOUNDARY |
| R/W | ROAD RIGHT-OF-WAY |
| | EASEMENT |
| SEW | SEWER MAIN |
| W | WATER MAIN |
| PI | PRESSURE IRRIGATION MAIN |
| IR | GRAVITY IRRIGATION MAIN |
| 1 | PROPERTY NUMBER |
| 1 | BLOCK NUMBER |
| S | SEWER MANHOLE |
| 2580 | EXISTING MAJOR CONTOUR |
| 2582 | EXISTING MINOR CONTOUR |
| | POWER POLE |
| OHP | OVERHEAD POWER |
| G | GAS MAIN |
| EP | EDGE OF PAVEMENT |
| | FLOWLINE |
| SD | STORM DRAIN |

## LOT BREAKDOWN

| TYPE | TOTAL AREA (AC) | TOTAL LOTS | COLOR |
|---|---|---|---|
| 70' WIDE SINGLE FAMILY | 8.99 | 36 | |
| 60' WIDE SINGLE FAMILY | 4.94 | 33 | |
| 50' WIDE SINGLE FAMILY | 15.99 | 87 | |
| 40' WIDE SINGLE FAMILY | 12.98 | 139 | |
| TOWN HOMES | 1.76 | 24 | |
| COMMERCIAL | 15.69 | 7 | |
| COMMON LOTS | 20.39 | 56 | |
| TOTAL | 80.75 | 382 | |

## AREA AND LOT SUMMARY

| | | | |
|---|---|---|---|
| TOTAL AREA | 4,684,859 SF | 107.55 AC | 100% |
| TOTAL RIGHT OF WAY | 999,936 SF | 22.96 AC | 21% |
| TOTAL OPEN SPACE | 848,399 SF | 19.48 AC | 18% |
| TOTAL QUALIFYING OPEN SPACE | 600,321 SF | 13.78 AC | 12% |
| | | | |
| TOTAL RESIDENTIAL AREA | 4,003,742 SF | 91.91 AC | |
| TOTAL COMMERCIAL AREA | 683,651 SF | 15.69 AC | |
| | | | |
| MINIMUM RESIDENTIAL LOT SIZE | 3,190 SF | | |
| MAXIMUM RESIDENTIAL LOT SIZE | 23,297 SF | | |
| AVERAGE RESIDENTIAL LOT SIZE (R-2) | 6,269 SF | | |
| PROPOSED RESIDENTIAL DENSITY (R-2) | 3.48 DU/AC | | |

DRAFT

| NO. | REVISIONS DESCRIPTION | DATE |
|---|---|---|
| | | |

BORDER SIZE 22"X34"
DESIGNED A.NUTTMAN
DRAWN B.SMITH
CHECKED P.COLWELL
APPROVED P.COLWELL


ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM


PRELIMINARY PLAT
GRANITE CREST SUBDIVISION
COVER

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 9/25/25
PROJECT: 210209
SHEET: C0.0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L:\210209_PLACAD\WG\SHEETS\PREPLAT\0.0 COVER.DWG, 9/25/2025

# PRELIMINARY PLAT FOR
# GRANITE CREST SUBDIVISION

A PORTION OF THE SW 1/4 OF SECTION 9
TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN
CANYON COUNTY, IDAHO
SEPTEMBER 25, 2025


**OWNER**
BROCK OBENDORF
24034 BATT CORNER ROAD
PARMA, ID
PH: (208) 722-5800

**ENGINEER**
PATRICK COLWELL
ARDURRA INC.
332 N BROADMORE WAY
NAMPA, ID 83687
PH: (208) 442-6300

**SURVEYOR**
ROB O'MALLEY
ARDURRA INC.
332 N BROADMORE WAY
NAMPA, ID 83687
PH: (208) 442-6300

**PLANNER**
PATRICK CONNOR
ARDURRA INC.
332 N BROADMORE WAY
NAMPA, ID 83687
PH: (208) 442-6300


**ROADWAY JURISDICTION**
CITY OF CALDWELL

**SEWER & WATER DISTRICT**
CITY OF CALDWELL

**FIRE DISTRICT**
CALDWELL RURAL FIRE DEPARTMENT

**SCHOOL DISTRICT**
VALLIVUE SCHOOL DISTRICT #139

**ZONING**
EXISTING:
- AGRICULTURE
- SERVICE COMMERCIAL

PROPOSED:
- COMMUNITY RESIDENTIAL (R-2)
- URBAN RESIDENTIAL (R-3)
- HIGHWAY CORRIDOR (HC)

**IRRIGATION DISTRICT**
WILDER IRRIGATION DISTRICT (BOISE PROJECT BOARD OF CONTROL)

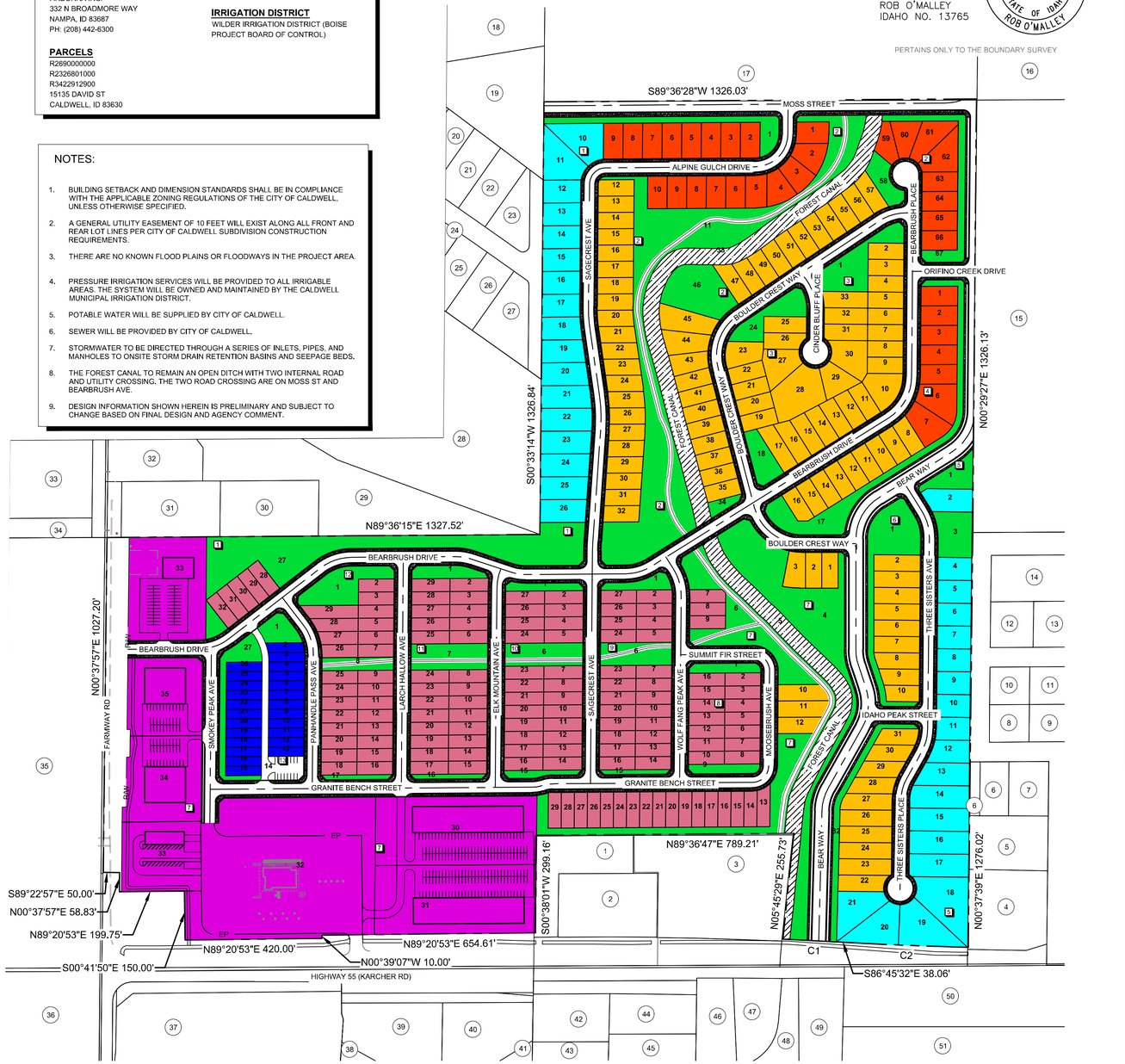
**PARCELS**
R2690000000
R2326801000
R3422912900
15135 DAVID ST
CALDWELL, ID 83630

## SHEET INDEX


| | |
|---|---|
| C0.0 | COVER |
| C1.0 | EXISTING CONDITIONS |
| C1.1 | EXISTING CONDITIONS |
| C1.2 | EXISTING CONDITIONS |
| C2.0 | LOT DIMENSIONS |
| C2.1 | LOT DIMENSIONS |
| C2.2 | LOT DIMENSIONS |
| C3.0 | SITE PLAN |
| C3.1 | SITE PLAN |
| C3.2 | SITE PLAN |
| C3.3 | ROAD SECTIONS |
| C4.0 | OFFSITE SEWER |
| C5.0 | PHASING PLAN |


## NOTES:

1. BUILDING SETBACK AND DIMENSION STANDARDS SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF THE CITY OF CALDWELL, UNLESS OTHERWISE SPECIFIED.
2. A GENERAL UTILITY EASEMENT OF 10 FEET WILL EXIST ALONG ALL FRONT AND REAR LOT LINES PER CITY OF CALDWELL SUBDIVISION CONSTRUCTION REQUIREMENTS.
3. THERE ARE NO KNOWN FLOOD PLAINS OR FLOODWAYS IN THE PROJECT AREA.
4. PRESSURE IRRIGATION SERVICES WILL BE PROVIDED TO ALL IRRIGABLE AREAS. THE SYSTEM WILL BE OWNED AND MAINTAINED BY THE CALDWELL MUNICIPAL IRRIGATION DISTRICT.
5. POTABLE WATER WILL BE SUPPLIED BY CITY OF CALDWELL.
6. SEWER WILL BE PROVIDED BY CITY OF CALDWELL.
7. STORMWATER TO BE DIRECTED THROUGH A SERIES OF INLETS, PIPES, AND MANHOLES TO ONSITE STORM DRAIN RETENTION BASINS AND SEEPAGE BEDS.
8. THE FOREST CANAL TO REMAIN AN OPEN DITCH WITH TWO INTERNAL ROAD AND UTILITY CROSSING. THE TWO ROAD CROSSING ARE ON MOSS ST AND BEARBRUSH AVE.
9. DESIGN INFORMATION SHOWN HEREIN IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON FINAL DESIGN AND AGENCY COMMENT.




ROB O'MALLEY
IDAHO NO. 13765

PERTAINS ONLY TO THE BOUNDARY SURVEY

## SURROUNDING PROPERTY OWNERS (300')

| KEYNOTE | PARCEL | NAME | ADDRESS |
|---|---|---|---|
| 1 | R3268400000 | DOWEN LARRY J | 15622 KARCHER RD CALDWELL ID 83607 |
| 2 | R3268500000 | COOK ALBERT J | 15656 KARCHER RD CALDWELL ID 83607 |
| 3 | R3268401100 | DOWEN LARRY J | 15622 KARCHER RD CALDWELL ID 83607 |
| 4 | R3268301000 | HARVEY GEORGE THOMAS | 16039 ASHLAND DR CALDWELL ID 83607 |
| 5 | R3268301100 | HALLAM LARRY | 16075 ASHLAND DR CALDWELL ID 83607 |
| 6 | R3268301200 | MORRIS KYLE JAY | 15487 CYPRESS ST CALDWELL ID 83607 |
| 7 | R3268300000 | BOBAN MICHAEL JOHN | 16103 ASHLAND DR CALDWELL ID 83607 |
| 8 | R2669300000 | MAI JONATHAN M | 15476 CYPRESS ST CALDWELL ID 83607 |
| 9 | R2669200000 | STOVER STEVEN W | 15456 CYPRESS ST CALDWELL ID 83607 |
| 10 | R2668300000 | DOYLE BUD L | 15481 ROSEWOOD ST CALDWELL ID 83607 |
| 11 | R266840000 | VAN VALEN LANAE M | 15453 ROSEWOOD ST CALDWELL ID 83607 |
| 12 | R2670700000 | HODGES JARED | 15482 ROSEWOOD ST CALDWELL ID 83607 |
| 13 | R2670600000 | DELEHANTY MICHAEL EARL | 15448 ROSEWOOD ST CALDWELL ID 83607 |
| 14 | R2669400000 | WOODHEAD TERRY G | 15465 DAVID ST CALDWELL ID 83607 |
| 15 | R3268100000 | ELEMENT RIDGE LLC | 0 S 10TH AVE CALDWELL ID 83607 |
| 16 | R3267801200 | TOLL WEST INC | 0 S 10 AVE CALDWELL ID 83607 |
| 17 | R3270600000 | WILD LLC | 0 E HOMEDALE RD CALDWELL ID 83607 |
| 18 | R32703010B0 | RODRIGUEZ JOSE DOLORES | 15821 GODS WAY LN CALDWELL ID 83607 |
| 19 | R3270400000 | DUNN RUSSELL JAMES | 15698 YONDER AVE CALDWELL ID 83607 |
| 20 | R2812500000 | LEMIEUX MALLORY L | 15782 YONDER AVE CALDWELL ID 83607 |
| 21 | R2812600000 | LANE HAROLD H II | 15768 YONDER AVE CALDWELL ID 83607 |
| 22 | R2812700000 | HERNANDEZ RICHARD C | 15748 YONDER AVE CALDWELL ID 83607 |
| 23 | R2812800000 | SHANER LLOYED E | 15732 YONDER AVE CALDWELL ID 83607 |
| 24 | R2812900300 | RAU JOSHUA DEAN | 15753 YONDER AVE CALDWELL ID 83607 |
| 25 | R2812900400 | HERNANDEZ OMAR | 15733 YONDER AVE CALDWELL ID 83607 |
| 26 | R2813000000 | KIENZLE RUSSELL | 15713 YODER AVE CALDWELL ID 83607 |
| 27 | R2813100000 | DOBSON RAYMOND L | 15705 YODER AVE CALDWELL ID 83607 |
| 28 | R3270200000 | SILCO INC | 0 FARMWAY RD CALDWELL ID 83607 |
| 29 | R3268801000 | MC KEE VICTORIA B | 16308 FARMWAY RD CALDWELL ID 83607 |
| 30 | R3268800000 | DUNDAS MIKE | 16100 FARMWAY RD CALDWELL ID 83607 |
| 31 | R3268801100 | DUNDAS MIKE | 0 FARMWAY RD CALDWELL ID 83607 |
| 32 | R3268900000 | GODINA GUSTAVO T | 16312 FARMWAY RD CALDWELL ID 83607 |
| 33 | R3267210000 | GARRETT LANCE | 16189 DRAKES LN CALDWELL ID 83607 |
| 34 | R3267210500 | ROBERTSON RANDALL J | 0 DRAKES LN CALDWELL ID 83607 |
| 35 | R3267300000 | WESTERN FARMS INC | 16456 KARCHER RD CALDWELL ID 83607 |
| 36 | R32917011A0 | VALLEY WIDE COOPERATIVE INC | 0 KARCHER RD CALDWELL ID 83607 |
| 37 | R3290021600 | RRLS LLC | 15840 FARMWAY RD CALDWELL ID 83607 |
| 38 | R3290021100 | HIBBENS RAY | 15913 CANYON WOOD PL CALDWELL ID 83607 |
| 39 | R3290021000 | CONELY CANDICE | 15929 CANYON WOOD PL CALDWELL ID 83607 |
| 40 | R3290020900 | CLARK MARY V | 15934 CANYON WOOD PL CALDWELL ID 83607 |
| 41 | R3290020800 | MC LANE EDWARD J | 15920 CANYON WOOD PL CALDWELL ID 83607 |
| 42 | R3290820000 | ANDERSON TERRY | 15955 WINTERGREEN DR CALDWELL ID 83607 |
| 43 | R3290820100 | READ JULIE | 15939 WINTERGREEN DR CALDWELL ID 83607 |
| 44 | R3290820600 | FOWLER PHILLIP | 15962 WINTERGREEN DR CALDWELL ID 83607 |
| 45 | R3290820500 | SLY MICHAEL | 15946 WINTERGREEN DR CALDWELL ID 83607 |
| 46 | R3290801200 | ITD | 15641 KARCHER RD CALDWELL ID 83607 |
| 47 | R3290800000 | ITD | 15633 KARCHER RD CALDWELL ID 83607 |
| 48 | R3290801100 | ITD | 0 KARCHER RD CALDWELL ID 83607 |
| 49 | R3290900000 | ITD | 15579 KARCHER RD CALDWELL ID 83607 |
| 50 | R3286201000 | ITD | 15453 KARCHER RD CALDWELL ID 83607 |
| 51 | R3286200000 | TILLMAN RIDGE LLC | 0 S KIMBALL AVE CALDWELL ID 83607 |

## BOUNDARY CURVE TABLE

| CURVE | RADIUS | LENGTH | DELTA | BEARING | CHORD |
|---|---|---|---|---|---|
| C1 | 12090.00' | 153.11' | 0°43'32" | N87°07'19"W | 153.11' |
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VICINITY MAP
SCALE: 1" = 2,000'

## LEGEND

| | |
|---|---|
| | SUBDIVISION BOUNDARY |
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DRAFT

| NO. | REVISIONS DESCRIPTION | DATE |
|---|---|---|
| | | |

BORDER SIZE 22"X34"
DESIGNED A.NUTTMAN
DRAWN B.SMITH
CHECKED P.COLWELL
APPROVED P.COLWELL


ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM


PRELIMINARY PLAT
GRANITE CREST SUBDIVISION
COVER

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 9/25/25
PROJECT: 210209
SHEET: C0.0


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L:\210209\3_ACADDWG\SHEETS\PREPLAT\C3.0 EXISTING CONDITIONS.DWG, 9/8/2025

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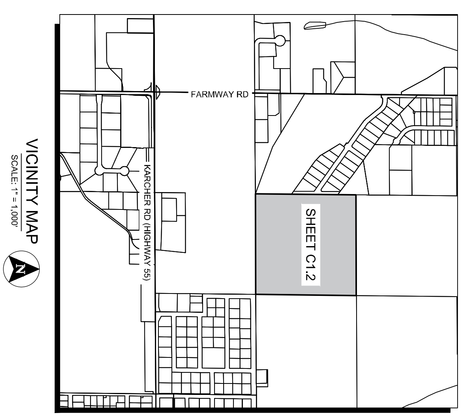


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## EXISTING CONDITIONS

ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

| REVISIONS | | | BORDER SIZE |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

ATTENTION: 0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON A SHEET OF 11x17 SIZE THEN DRAWING IS NOT TO SCALE

DATE: 9/25/25
PROJECT: 210209
SHEET: C1.2

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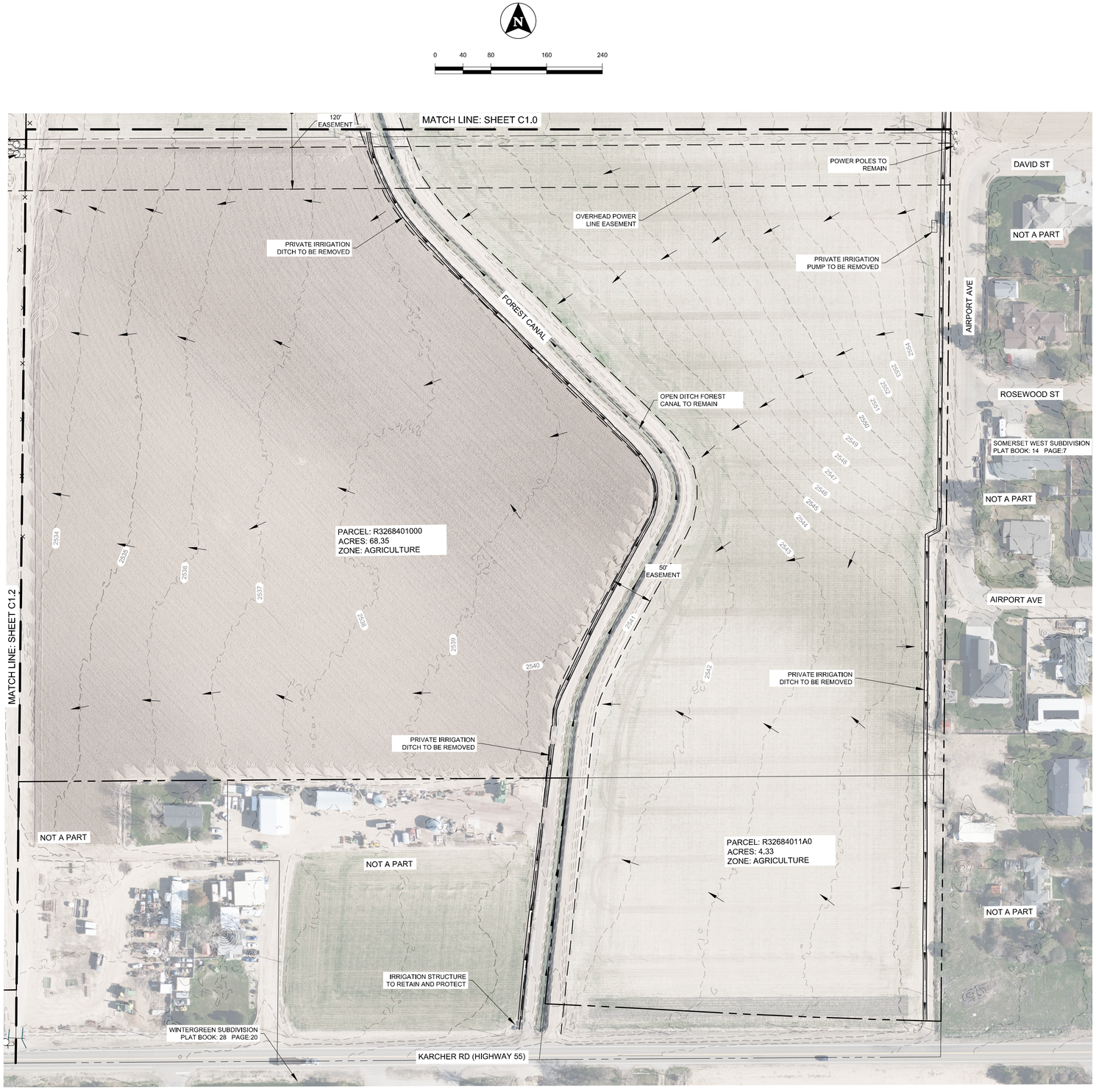


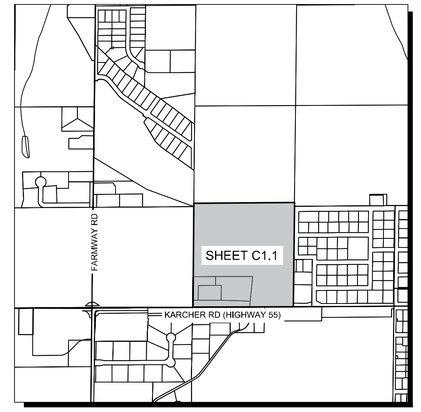


VICINITY MAP
SCALE: 1" = 1,000'

DRAFT

| BORDER SIZE | 22"x34" |
|---|---|
| DESIGNED | A.NUTTMAN |
| DRAWN | B.SMITH |
| CHECKED | P.COLWELL |
| APPROVED | P.COLWELL |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

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332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## EXISTING CONDITIONS

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

| | |
|---|---|
| DATE: | 9/25/25 |
| PROJECT: | 210209 |
| SHEET: | C1.1 |

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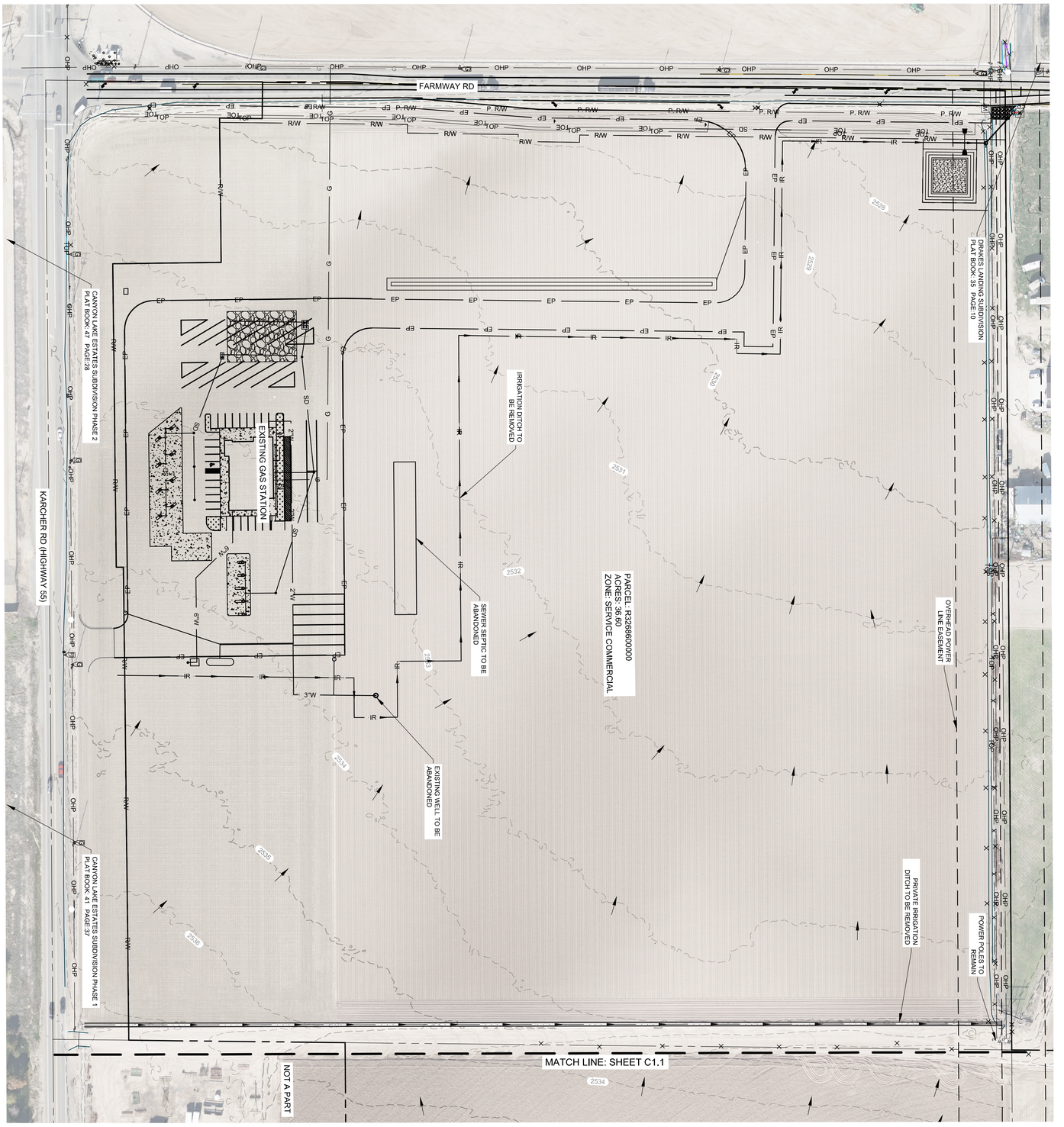


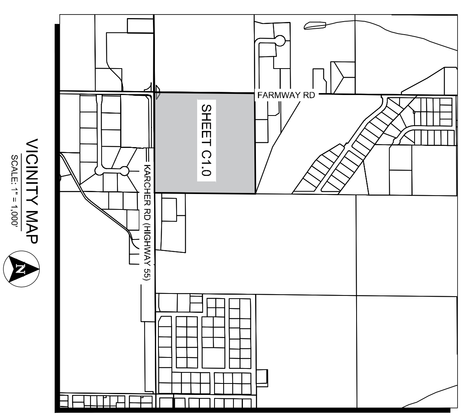


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## EXISTING CONDITIONS

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NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

| REVISIONS | | | BORDER SIZE |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

ATTENTION:
IF THIS DRAWING IS NOT ON 22"x34" SHEET, IT IS ONE 11x17 SHEET. THEN DRAWING IS NOT TO SCALE
0
1/2
1

DATE: 9/25/25
PROJECT: 210209
SHEET: C1.0

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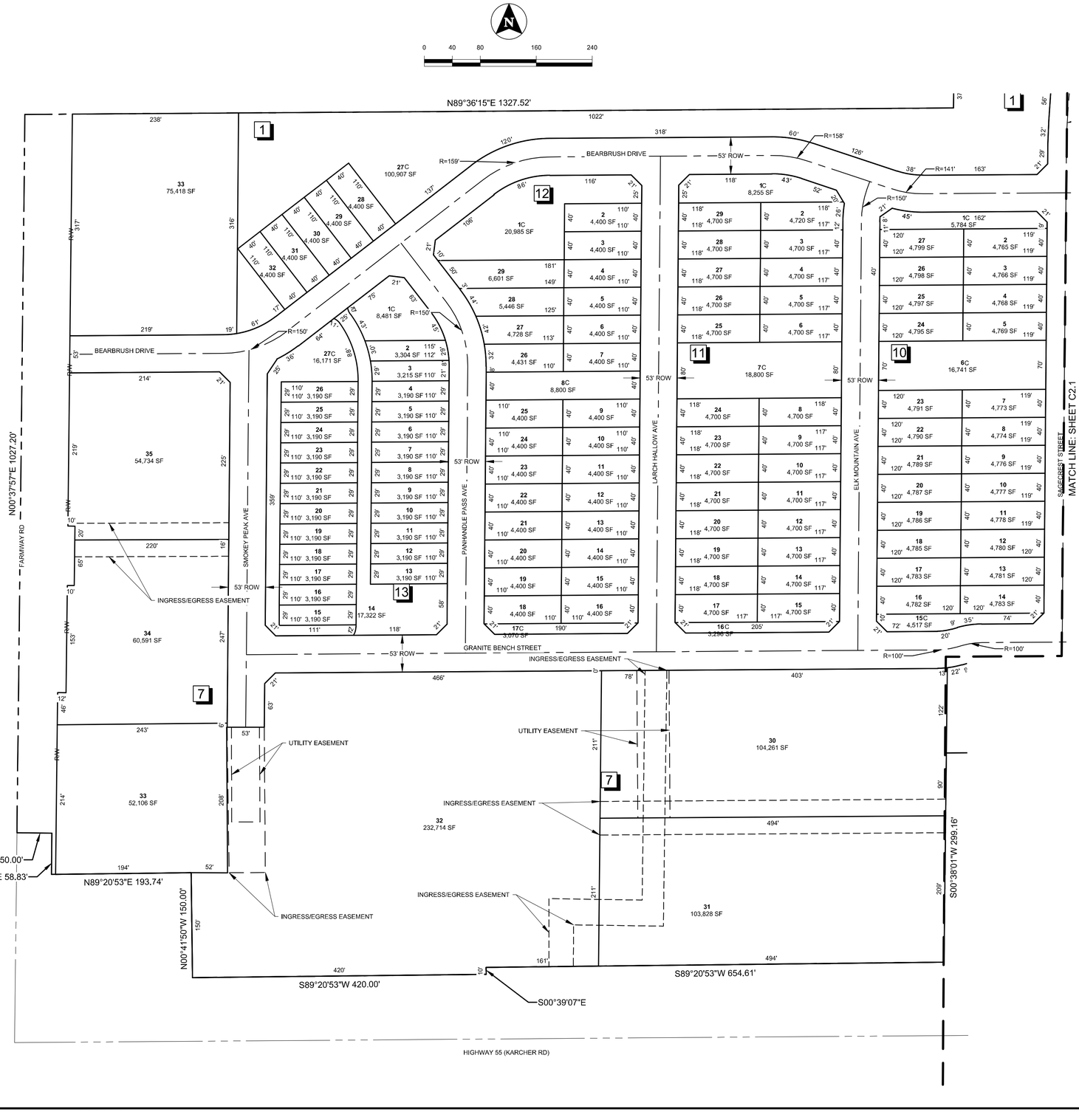


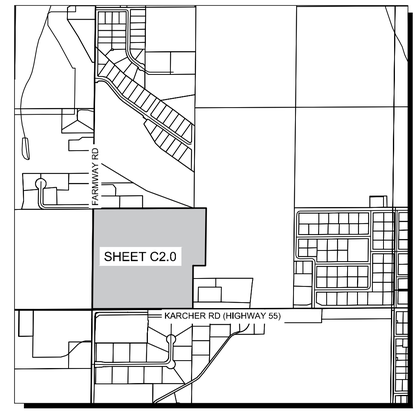


VICINITY MAP
SCALE: 1" = 1,000'

DRAFT

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | A.NUTTMAN |
| DRAWN | B.SMITH |
| CHECKED | P.COLWELL |
| APPROVED | P.COLWELL |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

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332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

LOT DIMENSIONS

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

| | |
|---|---|
| DATE: | 9/25/25 |
| PROJECT: | 210209 |
| SHEET: | C2.0 |

L:\210209\3_ACAD\DWG\SHEETS\PREPLAT\C1.0 LOT DIMENTIONS.DWG, 9/9/2025

L:\210209\3_ACADDWG\SHEETS\PREPLAT\C1.0 LOT DIMENTIONS.DWG, 9/8/2025

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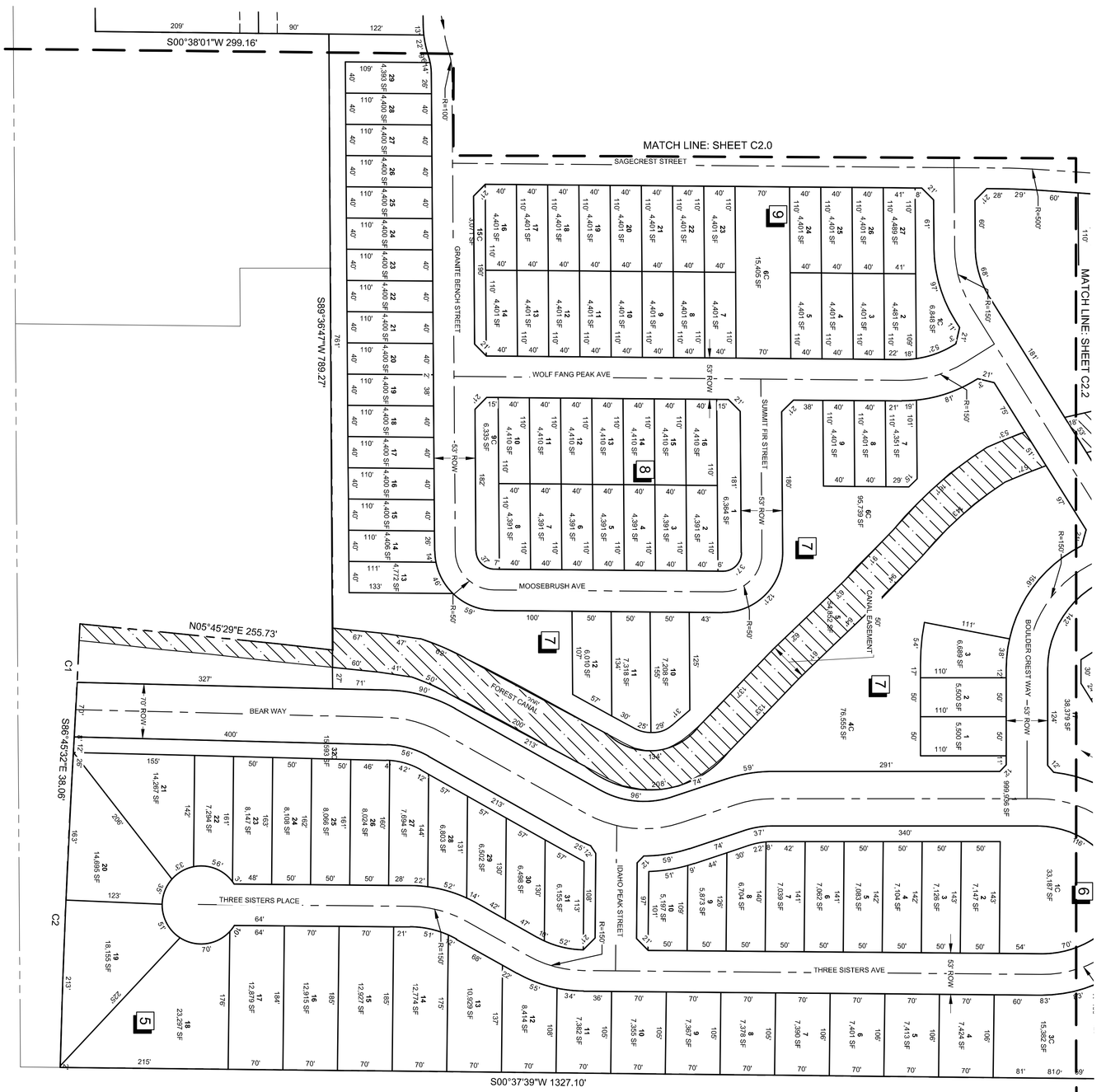


| BOUNDARY CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | LENGTH | DELTA | BEARING | CHORD |
| C1 | 12090.00' | 153.11' | 0°43'32" | N87°07'19"W | 153.11' |
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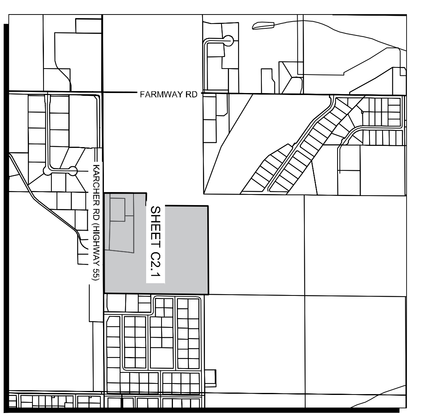


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## LOT DIMENSIONS

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| REVISIONS | | | BORDER SIZE |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

ATTENTION: IF THIS BAR DOES NOT MEASURE 1/2" ON YOUR 22"x34" SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 9/25/25
PROJECT: 210209
SHEET: C2.1

L:\210209\3_ACADDWG\SHEETS\PREPLAT\C1.0 LOT DIMENTIONS.DWG, 9/8/2025

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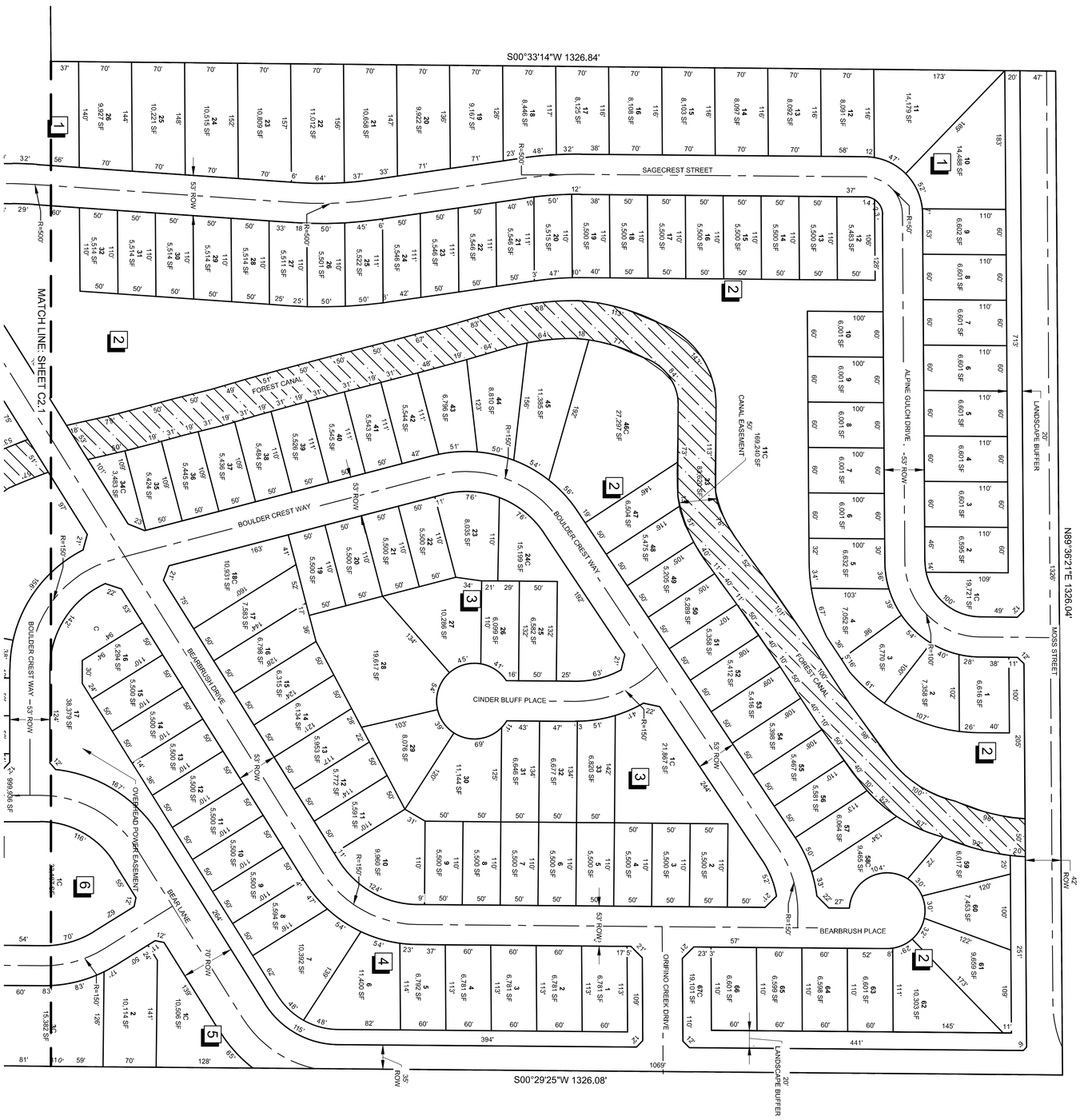


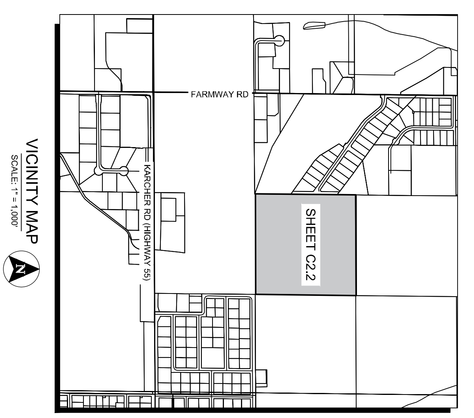


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## LOT DIMENSIONS

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| REVISIONS | | | BORDER SIZE |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

SHEET: C2.2
PROJECT: 210209
DATE: 9/25/25

ATTENTION: IF THIS BORDER DOES NOT MEASURE 1" ON 22"x34" SHEET OR 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE
0 1/2 1

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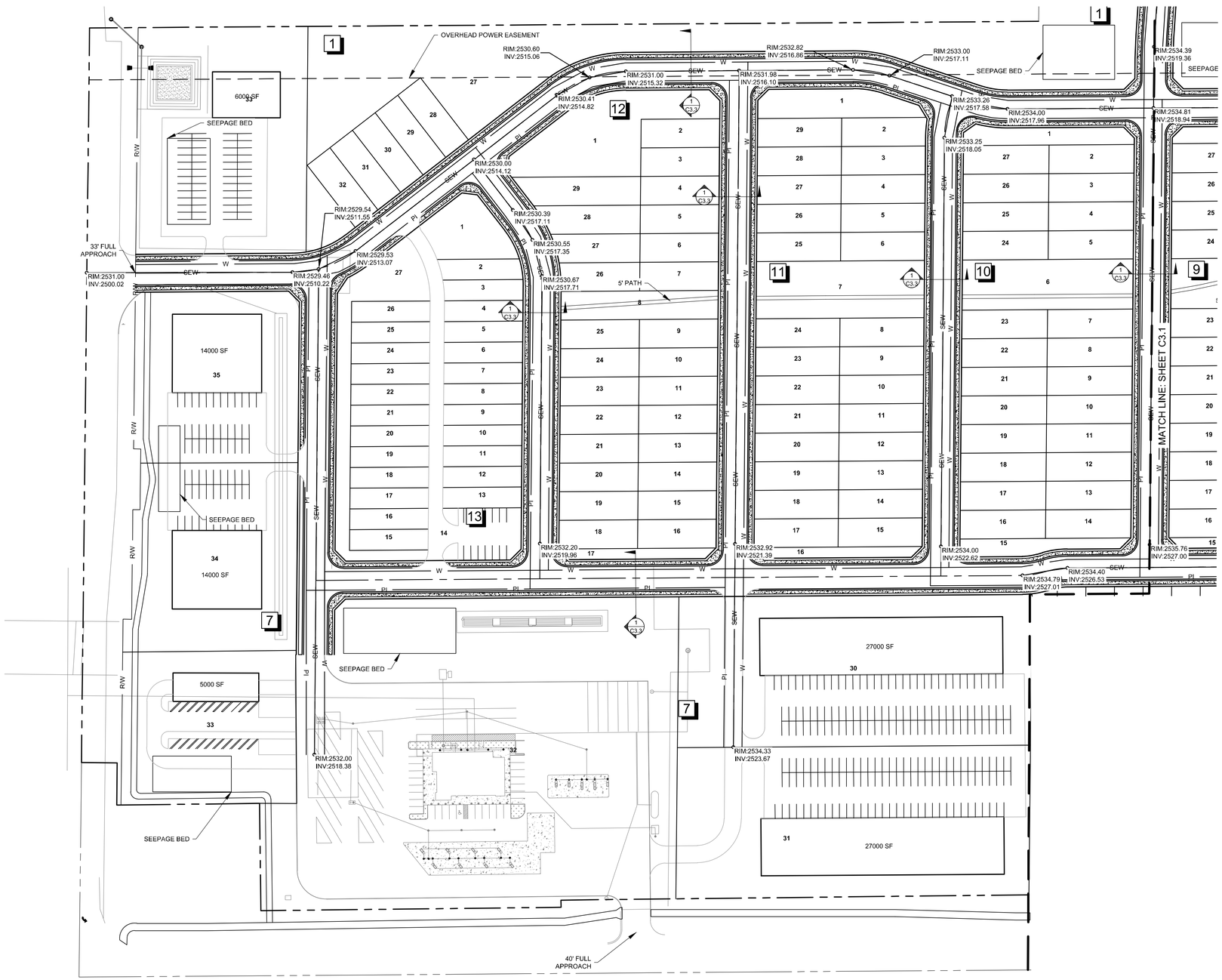


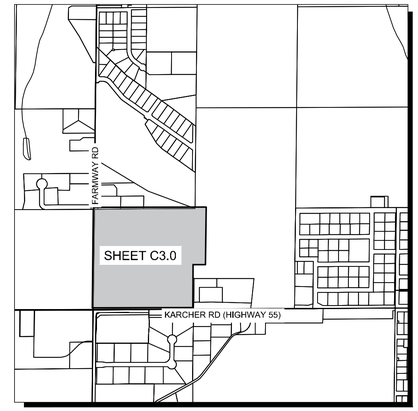


VICINITY MAP
SCALE: 1" = 1,000'

DRAFT

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | A.NUTTMAN |
| DRAWN | B.SMITH |
| CHECKED | P.COLWELL |
| APPROVED | P.COLWELL |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

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PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

SITE PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

| | |
|---|---|
| DATE: | 9/25/25 |
| PROJECT: | 210209 |
| SHEET: | C3.0 |

L:\210209\3_ACAD\XrSheetSet\PREPLAT\C2.0 SITE PLAN.DWG, 8/8/2025

L:\210209\3_ACADDWG\SHEETS\PREPLAT\C2.0 SITE PLAN.DWG, 9/8/2025

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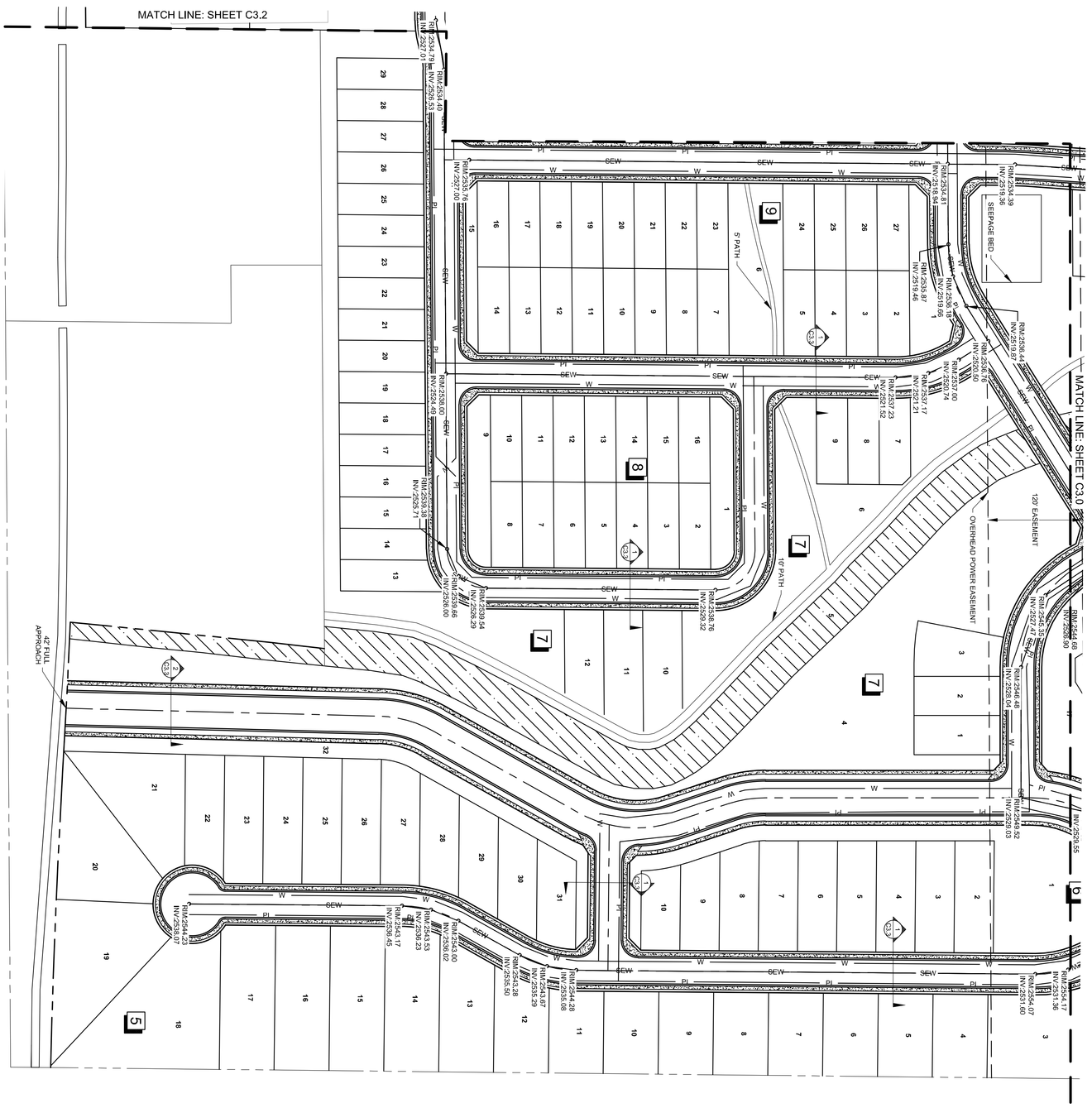


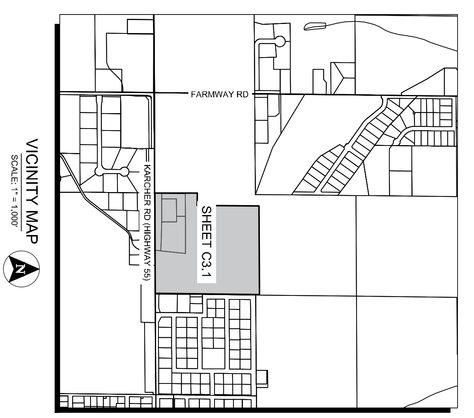


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

SITE PLAN

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| REVISIONS | | | BORDER SIZE |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

ATTENTION:
IF THIS SHEET IS NOT 22"x34" SIZE
1"=20' SCALE IS CORRECT
11x17 SHEET, THEN DRAWING IS
NOT TO SCALE
0
1/2
1

DATE: 9/25/25
PROJECT: 210209
SHEET: C3.1

L:\210209\3_ACADDWG\SHEETS\PREPLAT\C2.0 SITE PLAN.DWG, 9/8/2025

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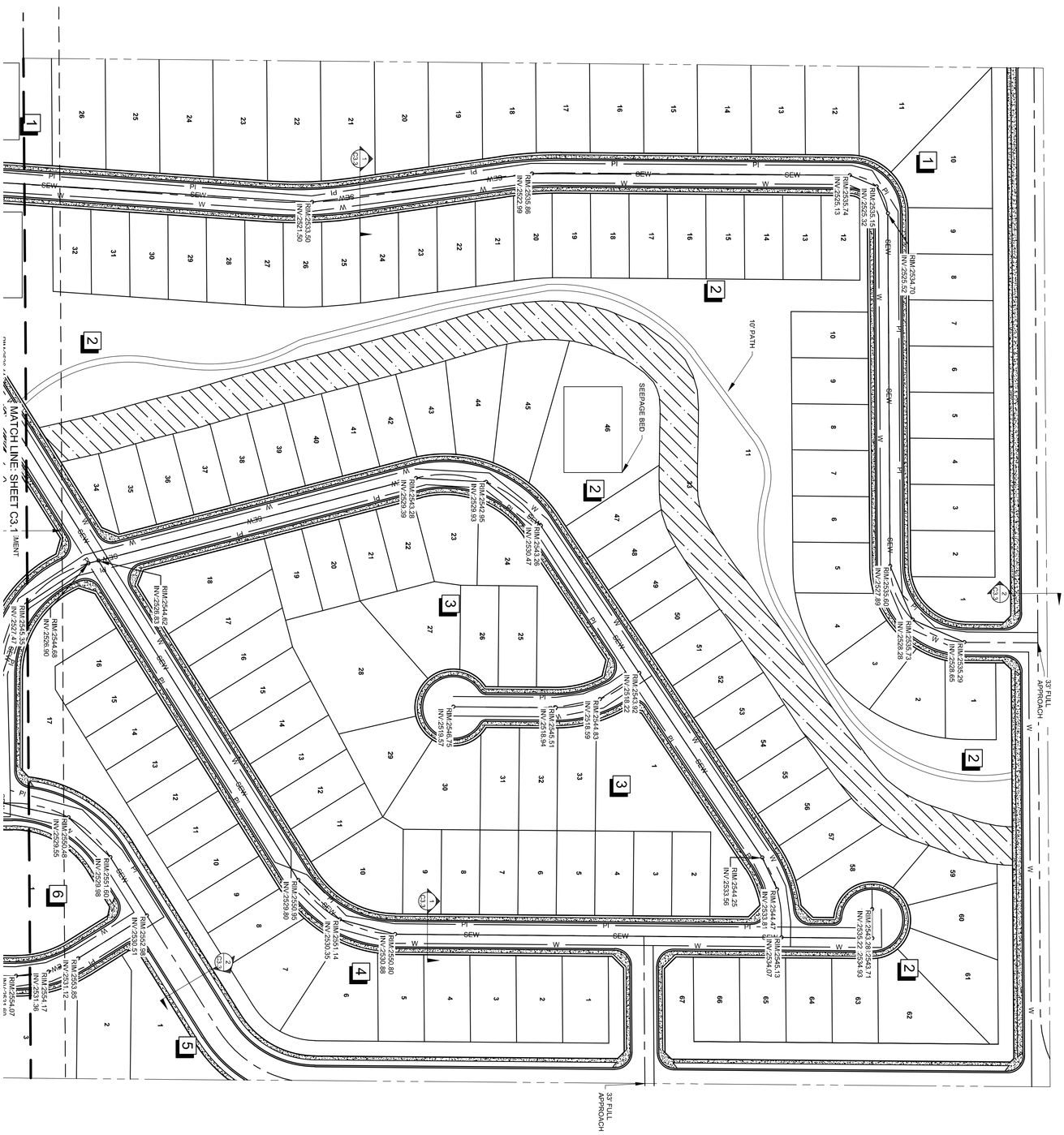


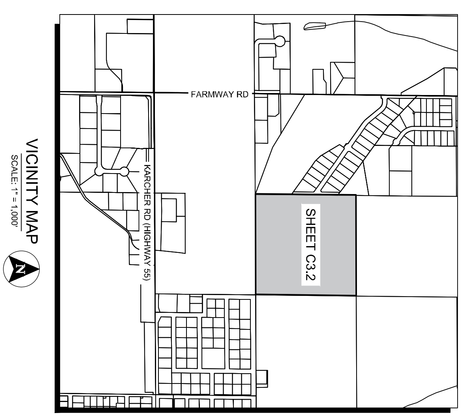


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

SITE PLAN

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| REVISIONS | | | BORDER SIZE |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

ATTENTION:
IF THIS 22"x34" SHEET IS NOT ONE 11"x17" SHEET, THEN DRAWING IS NOT TO SCALE
0 1/2 1

DATE: 9/25/25
PROJECT: 210209
SHEET: C3.2

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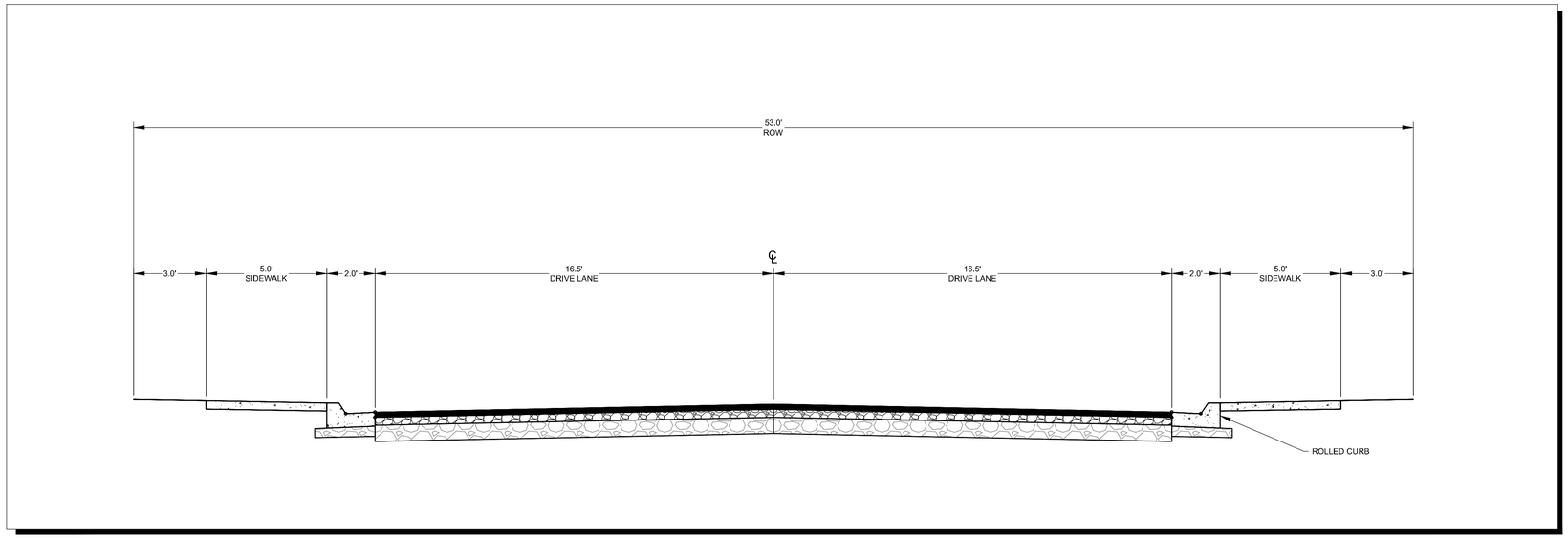
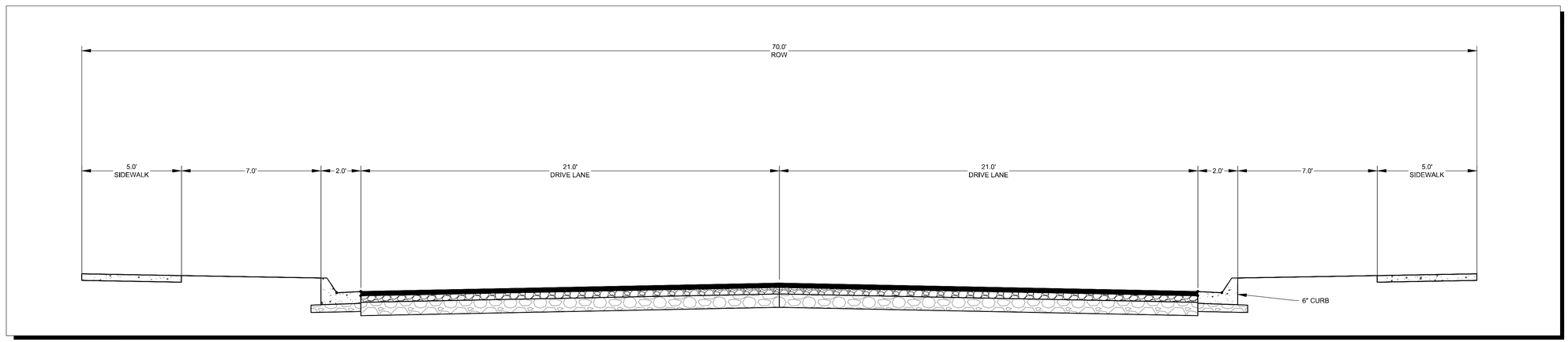



1 50' RIGHT OF WAY ROAD SECTION
SCALE: NTS




2 70' RIGHT OF WAY ROAD SECTION
SCALE: NTS

DRAFT

| BORDER SIZE | 22"x34" |
|---|---|
| DESIGNED | A.NUTTMAN |
| DRAWN | B.SMITH |
| CHECKED | P.COLWELL |
| APPROVED | P.COLWELL |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|
| | | |

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PRELIMINARY PLAT
# GRANITE CREST SUBDIVISION
ROAD SECTIONS

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

| DATE: | 9/25/25 |
|---|---|
| PROJECT: | 210209 |
| SHEET: | C3.3 |

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L:\210209\3_ACADDWG\SHEETS\PREPLAT\C4.0 OFFSITE SEWER AND WATER.DWG, 9/8/2025

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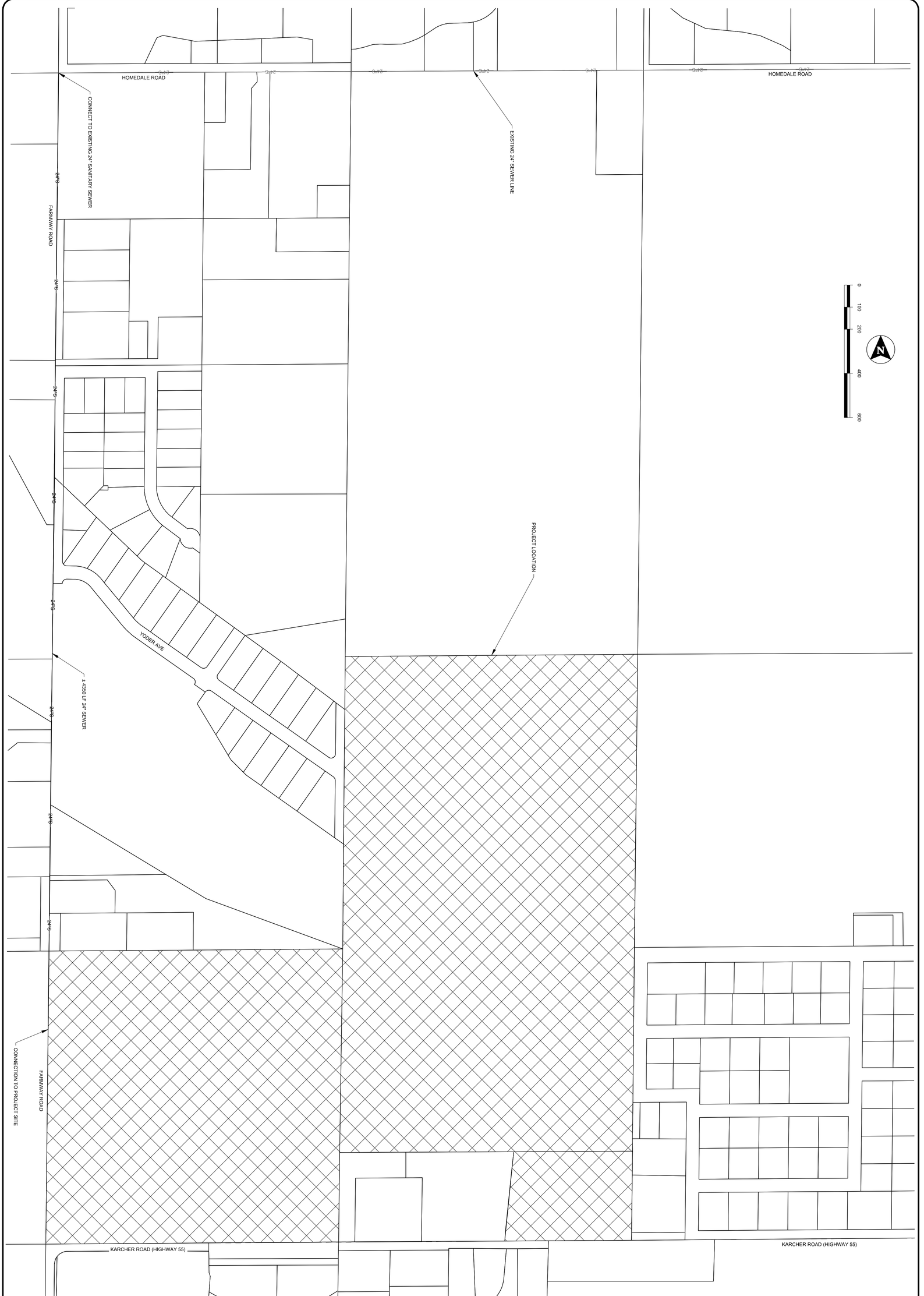


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## OFFSITE SEWER

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| REVISIONS | | | |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | BORDER SIZE |
| | | | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

SHEET: C4.0
PROJECT: 210209
DATE: 9/25/25

ATTENTION: IF THIS BAR DOES NOT MEASURE 1" ON THE 22"x34" SHEET OR 1/2" ON THE 11"x17" SHEET, THEN DRAWING IS NOT TO SCALE
0 1/2 1

L:\210209\3_ACADDWG\SHEETS\PREPLAT\C5.0 PHASING.DWG, 9/18/2025

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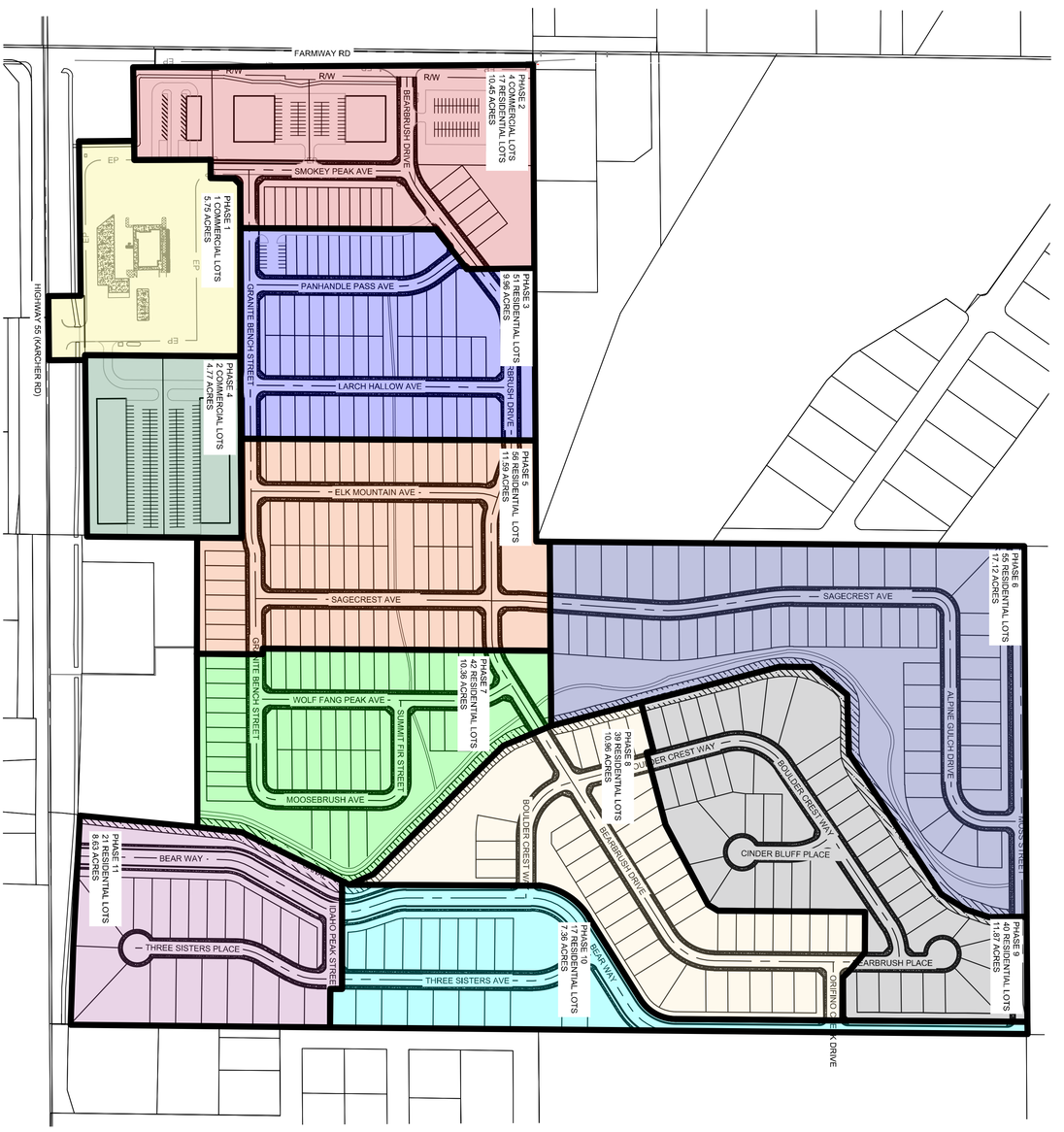


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## PHASING PLAN

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| REVISIONS | | | |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | BORDER SIZE |
| | | | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22"x34" SHEET OR 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 9/25/25
PROJECT: 210209
SHEET: C5.0

L:\210209\3_ACADDWG\SHEETS\PREPLAT\C6.0 ZONING.DWG, 9/18/2025

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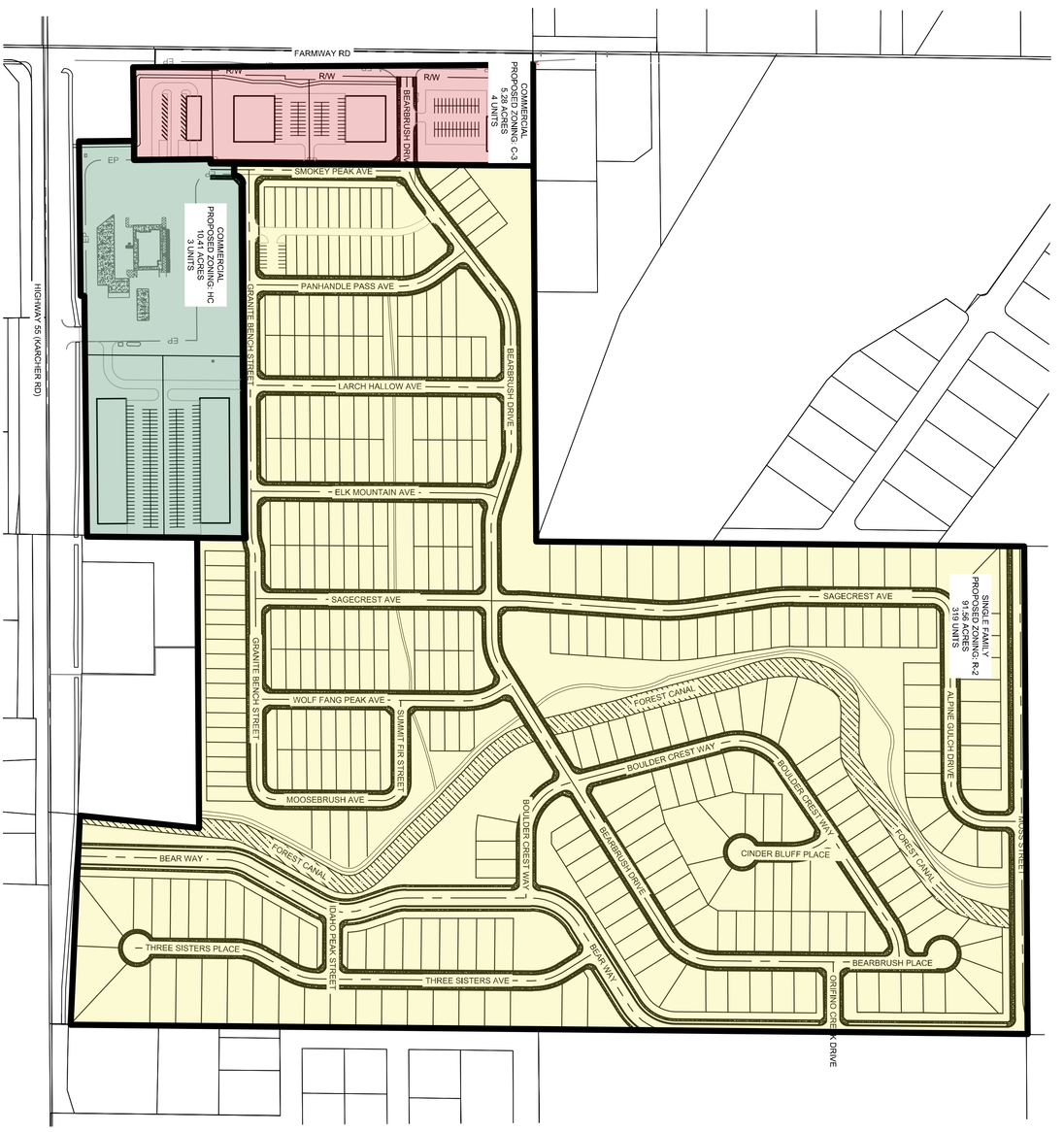


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

ZONING PLAN

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208-442-6300 | WWW.ARDURRA.COM

| REVISIONS | | | |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | BORDER SIZE |
| | | | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

SHEET: C6.0
PROJECT: 210209
DATE: 9/25/25

IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET OR 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

0 ATTENTION: 1/2 1

# Granite Crest - Site Photos

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## CONCEPT PLANT SCHEDULE

### EVERGREEN TREES
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

### SHADE TREES (CLASS II & III)
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE
QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

### ORNAMENTAL TREES (CLASS I)
CERCIS CANADENSIS / EASTERN REDBUD
MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE

### SHRUBS / ORNAMENTAL GRASSES
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
BERBERIS THUNBERGII 'ROSE GLOW' / ROSE GLOW JAPANESE BARBERRY
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
MAHONIA REPENS / CREEPING MAHONIA
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PHYSOCARPUS OPULIFOLIUS 'MONLO' / DIABOLO® NINEBARK
PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA FLORIBUNDA 'NEARLY WILD' / NEARLY WILD ROSE
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

### PARKING LOT LANDSCAPING - PER CITY OF CALDWELL CODE
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

### PLAYGROUND AREA
ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING

### FUTURE LANDSCAPE AREA
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

### TURF - LAWN
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

### UNMOWN GRASS
UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED

## OPEN SPACE EXHIBIT- COLOR PLAN

N

0 75 150 300 450

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

PRELIMINARY

NOT FOR CONSTRUCTION

| REVISIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| NO. | DESCRIPTION | DATE | | | | | | |

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

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NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

OPEN SPACE EXHIBIT - COLOR PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 26, 2025
PROJECT: 210209
SHEET: L0.02

L:\210209\3_ACAD\DWG\SHEETS\PRELPLAT\LANDSCAPE\210209-LSCP-COLOR.DWG, 9/26/2025

L:\210209\3_ACADDWG\SHEETS\PREPLAT\C5.0 PHASING.DWG, 9/18/2025

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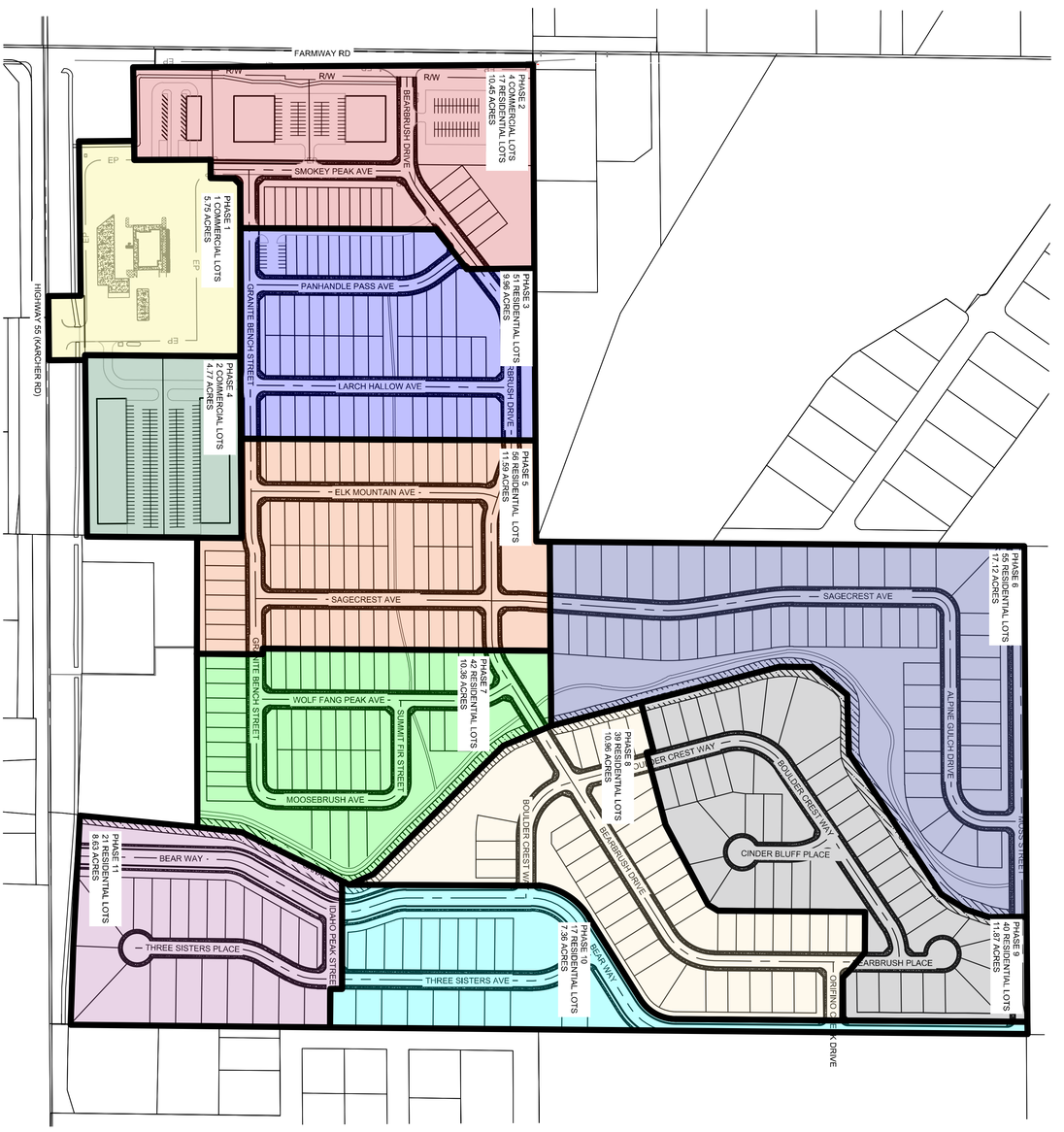


PRELIMINARY PLAT

# GRANITE CREST SUBDIVISION

## PHASING PLAN

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NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

| REVISIONS | | | |
|---|---|---|---|
| NO. | DESCRIPTION | DATE | BORDER SIZE |
| | | | 22"x34" |
| | | | DESIGNED |
| | | | A.NUTTMAN |
| | | | DRAWN |
| | | | B.SMITH |
| | | | CHECKED |
| | | | P.COLWELL |
| | | | APPROVED |
| | | | P.COLWELL |

DRAFT

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22"x34" SHEET OR 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: 9/25/25
PROJECT: 210209
SHEET: C5.0

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**ENTITLEMENT NOTES**

1. **GENERAL LANDSCAPE**
   - A. CONTRACTOR SHALL COORDINATE WITH CIVIL ENGINEERING DRAWINGS FOR OBTAINING PAVING, UTILITY AND GRADING INFORMATION.
   - B. ALL DIMENSIONS IN THE DRAWINGS ARE APPROXIMATE. BEFORE PROCEEDING WITH ANY WORK, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING AND VERIFYING ALL DIMENSIONS AND SHALL IMMEDIATELY INFORM THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES.
   - C. QUANTITIES SHOWN ARE FOR GENERAL REFERENCE ONLY. IN THE EVENT OF A QUANTITY DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE THE SCHEDULE QUANTITIES AND CALL OUT SYMBOL NUMBERS.
2. **EXISTING CONDITIONS**
   - A. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO THE START OF ANY DEMOLITION OR CONSTRUCTION. THE CONTRACTOR SHALL CALL DIG-A-LINE AT 811 FOR LOCATION ASSISTANCE. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR AT THE ADJACENT PROPERTY SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
   - B. SEE CIVIL ENGINEERING DRAWINGS FOR ADDITIONAL INFORMATION ON EXISTING CONDITIONS.
   - C. IF SITE CONDITIONS DIFFER FROM WHAT IS DEPICTED ON PLANS, THE CONTRACTOR SHALL CONTACT OWNER'S REPRESENTATIVE FOR FURTHER GUIDANCE.
   - D. NO TREES SHALL BE REMOVED, PRUNED, OR OTHERWISE ALTERED UNLESS OUTLINED PER THESE PLANS OR APPROVED WRITTEN AMENDMENTS TO THESE DOCUMENTS.
3. **GENERAL IRRIGATION NOTES**
   - A. ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN UNDERGROUND, AUTOMATIC IRRIGATION SYSTEM OPERATED BY AN INDUSTRY STANDARD CONTROLLER.
   - B. IRRIGATED AREAS SHALL BE DESIGNED BY HYDROZONE TO MEET THE WATER NEEDS OF PLANT MATERIAL DUE TO DIFFERING EXPOSURES / DROUGHT TOLERANCE.
     - LAWNS AND PLANTER BEDS SHALL NOT BE IRRIGATED ON THE SAME HYDROZONE.
   - C. PRESSURE IRRIGATION SERVICE SHALL BE UTILIZED, IF PROVIDED.
   - D. IF PRESSURE IRRIGATION SERVICE IS NOT PROVIDED, ANY MUNICIPAL WATER SOURCE CONNECTION SHALL BE EQUIPPED WITH A BACKFLOW PREVENTION ASSEMBLY THAT MEETS THE FOLLOWING SPECIFICATIONS:
     - MAKE AND MODEL IS LISTED ON U.S.C.'S LIST OF APPROVED DEVICES.
     - IS COMPLIANT WITH CURRENT NATIONAL, STATE, AND LOCAL CODES AND ORDINANCES.
     - PROTECTIVE ENCLOSURE SHALL BE PROVIDED AND INSTALLED PER MANUFACTURER RECOMMENDATIONS.
   - E. IRRIGATION SYSTEM SHALL BE DESIGNED TO THE FOLLOWING SPECIFICATIONS:
     - LAWNS: HEADS WITH 100% DOUBLE COVERAGE WITH HEAD TO HEAD SPACING.
     - UNMOWN GRASS: HEADS WITH 100% DOUBLE COVERAGE WITH HEAD TO HEAD SPACING.
     - PLANTING BEDS: MICRO (DRIP) IRRIGATION.
     - SPRINKLER HEADS SHALL HAVE MATCHED PRECIPITATION RATES WITHIN EACH CONTROL VALVE CIRCUIT.
     - OVERSPRAY ONTO IMPERVIOUS SURFACES SHALL NOT BE ACCEPTED.
   - F. CONTRACTOR SHALL COORDINATE WITH GENERAL CONTRACTOR TO LOCATE AND INSTALL ALL CONDUIT NEEDS FOR EFFICIENT IRRIGATION PIPING.
   - G. WHEN APPLICABLE, CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING 120 VOLT POWER AND ALL REQUIRED CIRCUITS FROM THE ELECTRICAL PANEL TO THE IRRIGATION CONTROLLER, SIZE WIRE AND CONDUIT AS REQUIRED.
   - H. PEDESTAL MOUNTED CONTROLLER(S) SHALL BE LOCATED WITHIN A PLANTING BED IN AN EASILY ACCESSIBLE, BUT VISIBLY DISCRETE LOCATION.
   - I. WALL MOUNTED CONTROLLER LOCATION SHALL BE COORDINATED WITH THE GENERAL CONTRACTOR.
   - J. IF REQUESTED, CONTRACTOR SHALL SUPPLY OWNER WITH AS BUILT SHOP DRAWINGS OF THE INSTALLED IRRIGATION SYSTEM. AT MINIMUM: CONDUIT LOCATIONS, SUPPLY LINE LOCATION AND SIZING AND MANUFACTURER PRODUCT INFORMATION.
4. **GENERAL PLANT MATERIAL NOTES**
   - A. ALL PLANT MATERIAL SHALL MEET OR EXCEED THE MINIMUM FEDERAL STANDARD AS REGULATED BY ANSI z60.1, AMERICAN STANDARD FOR NURSERY STOCK. PLANTS NOT MEETING THESE STANDARDS OR PLANTS DETERMINED TO BE OTHERWISE UNHEALTHY BY THE OWNER'S REPRESENTATIVE, SHALL BE REJECTED AND REPLACED AT THE CONTRACTOR'S COST.
   - B. INSTALL ONLY SPECIFIED PLANTS OR LISTED SUBSTITUTIONS. UNAPPROVED SUBSTITUTES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
   - C. ALL PLANT MATERIAL WITHIN CLEAR VISION TRIANGLES SHALL COMPLY WITH HEIGHT RESTRICTIONS OF LOCAL CODE.
   - D. TREE AND SHRUB PLANTING SHALL INCLUDE FERTILIZATION WITH 'AGRIFORM' OR OTHER APPROVED EQUAL PLANTING TABLET, APPLY PER MANUFACTURER RECOMMENDATIONS.
   - E. ROOT BARRIERS MUST BE INSTALLED IN STREET PLANTERS WITH A WIDTH OF 6' OR LESS AND SHALL BE INSTALLED PER MANUFACTURER RECOMMENDATIONS.
5. **CITY OF CALDWELL NOTES**
   - E. THIS LANDSCAPE PLAN COMPLIES WITH CITY CODE CHAPTER 10, ARTICLE 2 - CALDWELL LANDSCAPING ORDINANCE.
   - F. CERTIFICATION MUST BE PROVIDED TO THE CITY THAT ALL PLANTS INSTALLED ARE FREE FROM DISEASE AND ARE NOT TOXIC, POISONOUS OR OTHERWISE A NUISANCE.
   - G. PRESSURE IRRIGATION SERVICE WILL BE PROVIDED TO ALL IRRIGABLE LOTS. THE SYSTEM WILL BE OWNED AND MAINTAINED BY THE CITY OF CALDWELL.
   - H. WEED MAINTENANCE AND / OR LANDSCAPING MAINTENANCE SHALL BE PROVIDED FOR ALL IRRIGATION, DRAINAGE, AND UTILITY EASEMENTS AND/OR RIGHT OF WAY(S).

# PRELIMINARY PLAT LANDSCAPE FOR
# GRANITE CREST SUBDIVISION

A PORTION OF THE NW 1/4 OF THE SE 1/4 OF SECTION 35
TOWNSHIP 3 NORTH, RANGE 2 WEST, BOISE MERIDIAN
CANYON COUNTY, IDAHO
SEPTEMBER 29, 2025

## CONCEPT PLANT SCHEDULE

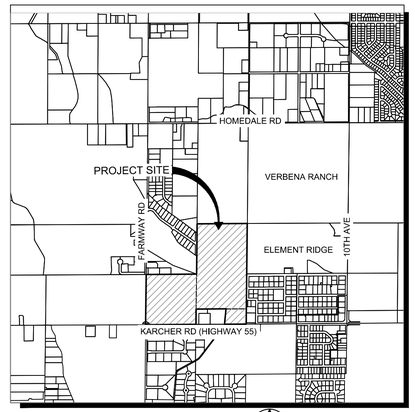
| | | |
|---|---|---|
| EVERGREEN TREES<br>PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE<br>PINUS NIGRA / AUSTRIAN PINE | | 14 |
| SHADE TREES (CLASS II & III)<br>CELTIS OCCIDENTALIS / COMMON HACKBERRY<br>GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST<br>PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE<br>QUERCUS PALUSTRIS / PIN OAK<br>QUERCUS RUBRA / NORTHERN RED OAK<br>TILIA CORDATA / LITTLELEAF LINDEN<br>ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM<br>ZELKOVA SERRATA / JAPANESE ZELKOVA | | 554 |
| ORNAMENTAL TREES (CLASS I)<br>CERCIS CANADENSIS / EASTERN REDBUD<br>MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE | | 68 |
| SHRUBS / ORNAMENTAL GRASSES<br>BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY<br>BERBERIS THUNBERGII 'ROSE GLOW' / ROSE GLOW JAPANESE BARBERRY<br>CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS<br>CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD<br>HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY<br>JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER<br>MAHONIA REPENS / CREEPING MAHONIA<br>PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS<br>PHYSOCARPUS OPULIFOLIUS 'MONLO' / DIABOLO® NINEBARK<br>PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE<br>RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC<br>ROSA FLORIBUNDA 'NEARLY WILD' / NEARLY WILD ROSE<br>ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE<br>RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER<br>SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA | | 207,411 SF |
| PARKING LOT LANDSCAPING - PER CITY OF CALDWELL CODE<br>BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY<br>HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY<br>JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER<br>PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS<br>RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC<br>ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE<br>RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER<br>SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA | | 11,822 SF |
| PLAYGROUND AREA<br>ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING | | 3,236 SF |
| FUTURE LANDSCAPE AREA<br>TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT | | 135,715 SF |
| TURF - LAWN<br>MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD | | 322,806 SF |
| UNMOWN GRASS<br>UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED | | 359,453 SF |

811 CALL BEFORE YOU DIG!
CALL DIGLINE INC.
PRIOR TO COMMENCING
UNDERGROUND WORK
DIAL: 811

NOTE:
THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN APPROXIMATELY ONLY PRIOR TO CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM ALL UTILITY COMPANIES OF THE CONSTRUCTION SCHEDULE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE WHICH MAY OCCUR BY FAILURE TO EXACTLY LOCATE AND PROTECT ALL UTILITIES.

**DEVELOPER**
BROCK OBENDORF
24034 BATT CORNER ROAD
PARMA, ID
PH: (208) 722-5800

**LANDSCAPE ARCHITECT**
JAIME SNYDER, LA
ARDURRA
1144 S. SILVERSTONE WAY, SUITE 320
MERIDIAN, ID 83642
PH: (208) 323-2288




VICINITY MAP
SCALE: 1" = 2,000'

**SHEET INDEX**



| SHEET | SHEET NAME |
|---|---|
| L0.00 | COVER |
| L0.01 | LANDSCAPE CALCULATIONS |
| L0.02 | OPEN SPACE EXHIBIT - COLOR PLAN |
| L0.03 | PATHWAYS & FENCING EXHIBIT |
| L1.01 - L1.14 | LANDSCAPE PLAN |
| L2.01 | SITE DETAILS |



PRELIMINARY
NOT FOR CONSTRUCTION

| REVISIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| NO. | DESCRIPTION | DATE | | | | | | |

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

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PRELIMINARY PLAT LANDSCAPE
GRANITE CREST SUBDIVISION
COVER

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L0.00

L:\210209\3_ACAD\VGS\SHEETS\PRE\PLAT\LANDSCAPE\210209-L0.0-COVER.DWG, 9/29/2025

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L:\210209\3_ACAD\VG\SHEETS\PREPLAT\LANDSCAPE\210209-LG-COVERLDWG, 9/29/2025

## 10-02-09-4: COMMON OPEN SPACE REQUIREMENTS AND STANDARDS

| COMMON LOT (PER PLAT) | TOTAL LOT AREA (SQ.FT) | REQ. / PROV. TREES (1 PER 5000SF) | | PROV. TURF COVERAGE (SQ.FT.) | % OF TURF COVERAGE (RESIDENTIAL AND COMMERCIAL MIN 25%, MAX 50%) |
|---|---|---|---|---|---|
| LOT 1 BLK 1 | 19721 | 4 | 4 | 9958 | 50 |
| LOT 27 BLK 1 | 100907 | 20 | 20 | 38900 | 39 |
| LOT 11 BLK 2 | 169249 | 34 | 34 | 78961 | 47 |
| LOT 34 BLK 2 | 3483 | 1 | 1 | 1395 | 40 |
| LOT 46 BLK 2 | 27297 | 5 | 5 | 13403 | 49 |
| LOT 58 BLK 2 | 9465 | 2 | 2 | 4580 | 48 |
| LOT 67 BLK 2 | 19101 | 4 | 4 | 9645 | 50 |
| LOT 1 BLK 3 | 21867 | 4 | 4 | 6172 | 28 |
| LOT 18 BLK 3 | 10931 | 2 | 2 | 2832 | 26 |
| LOT 24 BLK 3 | 15199 | 3 | 3 | 6690 | 44 |
| LOT 17 BLK 4 | 38379 | 8 | 8 | 17110 | 45 |
| LOT 1 BLK 5 | 10506 | 2 | 2 | 4527 | 43 |
| LOT 3 BLK 5 | 15382 | 3 | 3 | 7360 | 48 |
| LOT 32 BLK 5 | 15593 | 3 | 3 | 7568 | 49 |
| LOT 1 BLK 6 | 33187 | 7 | 7 | 15485 | 47 |
| LOT 4 BLK 7 | 76555 | 15 | 15 | 36572 | 48 |
| LOT 6 BLK 7 | 95739 | 19 | 19 | 24355 | 25 |
| LOT 1 BLK 8 | 6364 | 1 | 1 | 3066 | 48 |
| LOT 9 BLK 8 | 6335 | 1 | 1 | 2881 | 45 |
| LOT 1 BLK 9 | 6848 | 1 | 1 | 3213 | 47 |
| LOT 6 BLK 9 | 15405 | 3 | 3 | 4950 | 32 |
| LOT 15 BLK 9 | 3071 | 1 | 1 | 953 | 31 |
| LOT 1 BLK 10 | 5784 | 1 | 1 | 2882 | 50 |
| LOT 6 BLK 10 | 16741 | 3 | 3 | 3523 | 21 |
| LOT 15 BLK 10 | 4517 | 1 | 1 | 2105 | 47 |
| LOT 1 BLK 11 | 8255 | 2 | 2 | 2017 | 24 |
| LOT 7 BLK 11 | 18800 | 4 | 4 | 7574 | 40 |
| LOT 16 BLK 11 | 3296 | 1 | 1 | 1026 | 31 |
| LOT 1 BLK 12 | 20985 | 4 | 4 | 8530 | 41 |
| LOT 8 BLK 12 | 8800 | 2 | 2 | 2530 | 29 |
| LOT 17 BLK 12 | 3070 | 1 | 1 | 972 | 32 |
| LOT 1 BLK 13 | 8481 | 2 | 2 | 4167 | 49 |
| LOT 27 BLK 13 | 16171 | 3 | 3 | 5682 | 35 |

## 10-02-09-5: STREET LANDSCAPE BUFFERS

| STREET NAME | CLASSIFICATION | LINEAR FRONTAGE | REQ. / PROV. BUFFER WIDTH | | REQ. / PROV. TREES (1 PER 25' CLASS 1 OR 1 PER 35' CLASS II) | | REQ. / PROV. SHRUBS (1 PER 4 LF) | | TOTAL LANDSCAPE BUFFER AREA (SQ.FT.) | PROV. TURF COVERAGE (SQ.FT.) | % OF TURF COVERAGE (RESIDENTIAL AND COMMERCIAL MIN 25%, MAX 50%) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MOSS STREET | COLLECTOR | 1126 | 20 | 20 | 32 | 32 | 282 | 282 | 23726 | 11807 | 50 |
| BEAR WAY (WEST) | COLLECTOR | 2543 | 20 | 20 | 73 | 73 | 636 | 636 | 52171 | 25463 | 49 |
| BEAR WAY (EAST) | COLLECTOR | 1552 | 20 | 20 | 44 | 44 | 388 | 388 | 31680 | 15292 | 48 |
| FARMWAY ROAD (NORTH) | ARTERIAL | 320 | 20 | 20 | 9 | 9 | 80 | 80 | 6400 | 2906 | 45 |
| BEARBRUSH DRIVE (NORTH) | LOCAL | 1497 | 10 | 10 | 43 | 43 | 374 | 374 | 17477 | 7541 | 43 |
| BEARBRUSH DRIVE (SOUTH) | LOCAL | 1199 | 10 | 10 | 34 | 34 | 300 | 300 | 15768 | 7763 | 49 |
| SMOKEY PEAK AVE (WEST) | LOCAL | 452 | 10 | 10 | 13 | 13 | 113 | 113 | 4745 | 1582 | 33 |
| SMOKEY PEAK AVE (EAST) | LOCAL | 338 | 10 | 10 | 10 | 10 | 85 | 85 | 3853 | 725 | 47 |
| GRANITE BENCH STREET (NORTH) | LOCAL | 1014 | 10 | 10 | 29 | 29 | 254 | 254 | 11485 | 5623 | 49 |
| GRANITE BENCH STREET (SOUTH) | LOCAL | 540 | 10 | 10 | 15 | 15 | 135 | 135 | 5393 | 2607 | 48 |

## 10-02-09-8: BUILDING FAÇADE LANDSCAPE REQUIREMENTS

| LOCATION | LINEAR FOUNDATION FRONTAGE | REQ. / PROV. LANDSCAPE AREA WIDTH (FT) (3' MIN) | | REQ. / PROV. SHRUBS, 1 SHRUB PER 3 LF FOUNDATION) | |
|---|---|---|---|---|---|
| LOT 33 BLK 1 | 64 | 3 | 3 | 21 | 21 |
| LOT 34 BLK 7 | 220 | 3 | 3 | 73 | 73 |
| LOT 35 BLK 7 | 344 | 3 | 3 | 115 | 115 |

## 10-02-09-7: PATHWAY LANDSCAPING STANDARDS, NEIGHBORHOOD PATHWAY

| PATHWAY LOCATION | PATHWAY LENGTH (LF) | PATHWAY WIDTH (FT) | PROV. TOTAL LCSP AREA WIDTH (MIN. 5' ON EACH SIDE) | REQ./PROV SHRUBS *(25 SHRUBS/100 LF)* | |
|---|---|---|---|---|---|
| EAST-WEST | 1136 | 5' | 10' | 284 | 284 |

## 10-02-09-8: PERIMETER PARKING LOT LANDSCAPE REQUIREMENTS

| LOCATION | LINEAR FRONTAGE | REQ. / PROV. BUFFER WIDTH (FT) | | REQ. / PROV. TREES (1 TREE PER 40 LF) | | REQ. / PROV. SHRUBS (1 SHRUBS PER 5 LF) | |
|---|---|---|---|---|---|---|---|
| LOT 33 BLK 1 | 225 | 5 | 5 | 6 | 6 | 45 | 45 |
| LOT 30 BLK 7 | 100 | 5 | 5 | 3 | 3 | 20 | 20 |
| LOT 31 BLK 7 | 100 | 5 | 5 | 3 | 3 | 20 | 20 |
| LOT 34 BLK 7 | 178 | 5 | 5 | 4 | 4 | 36 | 36 |
| LOT 35 BLK 7 | 185 | 5 | 5 | 5 | 5 | 37 | 37 |

## 10-02-09-6: BUFFERS BETWEEN DIFFERENT LAND USES

| LOCATION | ADJACENT LANDUSE | LINEAR FRONTAGE | REQ. / PROV. BUFFER WIDTH (FT) | | REQ. / PROV. TREES (1 PER 35) | | REQ. / PROV. SHRUBS (1 PER 3 LF) | |
|---|---|---|---|---|---|---|---|---|
| SOUTH | COMMERCIAL-RESIDENTIAL | 680 | 20 | 21 | 19 | 19 | 227 | 227 |
| NORTHWEST | COMMERCIAL- RESIDENTIAL | 317 | 20 | 20 | 9 | 9 | 106 | 106 |

## 10-02-09-7: PATHWAY LANDSCAPING STANDARDS, COMMUNITY PATHWAY

| PATHWAY LOCATION | PATHWAY LENGTH (LF) | PATHWAY WIDTH (FT) | PROV. TOTAL LCSP AREA WIDTH (MIN. 10' ON EACH SIDE) | REQ./PROV. SHRUBS *(15 SHRUBS/100 LF)* | | REQ./PROV. TREES (1 TREE/50 LF) | |
|---|---|---|---|---|---|---|---|
| NORTH-SOUTH | 2767 | 8' | 20' | 415 | 415 | 69 | 69 |

## AREA AND LOT SUMMARY

| | | | |
|---|---|---|---|
| TOTAL AREA | 4,684,859 SF | 107.55 AC | 100% |
| TOTAL RIGHT OF WAY | 999,936 SF | 22.96 AC | 21% |
| TOTAL OPEN SPACE | 848,399 SF | 19.48 AC | 18% |
| TOTAL QUALIFYING OPEN SPACE | 598,304 SF | 13.74 AC | 12% |
| | | | |
| TOTAL RESIDENTIAL AREA | 4,003,742 SF | 91.91 AC | |
| TOTAL COMMERCIAL AREA | 683,651 SF | 15.69 AC | |
| | | | |
| MINIMUM RESIDENTIAL LOT SIZE | 3,190 SF | | |
| MAXIMUM RESIDENTIAL LOT SIZE | 23,297 SF | | |
| AVERAGE RESIDENTIAL LOT SIZE (R-2) | 6,269 SF | | |
| PROPOSED RESIDENTIAL DENSITY (R-2) | 3.48 DU/AC | | |

PRELIMINARY

NOT FOR CONSTRUCTION

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

| NO. | DESCRIPTION | DATE |
|---|---|---|
| REVISIONS | | |

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332 N. BROADMORE WAY
NAMPA, IDAHO 83687
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PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE CALCULATIONS

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L0.01

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## CONCEPT PLANT SCHEDULE

### EVERGREEN TREES
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

### SHADE TREES (CLASS II & III)
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE
QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

### ORNAMENTAL TREES (CLASS I)
CERCIS CANADENSIS / EASTERN REDBUD
MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE

### SHRUBS / ORNAMENTAL GRASSES
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
BERBERIS THUNBERGII 'ROSE GLOW' / ROSE GLOW JAPANESE BARBERRY
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
MAHONIA REPENS / CREEPING MAHONIA
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PHYSOCARPUS OPULIFOLIUS 'MONLO' / DIABOLO® NINEBARK
PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA FLORIBUNDA 'NEARLY WILD' / NEARLY WILD ROSE
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

### PARKING LOT LANDSCAPING - PER CITY OF CALDWELL CODE
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
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RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

### PLAYGROUND AREA
ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING

### FUTURE LANDSCAPE AREA
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

### TURF - LAWN
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

### UNMOWN GRASS
UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED

## OPEN SPACE EXHIBIT- COLOR PLAN

N

0 75 150 300 450

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

PRELIMINARY

NOT FOR CONSTRUCTION

| REVISIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| NO. | DESCRIPTION | DATE | | | | | | |

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

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332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

OPEN SPACE EXHIBIT - COLOR PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 26, 2025
PROJECT: 210209
SHEET: L0.02

L:\210209\3_ACAD\DWG\SHEETS\PRELPLAT\LANDSCAPE\210209-LSCP-COLOR.DWG, 9/26/2025

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**BICYCLE PARKING**

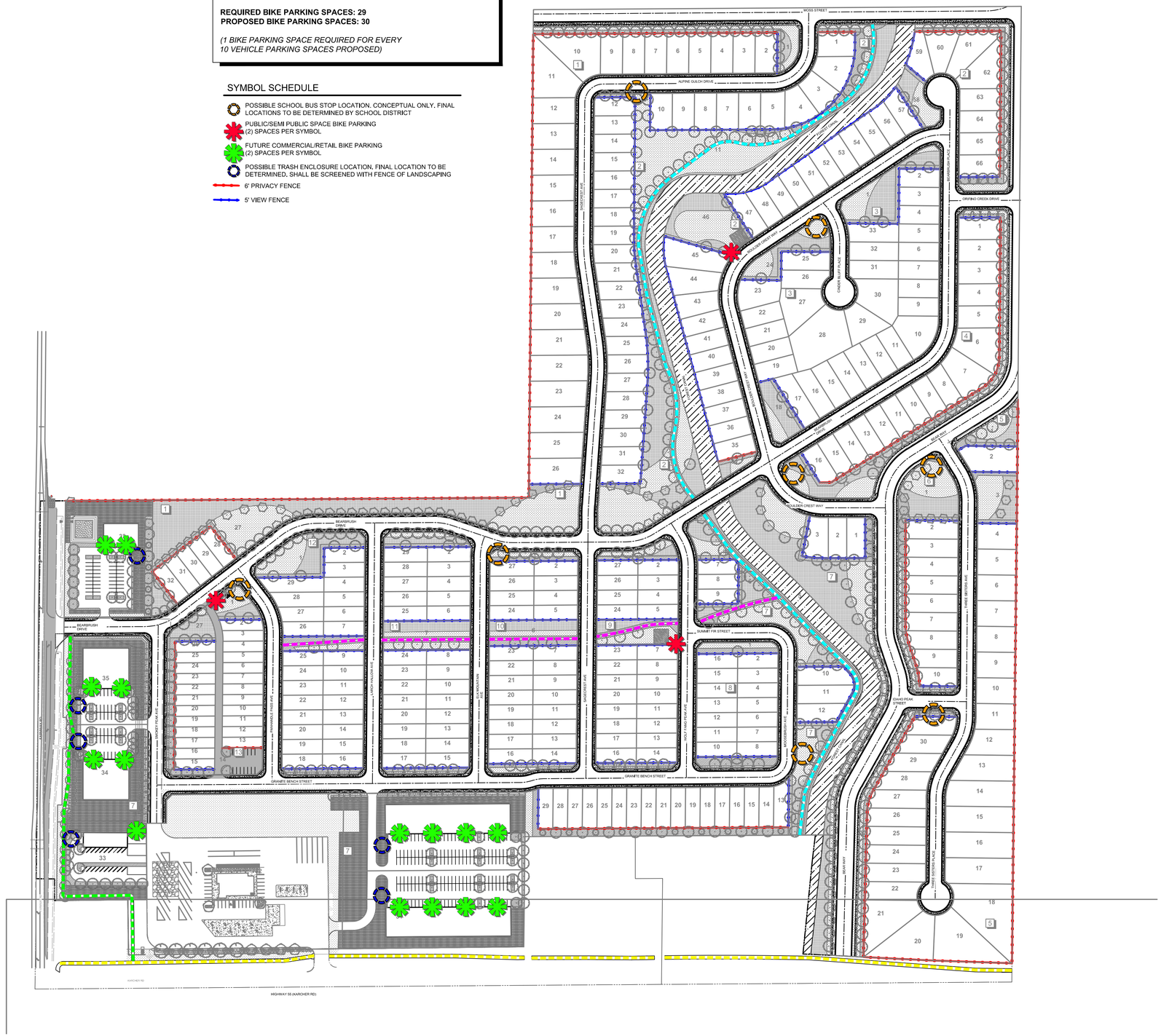
**PROPOSED VEHICLE PARKING SPACES: 286**

**REQUIRED BIKE PARKING SPACES: 29**
**PROPOSED BIKE PARKING SPACES: 30**

*(1 BIKE PARKING SPACE REQUIRED FOR EVERY 10 VEHICLE PARKING SPACES PROPOSED)*

SYMBOL SCHEDULE

- POSSIBLE SCHOOL BUS STOP LOCATION. CONCEPTUAL ONLY. FINAL LOCATIONS TO BE DETERMINED BY SCHOOL DISTRICT
- PUBLIC/SEMI PUBLIC SPACE BIKE PARKING (2) SPACES PER SYMBOL
- FUTURE COMMERCIAL/RETAIL BIKE PARKING (2) SPACES PER SYMBOL
- POSSIBLE TRASH ENCLOSURE LOCATION. FINAL LOCATION TO BE DETERMINED, SHALL BE SCREENED WITH FENCE OF LANDSCAPING
- 6' PRIVACY FENCE
- 5' VIEW FENCE




PATHWAYS & FENCING EXHIBIT

0 75 150 300 450

## PATHWAY LANDSCAPING STANDARDS

**NEIGHBORHOOD PATHWAY**
*5' CONCRETE PATHWAYS PROVIDED*
TOTAL PATHWAY LENGTH: 1136 LF
REQ. / PROV. SHRUB DENSITY: 285 REQ / 284 PROV.

**KARCHER ROAD / HWY 55**
*8' ASPHALT PATHWAY PER ITD PROJECT A022(715)*

**FARMWAY ROAD**
*8' ASPHALT PATHWAY PROVIDED*
TOTAL PATHWAY LENGTH: 1067 LF
REQ. / PROV. SHRUB DENSITY: 160 REQ. / PROV. 160 PROV
REQ. / PROV. TREE DENSITY: 21 REQ. / 21 PROV.

**COMMUNITY PATHWAY**
*8' ASPHALT PATHWAY PROVIDED*
TOTAL PATHWAY LENGTH: 2826 LF
REQ. / PROV. SHRUB DENSITY: 415 REQ. / 415 PROV.
REQ. / PROV. TREE DENSITY: 69 REQ. / 69 PROV.

PRELIMINARY

NOT FOR CONSTRUCTION

| REVISIONS | | |
|---|---|---|
| NO. | DESCRIPTION | DATE |

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

PATHWAYS & FENCING EXHIBIT

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L0.03

L:\210209\3_ACAD\VGS\SHEETS\PREPLAT\LAND\SCAPE\210209-LSCP-MATERIALS.DWG, 9/25/2025

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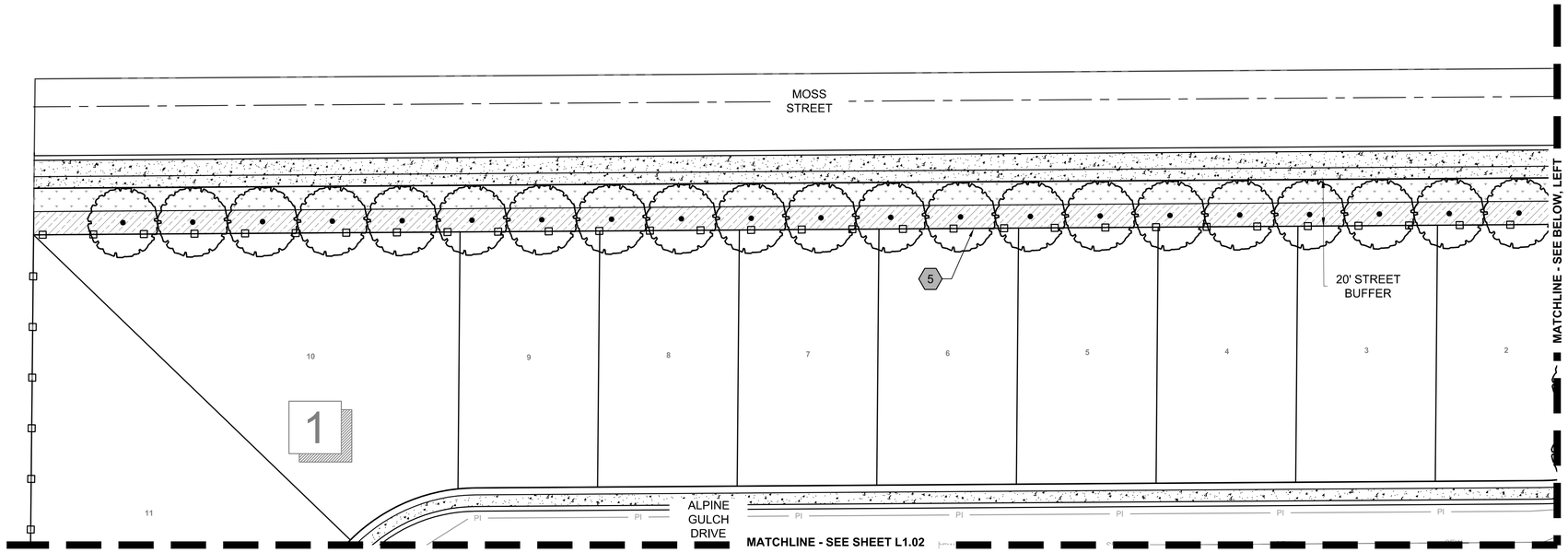


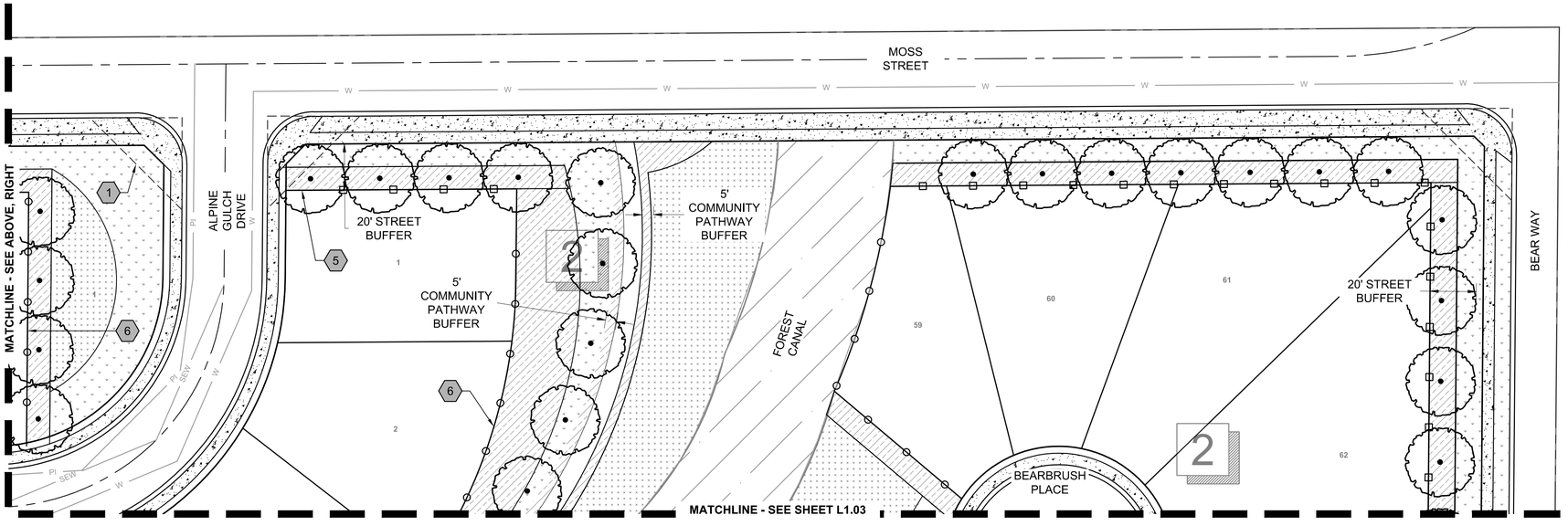


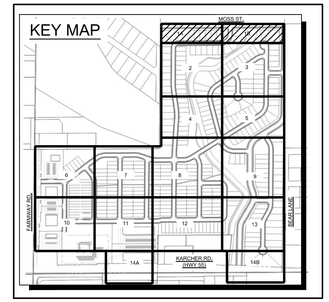


## CONCEPT PLANT SCHEDULE

**EVERGREEN TREES**
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

**SHADE TREES (CLASS II & III)**
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE
QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

**ORNAMENTAL TREES (CLASS I)**
CERCIS CANADENSIS / EASTERN REDBUD
MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE

**SHRUBS / ORNAMENTAL GRASSES**
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
BERBERIS THUNBERGII 'ROSE GLOW' / ROSE GLOW JAPANESE BARBERRY
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
MAHONIA REPENS / CREEPING MAHONIA
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PHYSOCARPUS OPULIFOLIUS 'MONLO' / DIABOLO® NINEBARK
PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA FLORIBUNDA 'NEARLY WILD' / NEARLY WILD ROSE
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

**PARKING LOT LANDSCAPING - PER CITY OF CALDWELL CODE**
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
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SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

**PLAYGROUND AREA**
ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING

**FUTURE LANDSCAPE AREA**
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

**TURF - LAWN**
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

**UNMOWN GRASS**
UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED

## KEYNOTE SCHEDULE

| CODE | DESCRIPTION |
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| 1 | VISION TRIANGLE, TYP. |
| 2 | 40'X40' PLAYGROUND AREA, SEE PRECEDENT IMAGE 4, SHEET L2.1 |
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| 4 | PREVIOUSLY DESIGNED LANDSCAPE, NOT A PART |
| 5 | 6' PRIVACY FENCE, SEE DETAIL 2, SHEET L2.1 |
| 6 | 5' VIEW FENCE, SEE DETAIL 3, SHEET L2.1 |
| 7 | SEEPAGE BED |

N

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

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332 N. BROADMORE WAY
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PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.01

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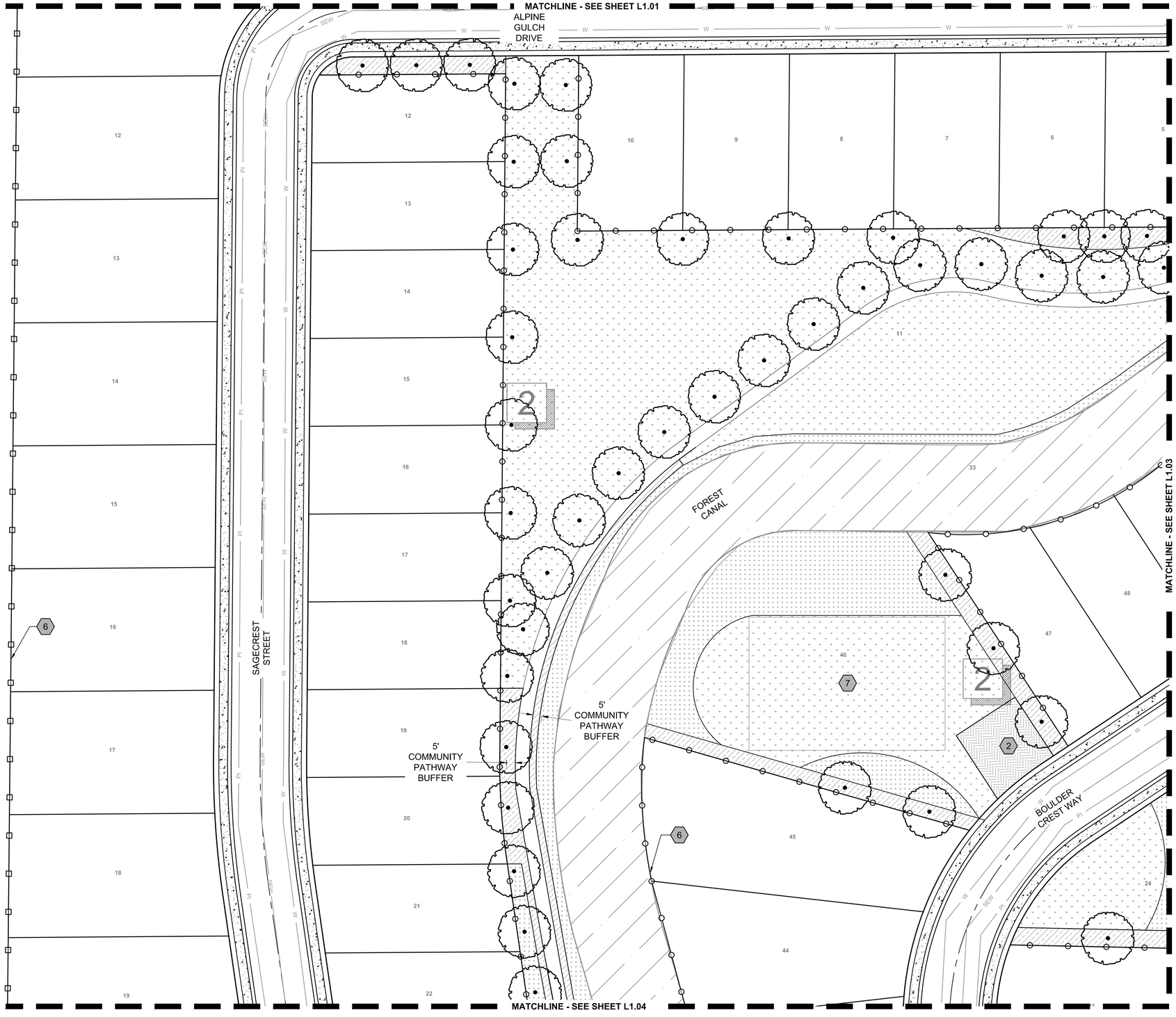


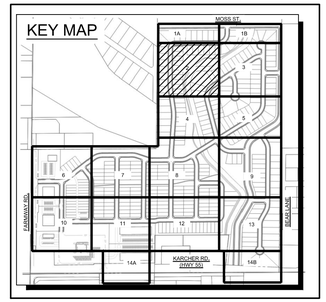


## CONCEPT PLANT SCHEDULE

**EVERGREEN TREES**
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

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QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

**ORNAMENTAL TREES (CLASS I)**
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**SHRUBS / ORNAMENTAL GRASSES**
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PHYSOCARPUS OPULIFOLIUS 'MONLO' / DIABOLO® NINEBARK
PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA FLORIBUNDA 'NEARLY WILD' / NEARLY WILD ROSE
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

**PARKING LOT LANDSCAPING - PER CITY OF CALDWELL CODE**
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
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**PLAYGROUND AREA**
ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING

**FUTURE LANDSCAPE AREA**
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

**TURF - LAWN**
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

**UNMOWN GRASS**
UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED

## KEYNOTE SCHEDULE

| CODE | DESCRIPTION |
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| 4 | PREVIOUSLY DESIGNED LANDSCAPE, NOT A PART |
| 5 | 6' PRIVACY FENCE, SEE DETAIL 2, SHEET L2.1 |
| 6 | 5' VIEW FENCE, SEE DETAIL 3, SHEET L2.1 |
| 7 | SEEPAGE BED |

0 15 30 60 90

PRELIMINARY
NOT FOR CONSTRUCTION

| | |
|---|---|
| BORDER SIZE | 22"X34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE
# GRANITE CREST SUBDIVISION
LANDSCAPE PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.02

L:\210209\3_ACAD\VG\SHEETS\PREPLAT\LANDSCAPE\210209-LSCP.DWG, 9/25/2025

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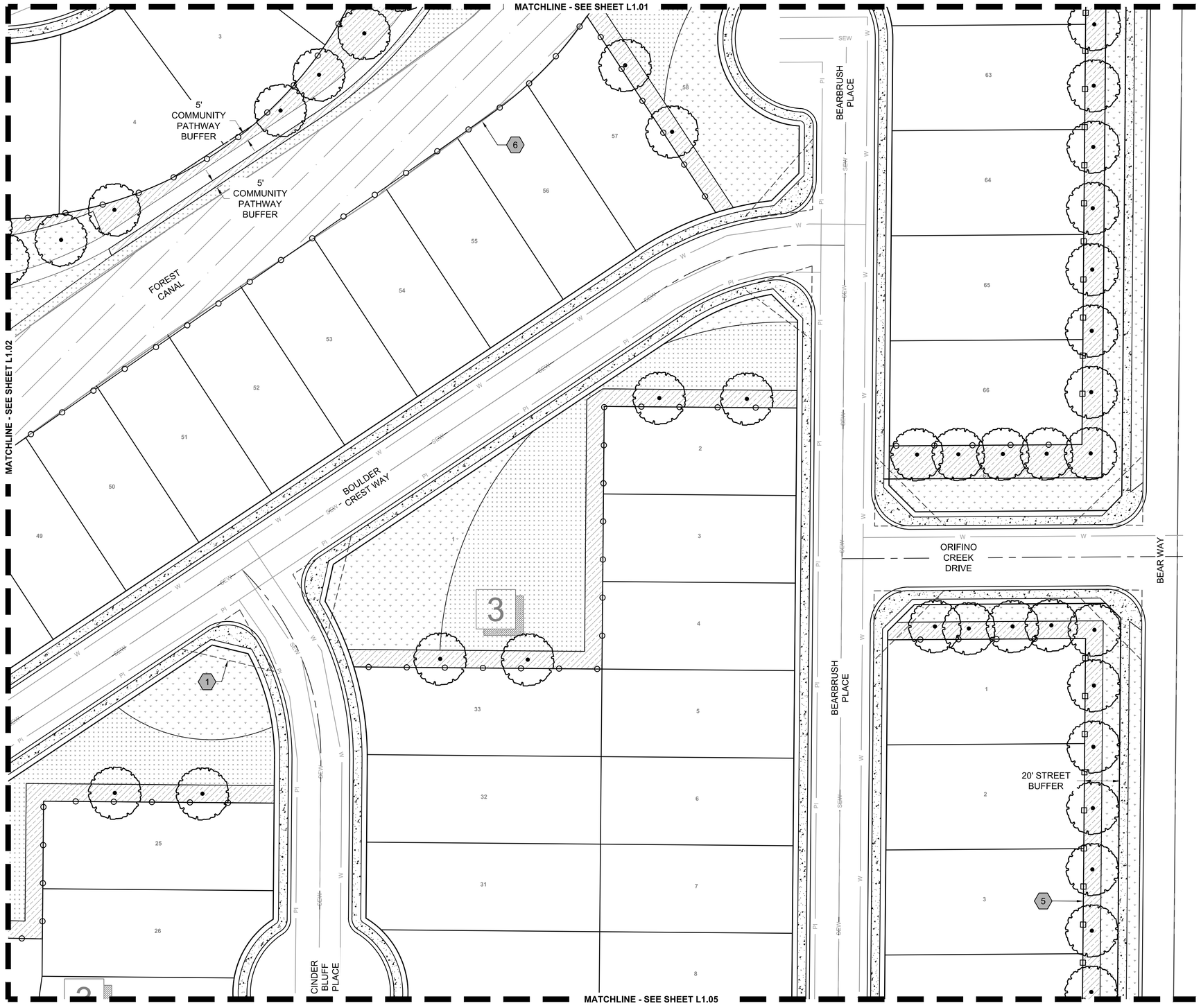
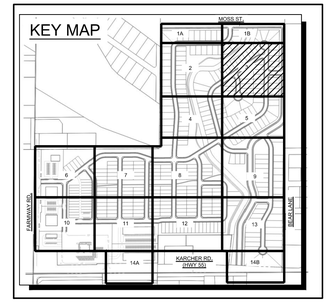
MATCHLINE - SEE SHEET L1.02

MATCHLINE - SEE SHEET L1.01




MATCHLINE - SEE SHEET L1.05

## KEY MAP



## CONCEPT PLANT SCHEDULE

**EVERGREEN TREES**
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

**SHADE TREES (CLASS II & III)**
CELTIS OCCIDENTALIS / COMMON HACKBERRY
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PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE
QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

**ORNAMENTAL TREES (CLASS I)**
CERCIS CANADENSIS / EASTERN REDBUD
MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE

**SHRUBS / ORNAMENTAL GRASSES**
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
BERBERIS THUNBERGII ROSE GLOW' / ROSE GLOW JAPANESE BARBERRY
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
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HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
MAHONIA REPENS / CREEPING MAHONIA
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RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

**PARKING LOT LANDSCAPING - PER CITY OF CALDWELL CODE**
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
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**PLAYGROUND AREA**
ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING

**FUTURE LANDSCAPE AREA**
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

**TURF - LAWN**
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

**UNMOWN GRASS**
UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED

## KEYNOTE SCHEDULE

| CODE | DESCRIPTION |
|---|---|
| 1 | VISION TRIANGLE, TYP. |
| 2 | 40'X40' PLAYGROUND AREA, SEE PRECEDENT IMAGE 4, SHEET L2.1 |
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| 4 | PREVIOUSLY DESIGNED LANDSCAPE, NOT A PART |
| 5 | 6' PRIVACY FENCE, SEE DETAIL 2, SHEET L2.1 |
| 6 | 5' VIEW FENCE, SEE DETAIL 3, SHEET L2.1 |
| 7 | SEEPAGE BED |

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

| NO. | DESCRIPTION | DATE |
|---|---|---|
| REVISIONS | | |

ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.03

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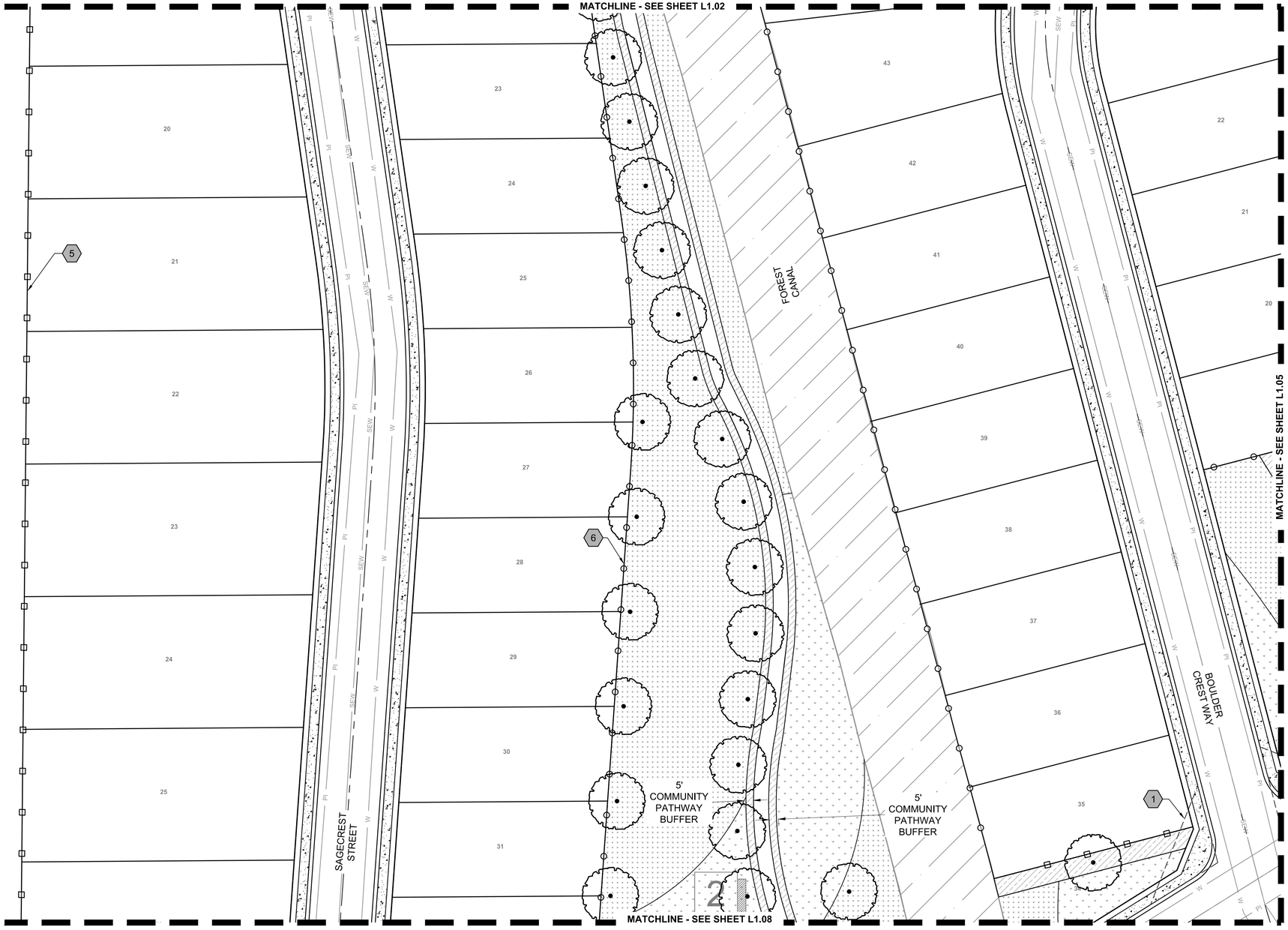


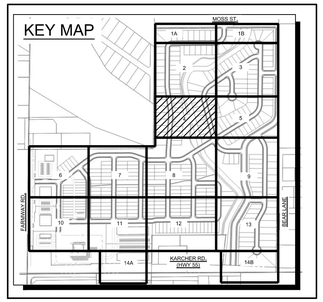


## CONCEPT PLANT SCHEDULE

**EVERGREEN TREES**
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

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N

0 15 30 60 90

PRELIMINARY

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332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.04

L:\210209\3_ACAD\VG\SHEETS\PREPLAT\LANDSCAPE\210294-SCP.DWG, 9/25/2025

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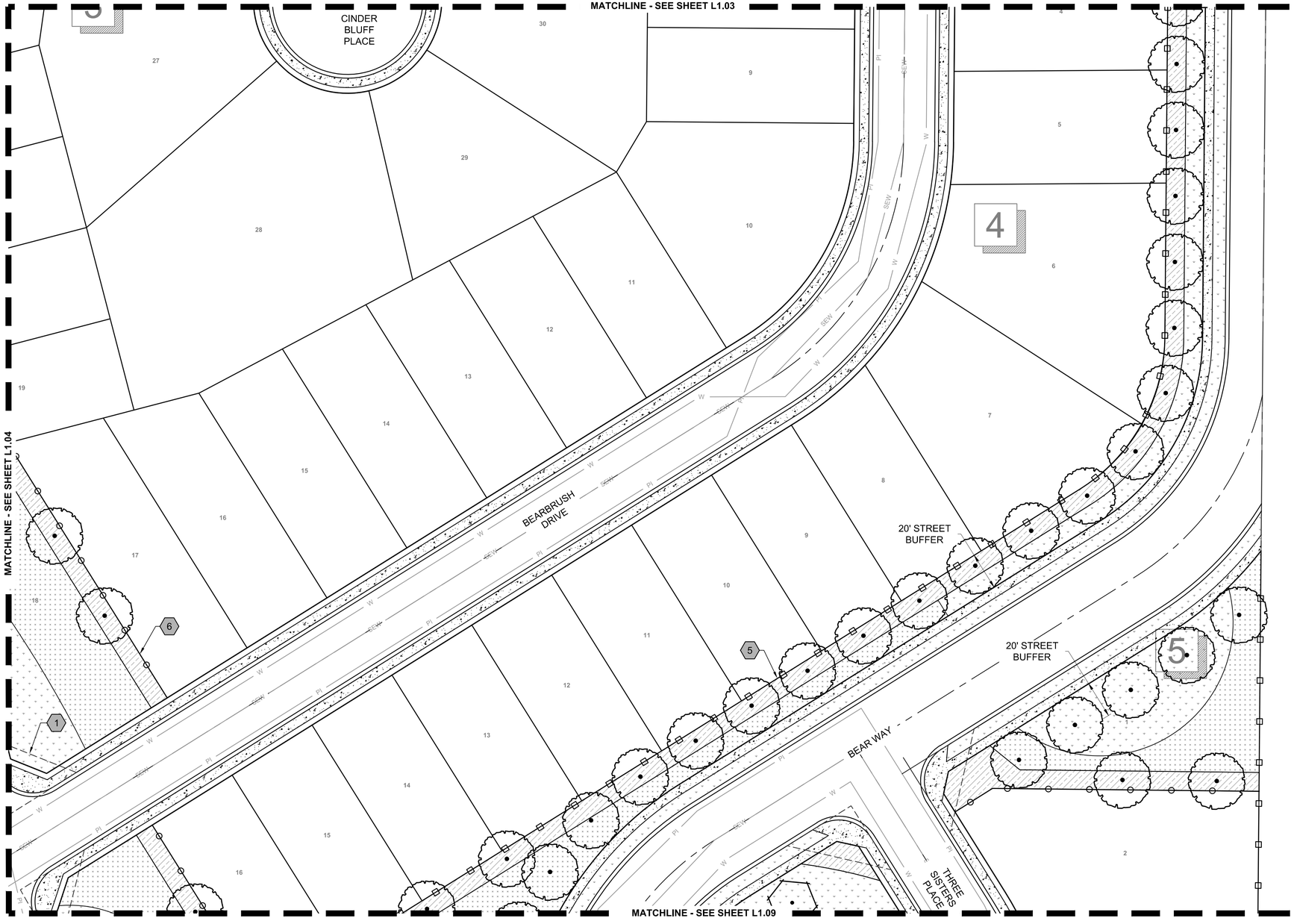
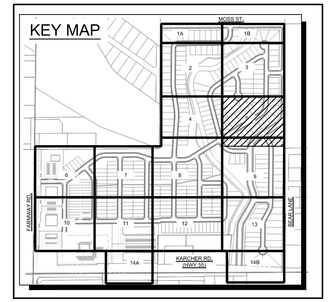
MATCHLINE - SEE SHEET L1.04

MATCHLINE - SEE SHEET L1.03




MATCHLINE - SEE SHEET L1.09




## CONCEPT PLANT SCHEDULE

### EVERGREEN TREES
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

### SHADE TREES (CLASS II & III)
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE
QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

### ORNAMENTAL TREES (CLASS I)
CERCIS CANADENSIS / EASTERN REDBUD
MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE

### SHRUBS / ORNAMENTAL GRASSES
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CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
MAHONIA REPENS / CREEPING MAHONIA
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PHYSOCARPUS OPULIFOLIUS 'MONLO' / DIABOLO® NINEBARK
PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA FLORIBUNDA 'NEARLY WILD' / NEARLY WILD ROSE
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

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### PLAYGROUND AREA
ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING

### FUTURE LANDSCAPE AREA
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

### TURF - LAWN
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

### UNMOWN GRASS
UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED

## KEYNOTE SCHEDULE

| CODE | DESCRIPTION |
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| 1 | VISION TRIANGLE, TYP. |
| 2 | 40'X40' PLAYGROUND AREA, SEE PRECEDENT IMAGE 4, SHEET L2.1 |
| 3 | 12'X12' PAVILION WITH PICNIC TABLE, SEE PRECEDENT IMAGE 5, SHEET L2.1 |
| 4 | PREVIOUSLY DESIGNED LANDSCAPE, NOT A PART |
| 5 | 6' PRIVACY FENCE, SEE DETAIL 2, SHEET L2.1 |
| 6 | 5' VIEW FENCE, SEE DETAIL 3, SHEET L2.1 |
| 7 | SEEPAGE BED |

N

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

| BORDER SIZE | 22"x34" |
|---|---|
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

| NO. | DESCRIPTION | DATE |
|---|---|---|
| | | |

REVISIONS

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PRELIMINARY PLAT LANDSCAPE

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LANDSCAPE PLAN

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0 1/2 1
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DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.05

L:\210209\3_ACAD\DWG\SHEETS\PRELIM PLAT\LANDSCAPE\210209-LSCP.DWG, 9/25/2025

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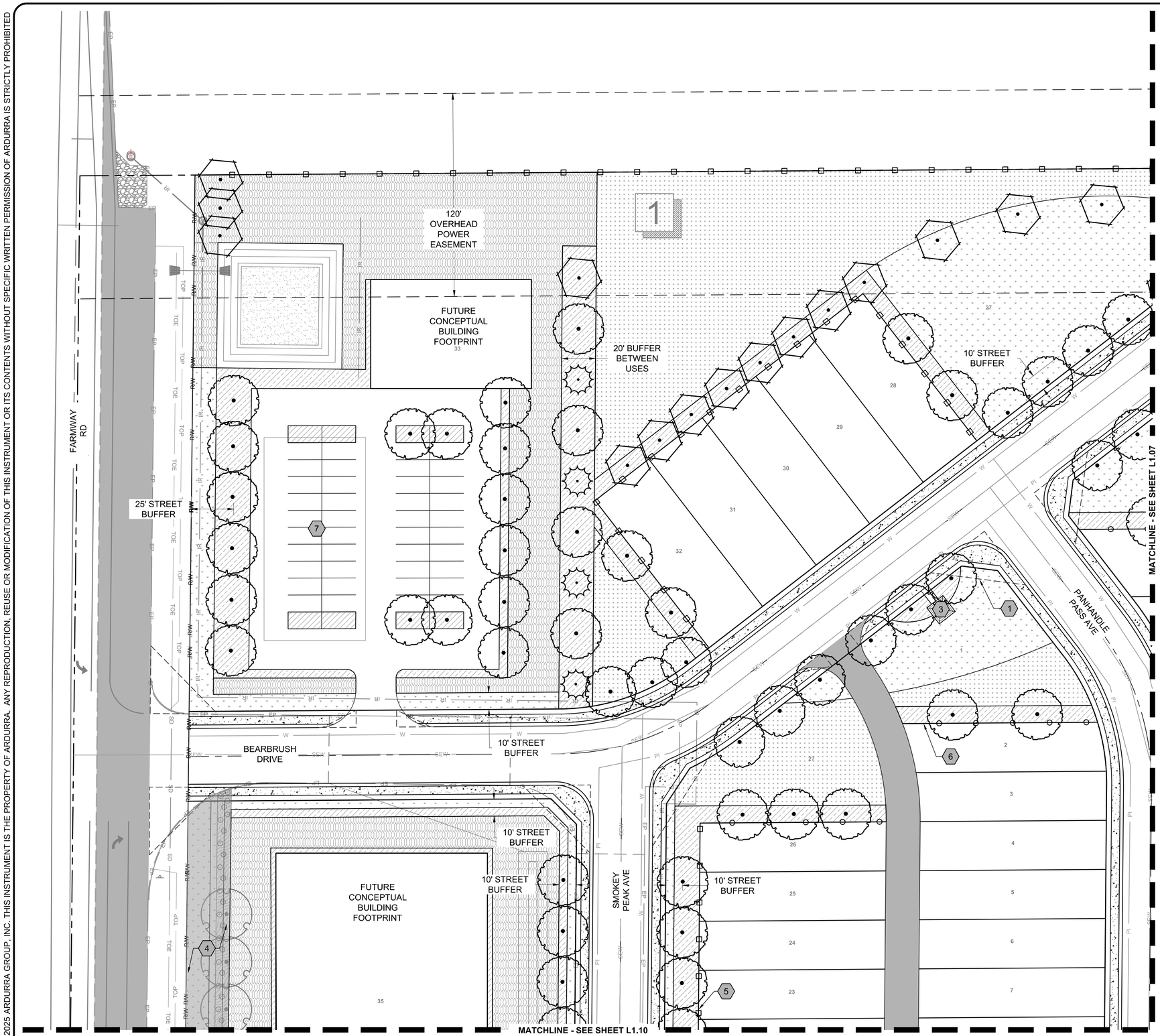


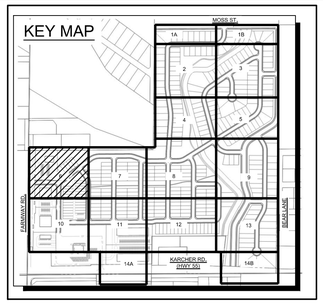


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PINUS NIGRA / AUSTRIAN PINE

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| 7 | SEEPAGE BED |

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

| | |
|---|---|
| BORDER SIZE | 22"x34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

| NO. | DESCRIPTION | DATE |
|---|---|---|
| REVISIONS | | |

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LANDSCAPE PLAN

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DATE: September 29, 2025
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SHEET: L1.06

L:\210209\3_ACAD\WDS\SHEETS\PRE\PLAT\LAND\SCAPE\210209-LSCP.DWG, 9/29/2025

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L:\210209\3_ACAD\VGS\HEET\SPREPLATLANDSCAPE\210209-LSCP.DWG, 9/25/2025

120' OVERHEAD POWER EASEMENT

BEARBRUSH DRIVE

LARCH HALLOW AVE

ELK MOUNTAIN AVE

10' STREET BUFFER

5' NEIGHBORHOOD PATHWAY BUFFER

12

11

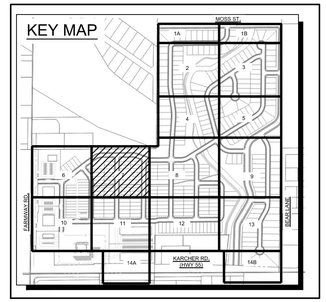
10

MATCHLINE - SEE SHEET L1.06

MATCHLINE - SEE SHEET L1.08

MATCHLINE - SEE SHEET L1.11

## KEY MAP

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N

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

| | |
|---|---|
| BORDER SIZE | 22"X34" |
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

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PRELIMINARY PLAT LANDSCAPE

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SHEET: L1.07

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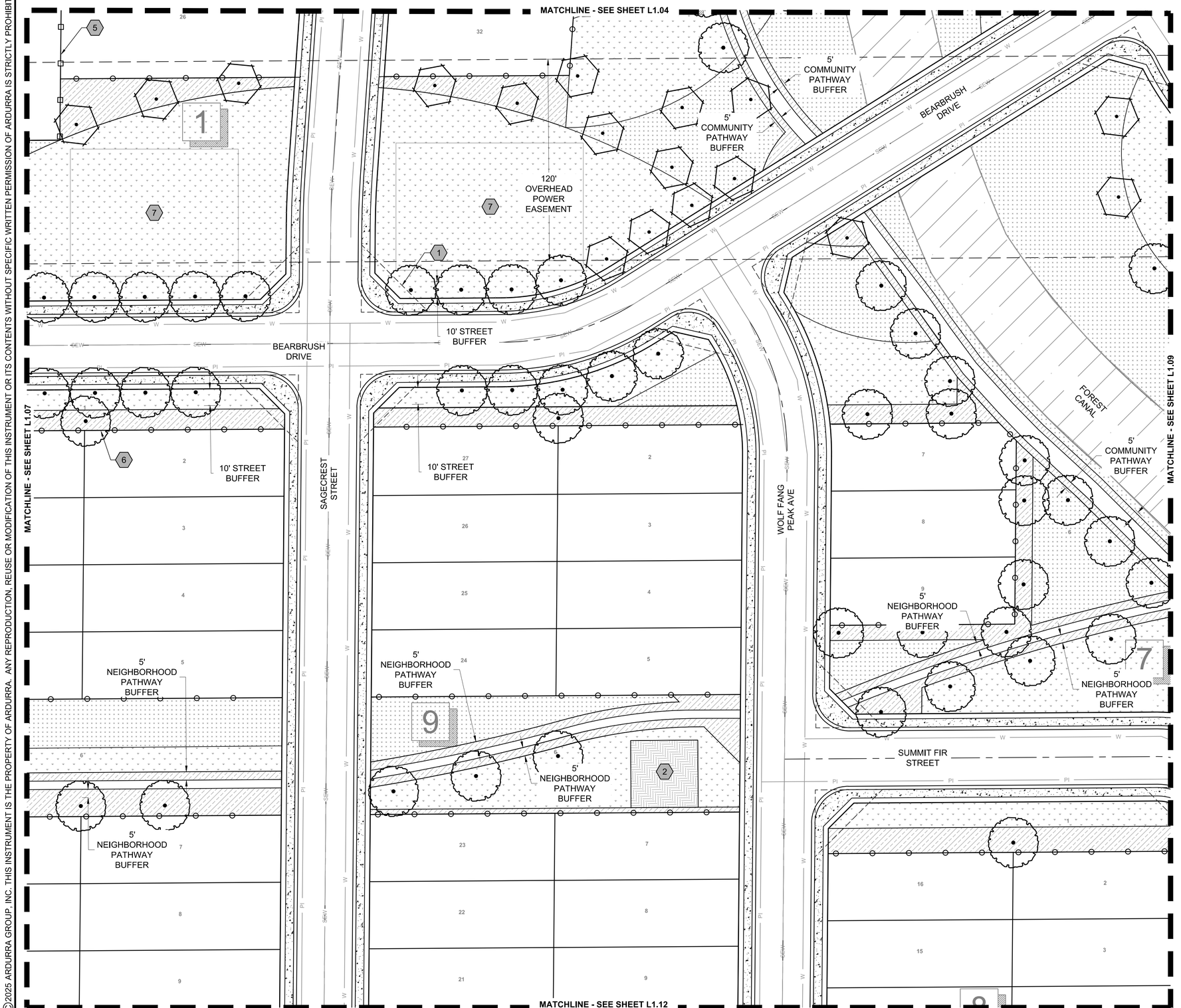


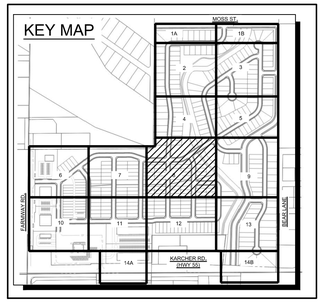


## CONCEPT PLANT SCHEDULE

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SHEET: L1.08

L:\210209\3_ACAD\DWG\SHEETS\PREPLAT\LANDSCAPE\210209-LSCP.DWG, 9/25/2025

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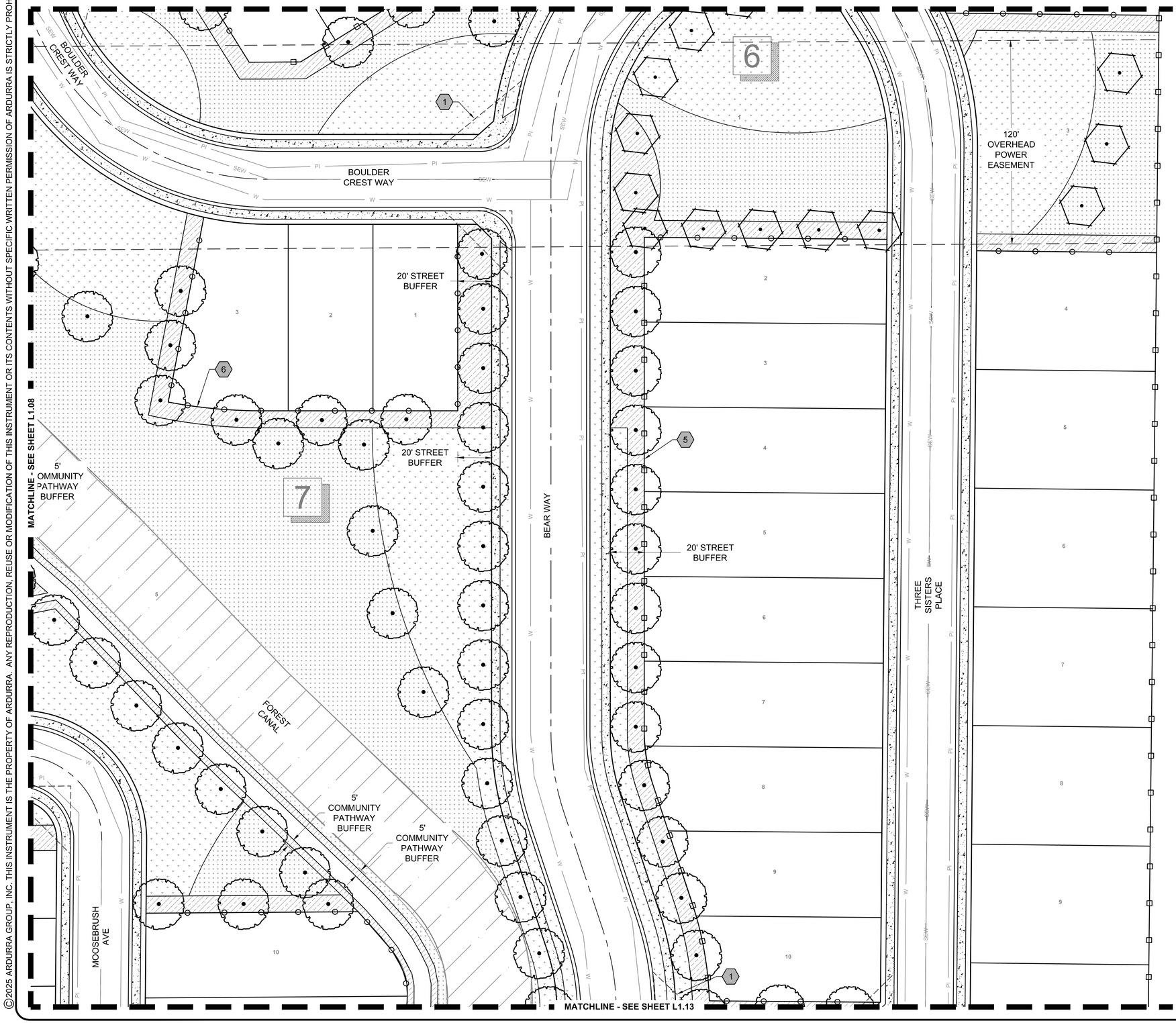
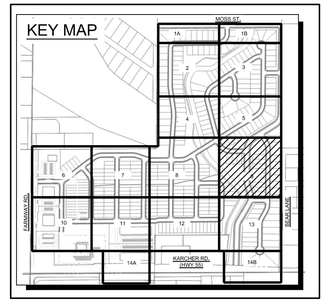
MATCHLINE - SEE SHEET L1.08

MATCHLINE - SEE SHEET L1.05




MATCHLINE - SEE SHEET L1.13

KEY MAP




## CONCEPT PLANT SCHEDULE

**EVERGREEN TREES**
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

**SHADE TREES (CLASS II & III)**
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE
QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

**ORNAMENTAL TREES (CLASS I)**
CERCIS CANADENSIS / EASTERN REDBUD
MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE

**SHRUBS / ORNAMENTAL GRASSES**
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
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CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
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**FUTURE LANDSCAPE AREA**
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

**TURF - LAWN**
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

**UNMOWN GRASS**
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| 7 | SEEPAGE BED |

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

BORDER SIZE 22"X34"
DESIGNED MP
DRAWN MP/SA
CHECKED JS
APPROVED MP

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

ARDURRA
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.09

L:\210209\3_ACAD\DWG\SHEETS\PREPLAT\LANDSCAPE\210294-SCP.DWG, 9/25/2025

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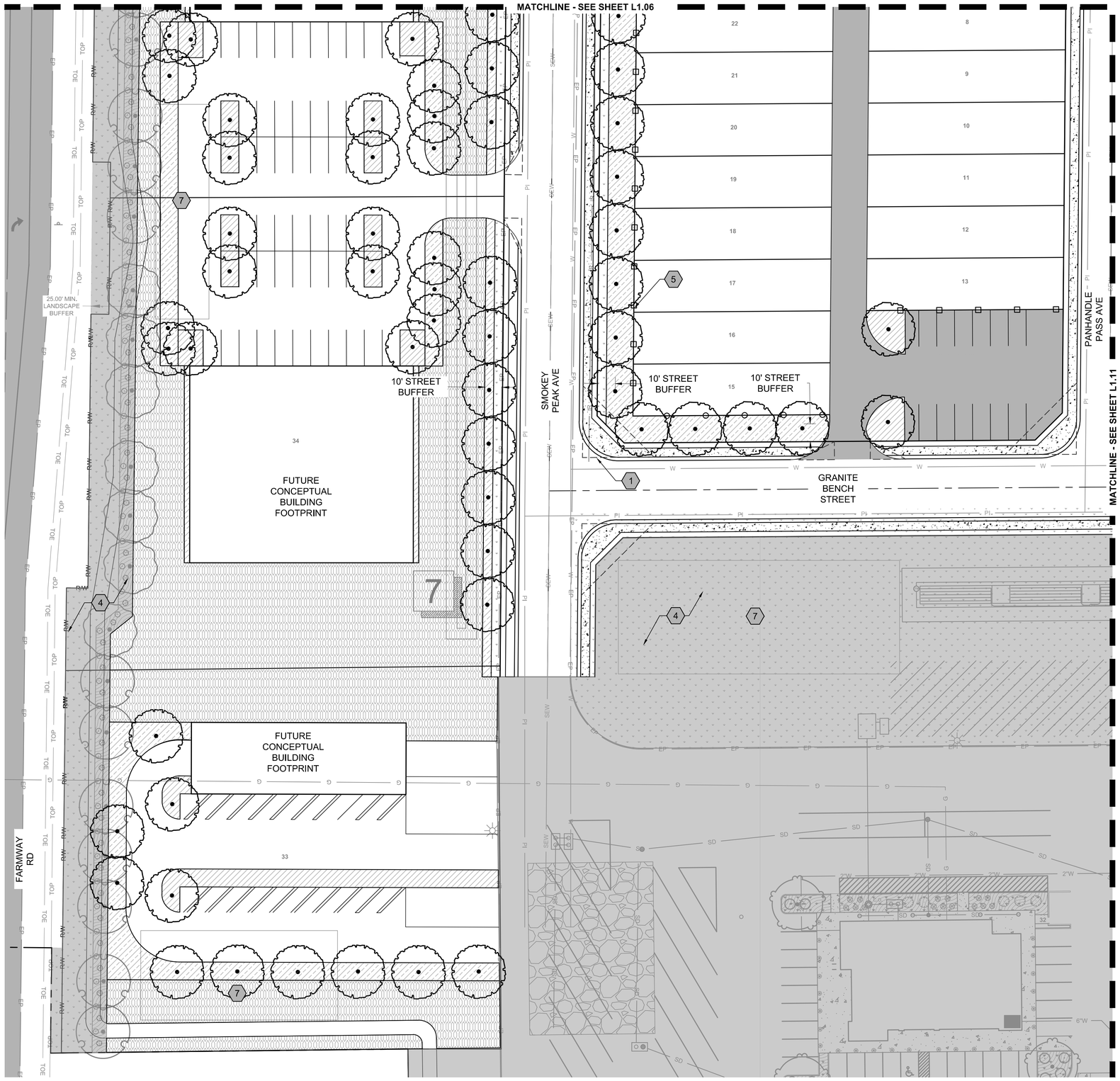


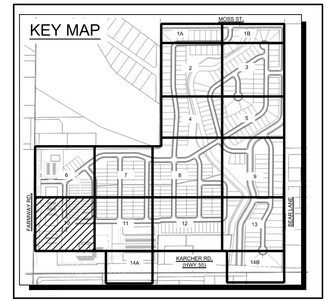


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| 7 | SEEPAGE BED |

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

| BORDER SIZE | 22"X34" |
|---|---|
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

| NO. | DESCRIPTION | DATE |
|---|---|---|
| | REVISIONS | |

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PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE PLAN

ATTENTION:
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DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.10

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MATCHLINE - SEE SHEET L1.10

MATCHLINE - SEE SHEET L1.07

MATCHLINE - SEE SHEET L1.12

MATCHLINE - SEE SHEET L1.14

PANHANDLE PASS AVE

LARCH HALLOW AVE

ELK MOUNTAIN AVE

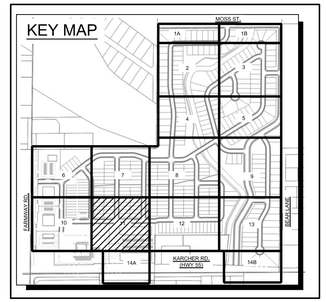
10' STREET BUFFER

GRANITE BENCH STREET

FUTURE CONCEPTUAL BUILDING FOOTPRINT

7

## KEY MAP


MOSS ST
1A
1B
2
3
4
5
6
7
8
9
10
11
12
13
14A
14B
KARCHER RD.
KARCHER RD.
KARCHER RD.

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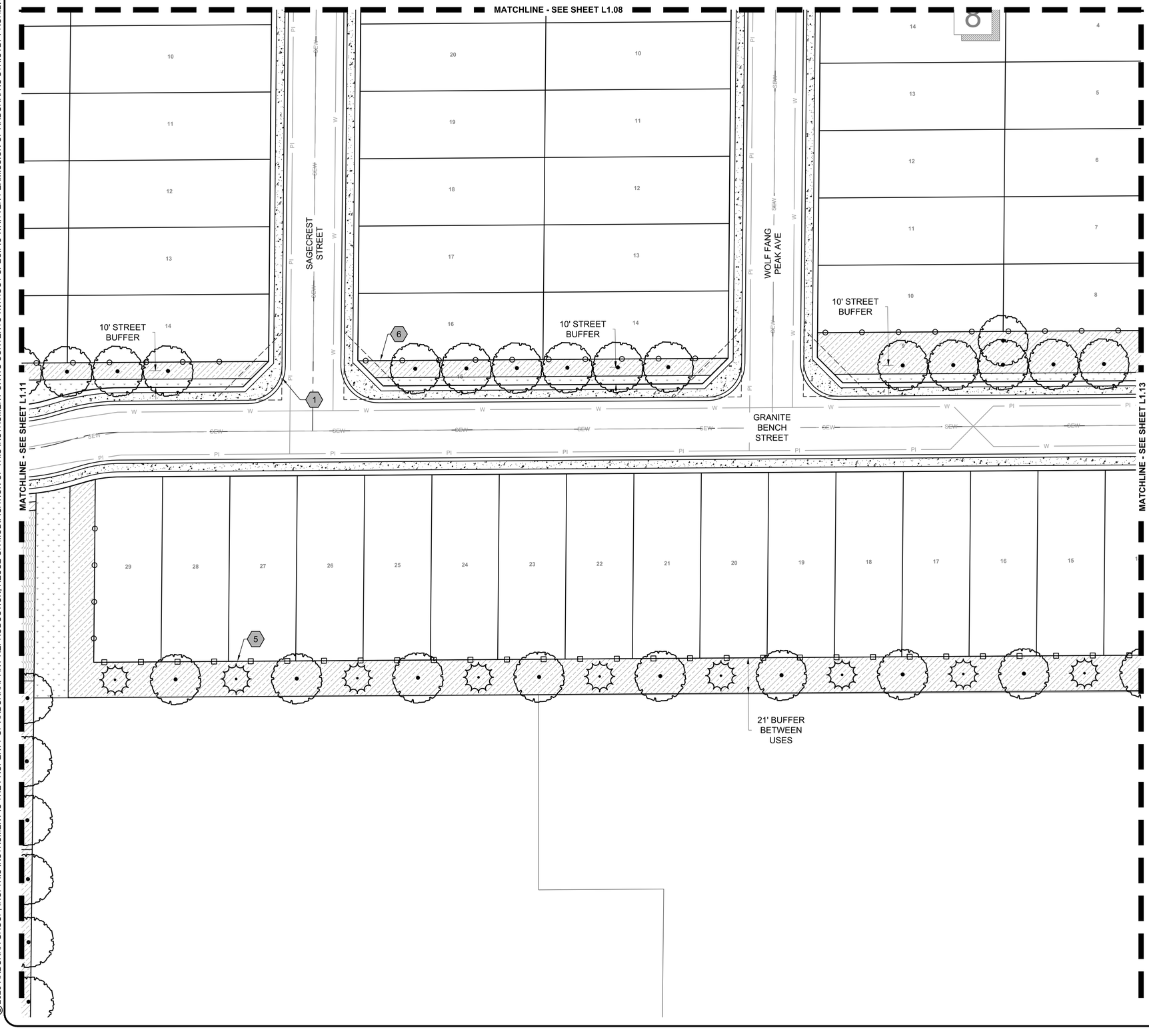


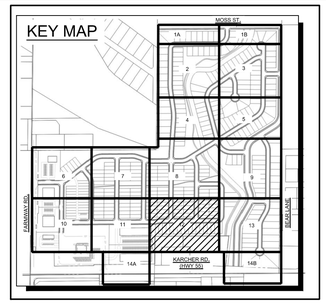


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## KEYNOTE SCHEDULE

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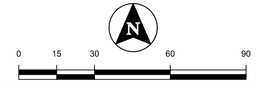


PRELIMINARY

NOT FOR CONSTRUCTION

| BORDER SIZE | 22"x34" |
|---|---|
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

| NO. | DESCRIPTION | DATE |
|---|---|---|
| | REVISIONS | |

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332 N. BROADMORE WAY
NAMPA, IDAHO 83687
208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE PLAN

ATTENTION:
0 1/2 1
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DATE: September 29, 2025
PROJECT: 210209
SHEET: L1.12

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MATCHLINE - SEE SHEET L1.09

MATCHLINE - SEE SHEET L1.12

MATCHLINE - SEE SHEET L1.14

IDAHO PEAK STREET

MOOSEBRUSH AVE

FOREST CANAL

THREE SISTERS PLACE

BEAR WAY

5' COMMUNITY PATHWAY BUFFER

5' COMMUNITY PATHWAY BUFFER

20' STREET BUFFER

20' STREET BUFFER

7

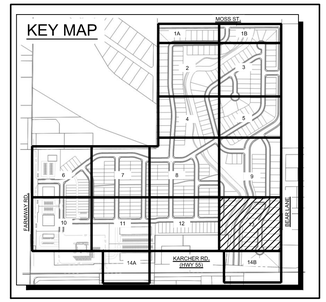
1

6

5

11 12 13 10 31 30 29 28 27 26 25 24 23 22 14 15 16 17 18

## KEY MAP




## CONCEPT PLANT SCHEDULE

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0 15 30 60 90

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PROJECT: 210209
SHEET: L1.13

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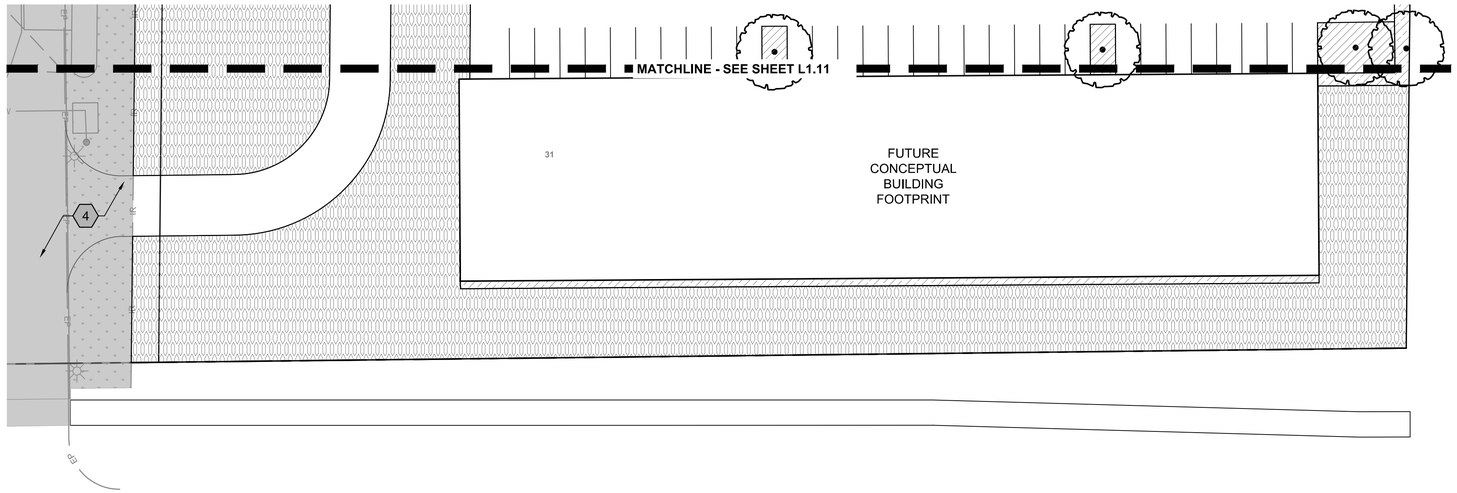


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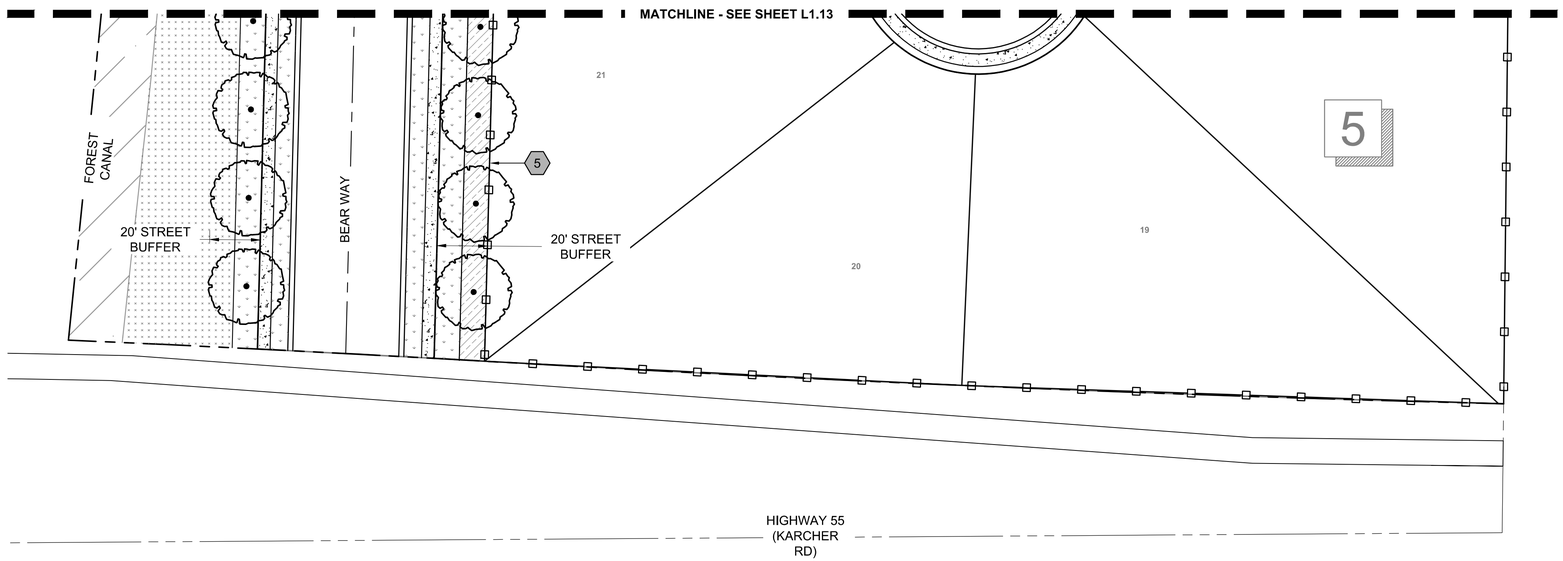


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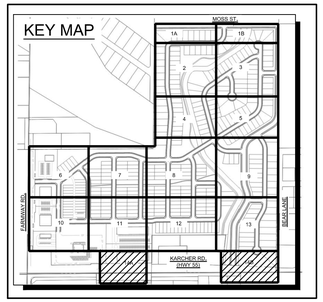


## CONCEPT PLANT SCHEDULE

### EVERGREEN TREES
PICEA PUNGENS 'GLAUCA' / BLUE COLORADO SPRUCE
PINUS NIGRA / AUSTRIAN PINE

### SHADE TREES (CLASS II & III)
CELTIS OCCIDENTALIS / COMMON HACKBERRY
GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER' / SHADEMASTER HONEY LOCUST
PLATANUS X ACERIFOLIA 'BLOODGOOD' / BLOODGOOD PLANE TREE
QUERCUS PALUSTRIS / PIN OAK
QUERCUS RUBRA / NORTHERN RED OAK
TILIA CORDATA / LITTLELEAF LINDEN
ULMUS PROPINQUA 'JFS-BIEBERICH' / EMERALD SUNSHINE® ELM
ZELKOVA SERRATA / JAPANESE ZELKOVA

### ORNAMENTAL TREES (CLASS I)
CERCIS CANADENSIS / EASTERN REDBUD
MALUS X 'SPRING SNOW' / SPRING SNOW CRABAPPLE

### SHRUBS / ORNAMENTAL GRASSES
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
BERBERIS THUNBERGII 'ROSE GLOW' / ROSE GLOW JAPANESE BARBERRY
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / KARL FOERSTER FEATHER REED GRASS
CORNUS ALBA 'BAILHALO' / IVORY HALO® TATARIAN DOGWOOD
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
MAHONIA REPENS / CREEPING MAHONIA
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
PHYSOCARPUS OPULIFOLIUS 'MONLO' / DIABOLO® NINEBARK
PICEA PUNGENS 'GLOBOSA' / DWARF GLOBE BLUE SPRUCE
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA FLORIBUNDA 'NEARLY WILD' / NEARLY WILD ROSE
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

### PARKING LOT LANDSCAPING - PER CITY OF CALDWELL CODE
BERBERIS THUNBERGII 'CRIMSON PYGMY' / CRIMSON PYGMY JAPANESE BARBERRY
HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY
JUNIPERUS HORIZONTALIS 'BLUE CHIP' / BLUE CHIP CREEPING JUNIPER
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN FOUNTAIN GRASS
RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC
ROSA X 'FLOWER CARPET RED' / FLOWER CARPET RED ROSE
RUDBECKIA FULGIDA SULLIVANTII 'GOLDSTURM' / GOLDSTURM CONEFLOWER
SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

### PLAYGROUND AREA
ENGINEERED WOOD FIBER/ CERTIFIED PLAYGROUND SAFETY SURFACING

### FUTURE LANDSCAPE AREA
TO BE DESIGNED CONCURRENTLY WITH COMMERCIAL PAD DEVELOPMENT

### TURF - LAWN
MAINTAINED AND MOWED RTF OR SIMILAR DROUGHT TOLERANT SOD

### UNMOWN GRASS
UNMOWN RTF OR SIMILAR DROUGHT TOLERANT HYDROSEED

## KEYNOTE SCHEDULE

| CODE | DESCRIPTION |
|---|---|
| 1 | VISION TRIANGLE, TYP. |
| 2 | 40'X40' PLAYGROUND AREA, SEE PRECEDENT IMAGE 4, SHEET L2.1 |
| 3 | 12'X12' PAVILION WITH PICNIC TABLE, SEE PRECEDENT IMAGE 5, SHEET L2.1 |
| 4 | PREVIOUSLY DESIGNED LANDSCAPE, NOT A PART |
| 5 | 6' PRIVACY FENCE, SEE DETAIL 2, SHEET L2.1 |
| 6 | 5' VIEW FENCE, SEE DETAIL 3, SHEET L2.1 |
| 7 | SEEPAGE BED |

N

0 15 30 60 90

PRELIMINARY

NOT FOR CONSTRUCTION

BORDER SIZE 22"X34"
DESIGNED MP
DRAWN MP/SA
CHECKED JS
APPROVED MP

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

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208-442-6300 | WWW.ARDURRA.COM

PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

LANDSCAPE PLAN

ATTENTION:
0 1/2 1
IF THIS BAR DOES NOT MEASURE 1" ON 22x34 SHEET or 1/2" ON 11x17 SHEET, THEN DRAWING IS NOT TO SCALE

DATE: September 25, 2025
PROJECT: 210209
SHEET: L1.14

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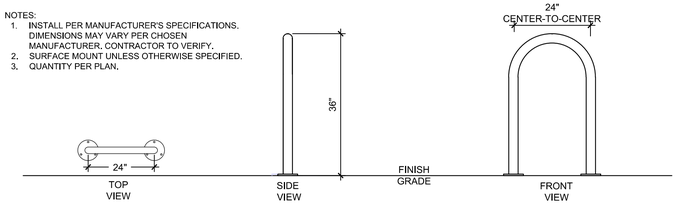


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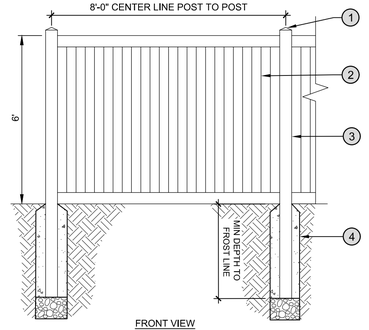


1. OPTIONAL POST CAP
2. VERTICAL VINYL FENCE PANEL
3. POST
4. 8" DIA. CONCRETE FOOTING. SLOPE AWAY FROM POST, SET POST ON TOP OF GRAVEL BASE. DO NOT COVER OR SET BOTTOM OF POST ATOP CONCRETE.

NOTES:
1. FENCE COLOR TO BE DETERMINED. FINAL COLOR SHALL BE FADE/ULTRAVIOLET LIGHT RESISTANT.
2. FENCING PLACED ON SLOPES SHALL STAIR STEP PER PANEL.
3. IN ALL CASES, SPACE BETWEEN THE FENCE AND FINISH GRADE SHALL NOT EXCEED 4 INCHES.

## 2 6' PRIVACY FENCE

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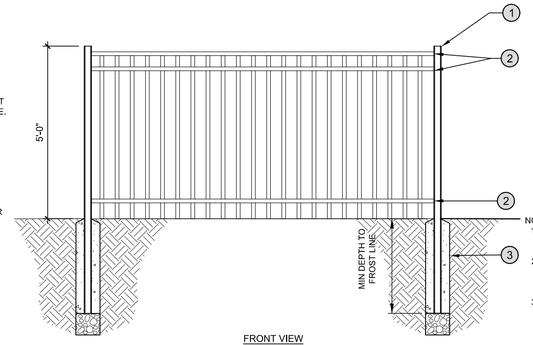


1. POST
2. HORIZONTAL RAIL
3. 8" DIA.CONCRETE FOOTING,SLOPE AWAY FROM POST, SET POST ON TOP OF GRAVEL BASE. DO NOT COVER OR SET BOTTOM OF POST ATOP CONCRETE

NOTES:
1. USE PLATED SCREWS THAT WILL NOT RUST, TO AVOID ANY STAINING.
2. ALL WROUGHT IRON PANELS AND COMPONENTS SHALL BE COMPLETE WITH RUST RETARDANT COATING.
3. FENCING PLACED ON SLOPES SHALL BE RAKED OR STAIR STEPPED PER PANEL. IN ALL CASES, BOTTOM OF FENCE TO GRADE SHALL NOT EXCEED 4 INCHES.

## 3 5' VIEW FENCE

NTS

## 4 PLAYGROUND - PRECEDENT IMAGE

NTS

## 5 12'X12' PAVILION - PRECEDENT IMAGE

NTS

PRELIMINARY

NOT FOR CONSTRUCTION

| BORDER SIZE | 22"x34" |
|---|---|
| DESIGNED | MP |
| DRAWN | MP/SA |
| CHECKED | JS |
| APPROVED | MP |

REVISIONS

| NO. | DESCRIPTION | DATE |
|---|---|---|

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PRELIMINARY PLAT LANDSCAPE

# GRANITE CREST SUBDIVISION

SITE DETAILS

ATTENTION:
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DATE: September 25, 2025

PROJECT: 210209

SHEET: L2.01

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# Granite Crest
## Townhome Elevations

# Granite Crest

## 40' Lot Elevations

# Granite Crest

## 50' Lot Elevations

# Granite Crest

## 60'+ Lot Elevations

**Street Name Request Form**

Project Name: Lakeview Ridge

Approved: ☑

Project Location: NE of the intersection of Farmway and Karcher Parcels: R32686

Resubmission Required: ☐

Submittal Number: 3 Date: 9/18/2025

| Requested Street Name | FOR STAFF REVIEW | | | | |
|---|---|---|---|---|---|
| | Street Name | | Street Suffix | | Notes |
| | Approved | Denied | Approved | Denied | |
| Alpine Gulch Drive | ☐ | ☐ | ☐ | ☐ | |
| Bear Way | ☐ | ☐ | ☐ | ☐ | |
| Bearbrush Drive | ☐ | ☐ | ☐ | ☐ | |
| Bearbrush Place | ☐ | ☐ | ☐ | ☐ | |
| Boulder Crest Way | ☐ | ☐ | ☐ | ☐ | |
| Cinder Bluff Pl | ☐ | ☐ | ☐ | ☐ | |
| Elk Mountain Ave | ☐ | ☐ | ☐ | ☐ | |
| Farmway Road | ☐ | ☐ | ☐ | ☐ | |
| Granite Bench Street | ☐ | ☐ | ☐ | ☐ | |
| Idaho Peak St | ☐ | ☐ | ☐ | ☐ | |
| Karcher Road (State Hwy 55) | ☐ | ☐ | ☐ | ☐ | |
| Larch Hallow Avenue | ☐ | ☐ | ☐ | ☐ | |
| Moosebrush Avenue | ☐ | ☐ | ☐ | ☐ | |
| Moss Street | ☐ | ☐ | ☐ | ☐ | |
| Orofino Creek Drive | ☐ | ☐ | ☐ | ☐ | |
| Panhandle Pass Avenue | ☐ | ☐ | ☐ | ☐ | |
| Sagecrest Ave | ☐ | ☐ | ☐ | ☐ | |
| Smokey Peak Ave | ☐ | ☐ | ☐ | ☐ | |
| Summit Fir Street | ☐ | ☐ | ☐ | ☐ | |
| Three Sisters Ave | ☐ | ☐ | ☐ | ☐ | |
| Three Sisters Place | ☐ | ☐ | ☐ | ☐ | |
| Wolf Fang Peak Ave | ☐ | ☐ | ☐ | ☐ | |
| | ☐ | ☐ | ☐ | ☐ | |
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# Granite Crest Subdivision

## Traffic Impact Study

Caldwell, Idaho

October 2025

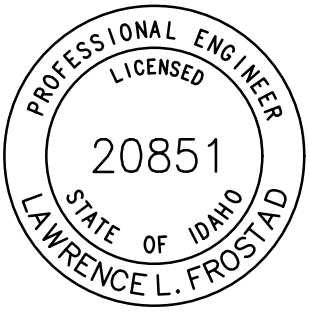
ARDURRA

# GRANITE CREST SUBDIVISION
# TRAFFIC IMPACT STUDY

SUBMITTED TO:

Highway District 4
City of Caldwell
Idaho Transportation Department

October 2025




PREPARED BY:

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Alex Jondal, P.E.

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1717 S. Rustle St., Ste 201
Spokane, Washington 99224
Phone: 509-319-2580

ARDURRA PROJECT #: 210209

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# EXECUTIVE SUMMARY

The Granite Crest development is a commercial development located on approximately 108 acres at the northeast corner of the intersection of Farmway Road and SH 55 (Karcher Road) in Canyon County, Idaho. Although the site lies outside of the city limits of Caldwell, the property is within Caldwell's impact area limits. The proposed development consists of a mix of single family residential, apartments, and commercial space. Access to the site is proposed via the Farmway Road / Bearbrush intersection and the Karcher Road / Bear Lane intersection. The development is planned to be fully built-out by the Year 2035.

Trips generated by the Granite Crest site were estimated using the *ITE Trip Generation Manual, 12th Edition*. The proposed development is anticipated to generate a total of 5,371 net-New daily trips, with 553 and 519 trips occurring during the AM and PM peak hours, respectively. Site trips were distributed through the study network based on an Area of Influence Report from the COMPASS regional travel demand model. The study qualifies as a major traffic study as trip generation is forecast to exceed 5,000 new weekday trips.

Background growth, and trips from the following projects were included in evaluating Existing Year, Year 2035 and Year 2040 scenarios:

- Obendorf Gas Station
- Verbena Ranch Subdivision
- Karcher and Farmway Mixed Use
- Chickasaw Subdivision
- Element Ridge

## RESULTS

The intersections evaluated in this TIS are currently operating within acceptable HD4 and ITD level of service standards utilizing counts adjusted to a 2025 baseline year.

Performance at four intersections is forecast to fall below standards by 2035 without the project:

- Farmway / Homedale
- Karcher / Wagner
- Karcher / Farmway
- 10th Avenue / Moss

The intersection of Farmway / Bearbrush will eventually operate below LOS standards as a full-movement intersection with development of Granite Crest and the increase in Background and Pipeline project traffic. The Farmway Corridor Study recommendations appear to mitigate this.

A westbound right-turn lane is warranted along SH 55 at Bear Lane based on 2035 Future With-Project traffic volumes and a posted speed limit of 55 mph.

Karcher / Bear Lane may be the appropriate intersection for full movement, with subsequent restrictions or closure of Karcher / Ashland.

## RECOMMENDATIONS

Based on the analysis and evaluation contained within this report, the following recommendations are provided:

### Mitigation Without Project Participation

**Farmway / Homedale** – Construct roundabout. A single-lane roundabout will likely have better safety performance than a 2x1, particularly at low v/c ratios. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 156 trips in the PM Peak, or 156/1937 = 8.1% of total Year 2035 volume*.

**Karcher / Farmway.** ITD may wish to consider extending the project limits now to include Karcher improvements to the west leg of the Karcher / Farmway intersection. Evaluation of north / south volumes is merited to determine if one or both legs should be designed for dual left turn lanes as a way to address identified movements that are forecast to not meet ITD thresholds. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 238 trips in the PM Peak, or 238/3087 = 7.7% of total Year 2035 volume*.

**Karcher / 10th Avenue.** Evaluation of north / south volumes at on 10th Avenue is merited to determine if the north and/or south legs should be designed for dual left turn lanes. Dual southbound lefts and a westbound right turn overlap appear to address the majority of the movement and v/c ratios. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 261 trips in the PM Peak, or 261/3434 = 7.6% of total Year 2035 volume*.

**10th Avenue / Moss**

The forecasts in this TIS include the Element Ridge development, which was not requested to be included in the Verbena Ranch TIS. Thus the findings at this intersection differ. In lieu of the southbound right turn lane and westbound left turn lane mentioned in Verbena Ranch, construct a single-lane roundabout to address the forecast LOS E/F for the westbound leg. A roundabout will also result in slower speeds near Vallivue Middle School and provide for pedestrian crossings. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 50 trips in the PM Peak, or 50/1516 = 3.3% of total Year 2035 volume*.

**10th Avenue / Homedale**

While this intersection was not reevaluated for this TIS, the findings suggest that a roundabout be considered in lieu of the signal as part of a corridor concept, as the Homedale / Indiana intersection is a roundabout, and Farmway / Homedale is recommended for a roundabout. Additional modeling is recommended at the time of design to confirm the footprint.

### Mitigation With Project Participation

**Farmway / Bearbrush.** The intersection functions within LOS thresholds in 2035 and with the Obendorf Gas Station development. The Granite Crest project is forecast to add 83 westbound rights, 158 westbound lefts, 94 southbound lefts, and 77 northbound rights in the PM peak when fully built out. Sensitivity testing indicates that a combination of approximately 50 additional southbound lefts and 50 additional westbound lefts will create LOS F in the 2035 PM Peak, assuming that forecast Background and Pipeline project growth also occurs. The recommendation is to allow full movements at the intersection and

re-evaluate the intersection annually or at such time as the project adds those trips. Alternatively, the recommendations of the Farmway Corridor Study may be implemented today. *Granite Crest adds 391 trips in the PM Peak, or 391/1586 = 24.7% of total Year 2035 volume*.

Karcher / Bear Lane. The proposed street network indicates that Bear Lane would be a more direct route to a proposed extension of Moss. Approval of this intersection is recommended, for right-in / right-out movements at a minimum. Consideration should be given to allowing full movements subject to periodic re-evaluation. A right-turn lane at the intersection, if constructed, should be designed in accordance with the guidelines contained in the *Idaho Transportation Department Supplement to the MUTCD*. *Granite Crest adds 269 trips in the PM Peak, or 269/2179 = 12.3% of total Year 2035 volume*.

Karcher / Ashland. With approval of Bear Lane, the Ashland intersection would either be closed or limited to right-in/right-out. Closure would mean that the right turn lane scheduled for Ashland could instead be constructed at Bear Lane as part of the Farmway to Middleton project. No recommendation is made as to whether this intersection should allow full movements. ITD will want to understand how both the Ashland and Bear Lane intersections operate after completion of the Farmway to Middleton improvements as part of deciding which movements will be allowed and at which intersections.

All Proportionate Share calculations are reliant upon the information used for this TIS and thus are affected by differences in Background growth, Pipeline projects not included, and the count volumes on the day the counts were taken.

# 1 INTRODUCTION

This report summarizes the Traffic Impact Analysis (TIS) prepared for the Granite Crest development proposed in Canyon County, Idaho. This study was prepared per the guidelines outlined by the 2022 Association of Canyon County Highway Districts (ACCHD) Standards. The scope of this study was established in coordination with Highway District No. 4 (HD4), a member of the ACCHD, as well as the Idaho Transportation Department (ITD).

HD4 and ITD, in coordination with Canyon County, are the lead review agencies for this TIS as they are the agencies that maintain the roadways within the study network. The TIS will be submitted to HD4, ITD, and City of Caldwell for review, and other agencies can review the TIS per invite of HD4 and ITD.

## 1.1 PROJECT DESCRIPTION

The Granite Crest development includes proposed development of 300 single-family detached, 24 single-family attached residences, two strip retail buildings, three office buildings, and a car wash, to be constructed on a +/- 107.77 acre parcel situated northeast of the Farmway Road / SH-55 (Karcher) intersection (Canyon County tax parcel IDs 326860000, 326840100, and 32684011A0). Although the site lies outside of the city limits of Caldwell, the property is within Caldwell's impact area limits. Parcel 326860000 is currently zoned CR-C2 Service Commercial. Parcels 326840100, and 32684011A0 are currently zoned Agricultural, and the existing site is an agricultural field. Proposed Zoning is Community Residential (R-2), Urban Residential (R-3), Neighborhood Commercial (C-1), and Highway Corridor (HC). Initial adjacent development of the site is a gas station / c-store (*Obendorf TIS*, Ardurra, March 2022).

Access to the site is proposed to be provided from Farmway Road at a new intersection (Bearbrush Avenue) approximately 940 feet north of SH-55 and from SH-55 at Bear Lane, a new intersection approximately 0.4 miles east of the Farmway / SH-55 intersection and approximately 700' west of the existing Ashland / SH-55 intersection. Bearbrush Avenue is proposed to connect to the Element Ridge development via Orofino Creek Drive, as well as connect to a future Moss Avenue extension west of 10th Avenue. Site development is anticipated to be completed in 2035.

**Figure 1** provides a site location map, and **Figure 2** provides the most current preliminary site plan for the project. Note that the site plan may evolve during design.

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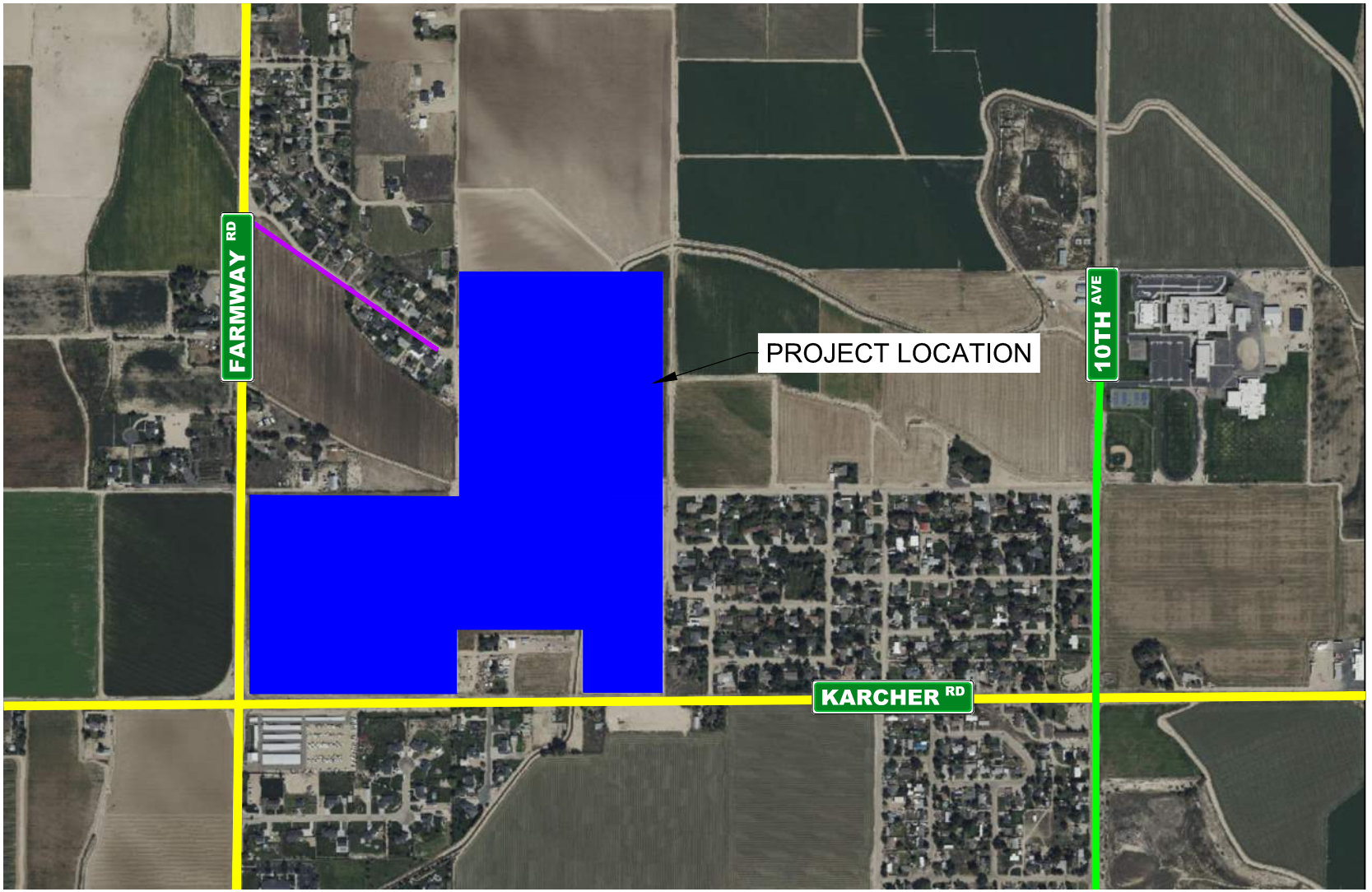


**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR

DATE: 10/8/25 JOB: #####

1 VICINITY MAP
SCALE: NTS

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| LOT BREAKDOWN | | | |
|---|---|---|---|
| TYPE | TOTAL AREA (AC) | TOTAL LOTS | COLOR |
| 70'S | 8.99 | 38 | |
| 60'S | 4.94 | 30 | |
| 50'S | 15.99 | 108 | |
| 40'S | 12.98 | 124 | |
| TOWN HOMES | 1.76 | 25 | |
| COMMERCIAL | 15.69 | 6 | |
| COMMON LOTS | 20.39 | 36 | |

DATE: 10/8/25 JOB: #####

2 SITE PLAN

SOURCE: ARDURRA GROUP INC.

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## 1.2 Scope and Methodology

A TIS reviews the transportation impacts of development on roadways and intersections located within reasonable proximity of a project and recommends strategies and improvements to address unacceptable impacts, as needed. This section describes the scope and methodologies used to evaluate transportation conditions and establish potential recommendations for the proposed project.

### 1.2.1 Project Scope

The approach and format for this TIS were developed per local procedures, including Section 3110 of *Highway Standards and Development Procedures for the Association of Canyon County Highway Districts* (2022 Edition), and Section 10-03-07-1 of Caldwell Municipal Code. The study reviews traffic conditions for the AM and PM peak hours, the confirmed hours of peak traffic congestion for the weekday. These are typically known as the morning and evening "rush" hours of the work commute.

Per coordination with the HD4 and ITD, Ardurra was asked to review traffic performance for the new intersections created by the project and nine existing intersections located in reasonable proximity of the project. Congestion and vehicle delay are experienced more rapidly at intersections versus the road segments between intersections due to the frequency of vehicle conflicts (e.g. turning, slowing, or stopping vehicles). A summary of identified study intersections is as follows:

- Farmway / Homedale
- Farmway / Yoder (Moss)
- Karcher / Wagner
- Karcher / Farmway Road
- Orchard / Farmway
- Karcher / 10th Avenue
- David / 10th Avenue
- Karcher / Ashland
- Farmway Road and Bearbrush Avenue (new intersection)
- Karcher / Existing Gas Station Project Access (RIRO)
- Karcher and Bear Lane (new intersection)

Two additional intersections were included given that the site plan shows a connection to Moss, which will be built as part of the Verbena Ranch development:

- 10th Avenue / Neon Hills
- 10th Avenue / Moss

The analysis years are 2025 (Existing), 2035 (Build), and 2040 (Build plus five years), which addresses traffic activities following project construction and full occupancy.

The need for right- and left-turn lanes on routes under HD4's jurisdiction were evaluated at the site access points based on the warrants detailed in NCHRP Report 457 – *Evaluating Intersection Improvements: An Engineering Study Guide*. The Bear Lane access was evaluated per ITD standards in the *ITD Traffic Manual: Idaho Supplementary Guidance to the MUTCD* .

Additional elements include a review of pedestrian, bicycle, and transit facilities. The crash history in the study vicinity has been reviewed in multiple recent studies, and projects are either identified or underway that affect the crash history during construction and/or will address many of the crash types. As such, crash history is not extensively reviewed in the TIS.

Pipeline projects were requested for inclusion. These projects are included where Ardurra was able to locate the associated Traffic Impact Study.

### 1.2.2 Methodology – Intersection Capacity & Operations

Intersection delay, capacity, and traffic operations were evaluated using the level-of-service (LOS) procedures of the *Highway Capacity Manual, Sixth Edition* (Transportation Research Board, 2016). The *Highway Capacity Manual* (HCM) is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow with minimal vehicle delay, to LOS F, indicating congestion with significant vehicle delays.

LOS for a signalized intersection is defined in terms of the average control delay experienced by all vehicles at the intersection, as measured over a specific timeframe such as a peak hour. LOS for a one or two-way stop-controlled intersection or driveway is the function of average control delays experienced by vehicles in an approach or approach movement over a specific timeframe. **Table 1** outlines the LOS criteria for signalized and unsignalized intersections from the *Highway Capacity Manual*. LOS delay thresholds vary between signalized and unsignalized intersections. This is because driver tolerances for delay have been documented to be higher at traffic signals.

**Table 1. Intersection Level of Service Criteria**

| Level of Service | Signalized Control Delay (sec/veh) | Unsignalized Control Delay (sec/veh) |
|---|---|---|
| A | ≤10 | ≤10 |
| B | >10 – 20 | >10 - 15 |
| C | >20 – 35 | >15 - 25 |
| D | >35 – 55 | >25 - 35 |
| E | >55 – 80 | >35 - 50 |
| F | > 80 | >50 |

Source: Highway Capacity Manual (TRB, 2016)

Typically, the stopped approach or movement experiencing the worst LOS is reported. LOS at an all-way stop is defined by the average control delays experienced by all vehicles at an intersection, as with signalized intersections, but the LOS thresholds are associated with delays for unsignalized intersections. All-way stop LOS can also be reported for the worse approach as well, depending on local agency requirements. In addition, volume to capacity (v/c) ratio is reported for signalized intersections.

Level of Service Standard – Per 3110.020 of the *Highway Standards*, LOS C and D are the minimum design level of service thresholds for rural and suburban intersections, respectively. For this study, LOS D was considered to be the minimum acceptable level of service. For SH-55, ITD's desired threshold is LOS E or better for all intersections.

Volume-to-capacity (v/c) ratio is a metric used to represent capacity versus volume standards numerically. When a v/c of 1.0 is surpassed for a LOS standard, the practical capacity of the roadway is exceeded. A general practice is to start planning for roadway improvements when v/c exceeds 0.80, as traffic is "approaching" the capacity standard. ITD's operating standard is a v/c ratio of 0.90 or better for the overall intersection as well as for each lane group.

Modeling Software – LOS for signals and stop-control was determined using Synchro Version 12 (Trafficware, 2023). This tool applies the methods of HCM 2016 and is a standard industry software application. Level of service will be calculated and reported for the worst movement at unsignalized intersections, with average delay reported at signalized intersections.

LOS for roundabouts was performed using SIDRA Intersection 10 (Akcelik, March 2025). Volume-to-capacity (v/c) ratio is used as a primary measure of capacity and operation for roundabouts, with a 0.90 v/c as the desired upper threshold for intersection conditions. Modification to roundabout design or alternative improvement measures is typically necessitated with a v/c that greatly exceeds 0.90. Washington State Department of Transportation SIDRA Policy Settings (WSDOT Sidra Policy Setting (wa.gov)) were used in this study.

Peak Hour Factor (PHF) – per traffic counts used in the study.

Street and/or improvements may be necessitated when existing or forecast LOS does not meet standards.

# 2 EXISTING CONDITIONS

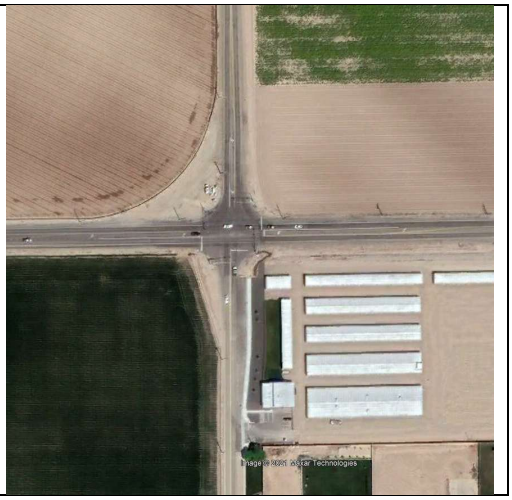
This section provides an existing conditions analysis describing the study street network, traffic volumes, and capacities for study intersections. The existing conditions analysis is established to help measure changes in forecast roadway conditions and performances.

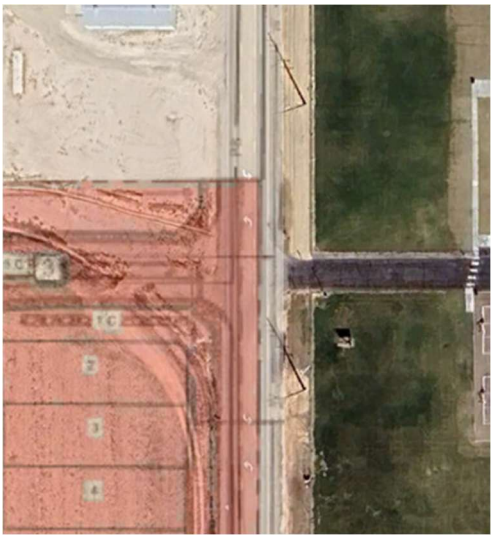
## 2.1 ROADWAY NETWORK

The Idaho Statewide Functional Classification Map maintained by the ITD catalogs the classifications of these roadways. A description of primary study roadways is provided below.

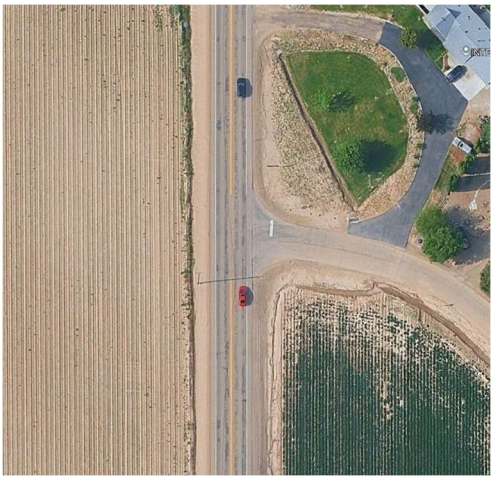
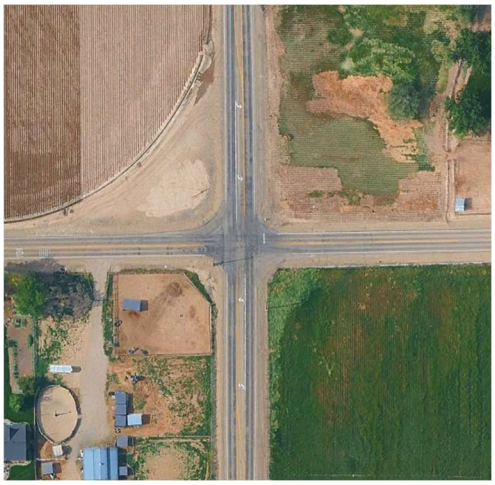
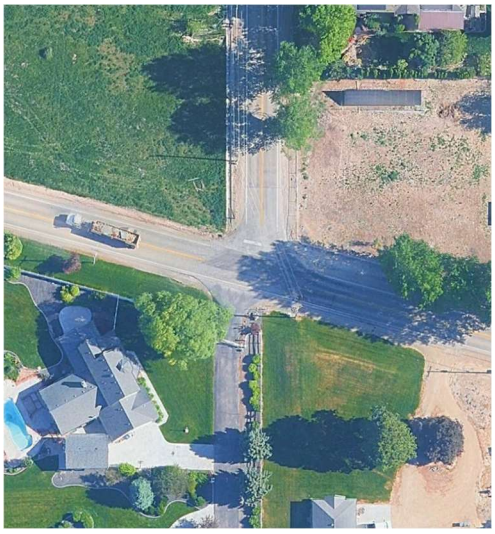
- **SH 55 (Karcher Road)** is classified as a two-lane **Principal Arterial** in the vicinity of the site. The posted speed limit in the vicinity of the site is 55 miles per hour (mph).
- **Farmway Road** is a two-lane **Principal Arterial** north of Karcher. The posted speed limit in the vicinity of the site is 55 mph. South of Karcher, Farmway Road is classified as a **Minor Arterial**. Posted speed limit is 45 mph.
- **10th Avenue** is a two-lane **Minor Arterial**. It is a two-lane road with no curbs, sidewalk, and bike lanes. The speed limit is 35 mph until north of Vallivue Middle School where it becomes 45 mph. Left turn lanes are provided at major intersections.

A summary of geometrics and traffic controls for the existing intersections is provided below.

| | |
|---|---|
| SH 55 (Karcher Road) at Farmway Road<br>This is a signalized intersection. The eastbound, westbound, and southbound approaches each provide one left-turn lane and one through/right-turn shared lane. The northbound approach provides on left-turn/through/right-turn shared lane. There are no marked pedestrian crossings and no curb-ramps located at any corners of the intersection. |  |

| | |
|---|---|
| SH 55 (Karcher Road) at 10th Avenue<br><br>This is a signalized intersection. The eastbound, westbound, and southbound approaches each provide on left-turn lane and one through/right-turn shared lane. The northbound approach provides on left-turn/through/right-turn shared lane. There are no marked pedestrian crossings and no curb-ramps located at any corners of the intersection. | |
| 10th Avenue at David Street<br><br>This is a stop controlled intersection with shared right turn, left turn, and through lanes from all directions. David Street is stop controlled. There are no pedestrian facilities at the intersection, except for a marked and signed pedestrian crossing on the north leg. | |
| 10th Avenue at Neon Hills<br><br>This stop controlled intersection is currently the middle access to Vallivue Middle School. The west leg will be constructed with the Element Ridge project. 10th Avenue is a three lane section at this location. There are no pedestrian facilities at the intersection. |  |

| | |
|---|---|
| 10th Avenue at Moss<br><br>This stop controlled intersection is currently the north access to Vallivue Middle School. The west leg will be constructed with the Verbena Ranch project. 10th Avenue is a three lane section at this location. There are no pedestrian facilities at the intersection. | |
| Ashland Drive at Karcher Road<br><br>This is a one-way stop intersection with shared right turn, left turn, and through lanes from all directions. Ashland Drive is stop controlled. There are no pedestrian facilities at the intersection. | |
| Wagner Road at Karcher Road<br><br>This is a two lane intersection on all legs. Wagner is stop-controlled. There are no pedestrian facilities. | |

| | |
|---|---|
| <u>Farmway at Yoder Road</u><br><br>Yoder is a dead-end road serving approximately 20 homes. There are no pedestrian facilities at the intersection. |  |
| <u>Farmway at Homedale Road</u><br><br>This intersection is currently closed for construction of a water line and sewer main project. There are left turn lanes on Farmway. Homedale is two lanes on each approach. There are no pedestrian facilities in this area.<br><br>The intersection is forecast to operate at LOS F by 2032 in the existing configuration (Verbena Ranch Subdivision TIS, June 2024, Kittelson) and by 2030 in the Chickasaw Subdivision Draft TIS (November, 2022, CR Engineering). |  |
| <u>Farmway at Orchard Road</u><br><br>This intersection is a four-leg, stop-controlled intersection with two lanes in each direction. The south leg is a gated private road and is slightly offset from Farmway. There are no pedestrian facilities in this area. |  |

## 2.2 Transit, Pedestrian, and Cyclist Facilities

The project is located just outside of the current service area of Valley Regional Transit (VRT). VRT Route 150 – Nampa-Caldwell OnDemand. The route works like a paratransit bus, with passengers booking rides to and from locations near their destination and within the route boundaries. The Route also connects with the rest of the VRT system via the Happy Day Transit Center. The western service borders near Granite Crest are Farmway Road, Homedale Road, and 10th Avenue. Route 150 operates between 6:00 AM and 8:00 PM Monday-Friday.

The project area is transitioning from rural to suburban character, which means street-side pedestrian and bicycle facilities are being extended as development occurs within the region. The Landscaping Ordinance passed in 2004 established that subdivisions and planned unit developments provide pedestrian pathways, connecting areas within and outside the development. Separated sidewalk has been fully developed along areas of completed subdivision development but otherwise there are no current pedestrian pathways available.

Per the City of Caldwell 2040 Bicycle and Pedestrian Master Plan, no Minor Pathways are shown in the project boundaries or nearby analysis area, however the Bardley Gulch Drain Minor Pathway is just north of the project. There are no current Designated Bicycle facilities in the project area.

## 2.3 Crash History

The crash history in this area has been extensively reported in multiple TISs, and in Corridor Studies by the agencies. Projects have been envisioned and programmed to address safety performance. Previous TISs (such as Mirandesa Subdivision, Ardurra, September 2024) have suggested modifications to the initial delivery of those projects, such as reducing the number of circulating lanes in the proposed Farmway Road roundabouts to reduce the possibility of sideswipe crashes known to occur in multilane roundabouts with low v/c ratios.

## 2.4 Traffic Counts

The ongoing closure of Farmway Road from Homedale to Linden for the water and sewer line project precludes obtaining traffic counts for this study. Counts from multiple studies in the study area were reviewed to identify counts for possible use in this TIS, including those obtained in December 2020 for the *Farmway Road Corridor* study, and counts obtained by L2 in April 2022 for Karcher and Farmway Mixed Use TIS, November 2022 for the Chickasaw TIS (vendor unknown), by L2 (now Quality Counts) in May 2023 for the Verbena Ranch TIS, Quality Counts in August 2024 for the Mirandesa Subdivision TIS. Counts were generally performed from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, per industry standard, with the counts of November 9, 2023 including more hours. The peak hour from the intersection was used in the capacity analyses.

Several intersections had more than one recent count available for comparison from previous studies. The most recent turning movement counts were referenced for use, noting the count vendor and associated TIS:

- Farmway / Homedale — 5/17/2023 (L2, Verbena Ranch)
- Karcher / Wagner — 11/2/2022 (unknown, Chickasaw)
- Karcher / Farmway Road — 11/2/2022 (unknown, Chickasaw)
- Orchard / Farmway — 4/5/2022 (L2, Karcher and Farmway Mixed Use)
- Karcher / 10th — 11/9/2023 (QC, Element Ridge)

- David / 10th 11/9/2023 (QC, Element Ridge)
- Moss / 10th 5/17/2023 (L2, Verbena Ranch)
- Karcher / Ashland 11/9/2023 (QC, Element Ridge)

The Farmway / Yoder (Moss) intersection counts are derived from the Farmway / Homedale count and ITE trip generation for 20 single-family residents.

The counts indicate there is a peak period in this area depending on the route and land uses, as the counts on 10th Avenue show the PM peak hour occurring partly in the 3:00 hour.

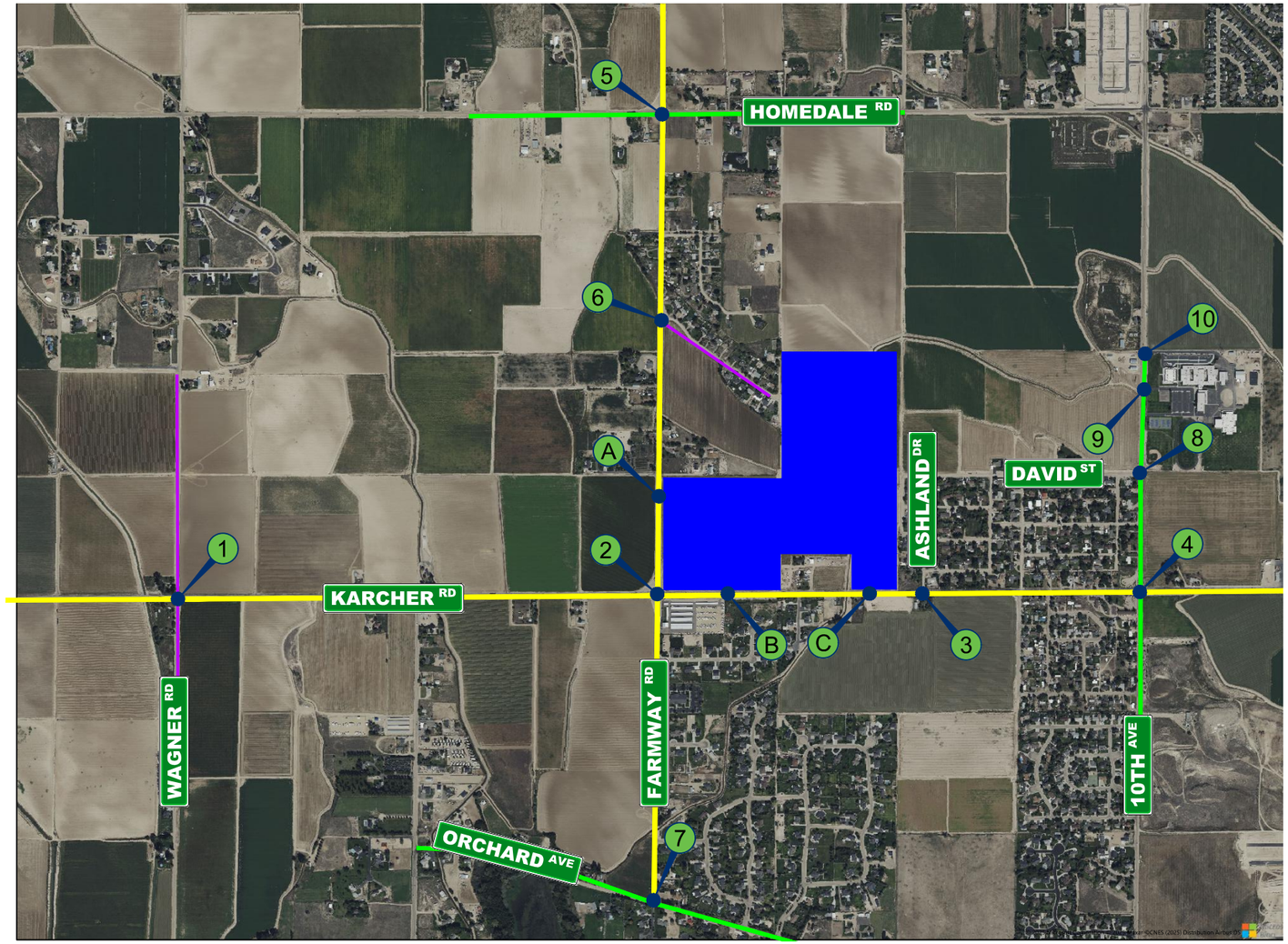
### 2.4.1 Background Traffic Growth to 2025

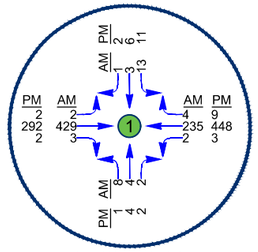
Background traffic growth refers to an increase of traffic within a TIS study area and/or not specifically documented in a Pipeline Project included in the TIS. Background traffic is forecast using annual growth rates established based upon a review of historical count data, or as identified from a regional travel demand model.

Each of the counts was increased with an annual background growth rate to provide a common Year 2025 reference for "Existing" conditions. For this TIS, a background growth rate of 6.9 percent provided through the scoping process performed with HD4 was initially applied to the Farmway Road counts, with a 3.3 growth rate applied to the rest of the network. Upon further examination, the 6.9 percent rate for Farmway appeared to be applicable to counts north of Homedale, thus the 3.3 rate was applied from Homedale to the south.

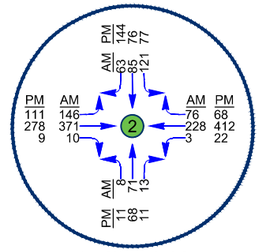
An additional check indicated little to no construction activity at any of the Pipeline projects discussed in Section 3.2.2 that would require further adjustments.

The adjusted "Existing" turning movement volumes are shown in **Figure 3** on the following page for the AM and PM peak hours. Traffic count worksheets are provided in **Appendix B.**

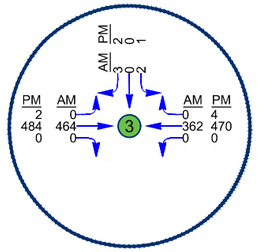


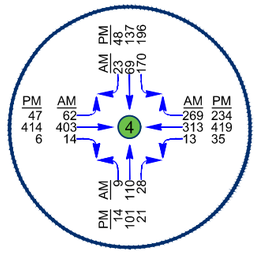

KARCHER RD / WAGNER RD




KARCHER RD / FARMWAY RD

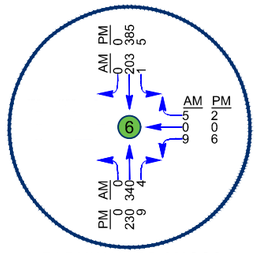



KARCHER RD / ASHLAND DR

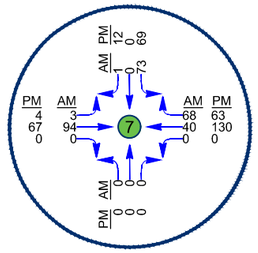



KARCHER RD / 10TH AVE

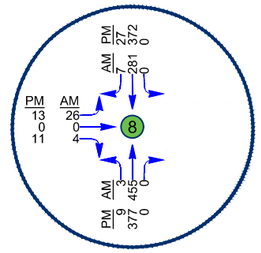
FARMWAY RD / HOMEDALE RD



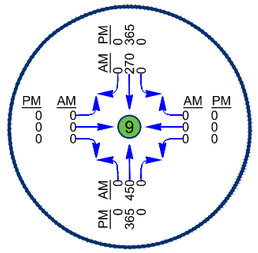

FARMWAY RD / MOSS AVE (YODER AVE)



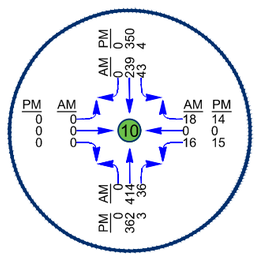

FARMWAY RD / ORCHARD AVE




10TH AVE / DAVID ST




10TH AVE / NEON HILLS (VALLIVUE MIDDLE DRIVEWAY)




10TH AVE / MOSS AVE (VALLIVUE NORTH DRIVEWAY)

**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- INTERSECTION TURNING MOVEMENTS

3 2025 "EXISTING" TRAFFIC VOLUMES - AM & PM PEAK HOURS

SCALE: NTS

DATE: 10/9/25 JOB: #####

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## 2.5 Traffic Analysis

This section summarizes existing traffic capacities and operations for the study area. A review of Year 2025 intersection capacity and operations is discussed.

### 2.5.1 Intersection Capacity & Operations

The LOS analysis was performed for the study intersections based on a review of the traffic volumes summarized in Section 2.2 and the geometric conditions described in Section 2.1. **Tables 2 and 3** show a summary of LOS for the study intersections during the AM and PM peak hours. Also shown are average control vehicle delays. As the intersection of SH 55 at Farmway Road is signalized, overall intersection level of service (LOS) and delay are reported, as well as the LOS and delay for each lane group.

Table 2. 2025 Existing Stop Control Intersection Operations – AM and PM Peak Hours

| Control | Lane Group | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Stop | | | | | | | |
| Farmway / Homedale | EBTLR | C | 24.7 | 0.47 | C | 23.6 | 0.36 |
| | WBTLR | C | 17.0 | 0.29 | C | 24.0 | 0.41 |
| | NBL | A | 7.7 | 0.01 | A | 8.3 | 0.02 |
| | SBL | A | 8.1 | 0.04 | A | 7.9 | 0.04 |
| Farmway / Yoder | WBLR | B | 12.1 | 0.03 | B | 12.8 | 0.02 |
| | SBL | A | 8.0 | 0.00 | A | 7.8 | 0.00 |
| Farmway / Orchard | EBL | A | 7.5 | 0.00 | A | 7.7 | 0.00 |
| | WBL | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | NBLTR | -- | -- | -- | -- | -- | -- |
| | SBLTR | A | 9.1 | 0.09 | B | 11.0 | 0.14 |
| Karcher / Wagner | EBL | A | 7.8 | 0.00 | A | 8.4 | 0.00 |
| | WBL | A | 8.3 | 0.00 | A | 7.9 | 0.00 |
| | NBLTR | C | 15.5 | 0.04 | C | 15.2 | 0.02 |
| | SBLTR | C | 16.0 | 0.05 | C | 17.4 | 0.07 |
| Karcher / Ashland | EBL | A | 0.0 | 0.00 | A | 8.5 | 0.00 |
| | SBLR | B | 12.7 | 0.01 | B | 14.3 | 0.01 |
| 10th / Vallivue North Driveway (Moss) | WBLR | C | 16.3 | 0.15 | B | 12.4 | 0.07 |
| | SBL | A | 9.5 | 0.08 | A | 8.2 | 0.00 |
| 10th / Vallivue Middle (Neon Hills) | WBLR | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | SBL | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| 10th / David | EBLR | C | 18.0 | 0.00 | C | 15.0 | 0.07 |
| | NBL | A | 8.0 | 0.12 | A | 8.3 | 0.01 |

1. LOS = level of service
2. Average control delay

| Table 3. 2025 Existing Signalized Intersection Operations – AM and PM Peak Hours | | | | | | | |
|---|---|---|---|---|---|---|---|
| Control | Lane Group | AM Peak | | | PM Peak | | |
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Signal | | | | | | | |
| Karcher / Farmway<br>B 16.7 (0.52)<br>B 17.4 (0.61) | EBL | B | 13.7 | 0.42 | B | 13.2 | 0.37 |
| | EBTR | B | 15.4 | 0.69 | B | 13.1 | 0.44 |
| | WBL | B | 12.4 | 0.01 | B | 10.4 | 0.05 |
| | WBTR | B | 19.6 | 0.79 | B | 19.0 | 0.86 |
| | NBLTR | C | 21.4 | 0.36 | C | 24.1 | 0.38 |
| | SBL | B | 17.5 | 0.28 | C | 20.4 | 0.21 |
| | SBTR | B | 13.8 | 0.31 | B | 18.4 | 0.55 |
| Karcher / 10th Avenue<br>C 20.7 (0.59)<br>C 22.1 (0.64) | EBL | C | 28.8 | 0.62 | C | 33.1 | 0.60 |
| | EBTR | B | 18.9 | 0.79 | B | 20.0 | 0.78 |
| | WBL | C | 34.0 | 0.45 | C | 33.4 | 0.54 |
| | WBT | B | 18.7 | 0.69 | C | 20.8 | 0.80 |
| | WBR | B | 19.2 | 0.70 | B | 17.3 | 0.52 |
| | NBL | D | 38.1 | 0.43 | D | 37.4 | 0.45 |
| | NBTR | C | 23.9 | 0.64 | C | 27.6 | 0.64 |
| | SBL | C | 26.4 | 0.77 | C | 28.9 | 0.80 |
| | SBTR | B | 15.6 | 0.24 | B | 19.1 | 0.46 |

1. LOS = level of service
2. Average control delay

Under 2025 "Existing" conditions, SH 55 at Farmway Road operates within acceptable level of service standard when examining both the intersection overall and each lane group on the intersection approaches. The intersection operates at LOS B during both peak hours, and the worst lane groups operate at LOS C. This analysis indicates that there is ample capacity at the intersection to accommodate additional traffic volume. LOS summary sheets are provided in **Appendix C** at the end of this report.

# 3 YEAR 2035 WITHOUT PROJECT TRAFFIC CONDITIONS

This section describes forecast Year 2035 traffic conditions without consideration of the Granite Crest development. Summarized are the anticipated background street network modifications, forecast traffic volumes, and operations/capacity for study intersections.

## 3.1 ROADWAY NETWORK

Future transportation improvements within Ada County and Canyon County are planned and programmed by the Community Planning Association of Southwest Idaho (COMPASS) in a cooperative process alongside various municipalities, highway districts, public transit agencies, and other stakeholders within the COMPASS planning area, as well as ITD. These transportation improvements below are documented in the Fiscal Year (FY) 2026 to 2032 Transportation Improvement Program (TIP) or noted on the HD4 Current and Recent Projects web page.

SH-55: *Farmway to Middleton*

Improvements on this segment are underway on this ITD project and scheduled to be complete in 2027. The project includes widening to four lanes with dedicated left and right turn lanes at major intersections. Signalized intersections on the mile and right-in / right-out / left-in movements at the mid-mile.

Note that full reconstruction of the Karcher/Farmway intersection is not included in the 2035 roadway network as it was not shown on the Farmway to Middleton project. The Farmway intersection westbound leg will have one through lane, one left turn lane, and one right turn lane. The eastbound exit will continue to have one lane, and the eastbound leg will not change from the existing configuration. The northbound and southbound legs will also not be changed.

The Ashland intersection shows on ITD's *Farmway to Middleton* website to have a westbound right turn lane constructed. The Kimball intersection will be removed.

The intersection of 10th Avenue / SH-55 will be reconstructed by extending the right-turn and left-turn lane pockets on all approaches, adding an eastbound right-turn lane, and adding an additional eastbound and westbound through lane along SH-55.

The access to the Gas Station project currently under construction is not shown on the ITD project website but is to be a right-in / right-out approach per previous determination of ITD. A right turn lane was shown to be indicated in the *Obendorf TIS* and is included in modeling for this TIS.

SH-55: *Pear Lane to Farmway*

The *Pear Lane to Farmway* segment includes two travel lanes in each direction, a continuous TWLTL, and wide shoulders for pedestrian and bicycle use. The project is funded for Design in 2026 with Phase 1 of Construction in 2032, although the project termini are not determined. Phase 2 construction year is also not determined. For the 2035 scenarios the Karcher / Wagner intersection will be modeled as it exists today. Should mitigations be indicated, the proposed ITD changes will be incorporated.

10th Avenue

For 2035, the following intersection additions are assumed to be completed from review of the Element Ridge and Verbena Ranch studies:

- Homedale: Eastbound right turn lane, northbound right turn lane
- Moss: Southbound right turn lane, Westbound left turn lane, north/south Left Turn / TWLTL
- Neon Hills: North/south Left Turn / TWLTL
- David: North/south Left Turn / TWLTL.

**Farmway Road:** Roundabout construction at Ustick / Farmway is currently in progress, although no other funded projects are programmed.

No further roadway improvements were identified within the study area.

## 3.2 Traffic Forecasts

Year 2035 forecast traffic volumes are comprised of Background growth and any trips generated by concurrent "Pipeline" developments. This section describes the Year 2035 traffic forecasts developed for streets and intersections in the study area.

### 3.2.1 Background Traffic Growth

A Background growth rate of 3.3 percent (HD4 District-wide average, per HD4) was applied over the period.

### 3.2.2 Pipeline Projects

A Pipeline Project is one approved for development by the land use jurisdiction but has yet to be constructed or is in the process of development. As such, the trips generated by Pipeline Projects are not yet recorded in system counts and need to be addressed since roadway improvements will be designed based on cumulative traffic forecasts. Pipeline Projects are addressed specifically because site-generated trips can impact turning forecasts differently than application of a straight-line growth rate, and this can influence the results of intersection capacity analyses. Forecast volumes from the following projects are included in this project:

**Obendorf Gas Station:** A commercial development under construction on approximately 6 acres at the northeast corner of the intersection of Farmway Road and SH 55 (Karcher Road). The proposed development consists of a gas station with up to 20 vehicle fueling positions (VFP) and an accompanying 6,000 square-foot convenience store. Access to the site from Farmway will become Bearbrush Avenue with the Granite Crest project. A right-in, right-out driveway on SH 55 east of Farmway Road will also access the strip retail development proposed with Granite Crest.

**Verbena Ranch Subdivision** is located along 10th Avenue just south of Homedale Road. The proposed site consists of approximately 277 acres and is currently open land with some rural single-family housing and farmland. The development plan proposes to build approximately 439 active adult (age 55+) single-family houses, 357 single-family houses, and 214 single-family attached homes on the site. Year of completion is estimated to be 2032 (*Verbena Ranch Subdivision*, Kittelson & Associates, June 2024)

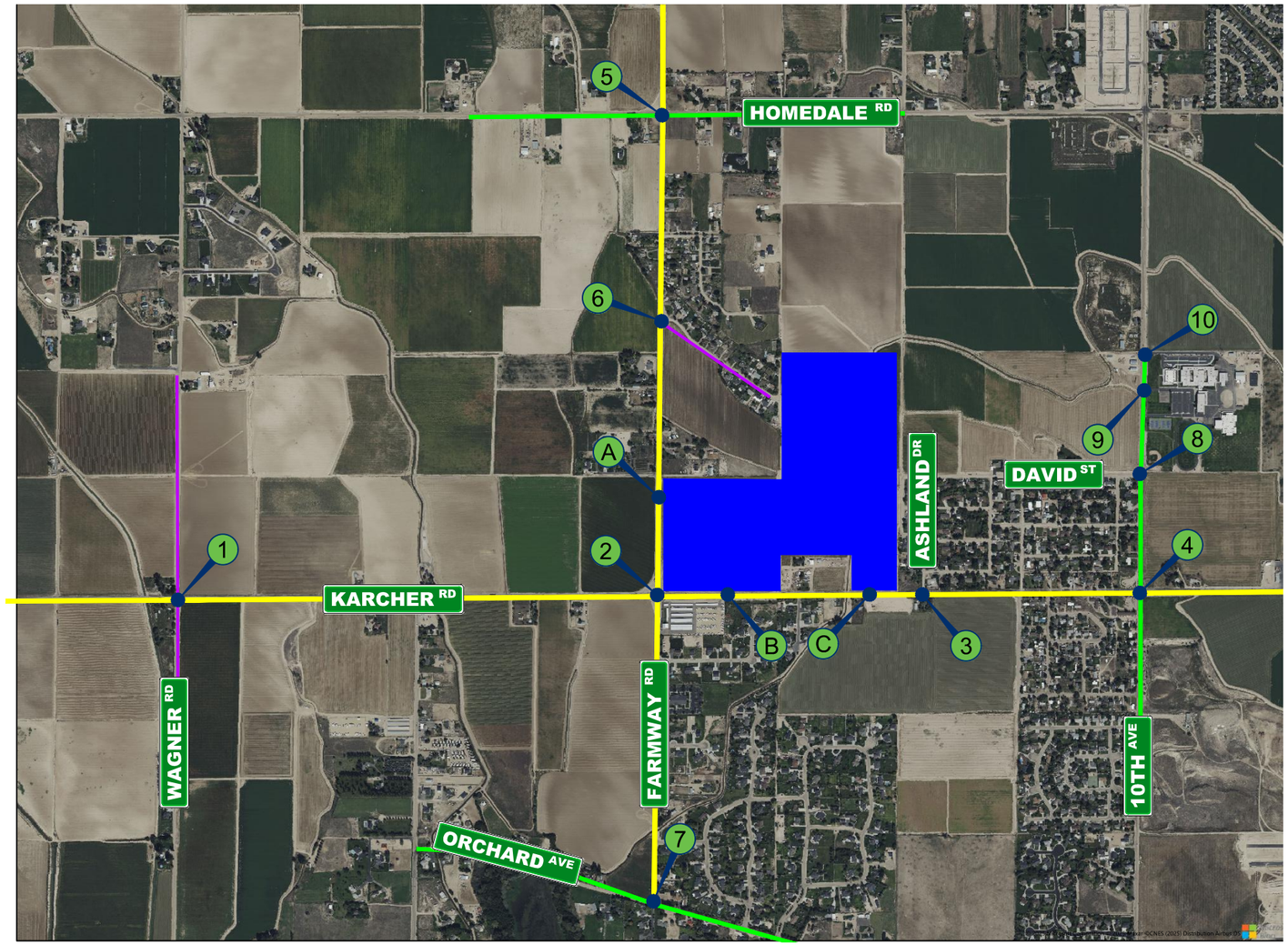
**Karcher and Farmway Mixed Use** includes 70 single family detached residential and approximately 346,000 square feet of commercial space. The study indicated completion in 2025 however as of April

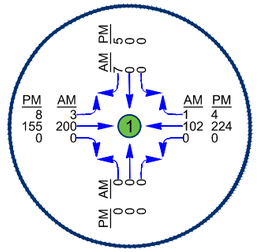
2025 there was no activity at the site (*Karcher and Farmway Mixed-Use Development TIS*, Kimley-Horn, August 2022).

**Chickasaw Subdivision** is a proposed residential development estimated to contain 401 single-family lots. Based on the preliminary site plan, the development is proposing three full site accesses, two on Homedale Road and one on Farmway Road. The eastern Homedale Road access, Access B, and the Farmway Road access, Access C, are located at the mid-mile locations. The expected build-out year is 2030 but may change based on the market conditions (*Chickasaw Subdivision Draft TIS*, CR Engineering, November 2022).

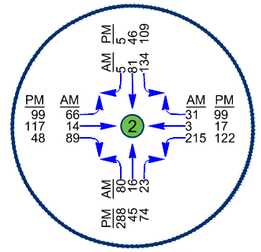
**Element Ridge** is situated west of 10th Avenue between Karcher Road and Homedale Road. The +/- 74.26 acre proposed development is expected to be comprised of 215-single family homes. Target completion is 2028 (*Element Ridge Subdivision TIS*, Ardurra, August 2024).

**Figure 4** provides a summary of resulting pipeline project trip assignments for AM and PM peak hours. The adjusted traffic counts of Section 2.4 were combined with Pipeline volumes and Background forecasts to generate Future Without-Project peak hour traffic volumes for Build-out Year 2035 as shown in **Figure 5.**

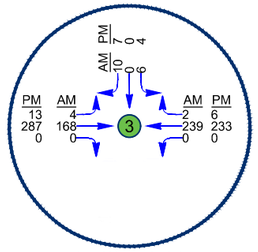


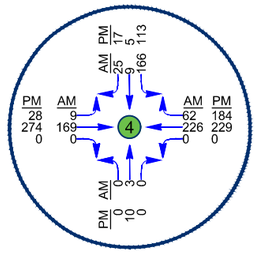

KARCHER RD / WAGNER RD



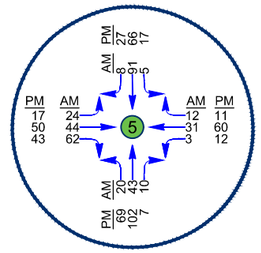

KARCHER RD / FARMWAY RD



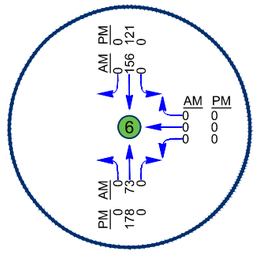

KARCHER RD / ASHLAND DR



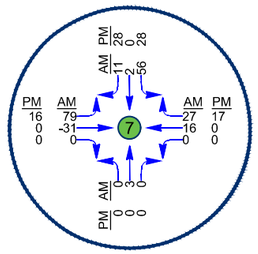

KARCHER RD / 10TH AVE



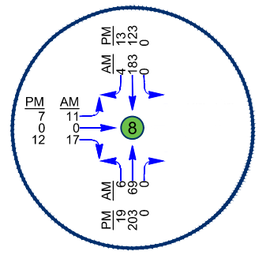

FARMWAY RD / HOMEDALE RD



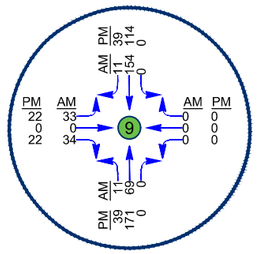

FARMWAY RD / MOSS AVE (YODER AVE)



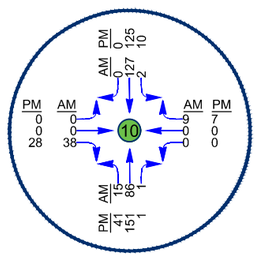

FARMWAY RD / ORCHARD AVE




10TH AVE / DAVID ST




10TH AVE / NEON HILLS (VALLIVUE MIDDLE DRIVEWAY)




10TH AVE / MOSS ST (VALLIVUE NORTH DRIVEWAY)

**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- INTERSECTION TURNING MOVEMENTS

4 PIPELINE PROJECT TRAFFIC VOLUMES - AM & PM PEAK HOURS

SCALE: NTS

DATE: 10/9/25 JOB: #####

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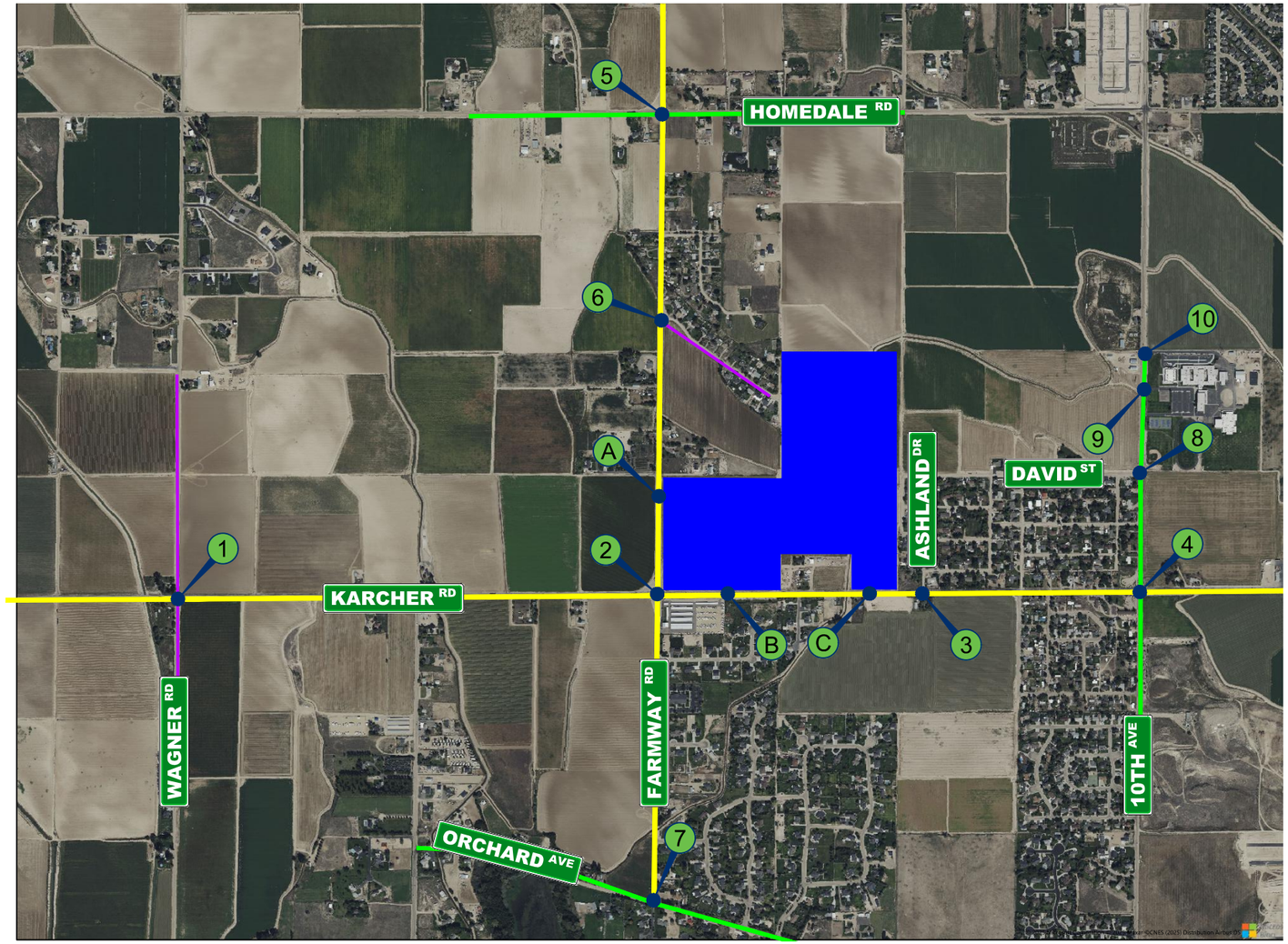
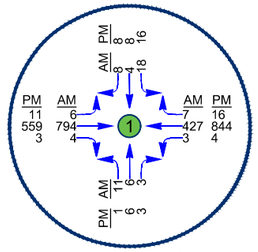
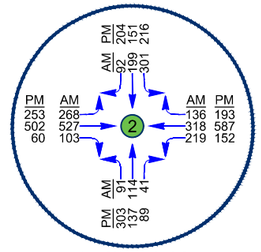
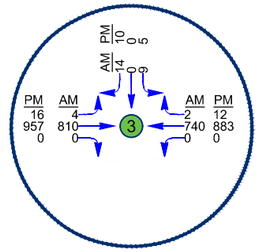


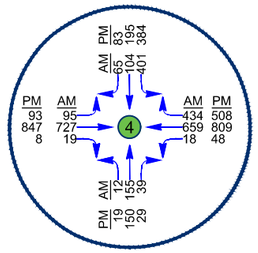

KARCHER RD / WAGNER RD




KARCHER RD / FARMWAY RD

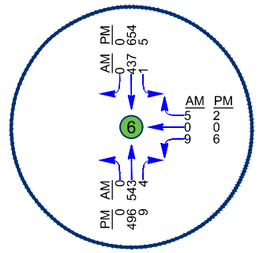



KARCHER RD / ASHLAND DR

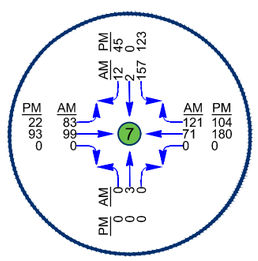



KARCHER RD / 10TH AVE

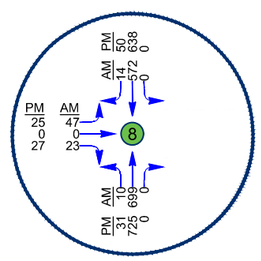
FARMWAY RD / HOMEDALE RD



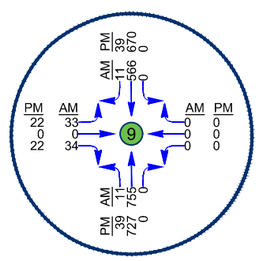

FARMWAY RD / MOSS AVE (YODER AVE)



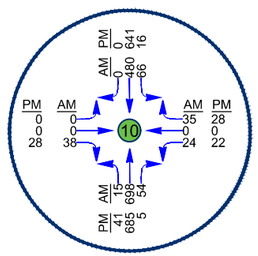

FARMWAY RD / ORCHARD AVE




10TH AVE / DAVID ST




10TH AVE / NEON HILLS (VALLIVUE MIDDLE DRIVEWAY)




10TH AVE / MOSS ST (VALLIVUE NORTH DRIVEWAY)

**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- INTERSECTION TURNING MOVEMENTS

DATE: 10/9/25 JOB: #####

5 2035 FUTURE WITHOUT PROJECT TRAFFIC VOLUMES - AM & PM PEAK HOURS

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## 3.3 Traffic Capacity & Operations

This section summarizes forecast traffic capacities and operations for the study area. Provided is a review of Year 2035 conditions for study intersections, Without and With-Project development.

### 3.3.1 Intersection Capacity & Operations

LOS were forecast for study intersections based on future without and with-project traffic volumes. Geometric and capacity improvements shown with Section 3.1 are included. Also noted is that the Pipeline volumes from the Verbina Ranch project include this assumption stated in the TIS:

*VALLIVUE MIDDLE SCHOOL TRAFFIC REROUTE*

> *Per discussions with the City of Caldwell, as part of the Verbena Ranch Subdivision development the Moss Street extension from Montana Avenue to 10th Avenue along the southern boundary of the site will be constructed to provide additional site access locations to the site. With the Moss Street extension, the project team anticipates that some Vallivue Middle School traffic may reroute from Montana Avenue and 10th Avenue to use this extension to access the Middle School campus. As such, year 2032 total traffic conditions assume that approximately 25% of existing school traffic will utilize the new Moss Street connection.*

A summary of the resulting forecast AM and PM peak hour intersection performance is provided with **Table 4 and 5.**

| Table 4. 2035 Future Without Project, Stop – AM and PM Peak Hours | | | | | | | |
|---|---|---|---|---|---|---|---|
| Control | Lane Group | AM Peak | | | PM Peak | | |
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Stop | | | | | | | |
| Farmway / Homedale | EBTLR | F | >300 | 3.25 | F | >300 | |
| | WBTLR | F | 253 | 1.36 | F | >300 | |
| | NBL | A | 8.2 | 0.04 | A | 9.6 | 0.13 |
| | SBL | A | 8.8 | 0.08 | A | 8.7 | 0.09 |
| Farmway / Yoder | WBLR | C | 17.6 | 0.05 | C | 21.9 | 0.04 |
| | SBL | A | 8.7 | 0.00 | A | 8.5 | 0.01 |
| Farmway / Bearbrush | WBLR | C | 23.3 | 0.33 | D | 31.8 | 0.45 |
| | SBL | A | 8.7 | 0.03 | A | 8.9 | 0.03 |
| Farmway / Orchard | EBL | A | 7.9 | 0.07 | A | 8.0 | 0.02 |
| | WBL | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | NBLTR | B | 13.4 | 0.01 | B | 12.5 | 0.00 |
| | SBLTR | C | 16.4 | 0.38 | B | 14.1 | 0.33 |
| Karcher / Wagner | EBLTR | A | 8.3 | 0.01 | A | 10.0 | 0.02 |
| | WBLTR | A | 9.7 | 0.00 | A | 8.7 | 0.00 |
| | NBLTR | D | 34.9 | 0.15 | D | 34.5 | 0.08 |
| | SBLTR | D | 34.1 | 0.21 | F | 51.6 | 0.31 |
| Karcher / Gas Station | SBR | B | 11.1 | 0.06 | B | 12.7 | 0.10 |
| Karcher / Ashland | EBL | A | 9.3 | 0.01 | B | 10.1 | 0.02 |
| | SBLR | B | 13.7 | 0.06 | B | 14.7 | 0.04 |
| 10th / Moss (Vallivue North Driveway) | EBLTR | B | 12.5 | 0.09 | B | 14.6 | 0.08 |
| | WBLTR | E | 47.6 | 0.42 | F | 55.0 | 0.42 |
| | NBL | A | 8.6 | 0.02 | A | 9.5 | 0.06 |
| | SBL | B | 10.2 | 0.10 | A | 9.5 | 0.02 |
| 10th / Neon Hills (Vallivue Middle Driveway) | EBLTR | C | 20.3 | 0.24 | C | 21.4 | 0.18 |
| | WBLTR | One way exit | | | | | |
| | NBL | A | 8.9 | 0.03 | A | 9.5 | 0.05 |
| 10th / David | EBLR | C | 23.5 | 0.31 | C | 22.7 | 0.25 |
| | NBL | A | 9.2 | 0.02 | A | 9.9 | 0.05 |

1. LOS = level of service
2. Average control delay

The intersections of Farmway / Homedale, Karcher / Wagner, and 10th Avenue / Moss are forecast to fall below the LOS standard. LOS F at Farmway / Homedale (and 10th / Homedale – not in this TIS) was forecast in both the Verbina Ranch and Element Ridge studies. Mitigation was not recommended in Verbina Ranch for Farmway / Homedale, and a signal was the only mitigation modeled at 10th / Homedale. The Element Ridge study recommended a single-lane roundabout for that intersection.

The results of **Table 4** indicate that even with this extension, the addition of a left turn lane, and the estimated redistribution of volume, the performance of the 10th / Moss intersection indicates LOS F for the westbound left turn movement and LOS E overall, occurring sometime between 2032 and 2035.

**Table 5. 2035 Future Without Project, Signal – AM and PM Peak Hours**

| Control | Lane Group | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Signal | | | | | | | |
| Karcher / Farmway<br>E 55.4 (0.94)<br>F 138.9 (1.26) | EBL | C | 26.4 | 0.63 | E | 64.1 | 0.92 |
| | EBTR | F | 91.8 | 1.04 | D | 43.0 | 0.81 |
| | WBL | E | 64.7 | 0.91 | C | 31.3 | 0.59 |
| | WBT | D | 36.1 | 0.51 | E | 69.2 | 0.96 |
| | WBR | C | 32.3 | 0.26 | C | 34.2 | 0.37 |
| | NBLTR | E | 69.9 | 0.84 | F | >300 | 2.03 |
| | SBL | D | 38.1 | 0.67 | C | 33.7 | 0.46 |
| | SBTR | C | 33.3 | 0.46 | D | 36.3 | 0.60 |
| Karcher / 10th Avenue<br>C 27.3 (0.78)<br>C 30.3 (0.82) | EBL | B | 17.6 | 0.36 | B | 17.9 | 0.39 |
| | EBT | C | 20.7 | 0.59 | C | 22.7 | 0.68 |
| | EBR | B | 15.9 | 0.03 | B | 16.0 | 0.01 |
| | WBL | B | 17.4 | 0.07 | B | 17.0 | 0.19 |
| | WBT | C | 22.3 | 0.59 | C | 23.2 | 0.67 |
| | WBR | D | 35.5 | 0.86 | D | 49.5 | 0.94 |
| | NBL | C | 27.6 | 0.04 | C | 29.0 | 0.07 |
| | NBTR | D | 36.8 | 0.77 | D | 38.6 | 0.77 |
| | SBL | D | 40.3 | 0.89 | D | 41.5 | 0.88 |
| | SBTR | C | 20.3 | 0.32 | C | 25.0 | 0.55 |

1. LOS = level of service
2. Average control delay

The failure at Karcher / Farmway with only partial reconstruction was identified in Table 7 of the Karcher Farmway Mixed Use TIS.

At Karcher / 10th, the Farmway to Middleton project changes preserve LOS. Queue lengths indicate the 50th percentile queues do not block the eastbound and westbound turn lanes, but may be blocked with the 95th percentile queue. Operationally, southbound left turn volumes exceed the threshold of 300 per hour that is commonly used for consideration of a second left turn lane. This was also observed in the Element Ridge TIS.

# 4 YEAR 2035 WITH PROJECT TRAFFIC CONDITIONS

This section describes Year 2035 forecast traffic conditions with consideration of the Granite Crest development. Summarized are the anticipated background street network modifications, forecast traffic volumes, and operations/capacity for study intersections.

## 4.1 Roadway Network

The roadway network includes the development roadways. No further roadway improvements were identified within the study area and as such, forecast operations and capacity analyses were performed based on geometric and traffic control conditions reported in Section 3.1.

## 4.2 Traffic Forecasts

### 4.2.1 Project Trip Generation

Trip generation for the proposed Granite Crest development was forecast based on the methodologies of the Trip Generation Manual (ITE, 12th Edition, 2025). The manual is a nationally recognized and locally accepted resource for forecasting traffic for commercial, institutional, and residential developments. The methods were developed based on the survey of other existing land uses located with the United States.

Trip generation land use descriptions of the uses associated with this project are as follows:

- **Single-Family Detached Housing (ITE Code 210).** A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.
- **Single-Family Attached Housing (ITE Code 215).** Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.
- **General Office Building (LUC 710).** The General Office Building Fitted Curve Equation was applied to the sum of the square footage for six of the building footprints (sites 11-14, 60, and 61). General Office was applied assuming uses such as professional services, investment brokers, or other service retailers.
- **Medical-Dental Office Building (LUC 720).** A facility that provides diagnoses and outpatient care on a routine basis, but is unable to provide prolonged in-house medical and surgical care.
- **Strip Retail Plaza (<40K) (ITE Code 822).** A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit.
- **Automated Car Wash (ITE Code 948).** An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles.

Calculations from the Trip Generation Manual yield total trips. However, not all these trips are new to streets. Internal, Pass-by, and Diverted, are terms used to describe the trip types that make up total trips for a commercial project. Trip types and applications were identified using the *Trip Generation Handbook* (ITE, 2021). A description of ITE trip types and applicability for this project is as follows:

- Internal Trips. These trips travel between land uses of a multi-use, commercial project without using the adjacent roadway system as accomplished by local streets or through shared parking lots and access easements. These trips are calculated using procedures provided in the ITE Handbook, using the NCHRP Report 684 Internal Capture spreadsheet (**Appendix &**). Residential uses in the north part of the development (roughly 117 units north of Bearbrush Avenue) were excluded from consideration.

- Pass-By/Diverted. Trips attracted to/from adjacent streets or nearby streets as travelers commute between origins and destinations. These are addressed as turning trips diverted at a project approach or intersection, noted as an impact only to streets in-route between the initial travel route and proposed land use. Thus, they are only considered to impact a project approach and streets/intersections along the diverted routes of travel. These are not considered a gain in traffic as they already exist within a commute.

  A 40 percent Pass-By reduction was applied to LUC 822 PM Peak Hour trips per the ITE Pass-By Tables.

- Net-New. These are the trips that remain following the adjustments for Internal, Pass-by, and Diverted trips. These trips represent added system trips, having an impact not only on project driveways, but also on intersections, and streets aligned in-route between originating land uses and the project site.

Trip generation was forecast for the AM and PM peak hours of adjacent street traffic, representing the impacts of the project upon the morning and evening rush hours of commute traffic. Average rates were used where Fitted Curve criteria ($R^2$ >0.75, > 20 studies) was not met. Trips were forecast for the aggregate of each land use.

Traffic generated over the course of a typical weekday is also provided for reference. **Table 6** on the following page provides a summary of trip generation for the 2035 occupancy year of the project.

| Table 6. Summary of Daily and Peak Hour Trip Generation | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| LUC | Land Use Description | Units | Weekday | AM Peak Hour | | | PM Peak Hour | | |
| | | | | Enter | Exit | Total | Enter | Exit | Total |
| 210 | Single-Family Detached | 300 | 2,667 | 56 | 151 | 207 | 164 | 100 | 264 |
| 215 | Single-Family Attached | 24 | 158 | 3 | 8 | 11 | 3 | 3 | 6 |
| 710 | General Office (aggregate) | 27.4 ksf | 377 | 45 | 6 | 51 | 9 | 49 | 58 |
| 720 | Medical-Dental Office | 6.2 ksf | 211 | 16 | 4 | 20 | 5 | 12 | 17 |
| 948 | Automated Car Wash | 1 Tunnel | 1,166 | 37 | 31 | 68 | 55 | 57 | 112 |
| 822 | Strip Retail (<40K), two | 54.4 ksf | 2,962 | 118 | 96 | 214 | 171 | 171 | 342 |
| | **Unadjusted New Trips** | | **7,541** | **275** | **296** | **571** | **407** | **392** | **799** |
| | **Internal Capture** | | **1,578**[1] | **9** | **9** | **18** | **71** | **71** | **142** |
| | Pass-By Trips | | 592[2] | 0 | 0 | 0 | 69 | 69 | 138 |
| | **Net-New Trips** | | **5,371** | **266** | **287** | **553** | **267** | **252** | **519** |

Source: ITE Trip Generation Manual (11th Edition)
1. Estimated by ratio of AM and PM Internal Capture
2. Weekday pass-by trips estimated by using the ratio between unadjusted weekday and peak hour trips

As shown, approximately 5,371 net-New Weekday trips are forecast with development of the Granite Crest development, thus meeting the major traffic study threshold (3110.020). Approximately 553 of these trips would be generated during the AM peak hour and 519 during the PM peak hour. These peak hourly trips would comprise approximately 20.0-percent of new Weekday trips.

### 4.2.2 Trip Distribution and Assignment

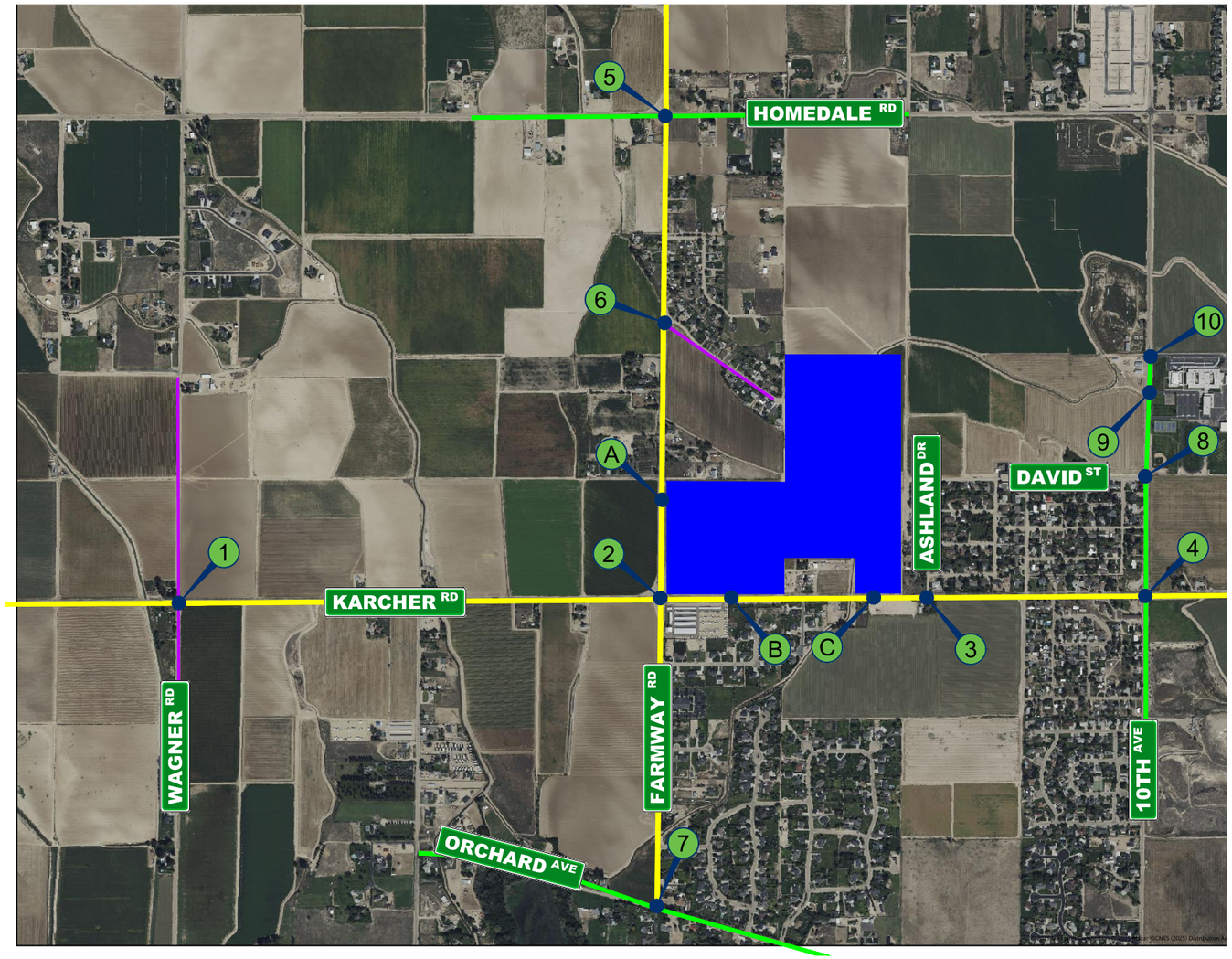
Trip distribution and assignment is the process of identifying the probable destinations, directions, and traffic routes that development related traffic will likely affect. The estimated traffic generated by the development must be distributed and assigned to analyze impacts on the roadway system within the study area.

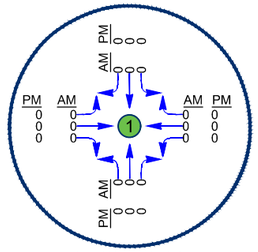
Trip generation from this project is such that an Area of Influence Report was requested from COMPASS. The report considers not only the Granite Crest project but projects that have been entered into the regional model. Project trips were assigned to the model network at Bearbrush / Farmway and at Bear Lane / Karcher, with Bear Lane assumed to be RIRO. No trips were assigned to 10th via the internal network, or to the RIRO approach to the Gas Station. Figure 2 of the report is the percent contribution to the total peak hour demand. Noted is the percentage on Farmway, and on Homedale between Farmway and 10th Avenue.

A summary of resulting trip distribution assumptions for the study area based on the Area of Influence Report, with adjustments to assign trips to 10th Avenue, is provided in **Table 7** on the following page.

| Table 7. Forecast Overall Directional Distribution of Granite Crest Traffic | |
|---|---|
| Direction / Roadway | % Overall Distribution |
| Farmway Road north of Bearbrush | 30 |
| Farmway Road south of Karcher | 5 |
| North on 10th Avenue | 10 |
| East on SH 55 (Karcher Road) | 45 |
| West on SH 55 (Karcher Road) | 10 |
| Total | 100 |

Trips were assigned to study roadways based on the described distribution pattern and in acknowledgement of the different land uses and their locations. They are also routed to accesses in conformance to the assumed RIRO restriction for the Gas Station (SH 55 access point) and the Bear Lane access. The resulting trip assignments are shown in **Figure 6** for the AM and PM peak hours. The combined total site trips are shown in **Figure 7**. Finally, total site tips are combined with 2035 Future Without-Project traffic volumes to produce 2035 Future With-Project volumes, as shown in **Figure 8**.

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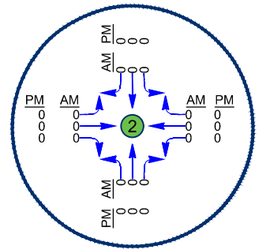


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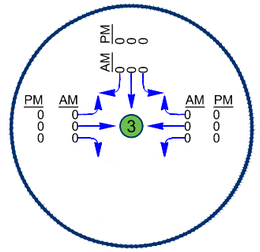


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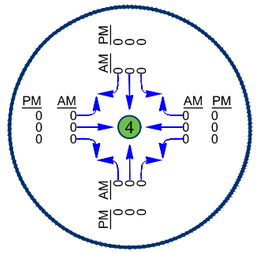


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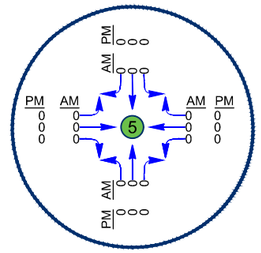


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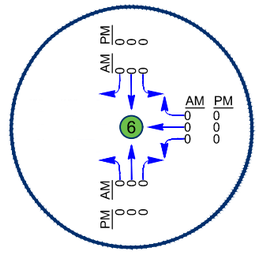


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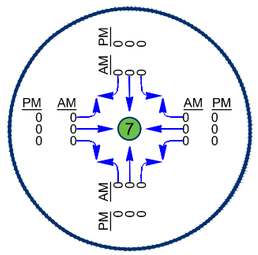
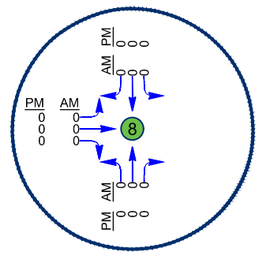
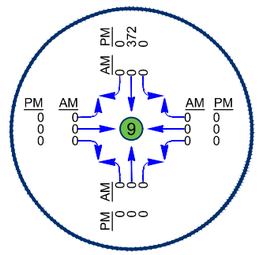


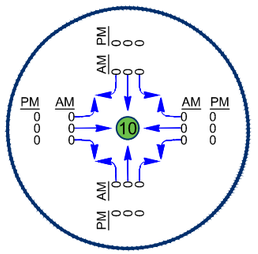

FARMWAY RD / ORCHARD AVE



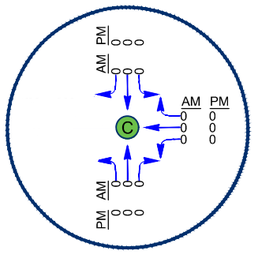

10TH AVE / DAVID ST



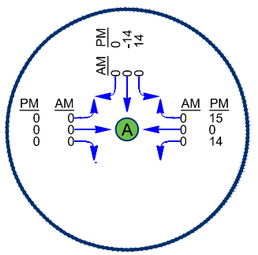

10TH AVE / NEON HILLS (VALLIVUE MIDDLE DRIVEWAY)



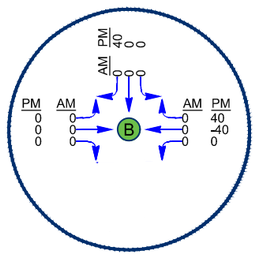

10TH AVE / MOSS ST (VALLIVUE NORTH DRIVEWAY)




BEAR LN / KARCHER RD




BEARBRUSH AVE / FARMWAY RD




EXISTING GAS STATION PROJECT ACCESS

**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- INTERSECTION TURNING MOVEMENTS

6 SITE TRAFFIC VOLUMES, PASS-BY - AM & PM PEAK HOURS

SCALE: NTS

DATE: 10/9/25 JOB: #####

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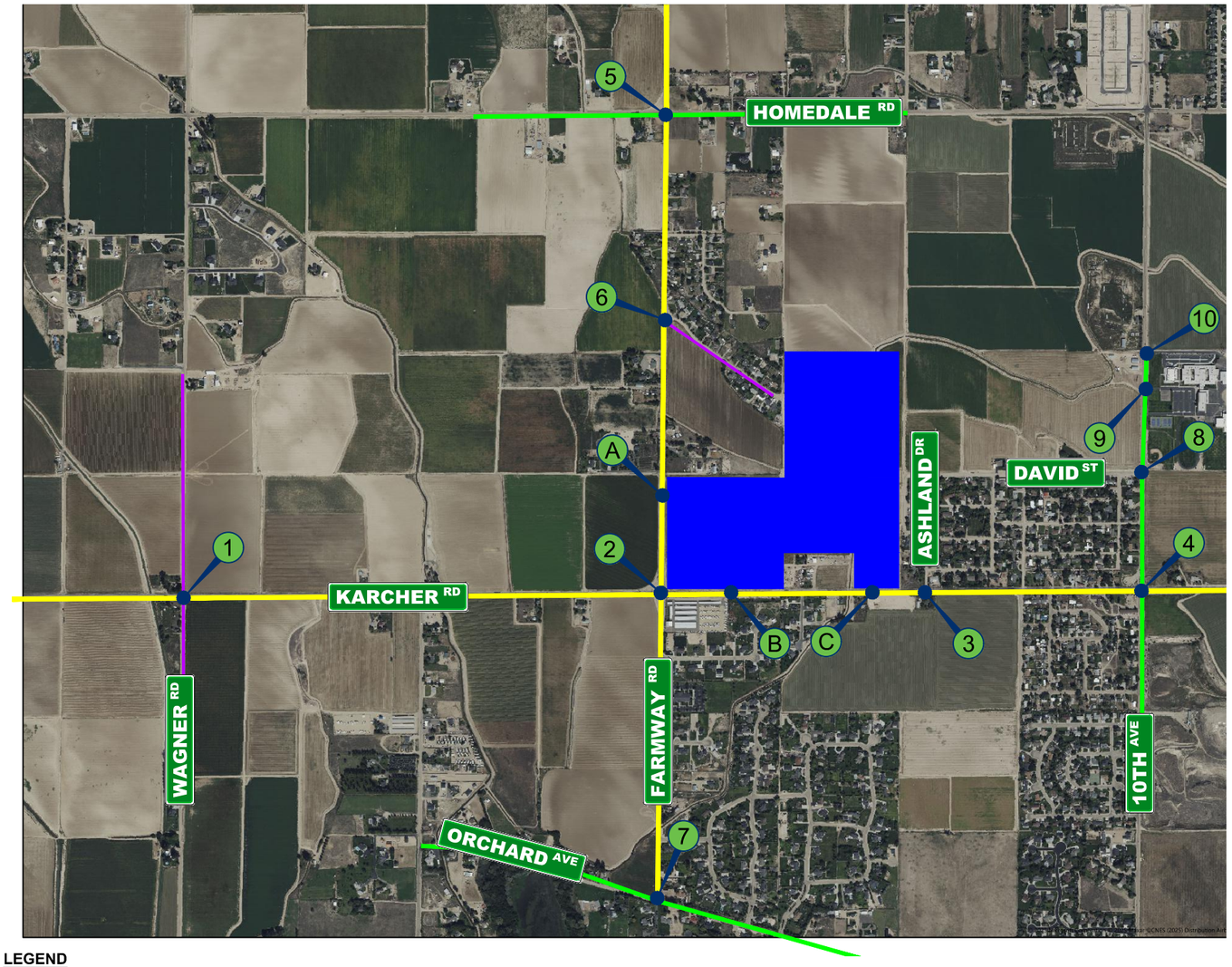


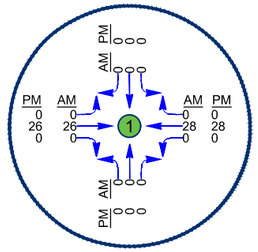


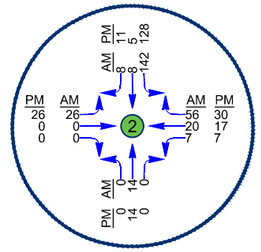


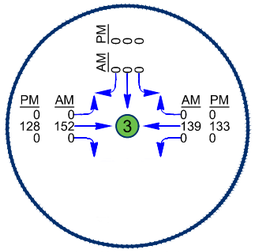


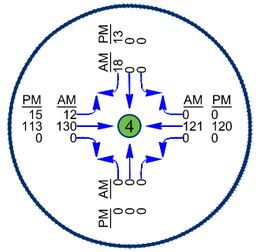


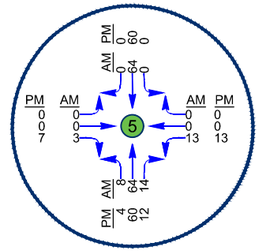


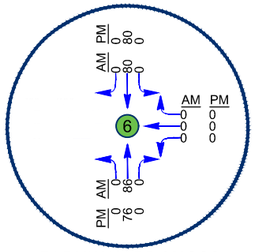


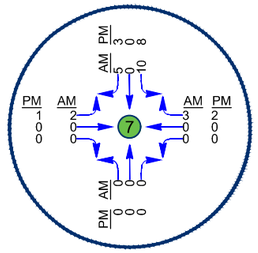


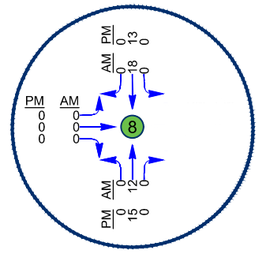


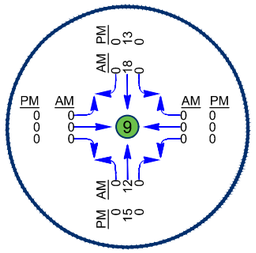


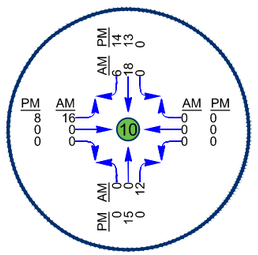


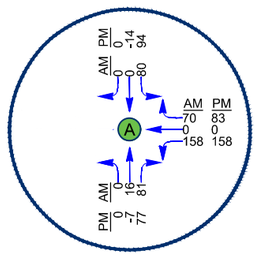


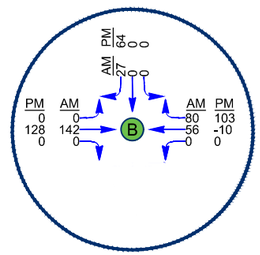


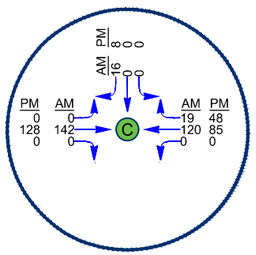


**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- INTERSECTION TURNING MOVEMENTS

DATE: 10/9/25 JOB: #####

# 7 TOTAL SITE TRAFFIC VOLUMES - AM & PM PEAK HOURS

SCALE: NTS

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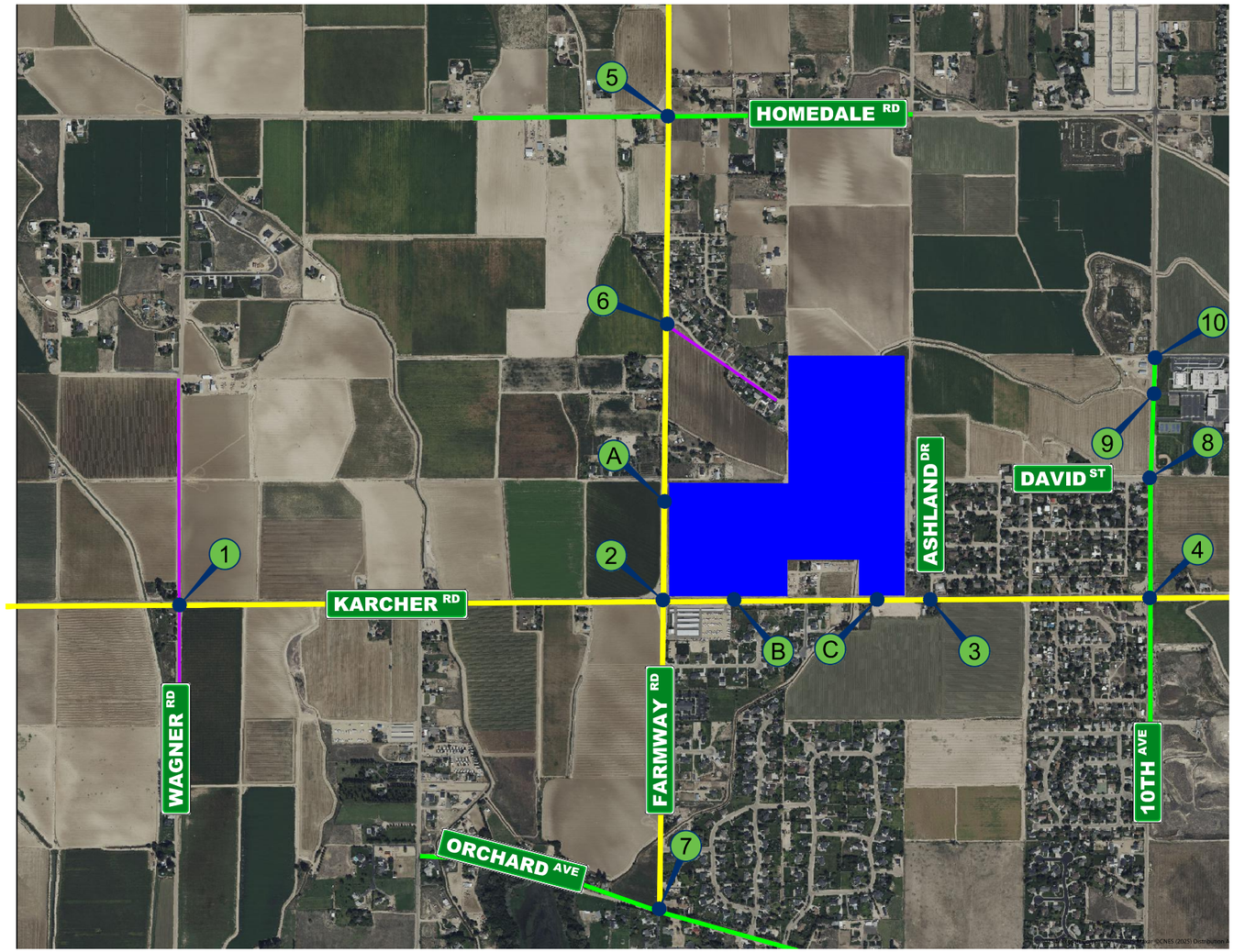


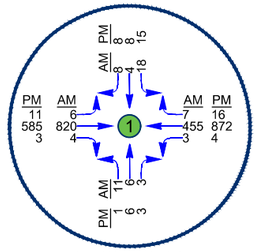


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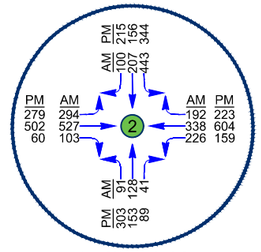


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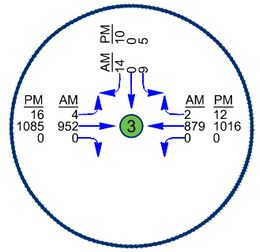


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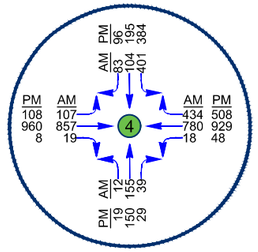


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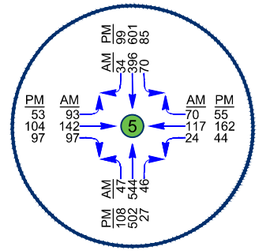


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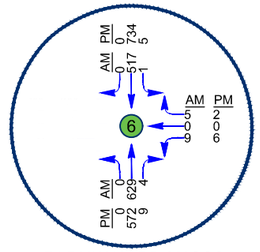
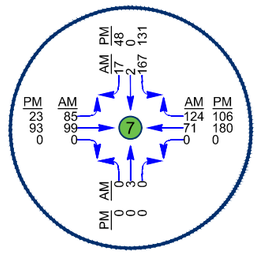
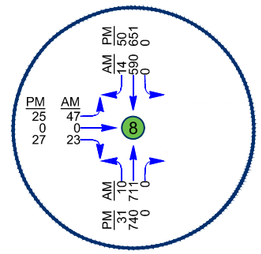


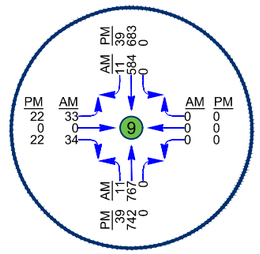

FARMWAY RD / MOSS AVE (YODER AVE)



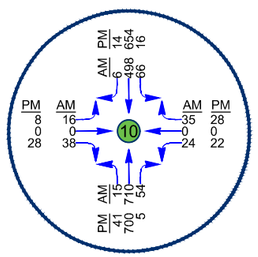

FARMWAY RD / ORCHARD AVE




10TH AVE / DAVID ST




10TH AVE / NEON HILLS (VALLIVUE MIDDLE DRIVEWAY)

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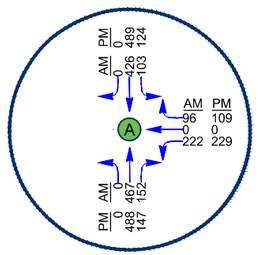


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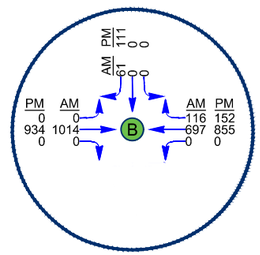
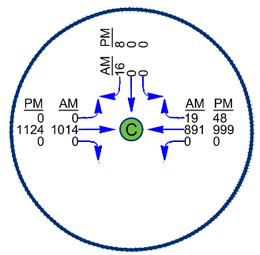



EXISTING GAS STATION PROJECT ACCESS




BEAR LN / KARCHER RD

**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- INTERSECTION TURNING MOVEMENTS

8 2035 FUTURE WITH PROJECT TRAFFIC VOLUMES - AM & PM PEAK HOURS

SCALE: NTS

DATE: 10/9/25 JOB: #####

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## 4.3 Traffic Capacity & Operations

This section summarizes forecast traffic capacities and operations for the study area. Provided is a review of Year 2035 conditions for study intersections with project development.

### 4.3.1 Intersection Capacity & Operations

LOS were forecast for study intersections based on future without and with-project traffic volumes. Geometric and capacity improvements shown with Section 3.1 are included. A summary of the resulting forecast AM and PM peak hour intersection performance is provided with **Tables 8 and 9**.

| Table 8. 2035 Future With Project, Stop – AM and PM Peak Hours | | | | | | | |
|---|---|---|---|---|---|---|---|
| Control | Lane Group | AM Peak | | | PM Peak | | |
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Stop | | | | | | | |
| Farmway / Homedale | EBTLR | F | >300 | 8.59 | F | >300 | -- |
| | WBTLR | F | >300 | -- | F | >300 | -- |
| | NBL | A | 8.5 | 0.05 | A | 9.9 | 0.14 |
| | SBL | A | 9.2 | 0.08 | A | 9.0 | 0.09 |
| Farmway / Yoder | WBLR | C | 21.0 | 0.06 | D | 26.4 | 0.05 |
| | SBL | A | 9.0 | 0.00 | A | 8.8 | 0.01 |
| Farmway / Bearbrush | WBLR | F | >300 | 1.78 | F | >300 | 2.31 |
| | SBL | A | 9.5 | 0.12 | A | 9.7 | 0.15 |
| Farmway / Orchard | EBL | A | 7.9 | 0.07 | A | 8.0 | 0.02 |
| | WBL | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | NBTLR | B | 13.4 | 0.01 | B | 12.5 | 0.00 |
| | SBTLR | C | 16.4 | 0.38 | B | 14.1 | 0.33 |
| Karcher / Wagner | EBL | A | 8.4 | 0.01 | B | 10.1 | 0.02 |
| | WBL | A | 9.8 | 0.00 | A | 8.8 | 0.01 |
| | NBLTR | E | 38.5 | 0.17 | E | 37.4 | 0.09 |
| | SBLTR | E | 37.5 | 0.23 | F | 58.3 | 0.34 |
| Karcher / Gas Station | SBR | B | 12.2 | 0.12 | C | 15.0 | 0.25 |
| Karcher / Bear Lane | SBR | B | 12.2 | 0.03 | B | 12.9 | 0.02 |
| Karcher / Ashland | EBL | A | 9.9 | 0.01 | B | 10.7 | 0.03 |
| | SBLR | C | 15.3 | 0.06 | C | 16.3 | 0.05 |
| 10th / Moss (Vallivue North Driveway) | EBLTR | E | 40.9 | 0.39 | D | 32.8 | 0.25 |
| | WBLTR | F | 51.4 | 0.45 | F | 57.0 | 0.45 |
| | NBL | A | 8.7 | 0.02 | A | 9.6 | 0.06 |
| | SBL | B | 10.3 | 0.10 | A | 9.6 | 0.02 |
| 10th / Neon Hills (Vallivue Middle Driveway) | EBLTR | C | 20.3 | 0.24 | C | 21.9 | 0.18 |
| | WBLTR | One way exit | | | | | |
| | NBL | A | 8.9 | 0.01 | A | 9.5 | 0.05 |
| 10th / David | EBLR | C | 24.2 | 0.32 | C | 23.3 | 0.25 |
| | NBL | A | 9.3 | 0.02 | A | 10.0 | 0.05 |

1. LOS = level of service
2. Average control delay

The intersections forecast to operate at LOS E or F without the project are the same with the project. The new Farmway / Bearbrush intersection is forecast to fail as a full-movement tee by the 2035 project completion date.

| Table 9. 2035 Future With Project, Signal – AM and PM Peak Hours | | | | | | | |
|---|---|---|---|---|---|---|---|
| Control | Lane Group | AM Peak | | | PM Peak | | |
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Signal | | | | | | | |
| Karcher / Farmway<br>E 66.6 (1.05)<br>F 149.6 (1.34) | EBL | C | 32.8 | 0.74 | F | 87.9 | 0.94 |
| | EBTR | F | 109.1 | 1.08 | D | 48.4 | 0.81 |
| | WBL | E | 70.6 | 0.92 | D | 36.6 | 0.62 |
| | WBT | D | 41.5 | 0.58 | F | 107.5 | 1.06 |
| | WBR | D | 37.8 | 0.38 | D | 42.4 | 0.46 |
| | NBLTR | E | 75.4 | 0.85 | F | >300 | 2.05 |
| | SBL | E | 76.0 | 0.97 | D | 42.0 | 0.68 |
| | SBTR | C | 33.4 | 0.47 | D | 39.4 | 0.60 |
| Karcher / 10th Avenue<br>C 28.6 (0.84)<br>C 31.7 (0.87) | EBL | B | 18.7 | 0.44 | B | 19.9 | 0.48 |
| | EBT | C | 22.2 | 0.68 | C | 24.7 | 0.76 |
| | EBR | B | 15.7 | 0.03 | B | 16.0 | 0.01 |
| | WBL | B | 18.0 | 0.08 | B | 18.0 | 0.22 |
| | WBT | C | 24.3 | 0.69 | C | 26.3 | 0.77 |
| | WBR | D | 36.8 | 0.86 | D | 51.0 | 0.95 |
| | NBL | C | 28.2 | 0.04 | C | 29.3 | 0.07 |
| | NBTR | D | 37.7 | 0.78 | D | 39.0 | 0.77 |
| | SBL | D | 44.3 | 0.91 | D | 43.2 | 0.89 |
| | SBTR | C | 21.3 | 0.36 | C | 26.0 | 0.59 |

1. LOS = level of service
2. Average control delay

The Granite Crest project contributes to additional movement failures forecast at Karcher / Farmway in Year 2035 if the Pear Lane to Middleton project is not constructed. The Karcher / 10th Avenue signal is forecast to have an overall delay increase of less than two seconds.

LOS summary sheets are provided in **Appendix C** at the end of this report.

### 4.3.2 Turn Lane Analysis

The project accesses were reviewed against turn lane warrants provided in NCHRP Report 457 were utilized for the Farmway / Bearbrush intersection per HD4. Bear Lane is located on an ITD facility, thus the right-turn lane warrant Figure 3B-1 in the *ITD Traffic Manual: Idaho Supplementary Guidance to the MUTCD* was utilized. A left turn lane was not reviewed for Karcher / Bear Lane as the roadway section includes a TWLTL. Additionally, it is unclear at this time whether left turns will be allowed from the Bear Lane access.

### Farmway / Bearbrush

At Bearbrush, a southbound left-turn lane and northbound right turn lane is merited. This is different than the findings of the Obendorf TIS as a left turn lane was not found to be merited for the lower volumes forecast in that TIS for 'Driveway A', as it was labeled at that time.

However, given the forecast failure of the intersection, it does not make sense to follow the traditional method of adding turn lanes to a stop-controlled intersection when it is forecast to fail, particularly because of the angle crash potential that exists in the period where LOS is within standard. A longer-term solution to address LOS and particularly safety performance is merited.

### Karcher / Bear Lane

Discussion of access is ongoing for this proposed intersection with respect to Section 39 of the Idaho Administrative Procedure Act. Current access spacing between Farmway and 10th is as follows:

- 672' – Driveway on right
- 792' – Driveway on left
- 1,546' – Wintergreen Drive on right (public road)
- 1,681' – Driveway on left
- 2,046' – Forest Canal on right/left
- 2,086' – Forest Canal on right/left
- 2,198' – Bear Lane (proposed public road)
- 2,632' – Field Access on left (to be removed with the Granite Crest project)
- 2,912' – Ashland on left (public road)
- 3,978' – Kimball on right/left (to be closed)
- 4,297' – Ellis Ave on left (to be closed)
- 5,280' – 10th Avenue.

Driveways between Ellis and 10th Avenue will be removed in the Farmway to Middleton project.

The proposed location of Bear Lane is approximately 680' west of the Ashland intersection and 2,190' east of the Farmway intersection. These spacings do not meet IDAPA, which calls for 2,640' between public roads for Statewide highways in Transitional Areas. Ashland is currently a full-movement intersection, and appears to be shown as full-movement in the proposed Farmway to Middleton section. Thus, access at Bear Lane will have to be approved by the District Engineer. If approved, the question of what movements will be allowed remains. Under 2040 With-Project forecasts, sensitivity testing for allowing left turns at Bear Lane indicates that between 60 and 65 left turns will create LOS E, and between 95 and 100 left turns will create LOS F. At the existing Ashland intersection these volumes are slightly higher.

Westbound right-turn volumes at Bear Lane are met for consideration of a right-turn lane. The right-turn lane indicated according to the standards in the *ITD Traffic Manual: Idaho Supplementary Guidance to the MUTCD* for a posted speed limit of 55 miles per hour on Karcher should provide 340 feet of full-width deceleration length and 180 feet of gap/taper length, assuming a 12-foot wide turning lane. As proposed, the start of the taper would be approximately 160' west of the Ashland intersection.

Turn lane warrant worksheets are provided in **Appendix D** at the end of this report.

### 4.3.3 Transit, Pedestrian, and Cyclist Operations

Per the 2033 Bicycle and Pedestrian Master Plan, proposed bicycle routes would connect nearly all of Caldwell by following the grid system of the city streets within the urban area of impact. Shared-Use pathways are expected to be developed along 10th Avenue as well as a linear park named the Lake Lowell Corridor which will run parallel to 10th Avenue. As well, bike lanes are to be implemented along Homedale Road.

Within ITD's design plans for Karcher Road, a shared use path is planned for the north and south side of Karcher Road within the vicinity of the project. The intersection of 10th Avenue at Karcher Road will have a separated shared use path with paved bulb outs at the intersection corners. This shared use path is planned to end at Farmway Road and extend to Middleton Road. The project design concepts can be found at SH-55: Pear Lane to Middleton Road | ITD Projects (idaho.gov).

With VRT's 2024 service changes, there are no published plans to change bus service near the project.

### 4.3.4 Vallivue Middle School

The Granite Ridge development is within one mile of Vallivue Middle School, thus the TIS requirement (per 3110.020) is to analyze "*all school crossings, safe routes to school, bikeways, and all collectors and arterials to and from school*".

The Granite Ridge site plan shows a connection to Orofino Creek Drive in the Element Ridge development, accessible via both Bear Lane and Bearbrush Avenue. When Moss Avenue is extended there will be another route that accesses Alpine Gulch Drive. All internal roadways in both developments will have sidewalk per design requirements. It is over one-half mile are currently no separated improved pedestrian facilities on 10th Avenue within the area, and no documented crash history related to pedestrians or cyclists. The Element Ridge site plan includes a pedestrian path along the development on the west side of 10th.

10th Avenue at David Street – The crossing on the north side of David Street at 10th Avenue at the baseball field is currently enhanced with a marked crosswalk, and both site and advanced school warning signing. The crossing also has evidence that flags are available for use during crossing if desired. In the counts for the Element Ridge project, there were no more than three pedestrians during the AM and PM peak hour, thus the warrant for PHB is not currently met. Pedestrian facilities on the west side of this crossing are planned to be improved with the Element Ridge project. Suggested improvements to what is already in place at this crossing include implementing illumination, particularly since the baseball field has lights for night games.

10th Avenue at Neon Hills Drive – Middle Entrance – This is the vehicle exit from the middle school. Given the layout of the Granite Ridge and Element Ridge developments it will likely be the most logical crossing for students who walk to school. The suggested enhancements at David Street apply at this location also. Additionally, no sidewalk was constructed from the school to 10th at either the school's entrance or exit. The school district should consider constructing sidewalk from 10th Avenue to connect to the school's internal system.

The driving environment and multimodal activity will change with development. It is hard to predict how many middle school aged kids will move to this development and future development thus periodic assessment of operating speeds and number of crossings, student or otherwise, at both of these crossings should be conducted as this area develops.

# 5 YEAR 2040 WITH-PROJECT TRAFFIC CONDITIONS

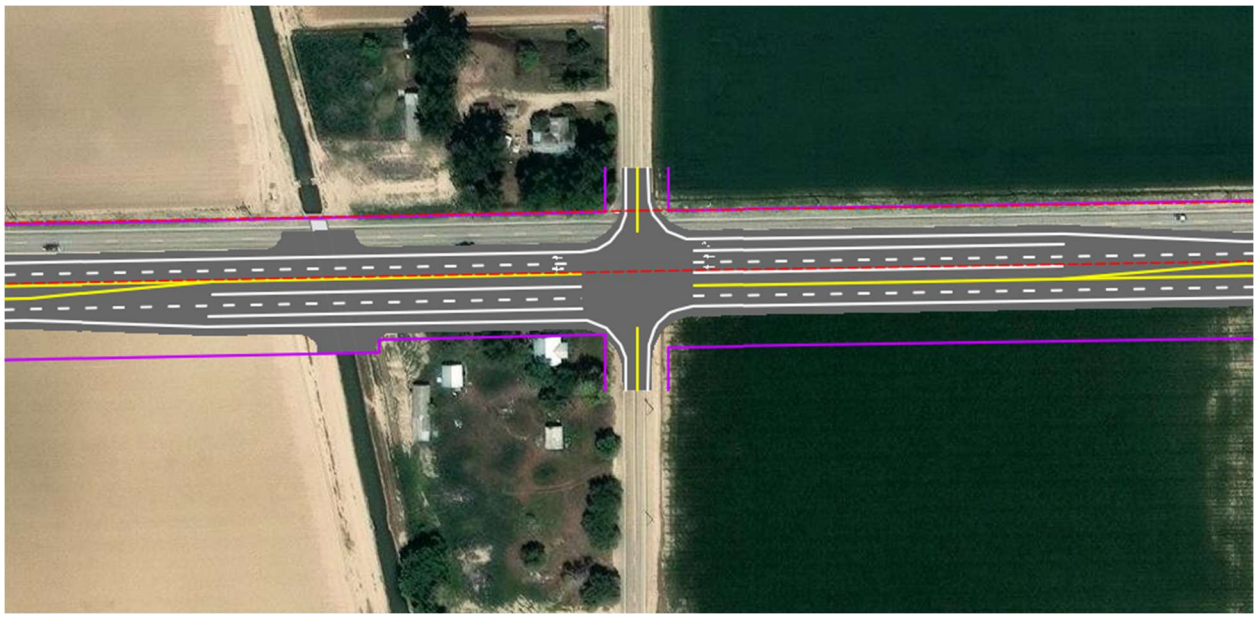
This section describes forecast Year 2040 traffic conditions with consideration of the Granite Crest development. Summarized are the anticipated background street network modifications, forecast traffic volumes, and operations/capacity for study intersections.

## 5.1 ROADWAY NETWORK

### 5.1.1 Transportation Improvement Program

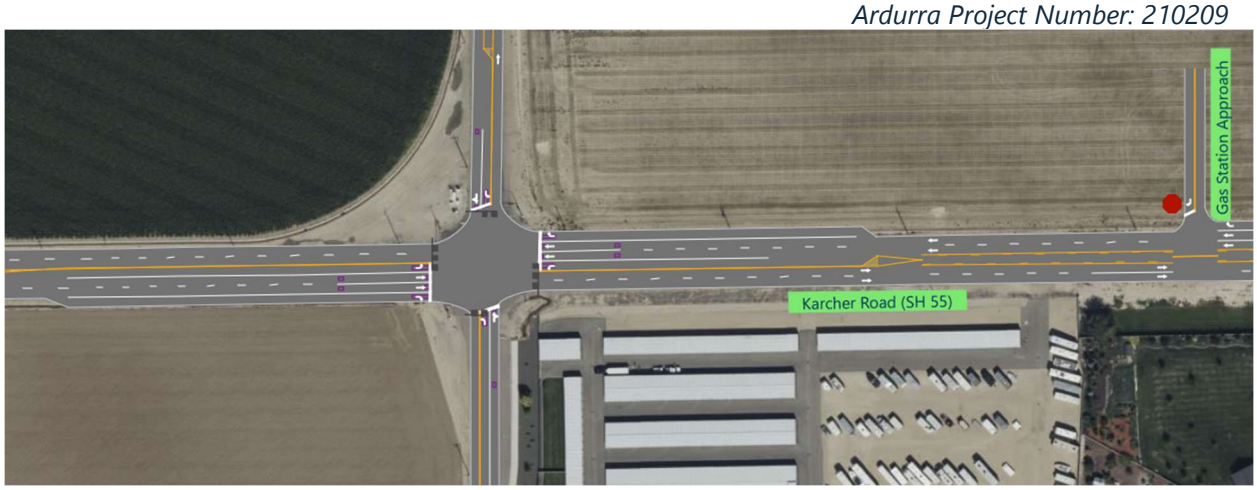
The transportation improvements below are documented in the Fiscal Year (FY) 2026 to 2032 Transportation Improvement Program (TIP) or noted on the HD4 Current and Recent Projects web page:

SH-55: The *Pear Lane to Middleton Road* segment proposal for eastbound Farmway is assumed to be constructed by 2040. The plan includes two through lanes, one left turn, and one right turn lane. The Karcher / Wagner intersection is proposed to have two through lanes, left turn lane, and right turn lane in each direction:



Karcher / Wagner – Source: SH-55: Corridor Study | ITD Projects

It is assumed that the westbound leg of the Karcher / Farmway intersection will be reconfigured to match the eastbound lane configuration. The Farmway leg configuration is not clearly shown. For this study a three-lane configuration is assumed to provide the same roadway section for both the north and south legs:




Karcher / Farmway – Assumed Footprint for Year 2040

It should be noted that the forecast eastbound, northbound, and southbound left turn volumes exceed 300 vehicles in one or both peak hours. Dual left turn lanes are not modeled.

**Farmway Road:** No projects are shown for the project area.

No further roadway improvements were identified within the study area.

### 5.1.2 Mitigations

Farmway / Homedale was identified in Section 3.1 Table 4 to require mitigation by 2035 without the project. A single-lane roundabout is modeled for Year 2040.

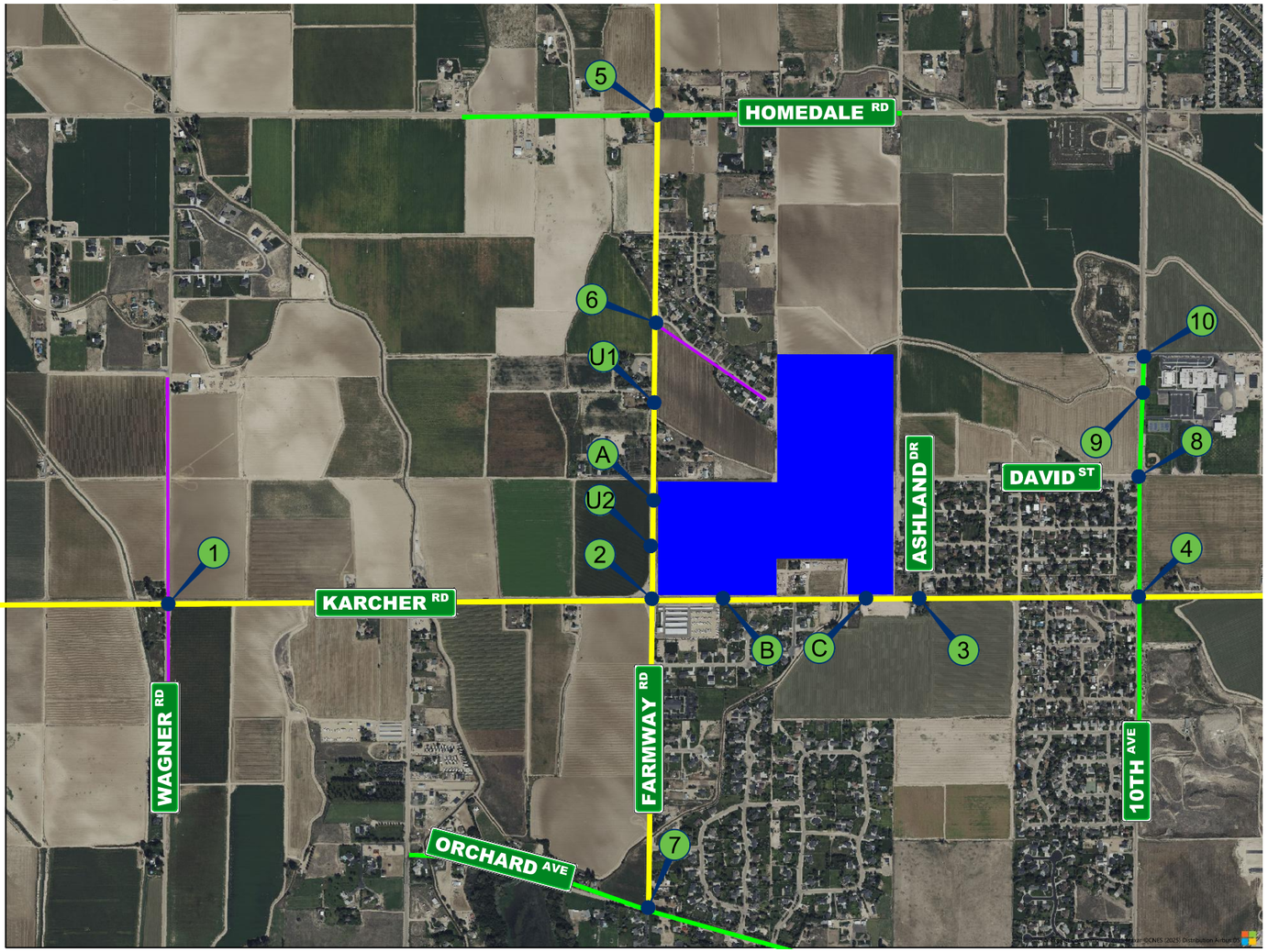
10th Avenue / Moss was identified in Section 3.1 Table 4 to require mitigation other than the additional turn lanes proposed in the Verbena Ranch TIS. A single-lane roundabout is modeled for Year 2040.

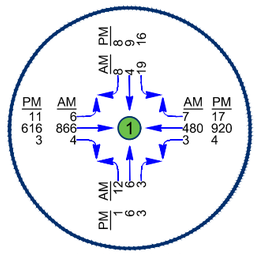
For Farmway / Bearbrush, according to the Farmway Corridor Study, full access is planned for half-mile spacing, with U-Turns on the quarter mile. This concept limits Bearbrush to right-in/right-out. Synchro does not model U-Turns properly. To replicate U-Turns, a dummy intersection north of Drake Lane (on the quarter mile) is used, and a dummy intersection between Bearbrush and Karcher, with the U-Turns modeled as left turns to create report output.

## 5.2 Traffic Forecasts

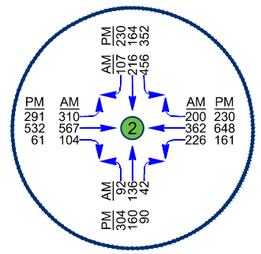
Year 2040 forecast traffic volumes are comprised of the Year 2035 forecasts with the Granite Crest project, and Background Growth from Year 2035 to Year 2040. The COMPASS report indicates lower growth is forecast between 2035 and 2040, thus a 1.5% annual rate was used for this time period. No additional Pipeline projects were identified or requested.

The 2035 Future With-Project traffic forecasts were combined with 2035-2040 Background growth forecasts to generate Future Without-Project peak hour traffic volumes for Horizon Year 2040 as shown in **Figure 9.**

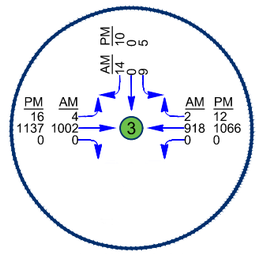


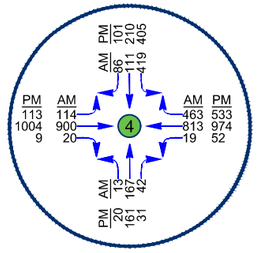

KARCHER RD / WAGNER RD



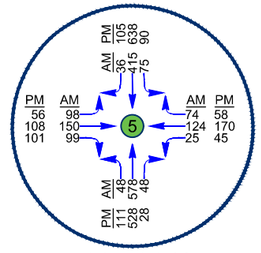

KARCHER RD / FARMWAY RD



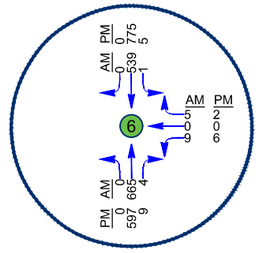

KARCHER RD / ASHLAND DR



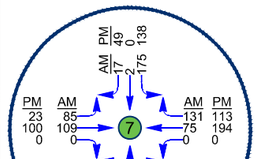

KARCHER RD / 10TH AVE



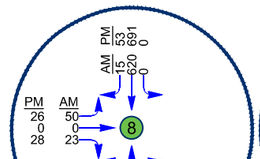

FARMWAY RD / HOMEDALE RD



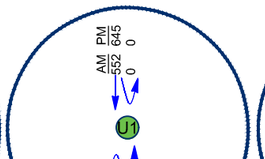

FARMWAY RD / MOSS AVE (YODER AVE)



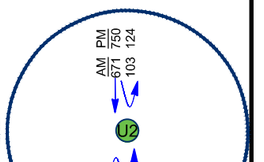

FARMWAY RD / ORCHARD AVE



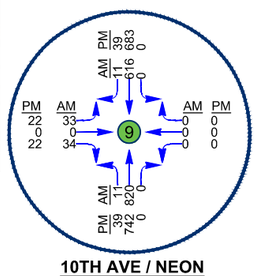

10TH AVE / DAVID ST



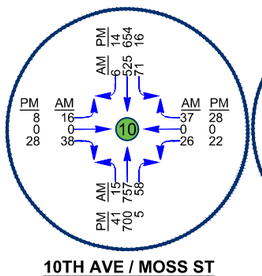

FARMWAY NORTH U-TURN



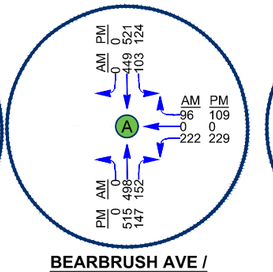

FARMWAY SOUTH U-TURN



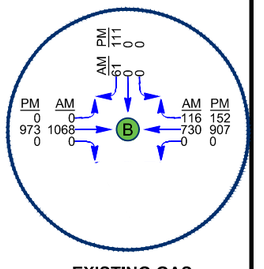

10TH AVE / NEON HILLS (VALLIVUE MIDDLE DRIVEWAY)



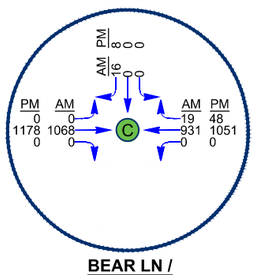

10TH AVE / MOSS ST (VALLIVUE NORTH DRIVEWAY)




BEARBRUSH AVE / FARMWAY RD




EXISTING GAS STATION PROJECT ACCESS




BEAR LN / KARCHER RD

**LEGEND**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- INTERSECTION TURNING MOVEMENTS

DATE: 10/9/25 JOB: #####

9

# 2040 FUTURE WITH PROJECT TRAFFIC VOLUMES - AM & PM PEAK HOURS

SCALE: NTS

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## 5.3 Traffic Capacity & Operations

This section summarizes forecast traffic capacities and operations for the study area. Provided are a review of Year 2040 With-Project conditions for the study intersections.

### 5.3.1 Intersection Capacity & Operations

LOS were forecast for study intersections based on Future With-Project traffic volumes versus the geometric conditions described in Section 5.1. A summary of the resulting forecast intersection LOS is provided with **Table 10 for Stop Controlled, Table 11 for Roundabout,** and **Table 12 for Signal** for the AM and PM peak hours.

**Table 10. 2040 Future With Project, Stop – AM and PM Peak Hours**

| Control | Lane Group | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Stop | | | | | | | |
| Farmway / Yoder | WBLR | C | 22.4 | 0.07 | D | 28.6 | 0.05 |
| | SBL | A | 9.1 | 0.00 | A | 8.9 | 0.01 |
| U-Turn North of Drake Ln | "U-Turn" | A | 9.9 | 0.25 | B | 10.6 | 0.28 |
| Farmway / Bearbrush | WBR | C | 22.7 | 0.64 | D | 26.0 | 0.70 |
| U-Turn South of Bearbrush | "U-Turn" | A | 9.6 | 0.13 | A | 9.8 | 0.15 |
| Farmway / Orchard | EBL | A | 7.9 | 0.07 | A | 8.0 | 0.02 |
| | WBL | A | 0.0 | 0.00 | A | 0.0 | 0.00 |
| | NBTLR | B | 13.4 | 0.01 | B | 12.5 | 0.00 |
| | SBTLR | C | 16.4 | 0.38 | B | 14.1 | 0.33 |
| **Karcher / Wagner** | EBL | A | 8.5 | 0.01 | B | 10.4 | 0.02 |
| | WBL | B | 10.0 | 0.01 | A | 9.0 | 0.01 |
| | NBLTR | E | 35.1 | **0.16** | E | 37.4 | **0.09** |
| | SBLTR | D | 25.5 | 0.16 | E | 48.8 | **0.31** |
| Karcher / Gas Station | SBR | B | 11.7 | 0.11 | B | 14.0 | 0.25 |
| Karcher / Bear Lane | SBR | B | 12.4 | 0.04 | B | 13.2 | 0.02 |
| Karcher / Ashland | EBL | B | 10.1 | 0.01 | B | 11.0 | 0.03 |
| | SBLR | C | 15.8 | 0.07 | C | 16.9 | 0.05 |
| 10th Avenue / Neon Hills (Vallivue Middle Driveway) | EBLTR | C | 21.8 | 0.25 | C | 23.5 | 0.20 |
| | WBLTR | One way exit | | | | | |
| | NBL | A | 9.0 | 0.01 | A | 9.7 | 0.05 |
| 10th / David | EBLR | D | 26.8 | 0.36 | D | 25.4 | 0.28 |
| | NBL | A | 9.5 | 0.02 | B | 10.2 | 0.05 |

1. LOS = level of service
2. Average control delay

The U-Turns appear to alleviate the LOS at Farmway / Bearbrush.

Karcher / Wagner is forecast to operate at LOS E/E with the Pear Lane to Farmway project. Widening roadways generally provides only slight benefit to the performance, while not changing the angle crash potential.

Sensitivity testing of the Karcher / Bear Lane intersection indicates that there is some southbound left turn capacity.

Table 11. 2040 Future With Project, Roundabout – AM and PM Peak Hours

| Control | Lane Group | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Single-Lane Roundabout | | | | | | | |
| Farmway / Homedale<br>B 10.8 (0.73)<br>B 15.4 (0.90) | NBLTR | B | 11.9 | 0.73 | B | 10.3 | 0.68 |
| | WBLTR | B | 12.3 | 0.40 | B | 13.4 | 0.46 |
| | SBLTR | A | 8.1 | 0.51 | B | 19.7 | 0.90 |
| | EBLTR | B | 10.8 | 0.73 | B | 17.0 | 0.55 |
| 10th Avenue / Moss<br>(Vallivue North Dwy)<br>A 4.6 (0.71)<br>A 4.0 (0.63) | NBLTR | A | 4.2 | 0.71 | A | 3.5 | 0.63 |
| | WBLTR | B | 11.1 | 0.12 | B | 11.1 | 0.10 |
| | SBLTR | A | 3.9 | 0.49 | A | 3.7 | 0.61 |
| | EBLTR | A | 8.5 | 0.08 | A | 9.1 | 0.07 |

1. LOS = level of service
2. Average control delay

In the Farmway Corridor Study the roundabout model had two lanes northbound and southbound at Farmway / Homedale. The results in **Table 11** for Farmway / Homedale are consistent with the findings of Table 4-5 of the Farmway Road Corridor Study, with two additional items to note: the volumes modeled for this TIS are higher than those forecast in the Corridor Study for Year 2045; and, a single-lane roundabout mitigates the intersection even with those higher volumes.

| Table 12. 2040 Future With Project, Signal – AM and PM Peak Hours | | | | | | | |
|---|---|---|---|---|---|---|---|
| Control | Lane Group | AM Peak | | | PM Peak | | |
| Intersection AM/PM LOS, Delay | | LOS[1] | Delay[2] | v/c | LOS[1] | Delay[2] | v/c |
| Signal | | | | | | | |
| Karcher / Farmway<br>C 26.4 (0.95)<br>D 35.9 (1.02) | EBL | C | 20.7 | 0.69 | E | 55.5 | 0.93 |
| | EBT | C | 24.7 | 0.75 | C | 27.7 | 0.59 |
| | EBR | C | 21.0 | 0.31 | C | 23.8 | 0.15 |
| | WBL | C | 20.1 | 0.61 | C | 22.5 | 0.49 |
| | WBT | C | 23.9 | 0.55 | C | 33.5 | 0.80 |
| | WBR | C | 26.5 | 0.68 | C | 27.4 | 0.36 |
| | NBL | C | 21.9 | 0.29 | D | 42.4 | 0.88 |
| | NBTR | C | 30.5 | 0.74 | C | 27.0 | 0.54 |
| | SBL | D | 41.3 | 0.93 | C | 28.9 | 0.77 |
| | SBTR | C | 22.1 | 0.69 | D | 53.3 | 0.92 |
| Karcher / 10th Avenue<br>C 27.8 (0.90)<br>D 40.9 (1.00) | EBL | B | 15.8 | 0.43 | B | 17.0 | 0.47 |
| | EBT | B | 19.0 | 0.68 | C | 21.6 | 0.77 |
| | EBR | B | 13.1 | 0.03 | B | 13.3 | 0.01 |
| | WBL | B | 15.2 | 0.08 | B | 15.1 | 0.22 |
| | WBT | C | 20.9 | 0.69 | C | 22.8 | 0.78 |
| | WBR | D | 35.4 | 0.88 | D | 48.8 | 0.96 |
| | NBL | C | 23.7 | 0.04 | C | 24.8 | 0.10 |
| | NBTR | C | 31.8 | 0.76 | C | 32.7 | 0.75 |
| | SBL | E | 58.2 | 0.98 | F | 146.7 | 1.22 |
| | SBTR | B | 19.2 | 0.39 | C | 28.5 | 0.78 |

1. LOS = level of service
2. Average control delay

AM queuing for the left turn lanes at Karcher / Farmway indicated 95% queuing may be longer than reported. Southbound left shows high v/c performance and queuing as would be expected from the high volume.

Queuing is also indicated at the Karcher / 10th Avenue intersection. Both intersections also are forecast to exceed the 0.90 v/c ratio for overall operations.

At both intersections, at a minimum an additional southbound left turn lane (changing north south left turns to protected phasing) and a westbound right-turn overlap are suggested by the results. However, the benefit of additional lanes appears to primarily be a reduction in queue lengths and the potential for queue blocking.

Alternatively, 2x2 roundabouts were found to address all LOS, v/c, and queuing issues at both of these intersections. ITD does not use roundabouts.

LOS summary sheets are provided in **Appendix C** at the end of this report.

# 6 SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

## 6.1 SUMMARY RESULTS

The Granite Crest development is a commercial development located on approximately 6 acres at the northeast corner of the intersection of Farmway Road and SH 55 (Karcher Road) in Canyon County, Idaho. Although the site lies outside of the city limits of Caldwell, the property is within Caldwell's impact area limits. The proposed development consists of a mix of single family residential, apartments, and commercial space. Access to the site is proposed via the Farmway Road / Bearbrush Street intersection and the Karcher Road / Bear Lane intersection. The development is planned to be fully built-out by the Year 2035.

After accounting for Internal and Pass-by trips, Granite Crest is forecast to generate approximately 5,371 New Weekday trips, with 553 trips generated during the AM peak hour and 519 trips generated during the PM peak hour according to the ITE Trip Generation Manual (12th Edition). Trip distributions were determined from a COMPASS Area of Influence Report, with 10 percent forecast to the west and 45 percent to the east on SH 55 (Karcher Road), with 30 percent of trips forecast to/from the north via Farmway Road.

TISs for Pipeline projects, and the Farmway Corridor Study were reviewed to understand and incorporate previous findings and recommendations. An attempt was made in this TIS to update those recommendations in the context of additional information that may not have been known or available at the time the other TISs and Corridor Studies were prepared.

Intersection capacity analyses were performed based on review of Year 2025 Existing, Build Year 2035 forecast (With and Without the Granite Crest project), and Horizon Year 2040 With Project traffic conditions for the AM and PM peak hours.

The Farmway to Middleton and Pear Lane to Farmway projects were considered in the future year network scenarios, as were improvements suggested by the Farmway Corridor Study and improvements noted in the Pipeline project TISs.

Traffic volumes under 2035 Future with Project conditions were compared against the turn-lane warrants established in NCHRP Report 457 for Farmway and per ITD methods for Bear Lane. Right-turn lanes are warranted at both Farmway / Bearbrush and Karcher / Bear Lane. U-Turns are proposed for addressing the Farmway / Bearbrush intersection per the Farmway Corridor Study, while a TWLTL is proposed in the Farmway to Middleton project. A right turn lane is planned for the Driveway being constructed for the Obendorf Gas Station project, which is limited to right-in/right-out movements.

## 6.2 CONCLUSIONS

This study concludes that the intersections evaluated in this TIS are currently operating within acceptable HD4 and ITD level of service standards utilizing counts adjusted to a 2025 baseline year.

Performance at four intersections is forecast to fall below standards by 2035 without the project:

- Farmway / Homedale
- Karcher / Wagner

- Karcher / Farmway
- 10th Avenue / Moss

The intersection of Farmway / Bearbrush will eventually operate below LOS standards as a full-movement intersection with development of Granite Crest and the increase in Background and Pipeline project traffic. The Farmway Corridor Study recommendations appear to mitigate this.

A westbound right-turn lane is warranted along SH 55 at Bear Lane based on 2035 Future With-Project traffic volumes and a posted speed limit of 55 mph.

Karcher / Bear Lane may be the appropriate intersection for full movement, with subsequent restrictions or closure of Karcher / Ashland.

## 6.3 RECOMMENDATIONS

### Mitigation Without Project Participation

**Farmway / Homedale** – Construct roundabout. A single-lane roundabout will likely have better safety performance than a 2x1, particularly at low v/c ratios. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 156 trips in the PM Peak, or 156/1937 = 8.1% of total Year 2035 volume*.

**Karcher / Farmway.** ITD may wish to consider extending the project limits now to include Karcher improvements to the west leg of the Karcher / Farmway intersection. Evaluation of north / south volumes is merited to determine if one or both legs should be designed for dual left turn lanes as a way to address identified movements that are forecast to not meet ITD thresholds. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 238 trips in the PM Peak, or 238/3087 = 7.7% of total Year 2035 volume*.

**Karcher / 10th Avenue.** Evaluation of north / south volumes at on 10th Avenue is merited to determine if the north and/or south legs should be designed for dual left turn lanes. Dual southbound lefts and a westbound right turn overlap appear to address the majority of the movement and v/c ratios. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 261 trips in the PM Peak, or 261/3434 = 7.6% of total Year 2035 volume*.

**10th Avenue / Moss**

The forecasts in this TIS include the Element Ridge development, which was not requested to be included in the Verbena Ranch TIS. Thus the findings at this intersection differ. In lieu of the southbound right turn lane and westbound left turn lane mentioned in Verbena Ranch, construct a single-lane roundabout to address the forecast LOS E/F for the westbound leg. A roundabout will also result in slower speeds near Vallivue Middle School and provide for pedestrian crossings. Additional modeling is recommended at the time of design to confirm the footprint. *Granite Crest adds 50 trips in the PM Peak, or 50/1516 = 3.3% of total Year 2035 volume*.

**10th Avenue / Homedale**

While this intersection was not reevaluated for this TIS, the findings suggest that a roundabout be considered in lieu of the signal as part of a corridor concept, as the Homedale / Indiana intersection is a roundabout, and Farmway / Homedale is recommended for a roundabout. Additional modeling is recommended at the time of design to confirm the footprint.

### Mitigation With Project Participation

**Farmway / Bearbrush.** The intersection functions within LOS thresholds in 2035 and with the Obendorf Gas Station development. The Granite Crest project is forecast to add 83 westbound rights, 158 westbound lefts, 94 southbound lefts, and 77 northbound rights in the PM peak when fully built out. Sensitivity testing indicates that a combination of approximately 50 additional southbound lefts and 50 additional westbound lefts will create LOS F in the 2035 PM Peak, assuming that forecast Background and Pipeline project growth also occurs. The recommendation is to allow full movements at the intersection and re-evaluate the intersection annually or at such time as the project adds those trips. Alternatively, the recommendations of the Farmway Corridor Study may be implemented today. *Granite Crest adds 391 trips in the PM Peak, or 391/1586 = 24.7% of total Year 2035 volume*.

**Karcher / Bear Lane.** The proposed street network indicates that Bear Lane would be a more direct route to a proposed extension of Moss. Approval of this intersection is recommended, for right-in / right-out movements at a minimum. Consideration should be given to allowing full movements subject to periodic re-evaluation. A right-turn lane at the intersection, if constructed, should be designed in accordance with the guidelines contained in the *Idaho Transportation Department Supplement to the MUTCD*. *Granite Crest adds 269 trips in the PM Peak, or 269/2179 = 12.3% of total Year 2035 volume*.

**Karcher / Ashland.** With approval of Bear Lane, the Ashland intersection would either be closed or limited to right-in/right-out. Closure would mean that the right turn lane scheduled for Ashland could instead be constructed at Bear Lane as part of the Farmway to Middleton project. No recommendation is made as to whether this intersection should allow full movements. ITD will want to understand how both the Ashland and Bear Lane intersections operate after completion of the Farmway to Middleton improvements as part of deciding which movements will be allowed and at which intersections.

All Proportionate Share calculations are reliant upon the information used for this TIS and thus are affected by factors such as differences in Background growth, Pipeline projects not included, distribution pattern assumptions, and the count volumes on the day the counts were taken.

This concludes the TIS performed for Granite Crest. No further conclusions or recommendations are provided.

# Appendix A

# Glossary of Terms

This section of the Technical Appendix provides a glossary of terms. The *Highway Capacity Manual* (TRB, 2010) and the *Transportation Impact Analyses for Site Development* (ITE, 2005) were used to help with the development of the following definitions:

- **Access point** – An intersection, driveway, or opening on a roadway that provides access to a land use or facility.
- **All-way stop-controlled** – An intersection with stop signs located on all approaches.
- **Arterial** – (General Definition) A signalized street that primarily serves through-traffic and secondarily provides access to abutting properties.
- **Average daily traffic (ADT)** – The average 24-hour traffic volume at a given location on a roadway.
- **Capacity** – The number of vehicles or persons that can be accommodated on a roadway, roadway section, or at an intersection over a specified period of time. Capacity is also a term used to define limits for transit, pedestrian, and bicycle facilities. Concept typically expressed as vehicles per hour, vehicles per day, or persons per hour or per day.
- **Collector street** – (General Definition) A surface street providing land access and traffic circulation within residential, commercial, and industrial areas.
- **Cycle** – A complete sequence of cycle indicators.
- **Cycle length** – The total time for a signal to complete one cycle.
- **Delay** – The additional travel time experienced by a driver, passenger, or pedestrian.
- **Demand** – The number of users desiring service on a highway system or street over a specified time period. Concept typically expressed as vehicles per hour, vehicles per day, or persons per hour or per day.
- **Departing sight distance** – The length of road required for a vehicle to turn from a stopped position at an intersection (or driveway) and accelerate to travel speed.
- **Design Hour** – The peak hour of traffic volumes/conditions; typically used in traffic studies, design analyses, and design. Typically recognized as the 85$^{th}$ percentile hours and often one of the peak/commute hours.
- **Downstream** – The direction of traffic flow.
- **Functional class** – A transportation facility defined by the traffic service it provides.
- **Growth factor** – A percentage increase applied to current traffic demands or counts to estimate future demands/volumes.
- **Intersection Control Analysis** – An intersection control analysis (ICA) is a traffic/transportation study used to recommend geometric and traffic control improvements for an intersection or intersections.
- **Level of Service** – The standard used to evaluate traffic operating conditions of the transportation system. This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays, and freedom to maneuver. Operating conditions are categorized as LOS A through LOS "F". LOS A generally represents the most favorable driving conditions and LOS F represents the least favorable conditions.
- **Mainline** – The primary through roadway as distinct from ramps, auxiliary lanes, and collector-distributor roads.
- **Major Street** – The street not controlled by stop signs at a two-way stop-controlled intersection.

- **Minor arterial** – (General Definition) A functional category of a street allowing trips of moderate length within a relatively small geographical area.
- **Operational analysis** – A use of capacity analysis to determine the level of service on an existing or projected facility, with known projected traffic, roadway, and control conditions.
- **Peak Generator Hour** – The single hour (or hours) in a day during which trip generation for a development or land use is highest.
- **Peak hour** – Single hour (or hours) in a day during which the maximum traffic volume occurs on a given facility (roadway, intersection, etc.). Typically, the peak hour is known as the "rush" hour that occurs during the AM or PM work commutes of the typical weekday. The absolute peak hour of the day can also be referred to as the design hour.
- **Peak Generator Hour** – The peak hourly volume generated by a particular development or land use. In the context of traffic reports, the generator hour can occur in the morning and afternoon, described as AM and PM peak generator hours, respectively.
- **Peak hour factor** – The hourly volume during the maximum-volume hour of the day divided by the peak 15-minute flow rate within the peak hour; a measure of traffic demand fluctuation within the peak hour.
- **Principal Arterial** - (General Definition) A major surface street with relatively long trips between major points, and with through-trips entering, leaving, and passing through the urban area.
- **Queue** – A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue. Slower moving vehicles or people joining the rear of the queue are usually considered a part of the queue.
- **Roadside obstruction** – An object or barrier along a roadside or median that affects traffic flow, whether continuous (e.g., a retaining wall) or not continuous (e.g., light supports or a bridge abutment).
- **Road characteristic** – A geometric characteristic of a street or highway, including the type of facility, number and width of lanes, shoulder widths and lateral clearances, design speed, and horizontal and vertical alignment.
- **Roundabout** – An unsignalized intersection with a circulatory roadway around a central island with all entering vehicles yielding to the circulating traffic.
- **Shoulder** – A portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, emergency use, and lateral support of the subbase, base, and surface courses.
- **Stopping sight distance** – The length of road needed for a moving vehicle to come to a complete stop prior to an obstruction sighted on the road.
- **Traffic conditions** – A characteristic of traffic flow, including distribution of vehicle types in the traffic stream, directional distribution of traffic, lane use distribution of traffic, and type of driver population on a given facility.
- **Travel speed** – The average speed, in miles per hour, of a traffic computed as the length of roadway segment divided by the average travel time of the vehicles traversing the segment.
- **Travel time** – The average time spent by vehicles traversing a highway segment, including control delay, in seconds per vehicle of minutes per vehicle.

- **Trip Distribution and Assignment** – The predicted travel patterns of vehicle trips as they approach and depart a land use. Distribution refers to the travel pattern, usually defined in percentages or fractions, and assignment refers to vehicle trip ends.
- **Traffic forecast** – The predicted traffic volume of the analysis horizon year or time period. Most typically predicted for the weekday, AM peak hour, PM peak hour, or AM or PM peak generator hours of the typical weekday.
- **Traffic impact analysis** – A *traffic impact analysis* (TIA) is an engineering and planning study that forecasts the potential traffic and transportation impacts of a proposed development on an area, neighborhood, or community. Reports can also be referred to as a traffic impact study (TIS).
- **Trip generation** – The number of vehicle trips generated by a development or land use. Most typically predicted for the weekday, AM peak hour, PM peak hour, or AM or PM peak generator hours of the typical weekday.
- **Two-way left-turn lane** – A lane in the median area that extends continuously along a street or highway and is marked to provide a deceleration and storage area, out of the through-traffic stream, for vehicles traveling in either direction to use in marking left turns at intersections and driveways.
- **Two-way stop-controlled** – The type of traffic control at an intersection where drivers on the minor street or driver turning left from the major street wait for a gap in the major-street traffic to complete a maneuver. Typically, the minor approaches are stop-controlled.
- **Unsignalized intersection** – An intersection not controlled by traffic signals.
- **Upstream** – The direction from which traffic is flowing.
- **Volume** – The number of persons or vehicles passing a point on a lane, roadway, or other traffic-way during some time interval, often one hour, expressed in vehicles, bicycles, or persons per hour.
- **Volume-to-capacity ratio** – The ratio of flow rate to capacity for a transportation facility.
- **Walkway** – A facility provided for pedestrian movement and segregated from vehicle traffic by a curb or provide for on a separate right-of-way.

# Appendix B

# ITD Scoping Memo

# ITD Scoping Memo Guidelines

August 26, 2025

To: Larry Frostad, PE, PTOE
Ardurra

From: Niki Benyakhlef

RE: **Idaho Transportation Department – Scoping Memo Coordination**
*Lakeview Ridge Development*

---

Thank you for requesting ITD's input on the Scoping Memo for the proposed Lakeview Ridge project. This document outlines key parameters to ensure ITD's requirements are addressed and to support an efficient TIS review process. Please include it with your submitted Scoping Memo as part of the project record.

ITD may request additional information as project details are refined, or conditions change.

## I. Traffic Impact Study Scoping Requirement

### a. Study Intersections

- Approaches
  - Site Access onto SH-55
    - The site access has already been approved as part of the Obendorf Study. However, I would like to include this in the study to see appropriate trip distributions.
- Nearest ITD Road Intersections
  - Airport Avenue
    - In your email, you reference Bear Lane. Can you please clarify if Airport Avenue transitions into Bear Lane, or if these are two separate roads?
    - The Site Layout shows Airport Avenue extending south along the parcel line. Currently, and in the ITD SH-55 project design plans, Airport Avenue is not realigned. Is the intent to realign Airport Avenue and remove the existing segment?
    - If no realignment is planned, ITD will not be able to approve an additional local road approach, as it would not meet IDAPA spacing requirements.
- Nearest ITD Signalized Intersections
  - SH-55 / Farmway Road
  - SH-55 / 10th Avenue

### b. Study Time Periods

- Weekday AM Peak Hour

- Weekday PM Peak Hour
- Recreational Travel

c. Analysis Years (7 years)
   - Existing Conditions
   - Background Conditions*
   - Buildout Total Traffic Conditions*
   - Buildout Total Traffic Conditions + 7 years

d. Analysis Methodology
   - Highway Capacity Manual (HCM), 6th Edition
   - Synchro 10 Software for Signalized and Stop-Controlled Intersections
   - ITE Trip Generation Manual 11th Edition

e. Traffic Counts & Crash Data
   - Counts collected during typical midweek (T-Th) for peak hours**
   - Counts collected for Event peak hours (if applicable)
   - Obtain historical crash data from ITD for the last five (5) years on record

f. Operating Standards
   - LOS E and v/c ratio of .90 or better for all intersections and lane groups
   - Signal Warrants (if applicable)
   - Turn Lane Warrants (if applicable)

g. Growth Rate & Trip Distribution
   - COMPASS
     - Conduct a model run to verify trip distribution assumptions. The current allocation of 40% of site-generated traffic traveling west on SH-55 appears disproportionately high, while the 35% allocation traveling east appears low and may not accurately reflect expected travel patterns.
   - Corridor Plans
   - Local Jurisdictional COMPLAN
   - ITD D3 Planning

## II. Additional Staff Requirements / Requests

a. Staff requires additional information added to the TIS Scope based on the following comments:

ITD requests that the internal capture rate applied in the analysis not exceed 15%.

* *Include in-process (not assumed) developments in both the background and total traffic conditions.*

** *Counts are only valid for 1 year.*

# Appendix C

## Summary Traffic Counts

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0066
Intersection: Farmway Rd / Orchard Ave
City, State: Canyon County, Idaho
Control: Stop Sign

File Name : Farmway Rd & Orchard Ave
Site Code : 00000000
Start Date : 4/5/2022


**Groups Printed- General Traffic**

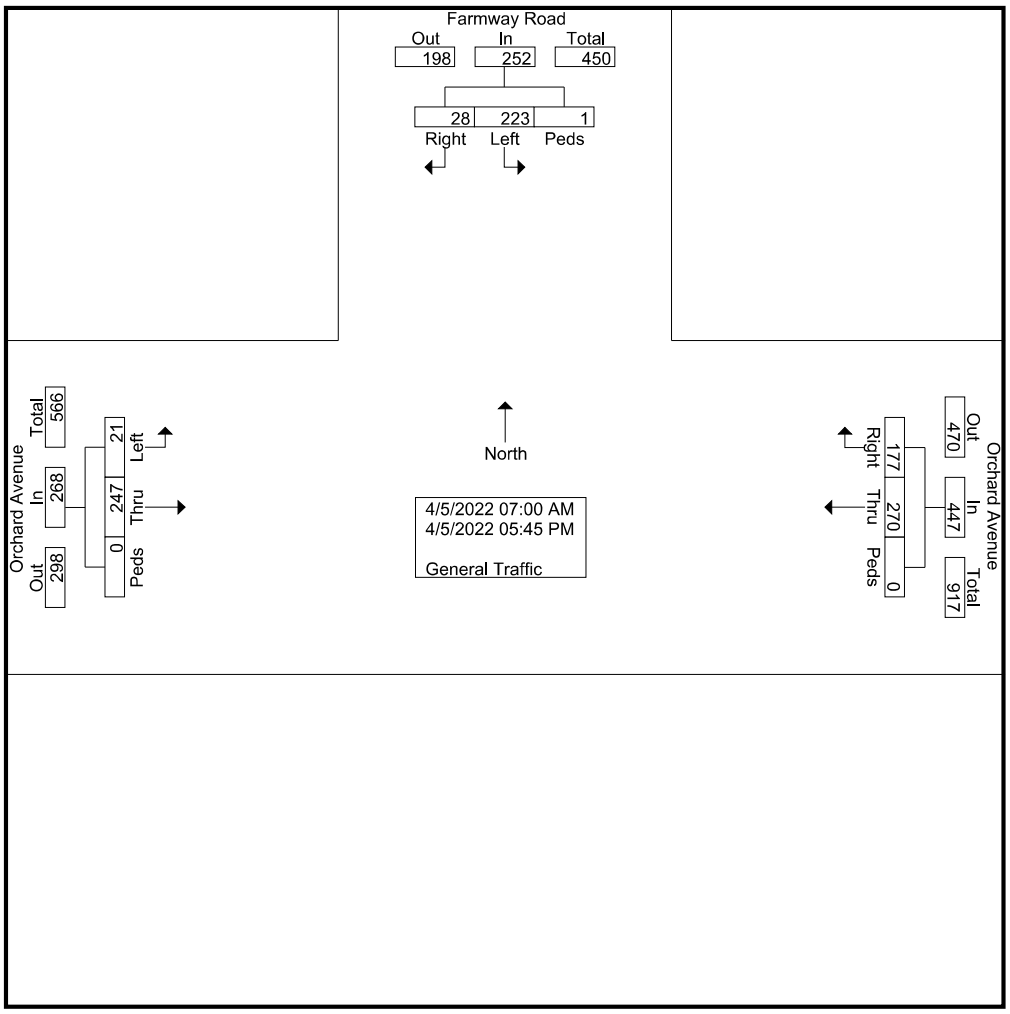
| | Farmway Road From North | | | | Orchard Avenue From East | | | | Orchard Avenue From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 10 | 0 | 10 | 12 | 10 | 0 | 22 | 20 | 0 | 0 | 20 | 52 |
| 07:15 AM | 0 | 18 | 0 | 18 | 17 | 8 | 0 | 25 | 26 | 2 | 0 | 28 | 71 |
| 07:30 AM | 1 | 25 | 0 | 26 | 17 | 7 | 0 | 24 | 20 | 1 | 0 | 21 | 71 |
| 07:45 AM | 0 | 13 | 0 | 13 | 16 | 11 | 0 | 27 | 19 | 0 | 0 | 19 | 59 |
| Total | 1 | 66 | 0 | 67 | 62 | 36 | 0 | 98 | 85 | 3 | 0 | 88 | 253 |
| 08:00 AM | 0 | 11 | 0 | 11 | 4 | 5 | 0 | 9 | 16 | 1 | 0 | 17 | 37 |
| 08:15 AM | 3 | 6 | 0 | 9 | 8 | 13 | 0 | 21 | 16 | 1 | 0 | 17 | 47 |
| 08:30 AM | 4 | 9 | 0 | 13 | 6 | 7 | 0 | 13 | 11 | 1 | 0 | 12 | 38 |
| 08:45 AM | 2 | 6 | 0 | 8 | 2 | 13 | 0 | 15 | 7 | 3 | 0 | 10 | 33 |
| Total | 9 | 32 | 0 | 41 | 20 | 38 | 0 | 58 | 50 | 6 | 0 | 56 | 155 |
| --- | | | | | | | | | | | | | |
| 04:00 PM | 2 | 7 | 0 | 9 | 10 | 15 | 0 | 25 | 15 | 1 | 0 | 16 | 50 |
| 04:15 PM | 2 | 26 | 0 | 28 | 9 | 13 | 0 | 22 | 13 | 3 | 0 | 16 | 66 |
| 04:30 PM | 3 | 20 | 0 | 23 | 4 | 20 | 0 | 24 | 11 | 4 | 0 | 15 | 62 |
| 04:45 PM | 3 | 16 | 0 | 19 | 14 | 25 | 0 | 39 | 13 | 2 | 0 | 15 | 73 |
| Total | 10 | 69 | 0 | 79 | 37 | 73 | 0 | 110 | 52 | 10 | 0 | 62 | 251 |
| 05:00 PM | 1 | 16 | 1 | 18 | 10 | 31 | 0 | 41 | 14 | 1 | 0 | 15 | 74 |
| 05:15 PM | 5 | 16 | 0 | 21 | 14 | 36 | 0 | 50 | 22 | 0 | 0 | 22 | 93 |
| 05:30 PM | 2 | 15 | 0 | 17 | 19 | 26 | 0 | 45 | 12 | 1 | 0 | 13 | 75 |
| 05:45 PM | 0 | 9 | 0 | 9 | 15 | 30 | 0 | 45 | 12 | 0 | 0 | 12 | 66 |
| Total | 8 | 56 | 1 | 65 | 58 | 123 | 0 | 181 | 60 | 2 | 0 | 62 | 308 |
| Grand Total | 28 | 223 | 1 | 252 | 177 | 270 | 0 | 447 | 247 | 21 | 0 | 268 | 967 |
| Apprch % | 11.1 | 88.5 | 0.4 | | 39.6 | 60.4 | 0 | | 92.2 | 7.8 | 0 | | |
| Total % | 2.9 | 23.1 | 0.1 | 26.1 | 18.3 | 27.9 | 0 | 46.2 | 25.5 | 2.2 | 0 | 27.7 | |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0066
Intersection: Farmway Rd / Orchard Ave
City, State: Canyon County, Idaho
Control: Stop Sign

File Name : Farmway Rd & Orchard Ave
Site Code : 00000000
Start Date : 4/5/2022
Page No : 2



# L2 Data Collection

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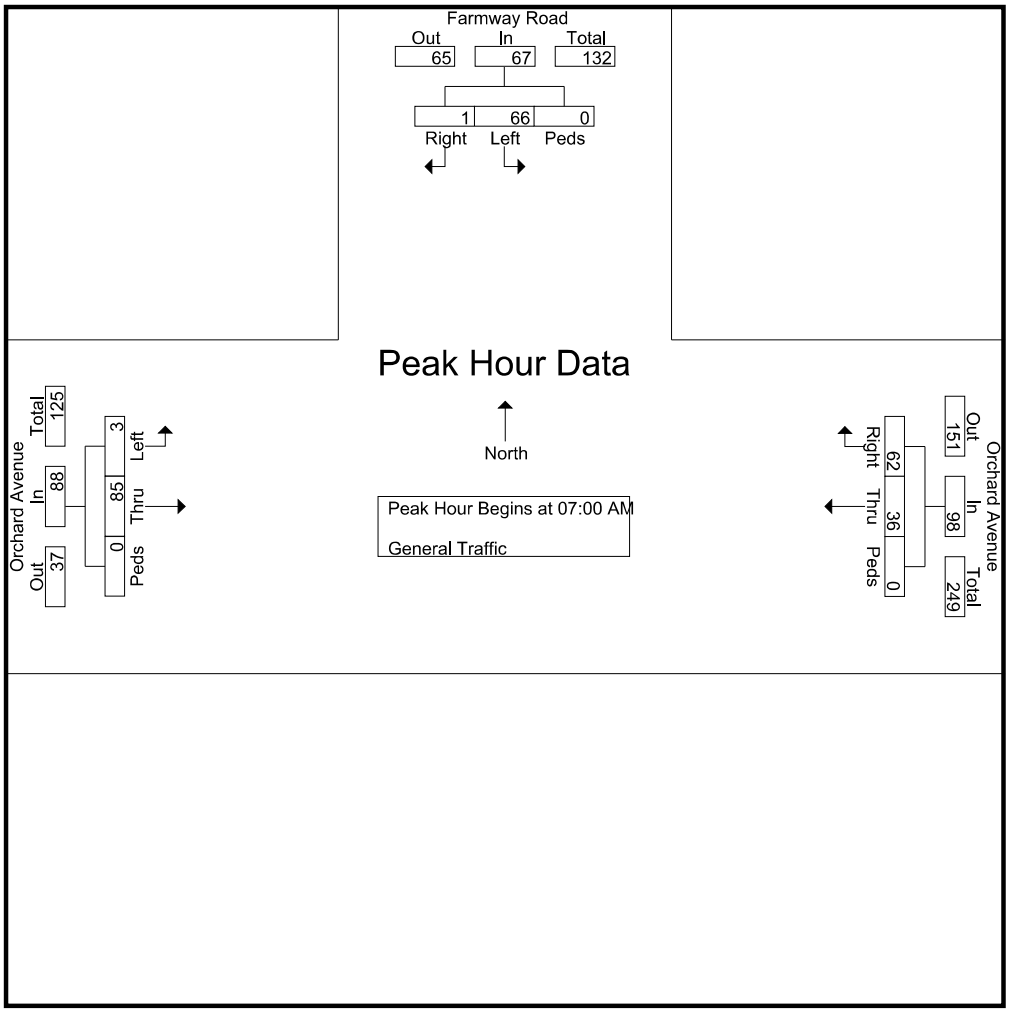
Study: KIML0066
Intersection: Farmway Rd / Orchard Ave
City, State: Canyon County, Idaho
Control: Stop Sign

File Name : Farmway Rd & Orchard Ave
Site Code : 00000000
Start Date : 4/5/2022
Page No : 3

| | Farmway Road From North | | | | Orchard Avenue From East | | | | Orchard Avenue From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | |
| 07:00 AM | 0 | 10 | 0 | 10 | 12 | 10 | 0 | 22 | 20 | 0 | 0 | 20 | 52 |
| 07:15 AM | 0 | 18 | 0 | 18 | **17** | 8 | 0 | 25 | **26** | **2** | 0 | **28** | **71** |
| 07:30 AM | **1** | **25** | 0 | **26** | 17 | 7 | 0 | 24 | 20 | 1 | 0 | 21 | 71 |
| 07:45 AM | 0 | 13 | 0 | 13 | 16 | **11** | 0 | **27** | 19 | 0 | 0 | 19 | 59 |
| Total Volume | 1 | 66 | 0 | 67 | 62 | 36 | 0 | 98 | 85 | 3 | 0 | 88 | 253 |
| % App. Total | 1.5 | 98.5 | 0 | | 63.3 | 36.7 | 0 | | 96.6 | 3.4 | 0 | | |
| PHF | .250 | .660 | .000 | .644 | .912 | .818 | .000 | .907 | .817 | .375 | .000 | .786 | .891 |



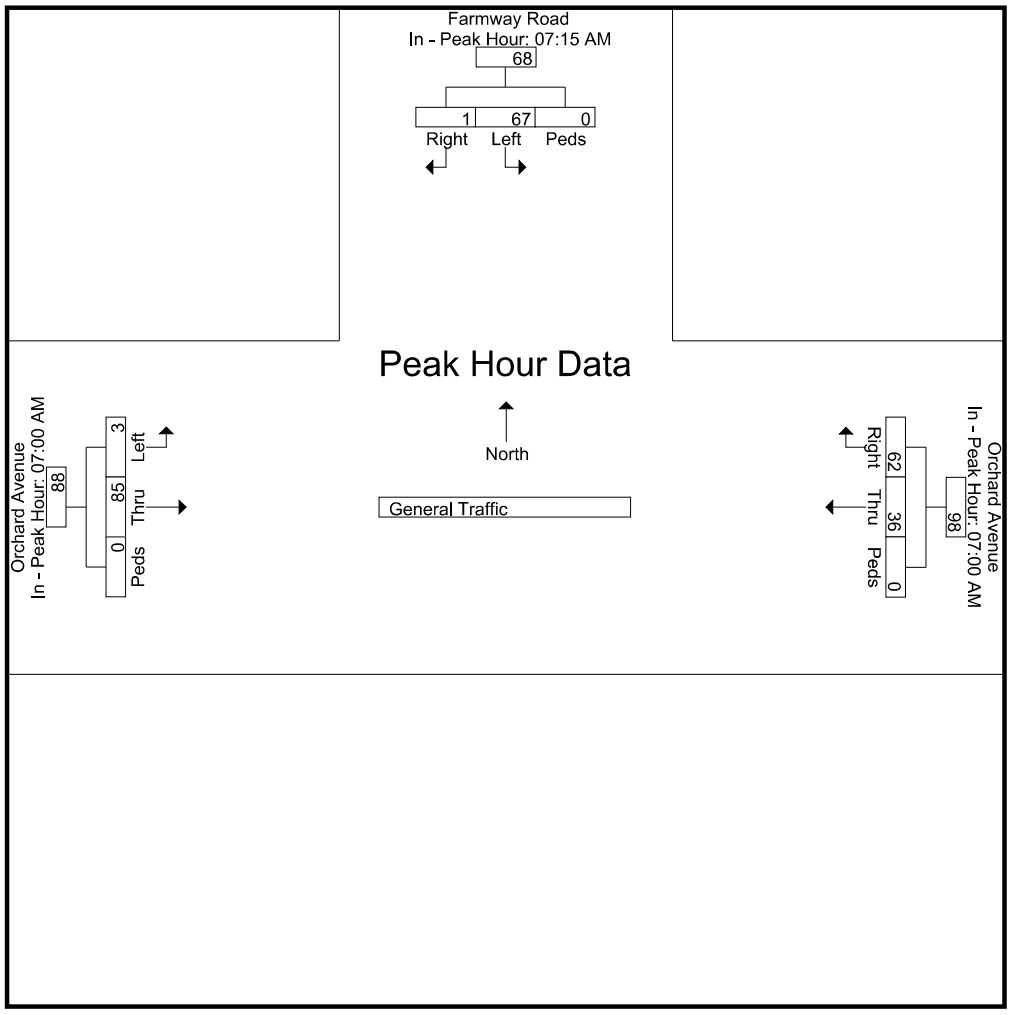
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0066
Intersection: Farmway Rd / Orchard Ave
City, State: Canyon County, Idaho
Control: Stop Sign

File Name : Farmway Rd & Orchard Ave
Site Code : 00000000
Start Date : 4/5/2022
Page No : 4

| | Farmway Road From North | | | | Orchard Avenue From East | | | | Orchard Avenue From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 07:15 AM | | | | 07:00 AM | | | | 07:00 AM | | | | |
| +0 mins. | 0 | 18 | 0 | 18 | 12 | 10 | 0 | 22 | 20 | 0 | 0 | 20 | |
| +15 mins. | **1** | **25** | 0 | **26** | **17** | 8 | 0 | 25 | **26** | **2** | 0 | **28** | |
| +30 mins. | 0 | 13 | 0 | 13 | 17 | 7 | 0 | 24 | 20 | 1 | 0 | 21 | |
| +45 mins. | 0 | 11 | 0 | 11 | 16 | **11** | 0 | **27** | 19 | 0 | 0 | 19 | |
| Total Volume | 1 | 67 | 0 | 68 | 62 | 36 | 0 | 98 | 85 | 3 | 0 | 88 | |
| % App. Total | 1.5 | 98.5 | 0 | | 63.3 | 36.7 | 0 | | 96.6 | 3.4 | 0 | | |
| PHF | .250 | .670 | .000 | .654 | .912 | .818 | .000 | .907 | .817 | .375 | .000 | .786 | |



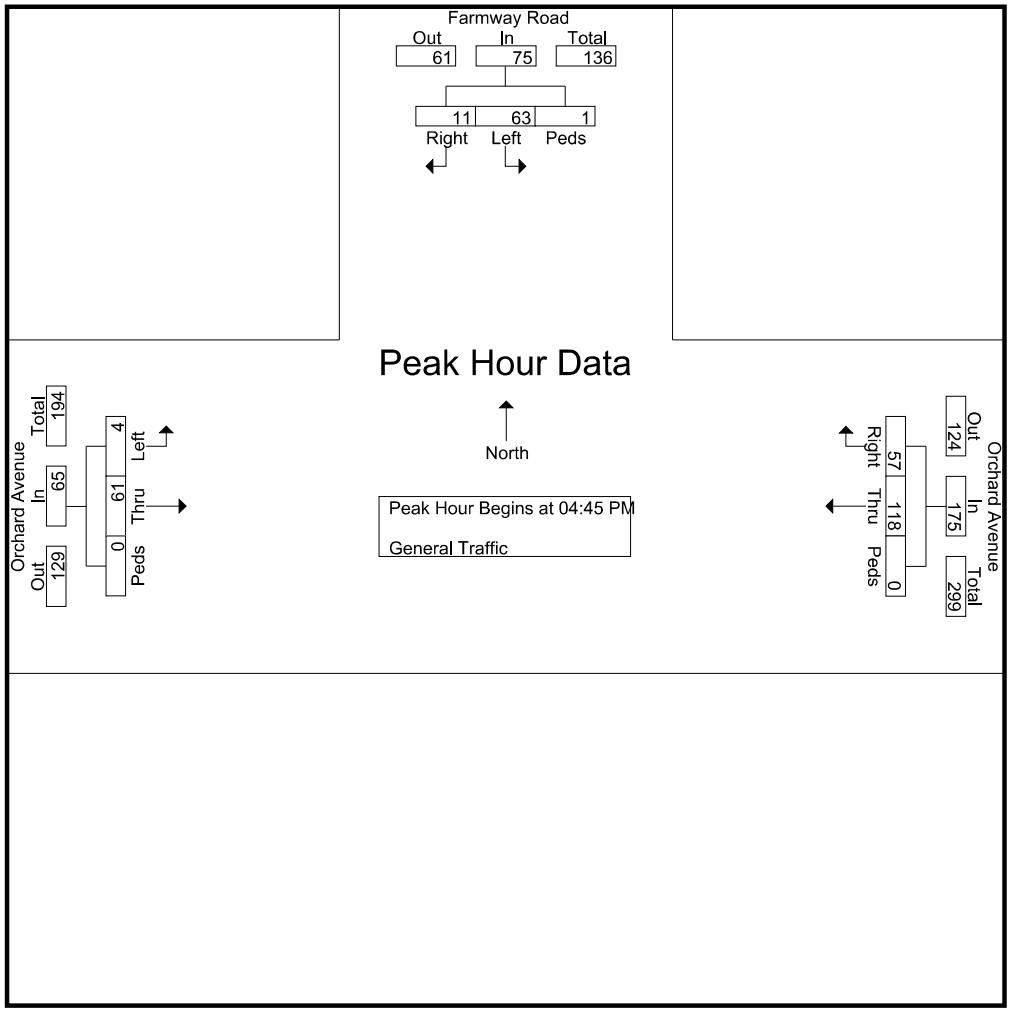
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0066
Intersection: Farmway Rd / Orchard Ave
City, State: Canyon County, Idaho
Control: Stop Sign

File Name : Farmway Rd & Orchard Ave
Site Code : 00000000
Start Date : 4/5/2022
Page No : 5

| | Farmway Road From North | | | | Orchard Avenue From East | | | | Orchard Avenue From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 3 | **16** | 0 | 19 | 14 | 25 | 0 | 39 | 13 | **2** | 0 | 15 | 73 |
| 05:00 PM | 1 | 16 | **1** | 18 | 10 | 31 | 0 | 41 | 14 | 1 | 0 | 15 | 74 |
| 05:15 PM | **5** | 16 | 0 | **21** | 14 | **36** | 0 | **50** | **22** | 0 | 0 | **22** | **93** |
| 05:30 PM | 2 | 15 | 0 | 17 | **19** | 26 | 0 | 45 | 12 | 1 | 0 | 13 | 75 |
| Total Volume | 11 | 63 | 1 | 75 | 57 | 118 | 0 | 175 | 61 | 4 | 0 | 65 | 315 |
| % App. Total | 14.7 | 84 | 1.3 | | 32.6 | 67.4 | 0 | | 93.8 | 6.2 | 0 | | |
| PHF | .550 | .984 | .250 | .893 | .750 | .819 | .000 | .875 | .693 | .500 | .000 | .739 | .847 |



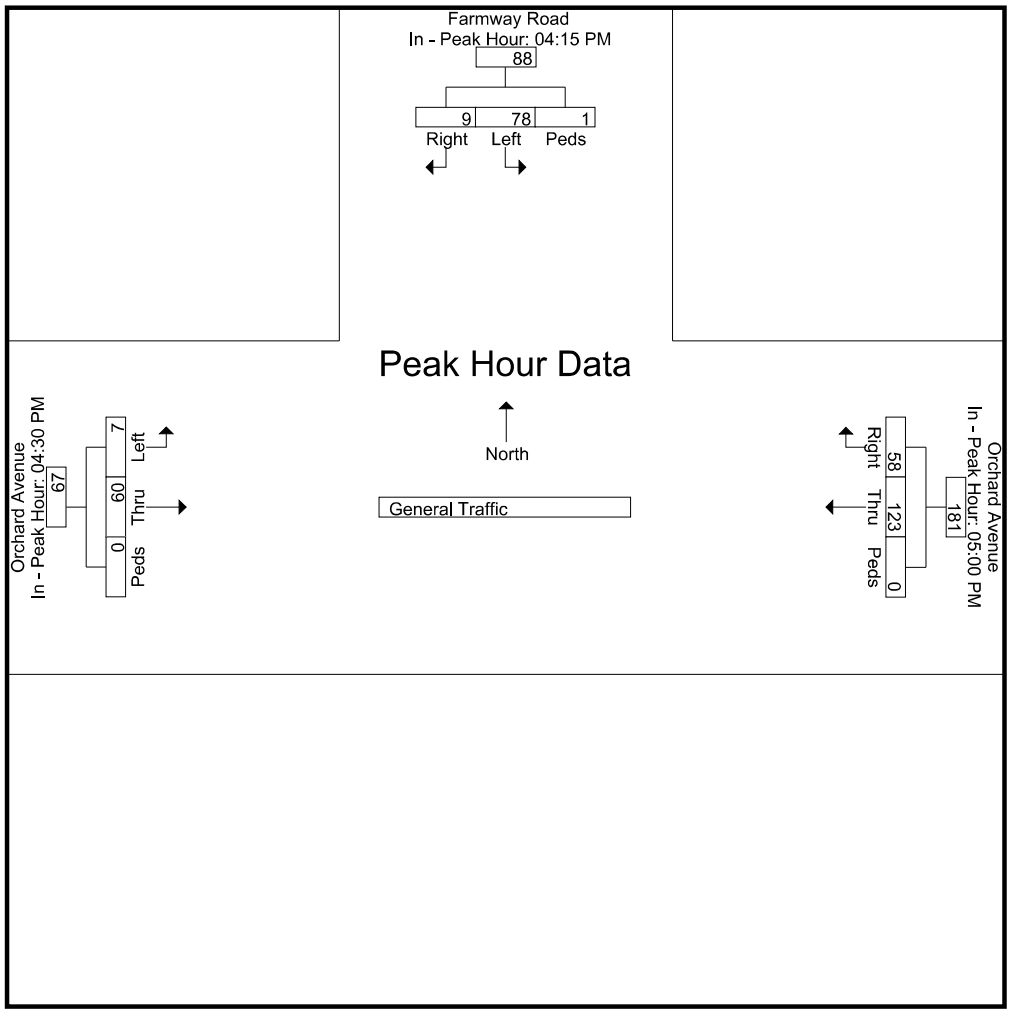
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0066
Intersection: Farmway Rd / Orchard Ave
City, State: Canyon County, Idaho
Control: Stop Sign

File Name : Farmway Rd & Orchard Ave
Site Code : 00000000
Start Date : 4/5/2022
Page No : 6

| | Farmway Road From North | | | | Orchard Avenue From East | | | | Orchard Avenue From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 04:15 PM | | | | 05:00 PM | | | | 04:30 PM | | | | |
| +0 mins. | 2 | **26** | 0 | **28** | 10 | 31 | 0 | 41 | 11 | **4** | 0 | 15 | |
| +15 mins. | **3** | 20 | 0 | 23 | 14 | **36** | 0 | **50** | 13 | 2 | 0 | 15 | |
| +30 mins. | 3 | 16 | 0 | 19 | **19** | 26 | 0 | 45 | 14 | 1 | 0 | 15 | |
| +45 mins. | 1 | 16 | **1** | 18 | 15 | 30 | 0 | 45 | **22** | 0 | 0 | **22** | |
| Total Volume | 9 | 78 | 1 | 88 | 58 | 123 | 0 | 181 | 60 | 7 | 0 | 67 | |
| % App. Total | 10.2 | 88.6 | 1.1 | | 32 | 68 | 0 | | 89.6 | 10.4 | 0 | | |
| PHF | .750 | .750 | .250 | .786 | .763 | .854 | .000 | .905 | .682 | .438 | .000 | .761 | |



# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0066
Intersection: Farmway Rd / Orchard Ave
City, State: Canyon County, Idaho
Control: Stop Sign

File Name : Farmway Rd & Orchard Ave
Site Code : 00000000
Start Date : 4/5/2022


Image 1

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: 10th Ave / Middle Sch (N)
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & Vallivue Middle School-North-T
Site Code : N-Turns
Start Date : 5/17/2023
Page No : 1

**Groups Printed- General Traffic - 3+ Axle Heavy Trucks**

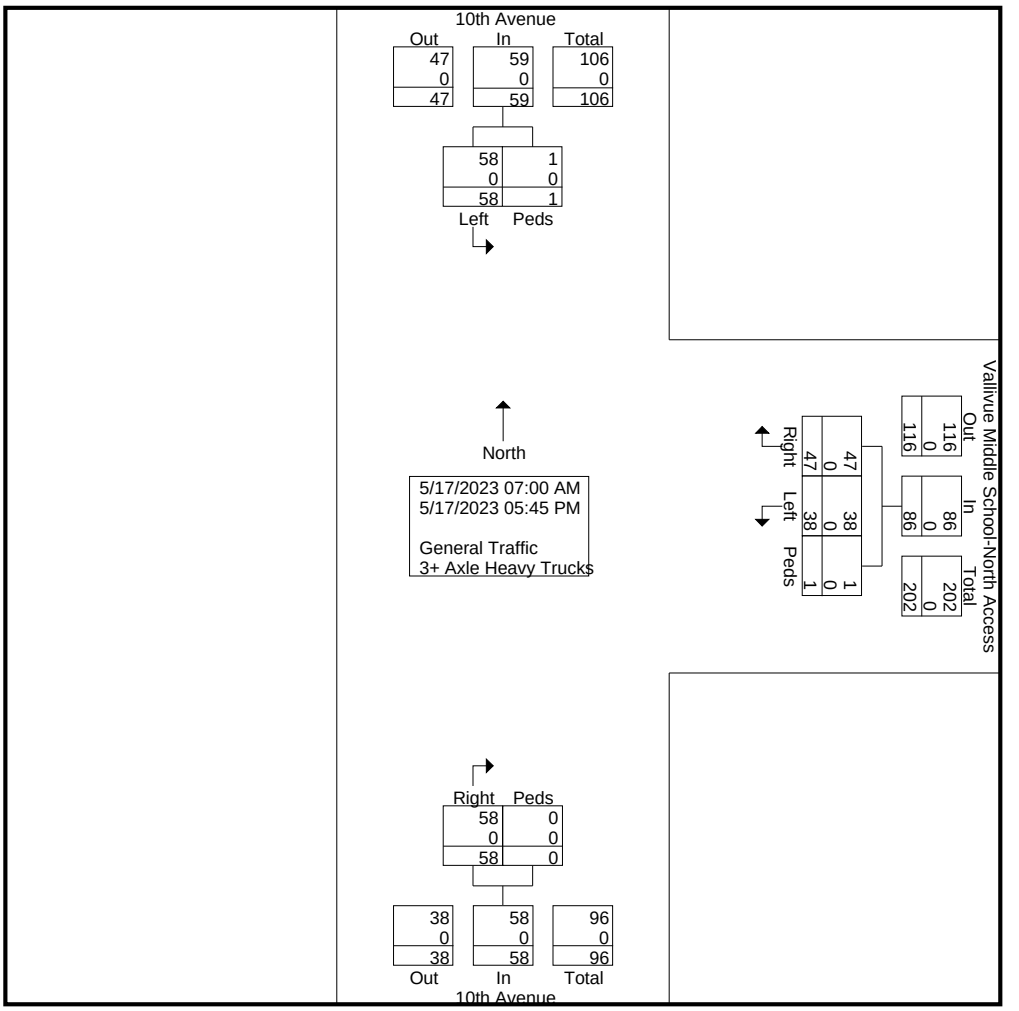
| | 10th Avenue From North | | | Vallivue Middle School-North Access From East | | | | 10th Avenue From South | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Peds** | **App. Total** | **Int. Total** |
| 07:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 5 | 0 | 5 | 5 | 1 | 0 | 6 | 5 | 0 | 5 | 16 |
| 07:45 AM | 13 | 0 | 13 | 6 | 2 | 1 | 9 | 8 | 0 | 8 | 30 |
| Total | 21 | 1 | 22 | 11 | 3 | 1 | 15 | 13 | 0 | 13 | 50 |
| | | | | | | | | | | | |
| 08:00 AM | 18 | 0 | 18 | 3 | 6 | 0 | 9 | 16 | 0 | 16 | 43 |
| 08:15 AM | 7 | 0 | 7 | 4 | 7 | 0 | 11 | 7 | 0 | 7 | 25 |
| 08:30 AM | 2 | 0 | 2 | 5 | 0 | 0 | 5 | 5 | 0 | 5 | 12 |
| 08:45 AM | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 3 | 5 |
| Total | 28 | 0 | 28 | 13 | 13 | 0 | 26 | 31 | 0 | 31 | 85 |
| | | | | | | | | | | | |
| --- | | | | | | | | | | | |
| | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 1 | 4 | 7 | 0 | 11 | 1 | 0 | 1 | 13 |
| 04:15 PM | 2 | 0 | 2 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 10 |
| 04:30 PM | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 7 |
| 04:45 PM | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 2 | 0 | 2 | 6 |
| Total | 4 | 0 | 4 | 14 | 15 | 0 | 29 | 3 | 0 | 3 | 36 |
| | | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 1 | 2 | 2 | 0 | 4 | 4 | 0 | 4 | 9 |
| 05:15 PM | 2 | 0 | 2 | 4 | 3 | 0 | 7 | 4 | 0 | 4 | 13 |
| 05:30 PM | 1 | 0 | 1 | 2 | 2 | 0 | 4 | 3 | 0 | 3 | 8 |
| 05:45 PM | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| Total | 5 | 0 | 5 | 9 | 7 | 0 | 16 | 11 | 0 | 11 | 32 |
| | | | | | | | | | | | |
| Grand Total | 58 | 1 | 59 | 47 | 38 | 1 | 86 | 58 | 0 | 58 | 203 |
| Apprch % | 98.3 | 1.7 | | 54.7 | 44.2 | 1.2 | | 100 | 0 | | |
| Total % | 28.6 | 0.5 | 29.1 | 23.2 | 18.7 | 0.5 | 42.4 | 28.6 | 0 | 28.6 | |
| General Traffic | 58 | 1 | 59 | 47 | 38 | 1 | 86 | 58 | 0 | 58 | 203 |
| % General Traffic | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: 10th Ave / Middle Sch (N)
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & Vallivue Middle School-North-T
Site Code : N-Turns
Start Date : 5/17/2023
Page No : 2



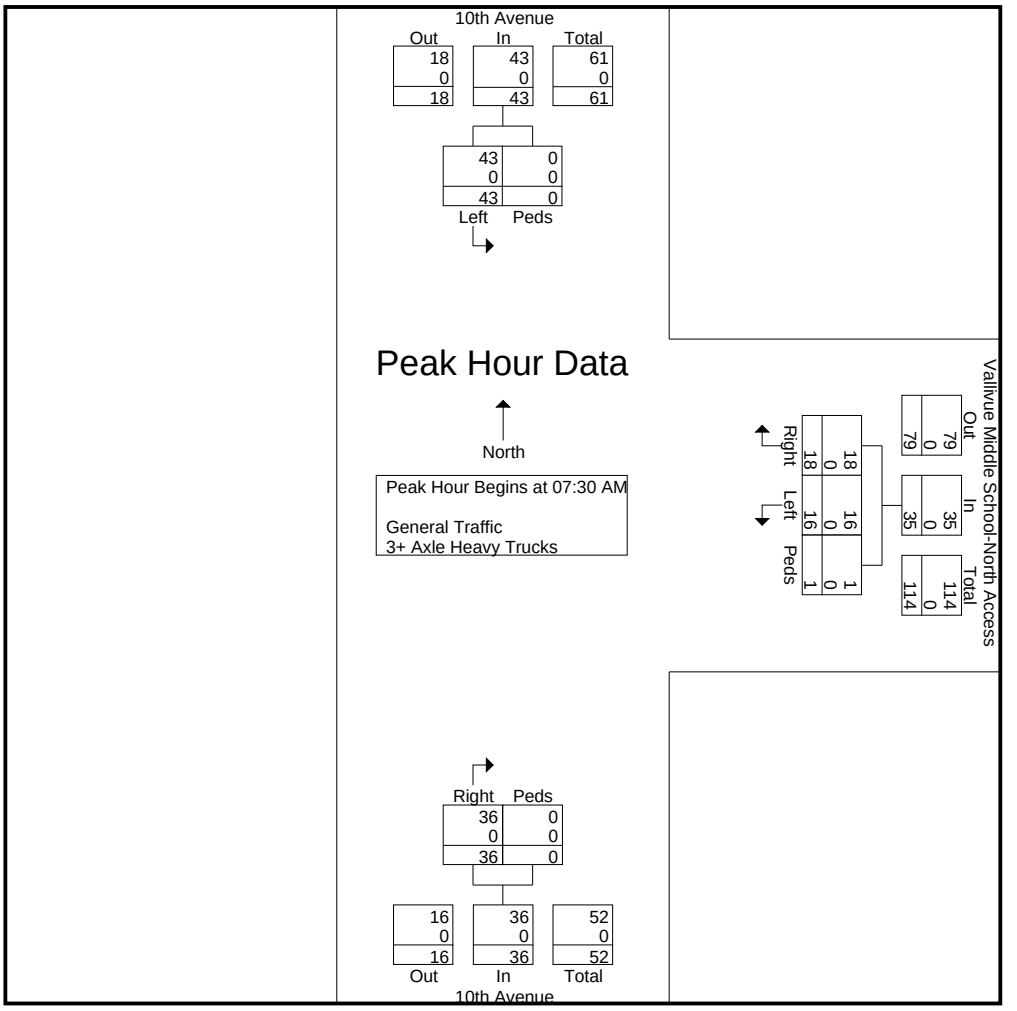
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: 10th Ave / Middle Sch (N)
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & Vallivue Middle School-North-T
Site Code : N-Turns
Start Date : 5/17/2023
Page No : 3

| | 10th Avenue From North | | | Vallivue Middle School-North Access From East | | | | 10th Avenue From South | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 5 | 0 | 5 | 5 | 1 | 0 | 6 | 5 | 0 | 5 | 16 |
| 07:45 AM | 13 | 0 | 13 | **6** | 2 | **1** | 9 | 8 | 0 | 8 | 30 |
| 08:00 AM | **18** | 0 | **18** | 3 | 6 | 0 | 9 | **16** | 0 | **16** | **43** |
| 08:15 AM | 7 | 0 | 7 | 4 | **7** | 0 | **11** | 7 | 0 | 7 | 25 |
| Total Volume | 43 | 0 | 43 | 18 | 16 | 1 | 35 | 36 | 0 | 36 | 114 |
| % App. Total | 100 | 0 | | 51.4 | 45.7 | 2.9 | | 100 | 0 | | |
| PHF | .597 | .000 | .597 | .750 | .571 | .250 | .795 | .563 | .000 | .563 | .663 |
| General Traffic | 43 | 0 | 43 | 18 | 16 | 1 | 35 | 36 | 0 | 36 | 114 |
| % General Traffic | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



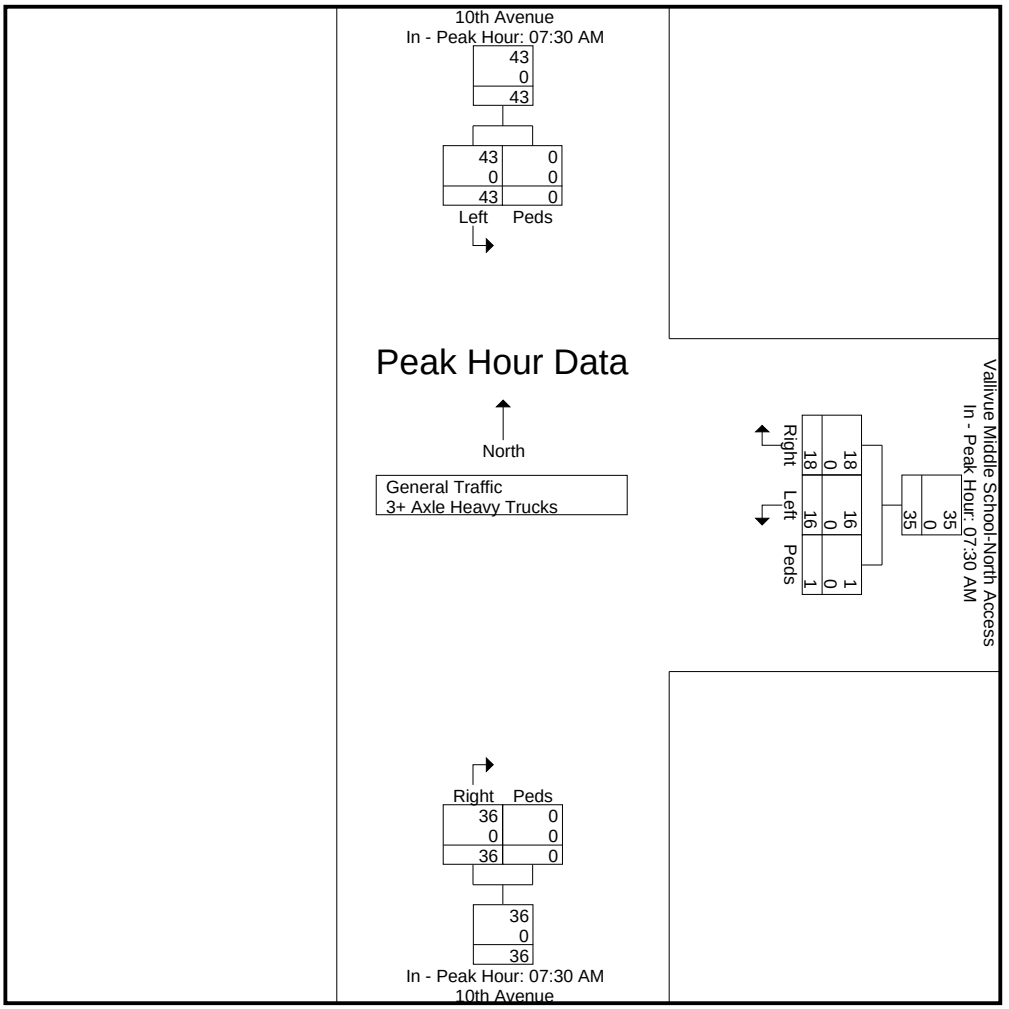
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: 10th Ave / Middle Sch (N)
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & Vallivue Middle School-North-T
Site Code : N-Turns
Start Date : 5/17/2023
Page No : 4

| | 10th Avenue From North | | | Vallivue Middle School-North Access From East | | | | 10th Avenue From South | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | |
| | 07:30 AM | | | 07:30 AM | | | | 07:30 AM | | | |
| +0 mins. | 5 | 0 | 5 | 5 | 1 | 0 | 6 | 5 | 0 | 5 | |
| +15 mins. | 13 | 0 | 13 | **6** | 2 | **1** | 9 | 8 | 0 | 8 | |
| +30 mins. | **18** | 0 | **18** | 3 | 6 | 0 | 9 | **16** | 0 | **16** | |
| +45 mins. | 7 | 0 | 7 | 4 | **7** | 0 | **11** | 7 | 0 | 7 | |
| Total Volume | 43 | 0 | 43 | 18 | 16 | 1 | 35 | 36 | 0 | 36 | |
| % App. Total | 100 | 0 | | 51.4 | 45.7 | 2.9 | | 100 | 0 | | |
| PHF | .597 | .000 | .597 | .750 | .571 | .250 | .795 | .563 | .000 | .563 | |
| General Traffic | 43 | 0 | 43 | 18 | 16 | 1 | 35 | 36 | 0 | 36 | |
| % General Traffic | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 100 | |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |



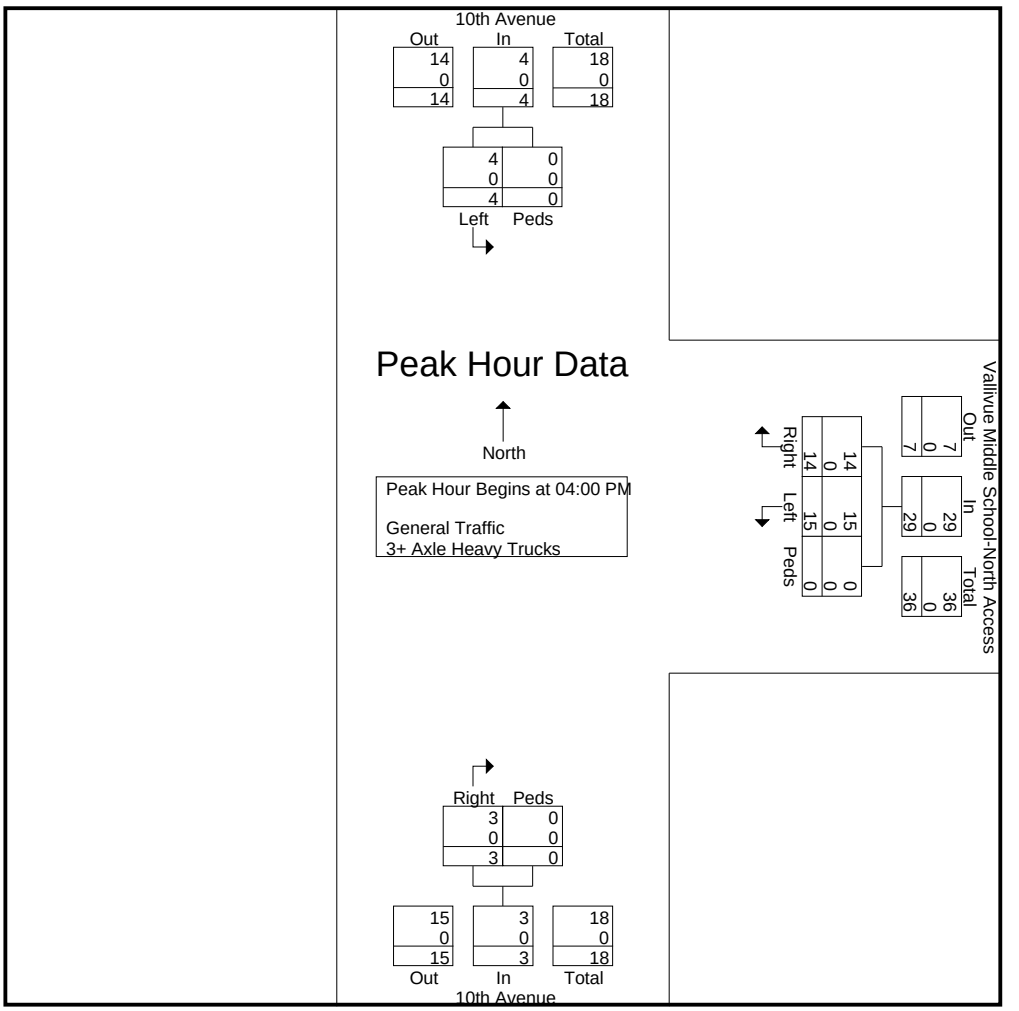
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: 10th Ave / Middle Sch (N)
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & Vallivue Middle School-North-T
Site Code : N-Turns
Start Date : 5/17/2023
Page No : 5

| | 10th Avenue From North | | | Vallivue Middle School-North Access From East | | | | 10th Avenue From South | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 1 | 4 | **7** | 0 | **11** | 1 | 0 | 1 | **13** |
| 04:15 PM | **2** | 0 | **2** | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 10 |
| 04:30 PM | 1 | 0 | 1 | **6** | 0 | 0 | 6 | 0 | 0 | 0 | 7 |
| 04:45 PM | 0 | 0 | 0 | 3 | 1 | 0 | 4 | **2** | 0 | **2** | 6 |
| Total Volume | 4 | 0 | 4 | 14 | 15 | 0 | 29 | 3 | 0 | 3 | 36 |
| % App. Total | 100 | 0 | | 48.3 | 51.7 | 0 | | 100 | 0 | | |
| PHF | .500 | .000 | .500 | .583 | .536 | .000 | .659 | .375 | .000 | .375 | .692 |
| General Traffic | 4 | 0 | 4 | 14 | 15 | 0 | 29 | 3 | 0 | 3 | 36 |
| % General Traffic | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 0 | 100 | 100 |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



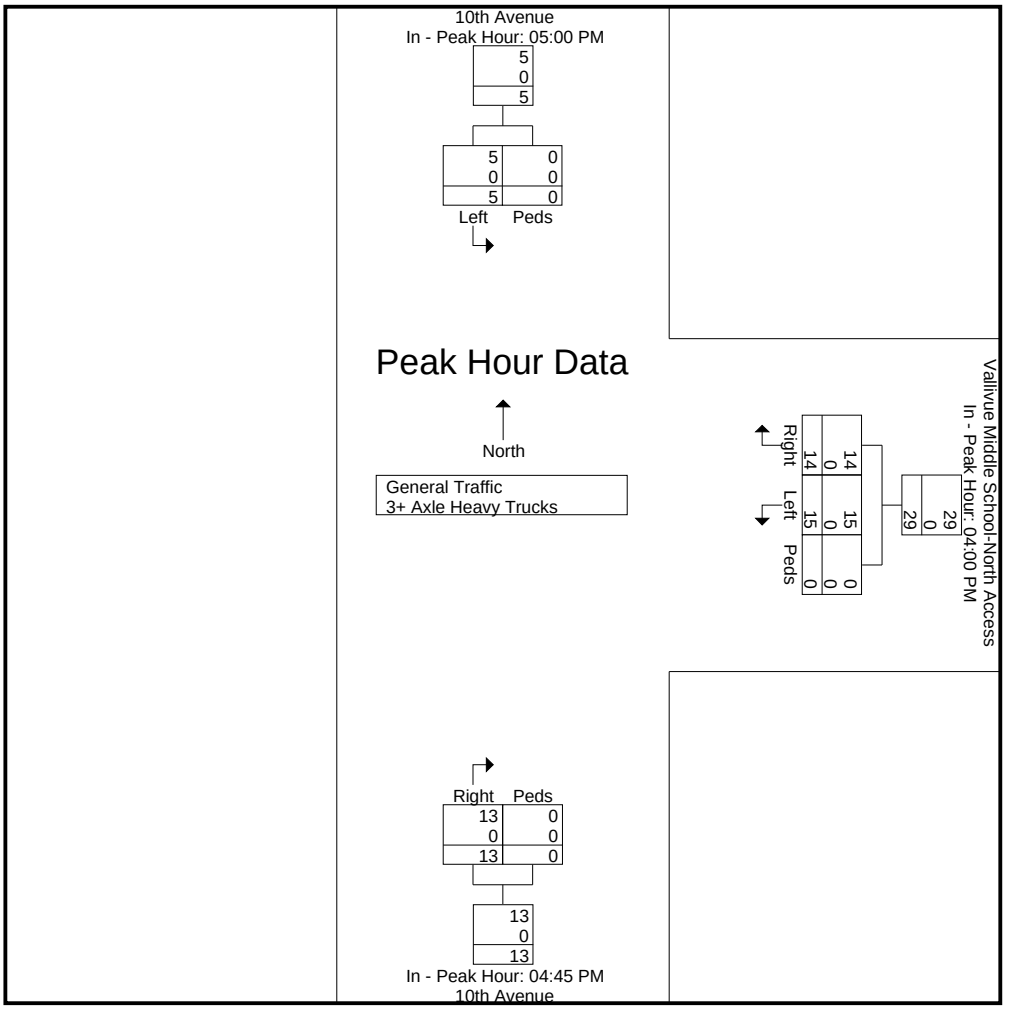
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: 10th Ave / Middle Sch (N)
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & Vallivue Middle School-North-T
Site Code : N-Turns
Start Date : 5/17/2023
Page No : 6

| | 10th Avenue From North | | | Vallivue Middle School-North Access From East | | | | 10th Avenue From South | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | |
| | 05:00 PM | | | 04:00 PM | | | | 04:45 PM | | | |
| +0 mins. | 1 | 0 | 1 | 4 | **7** | 0 | **11** | 2 | 0 | 2 | |
| +15 mins. | **2** | 0 | **2** | 1 | 7 | 0 | 8 | **4** | 0 | **4** | |
| +30 mins. | 1 | 0 | 1 | **6** | 0 | 0 | 6 | 4 | 0 | 4 | |
| +45 mins. | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 3 | 0 | 3 | |
| Total Volume | 5 | 0 | 5 | 14 | 15 | 0 | 29 | 13 | 0 | 13 | |
| % App. Total | 100 | 0 | | 48.3 | 51.7 | 0 | | 100 | 0 | | |
| PHF | .625 | .000 | .625 | .583 | .536 | .000 | .659 | .813 | .000 | .813 | |
| General Traffic | 5 | 0 | 5 | 14 | 15 | 0 | 29 | 13 | 0 | 13 | |
| % General Traffic | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 0 | 100 | |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |



# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: 10th Ave / Middle Sch (N)
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & Vallivue Middle School-North-T
Site Code : N-Turns
Start Date : 5/17/2023
Page No : 7

Image 1

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: Farmway Rd / Homedale Rd
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : Farmway Rd & Homedale Rd
Site Code : 00000000
Start Date : 5/17/2023
Page No : 1

**Groups Printed- General Traffic - 3+ Axle Heavy Trucks**

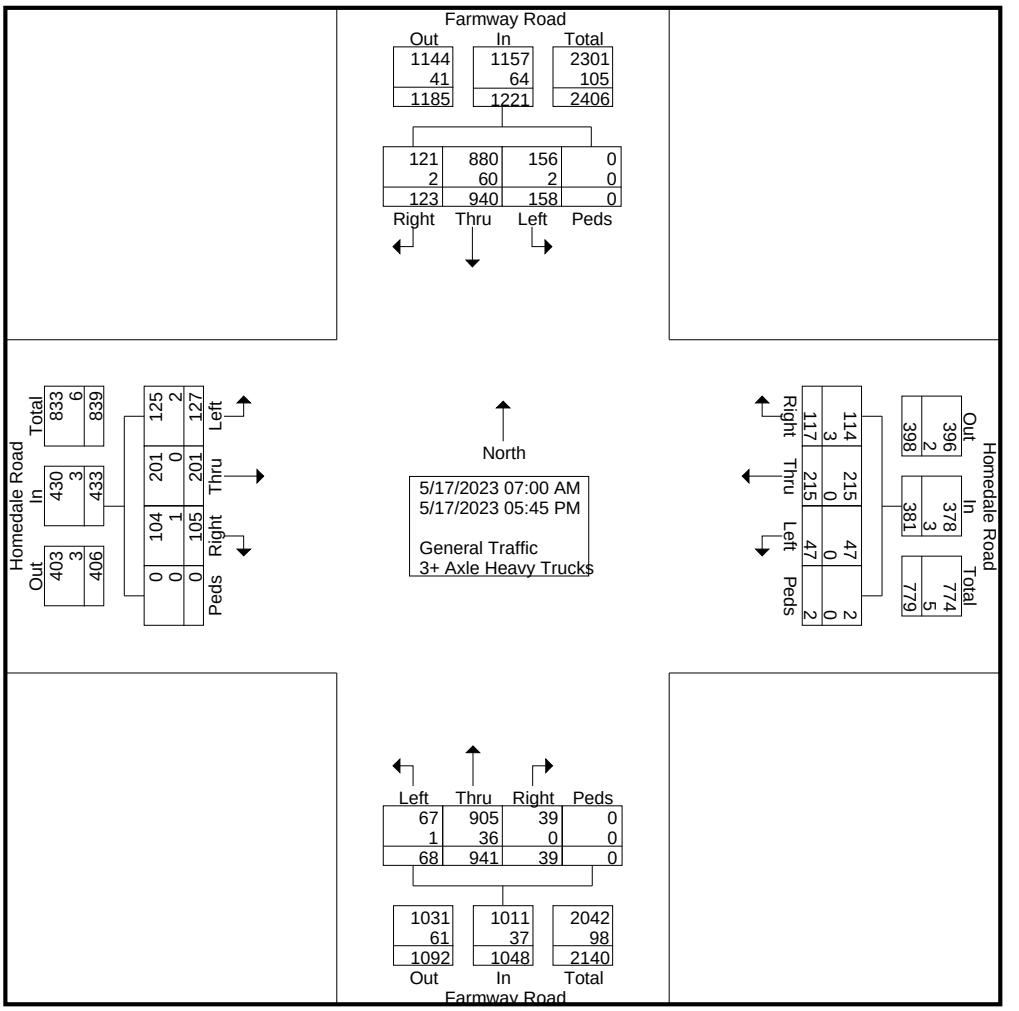
| | Farmway Road From North | | | | | Homedale Road From East | | | | | Farmway Road From South | | | | | Homedale Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 31 | 10 | 0 | 45 | 6 | 9 | 0 | 0 | 15 | 3 | 68 | 4 | 0 | 75 | 7 | 8 | 8 | 0 | 23 | 158 |
| 07:15 AM | 1 | 39 | 8 | 0 | 48 | 8 | 11 | 1 | 0 | 20 | 3 | 75 | 6 | 0 | 84 | 5 | 11 | 17 | 0 | 33 | 185 |
| 07:30 AM | 8 | 36 | 9 | 0 | 53 | 15 | 15 | 0 | 0 | 30 | 1 | 86 | 2 | 0 | 89 | 9 | 13 | 13 | 0 | 35 | 207 |
| 07:45 AM | 4 | 46 | 15 | 0 | 65 | 10 | 22 | 2 | 0 | 34 | 3 | 85 | 4 | 0 | 92 | 2 | 25 | 9 | 0 | 36 | 227 |
| Total | 17 | 152 | 42 | 0 | 211 | 39 | 57 | 3 | 0 | 99 | 10 | 314 | 16 | 0 | 340 | 23 | 57 | 47 | 0 | 127 | 777 |
| 08:00 AM | 5 | 42 | 12 | 0 | 59 | 6 | 10 | 3 | 0 | 19 | 8 | 50 | 1 | 0 | 59 | 6 | 18 | 8 | 0 | 32 | 169 |
| 08:15 AM | 4 | 45 | 10 | 0 | 59 | 5 | 6 | 4 | 1 | 16 | 1 | 47 | 5 | 0 | 53 | 5 | 23 | 3 | 0 | 31 | 159 |
| 08:30 AM | 6 | 34 | 8 | 0 | 48 | 3 | 5 | 0 | 0 | 8 | 1 | 38 | 3 | 0 | 42 | 9 | 13 | 9 | 0 | 31 | 129 |
| 08:45 AM | 4 | 38 | 4 | 0 | 46 | 6 | 3 | 4 | 0 | 13 | 0 | 47 | 2 | 0 | 49 | 6 | 8 | 2 | 0 | 16 | 124 |
| Total | 19 | 159 | 34 | 0 | 212 | 20 | 24 | 11 | 1 | 56 | 10 | 182 | 11 | 0 | 203 | 26 | 62 | 22 | 0 | 110 | 581 |
| --- | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 5 | 76 | 11 | 0 | 92 | 11 | 16 | 9 | 0 | 36 | 4 | 59 | 7 | 0 | 70 | 4 | 11 | 8 | 0 | 23 | 221 |
| 04:15 PM | 11 | 59 | 8 | 0 | 78 | 7 | 24 | 7 | 0 | 38 | 2 | 48 | 6 | 0 | 56 | 10 | 12 | 13 | 0 | 35 | 207 |
| 04:30 PM | 16 | 86 | 10 | 0 | 112 | 7 | 14 | 2 | 0 | 23 | 2 | 62 | 4 | 0 | 68 | 4 | 12 | 7 | 0 | 23 | 226 |
| 04:45 PM | 6 | 87 | 7 | 0 | 100 | 3 | 11 | 2 | 1 | 17 | 5 | 45 | 1 | 0 | 51 | 6 | 10 | 6 | 0 | 22 | 190 |
| Total | 38 | 308 | 36 | 0 | 382 | 28 | 65 | 20 | 1 | 114 | 13 | 214 | 18 | 0 | 245 | 24 | 45 | 34 | 0 | 103 | 844 |
| 05:00 PM | 10 | 93 | 14 | 0 | 117 | 8 | 18 | 5 | 0 | 31 | 1 | 33 | 7 | 0 | 41 | 11 | 7 | 5 | 0 | 23 | 212 |
| 05:15 PM | 17 | 88 | 7 | 0 | 112 | 7 | 20 | 4 | 0 | 31 | 2 | 66 | 6 | 0 | 74 | 8 | 8 | 7 | 0 | 23 | 240 |
| 05:30 PM | 9 | 76 | 14 | 0 | 99 | 8 | 15 | 2 | 0 | 25 | 2 | 63 | 4 | 0 | 69 | 8 | 13 | 8 | 0 | 29 | 222 |
| 05:45 PM | 13 | 64 | 11 | 0 | 88 | 7 | 16 | 2 | 0 | 25 | 1 | 69 | 6 | 0 | 76 | 5 | 9 | 4 | 0 | 18 | 207 |
| Total | 49 | 321 | 46 | 0 | 416 | 30 | 69 | 13 | 0 | 112 | 6 | 231 | 23 | 0 | 260 | 32 | 37 | 24 | 0 | 93 | 881 |
| Grand Total | 123 | 940 | 158 | 0 | 1221 | 117 | 215 | 47 | 2 | 381 | 39 | 941 | 68 | 0 | 1048 | 105 | 201 | 127 | 0 | 433 | 3083 |
| Apprch % | 10.1 | 77 | 12.9 | 0 | | 30.7 | 56.4 | 12.3 | 0.5 | | 3.7 | 89.8 | 6.5 | 0 | | 24.2 | 46.4 | 29.3 | 0 | | |
| Total % | 4 | 30.5 | 5.1 | 0 | 39.6 | 3.8 | 7 | 1.5 | 0.1 | 12.4 | 1.3 | 30.5 | 2.2 | 0 | 34 | 3.4 | 6.5 | 4.1 | 0 | 14 | |
| General Traffic | 121 | 880 | 156 | 0 | 1157 | 114 | 215 | 47 | 2 | 378 | 39 | 905 | 67 | 0 | 1011 | 104 | 201 | 125 | 0 | 430 | 2976 |
| % General Traffic | 98.4 | 93.6 | 98.7 | 0 | 94.8 | 97.4 | 100 | 100 | 100 | 99.2 | 100 | 96.2 | 98.5 | 0 | 96.5 | 99 | 100 | 98.4 | 0 | 99.3 | 96.5 |
| 3+ Axle Heavy Trucks | 2 | 60 | 2 | 0 | 64 | 3 | 0 | 0 | 0 | 3 | 0 | 36 | 1 | 0 | 37 | 1 | 0 | 2 | 0 | 3 | 107 |
| % 3+ Axle Heavy Trucks | 1.6 | 6.4 | 1.3 | 0 | 5.2 | 2.6 | 0 | 0 | 0 | 0.8 | 0 | 3.8 | 1.5 | 0 | 3.5 | 1 | 0 | 1.6 | 0 | 0.7 | 3.5 |

# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: Farmway Rd / Homedale Rd
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : Farmway Rd & Homedale Rd
Site Code : 00000000
Start Date : 5/17/2023
Page No : 2



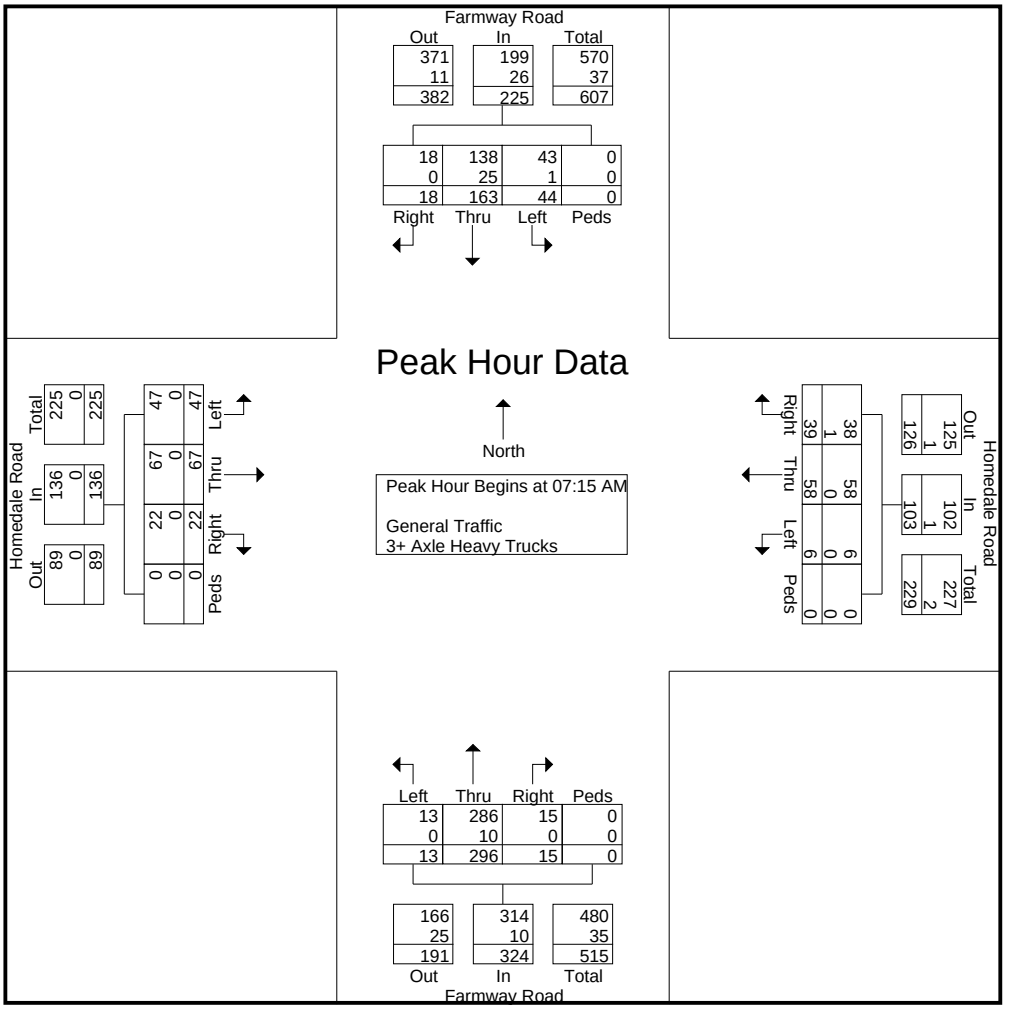
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: Farmway Rd / Homedale Rd
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : Farmway Rd & Homedale Rd
Site Code : 00000000
Start Date : 5/17/2023
Page No : 3

| | Farmway Road From North | | | | | Homedale Road From East | | | | | Farmway Road From South | | | | | Homedale Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 1 | 39 | 8 | 0 | 48 | 8 | 11 | 1 | 0 | 20 | 3 | 75 | **6** | 0 | 84 | 5 | 11 | **17** | 0 | 33 | 185 |
| 07:30 AM | **8** | 36 | 9 | 0 | 53 | **15** | 15 | 0 | 0 | 30 | 1 | **86** | 2 | 0 | 89 | **9** | 13 | 13 | 0 | 35 | 207 |
| 07:45 AM | 4 | **46** | **15** | 0 | **65** | 10 | **22** | 2 | 0 | **34** | 3 | 85 | 4 | 0 | **92** | 2 | **25** | 9 | 0 | **36** | **227** |
| 08:00 AM | 5 | 42 | 12 | 0 | 59 | 6 | 10 | **3** | 0 | 19 | **8** | 50 | 1 | 0 | 59 | 6 | 18 | 8 | 0 | 32 | 169 |
| Total Volume | 18 | 163 | 44 | 0 | 225 | 39 | 58 | 6 | 0 | 103 | 15 | 296 | 13 | 0 | 324 | 22 | 67 | 47 | 0 | 136 | 788 |
| % App. Total | 8 | 72.4 | 19.6 | 0 | | 37.9 | 56.3 | 5.8 | 0 | | 4.6 | 91.4 | 4 | 0 | | 16.2 | 49.3 | 34.6 | 0 | | |
| PHF | .563 | .886 | .733 | .000 | .865 | .650 | .659 | .500 | .000 | .757 | .469 | .860 | .542 | .000 | .880 | .611 | .670 | .691 | .000 | .944 | .868 |
| General Traffic | 18 | 138 | 43 | 0 | 199 | 38 | 58 | 6 | 0 | 102 | 15 | 286 | 13 | 0 | 314 | 22 | 67 | 47 | 0 | 136 | 751 |
| % General Traffic | 100 | 84.7 | 97.7 | 0 | 88.4 | 97.4 | 100 | 100 | 0 | 99.0 | 100 | 96.6 | 100 | 0 | 96.9 | 100 | 100 | 100 | 0 | 100 | 95.3 |
| 3+ Axle Heavy Trucks | 0 | 25 | 1 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 37 |
| % 3+ Axle Heavy Trucks | 0 | 15.3 | 2.3 | 0 | 11.6 | 2.6 | 0 | 0 | 0 | 1.0 | 0 | 3.4 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 4.7 |



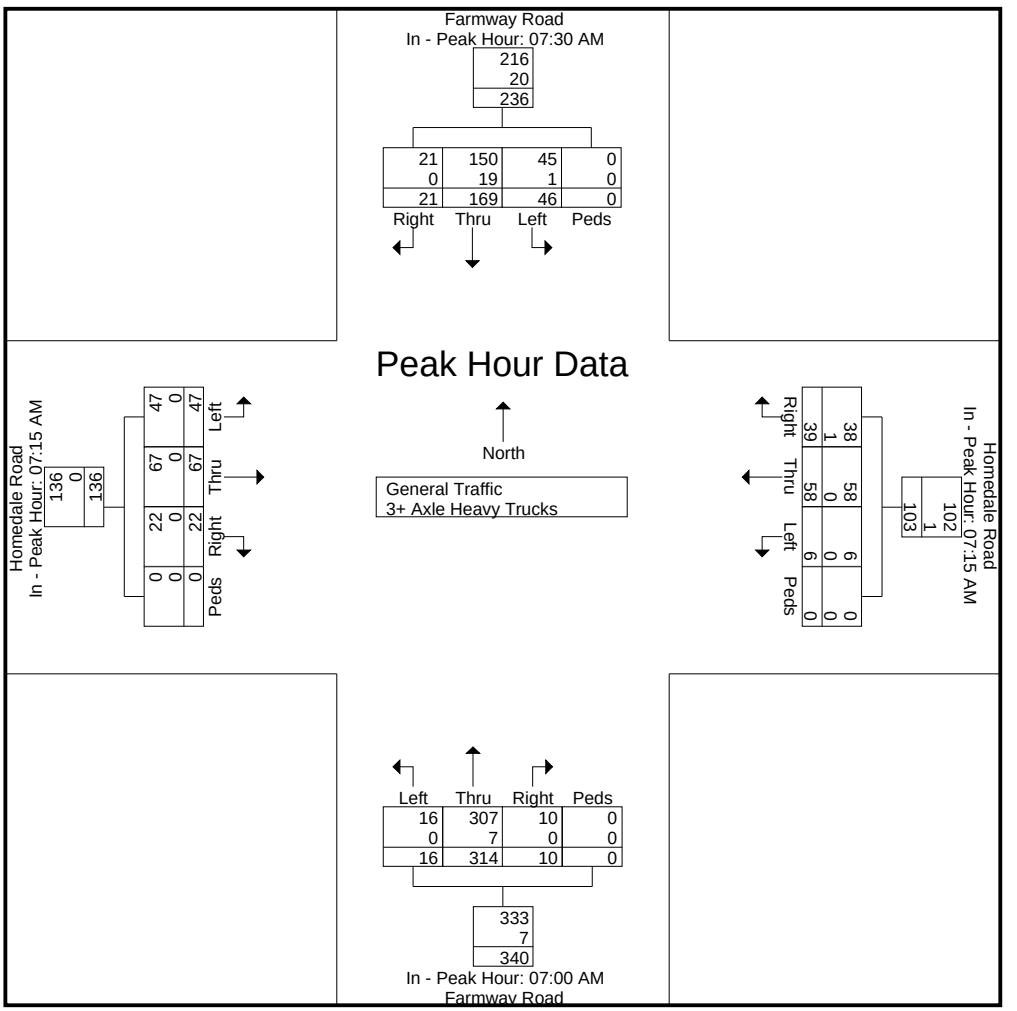
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: Farmway Rd / Homedale Rd
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : Farmway Rd & Homedale Rd
Site Code : 00000000
Start Date : 5/17/2023
Page No : 4

| | Farmway Road From North | | | | | Homedale Road From East | | | | | Farmway Road From South | | | | | Homedale Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | | 07:15 AM | | | | | 07:00 AM | | | | | 07:15 AM | | | | | |
| +0 mins. | **8** | 36 | 9 | 0 | 53 | 8 | 11 | 1 | 0 | 20 | **3** | 68 | 4 | 0 | 75 | 5 | 11 | **17** | 0 | 33 | |
| +15 mins. | 4 | **46** | **15** | 0 | **65** | **15** | 15 | 0 | 0 | 30 | 3 | 75 | **6** | 0 | 84 | **9** | 13 | 13 | 0 | 35 | |
| +30 mins. | 5 | 42 | 12 | 0 | 59 | 10 | **22** | 2 | 0 | **34** | 1 | **86** | 2 | 0 | 89 | 2 | **25** | 9 | 0 | **36** | |
| +45 mins. | 4 | 45 | 10 | 0 | 59 | 6 | 10 | **3** | 0 | 19 | 3 | 85 | 4 | 0 | **92** | 6 | 18 | 8 | 0 | 32 | |
| Total Volume | 21 | 169 | 46 | 0 | 236 | 39 | 58 | 6 | 0 | 103 | 10 | 314 | 16 | 0 | 340 | 22 | 67 | 47 | 0 | 136 | |
| % App. Total | 8.9 | 71.6 | 19.5 | 0 | | 37.9 | 56.3 | 5.8 | 0 | | 2.9 | 92.4 | 4.7 | 0 | | 16.2 | 49.3 | 34.6 | 0 | | |
| PHF | .656 | .918 | .767 | .000 | .908 | .650 | .659 | .500 | .000 | .757 | .833 | .913 | .667 | .000 | .924 | .611 | .670 | .691 | .000 | .944 | |
| General Traffic | 21 | 150 | 45 | 0 | 216 | 38 | 58 | 6 | 0 | 102 | 10 | 307 | 16 | 0 | 333 | 22 | 67 | 47 | 0 | 136 | |
| % General Traffic | 100 | 88.8 | 97.8 | 0 | 91.5 | 97.4 | 100 | 100 | 0 | 99 | 100 | 97.8 | 100 | 0 | 97.9 | 100 | 100 | 100 | 0 | 100 | |
| 3+ Axle Heavy Trucks | 0 | 19 | 1 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | |
| % 3+ Axle Heavy Trucks | 0 | 11.2 | 2.2 | 0 | 8.5 | 2.6 | 0 | 0 | 0 | 1 | 0 | 2.2 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | |



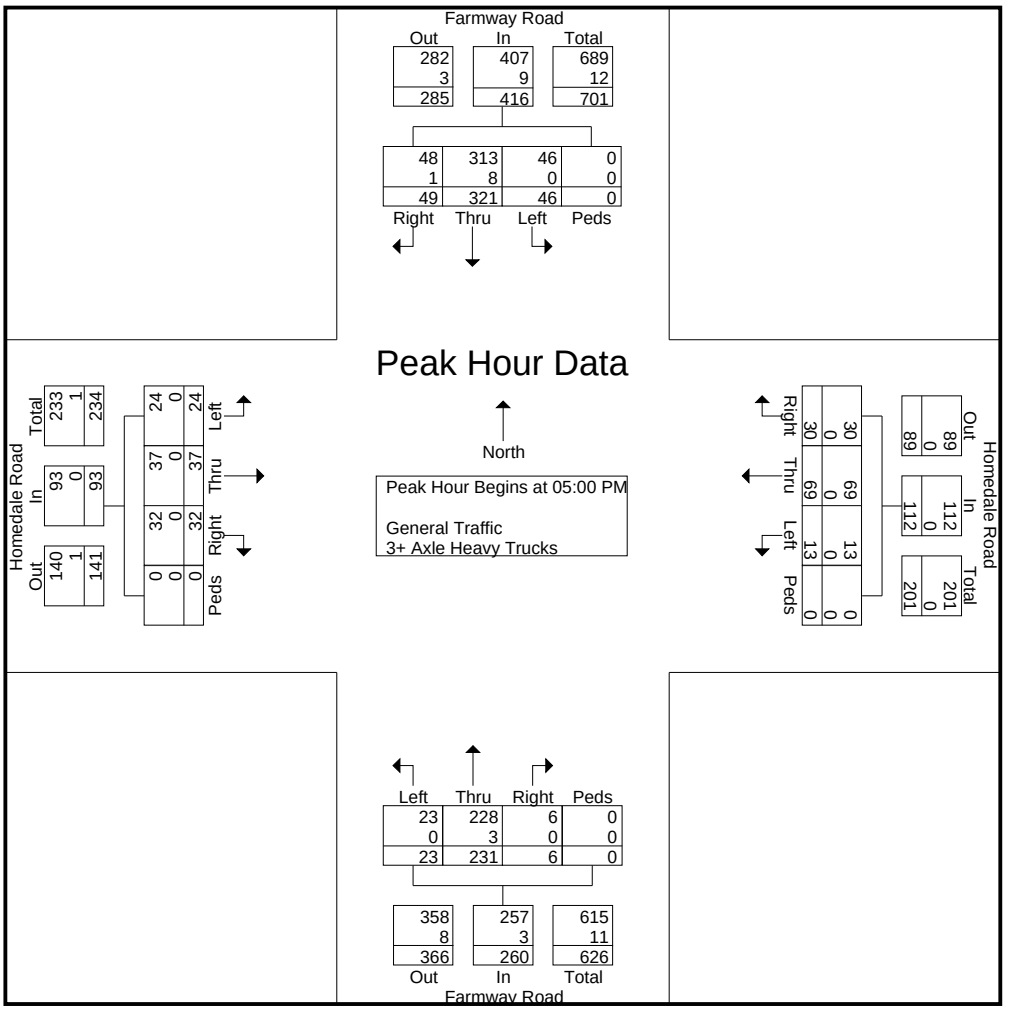
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: Farmway Rd / Homedale Rd
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : Farmway Rd & Homedale Rd
Site Code : 00000000
Start Date : 5/17/2023
Page No : 5

| | Farmway Road From North | | | | | Homedale Road From East | | | | | Farmway Road From South | | | | | Homedale Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 10 | **93** | **14** | 0 | **117** | **8** | 18 | **5** | 0 | **31** | 1 | 33 | **7** | 0 | 41 | **11** | 7 | 5 | 0 | 23 | 212 |
| 05:15 PM | **17** | 88 | 7 | 0 | 112 | 7 | **20** | 4 | 0 | 31 | **2** | 66 | 6 | 0 | 74 | 8 | 8 | 7 | 0 | 23 | **240** |
| 05:30 PM | 9 | 76 | 14 | 0 | 99 | 8 | 15 | 2 | 0 | 25 | 2 | 63 | 4 | 0 | 69 | 8 | **13** | **8** | 0 | **29** | 222 |
| 05:45 PM | 13 | 64 | 11 | 0 | 88 | 7 | 16 | 2 | 0 | 25 | 1 | **69** | 6 | 0 | **76** | 5 | 9 | 4 | 0 | 18 | 207 |
| Total Volume | 49 | 321 | 46 | 0 | 416 | 30 | 69 | 13 | 0 | 112 | 6 | 231 | 23 | 0 | 260 | 32 | 37 | 24 | 0 | 93 | 881 |
| % App. Total | 11.8 | 77.2 | 11.1 | 0 | | 26.8 | 61.6 | 11.6 | 0 | | 2.3 | 88.8 | 8.8 | 0 | | 34.4 | 39.8 | 25.8 | 0 | | |
| PHF | .721 | .863 | .821 | .000 | .889 | .938 | .863 | .650 | .000 | .903 | .750 | .837 | .821 | .000 | .855 | .727 | .712 | .750 | .000 | .802 | .918 |
| General Traffic | 48 | 313 | 46 | 0 | 407 | 30 | 69 | 13 | 0 | 112 | 6 | 228 | 23 | 0 | 257 | 32 | 37 | 24 | 0 | 93 | 869 |
| % General Traffic | 98.0 | 97.5 | 100 | 0 | 97.8 | 100 | 100 | 100 | 0 | 100 | 100 | 98.7 | 100 | 0 | 98.8 | 100 | 100 | 100 | 0 | 100 | 98.6 |
| 3+ Axle Heavy Trucks | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| % 3+ Axle Heavy Trucks | 2.0 | 2.5 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 1.4 |



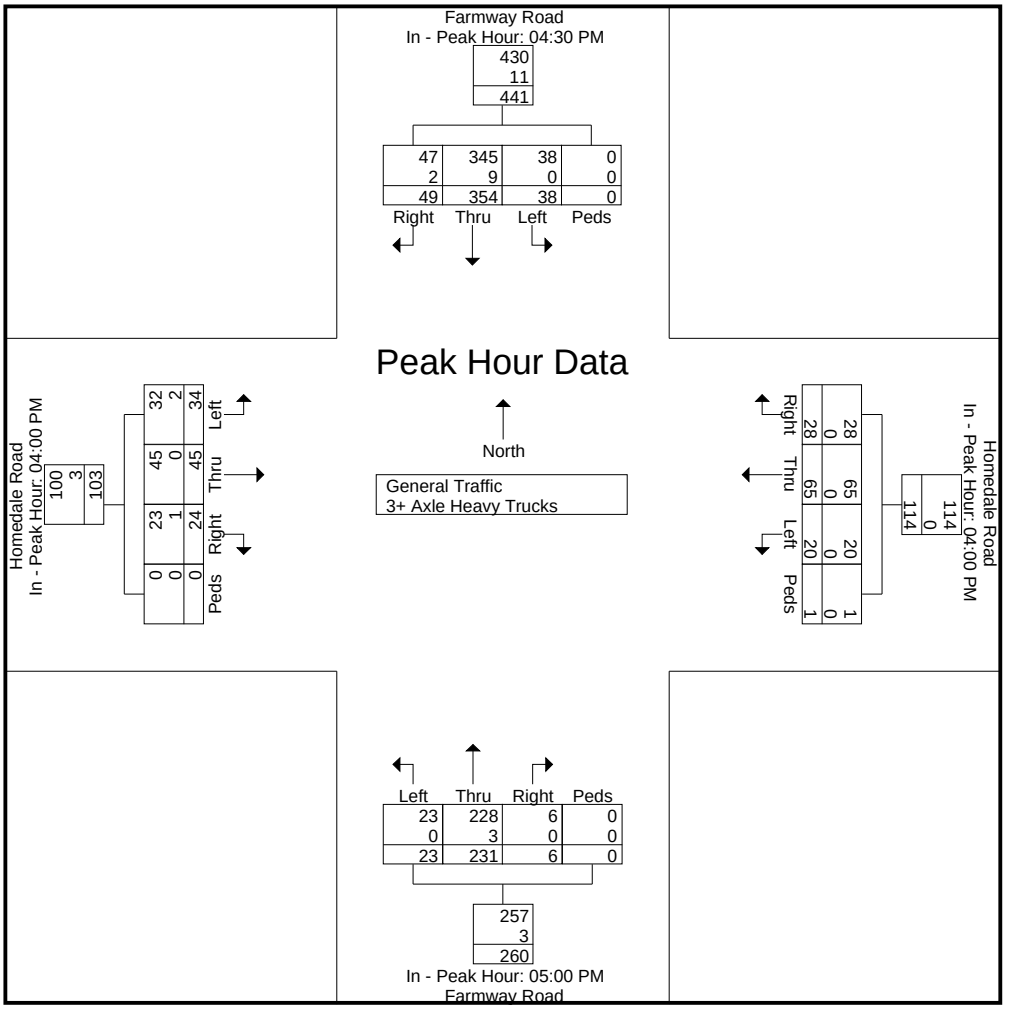
# L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

Study: KITT0305
Intersection: Farmway Rd / Homedale Rd
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : Farmway Rd & Homedale Rd
Site Code : 00000000
Start Date : 5/17/2023
Page No : 6

| | Farmway Road From North | | | | | Homedale Road From East | | | | | Farmway Road From South | | | | | Homedale Road From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 04:30 PM | | | | | 04:00 PM | | | | | 05:00 PM | | | | | 04:00 PM | | | | | |
| +0 mins. | 16 | 86 | 10 | 0 | 112 | **11** | 16 | **9** | 0 | 36 | 1 | 33 | **7** | 0 | 41 | 4 | 11 | 8 | 0 | 23 | |
| +15 mins. | 6 | 87 | 7 | 0 | 100 | 7 | **24** | 7 | 0 | **38** | **2** | 66 | 6 | 0 | 74 | **10** | **12** | **13** | 0 | **35** | |
| +30 mins. | 10 | **93** | **14** | 0 | **117** | 7 | 14 | 2 | 0 | 23 | 2 | 63 | 4 | 0 | 69 | 4 | 12 | 7 | 0 | 23 | |
| +45 mins. | **17** | 88 | 7 | 0 | 112 | 3 | 11 | 2 | **1** | 17 | 1 | **69** | 6 | 0 | **76** | 6 | 10 | 6 | 0 | 22 | |
| Total Volume | 49 | 354 | 38 | 0 | 441 | 28 | 65 | 20 | 1 | 114 | 6 | 231 | 23 | 0 | 260 | 24 | 45 | 34 | 0 | 103 | |
| % App. Total | 11.1 | 80.3 | 8.6 | 0 | | 24.6 | 57 | 17.5 | 0.9 | | 2.3 | 88.8 | 8.8 | 0 | | 23.3 | 43.7 | 33 | 0 | | |
| PHF | .721 | .952 | .679 | .000 | .942 | .636 | .677 | .556 | .250 | .750 | .750 | .837 | .821 | .000 | .855 | .600 | .938 | .654 | .000 | .736 | |
| General Traffic | 47 | 345 | 38 | 0 | 430 | 28 | 65 | 20 | 1 | 114 | 6 | 228 | 23 | 0 | 257 | 23 | 45 | 32 | 0 | 100 | |
| % General Traffic | 95.9 | 97.5 | 100 | 0 | 97.5 | 100 | 100 | 100 | 100 | 100 | 100 | 98.7 | 100 | 0 | 98.8 | 95.8 | 100 | 94.1 | 0 | 97.1 | |
| 3+ Axle Heavy Trucks | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | |
| % 3+ Axle Heavy Trucks | 4.1 | 2.5 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 0 | 1.2 | 4.2 | 0 | 5.9 | 0 | 2.9 | |



# L2 Data Collection

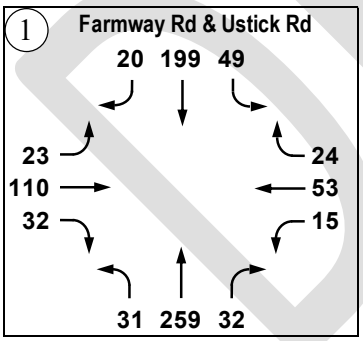
L2DataCollection.com
Idaho (208) 860-7554  Utah (801) 413-2993

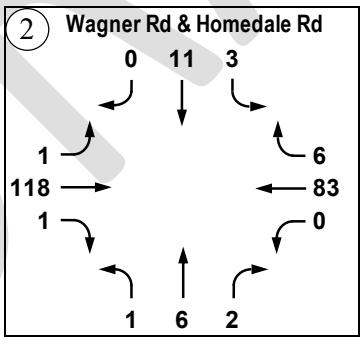
Study: KITT0305
Intersection: Farmway Rd / Homedale Rd
City, State: Caldwell, Idaho
Control: Stop Sign

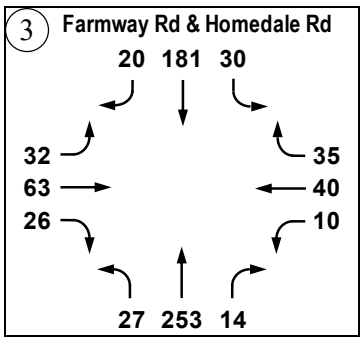
File Name : Farmway Rd & Homedale Rd
Site Code : 00000000
Start Date : 5/17/2023

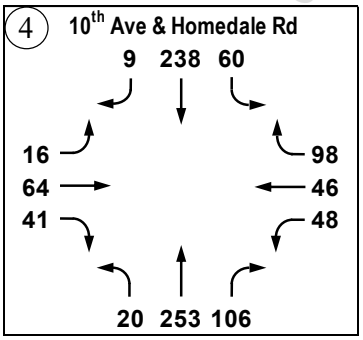

Image 1

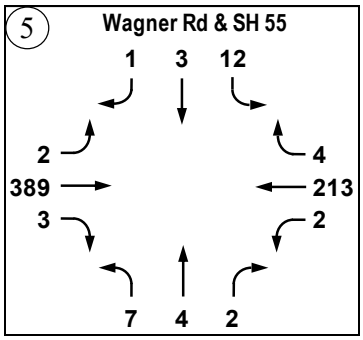
**Figure 2.2 – 2022 Existing AM Peak Hour Traffic**



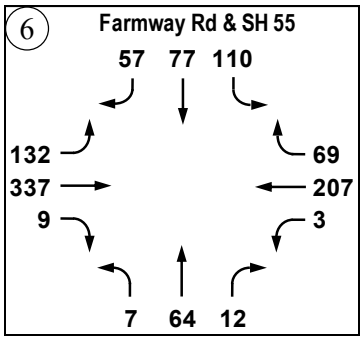



**Figure 2.3 – 2022 Existing PM Peak Hour Traffic**

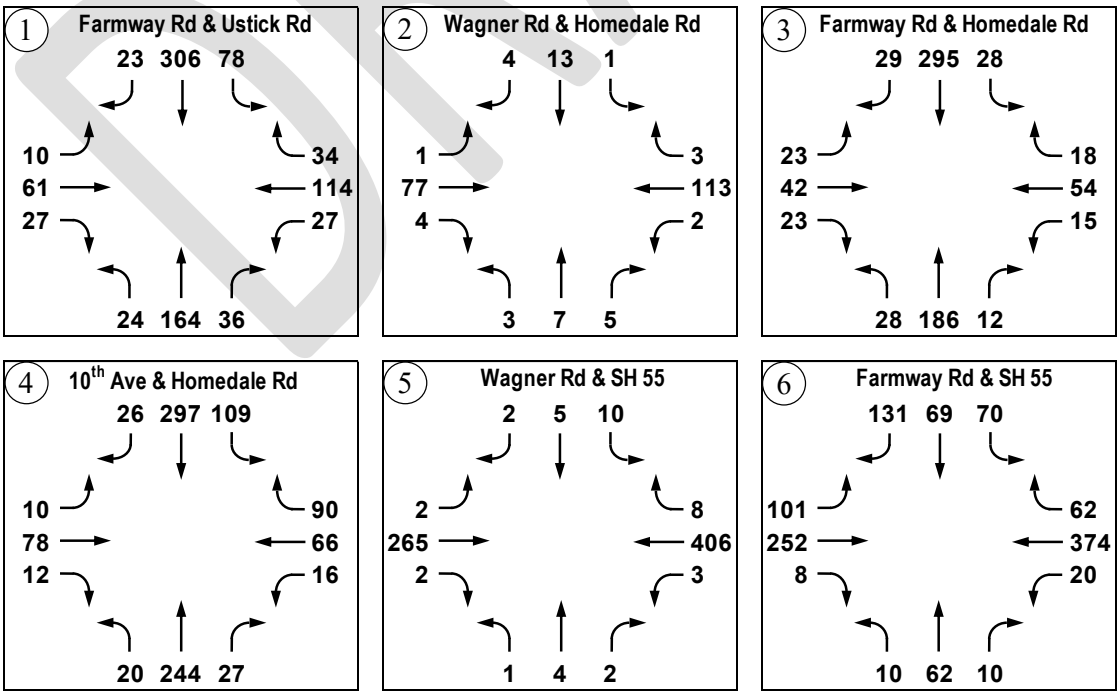
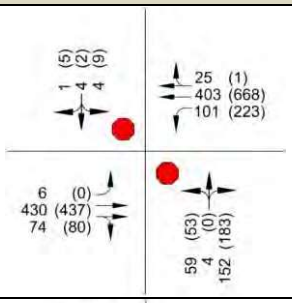
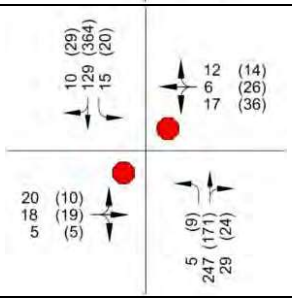
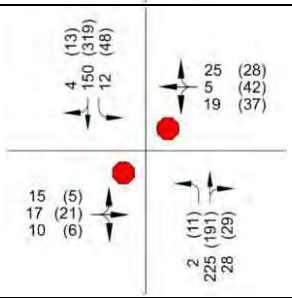
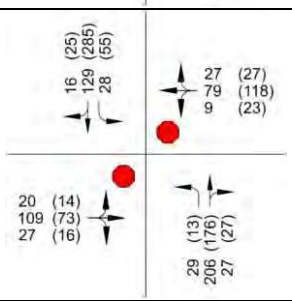
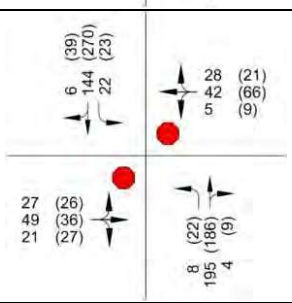


**Table 2-1. 2020 existing intersection operations**

| Intersection | Peak Hour Volumes [AM (PM)], Control and Channelization | MOE | AM Peak | PM Peak |
|---|---|---|---|---|
| Simplot Boulevard (SH-19) and Farmway Road |  | Control LOS, NB / SB | D / D | F / F |
| | | Control Delay (sec), NB / SB | 25 / 27 | 68 / 58 |
| | | Max Lane Group v/c Ratio | 0.57 (NB) | 0.88 (NB) |
| Logan Street and Farmway Road |  | Control LOS, EB / WB | B / B | C / C |
| | | Control Delay (sec), EB / WB | 13 / 13 | 16 / 19 |
| | | Max Lane Group v/c Ratio | 0.10 (EB) | 0.26 (WB) |
| Linden Street and Farmway Road |  | Control LOS, EB / WB | B / B | C / C |
| | | Control Delay (sec), EB / WB | 13 / 12 | 17 / 18 |
| | | Max Lane Group v/c Ratio | 0.9 (EB) | 0.30 (WB) |
| Ustick Road and Farmway Road |  | Control LOS, EB / WB | C / C | C / C |
| | | Control Delay (sec), EB / WB | 24 / 15 | 25 / 21 |
| | | Max Lane Group v/c Ratio | 0.51 (EB) | 0.45 (WB) |
| Homedale Road and Farmway Road |  | Control LOS, EB / WB | C / B | C / C |
| | | Control Delay (sec), EB / WB | 15 / 13 | 16 / 15 |
| | | Max Lane Group v/c Ratio | 0.25 (EB) | 0.23 (EB) |

# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / David St
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & David St
Site Code : 00000000
Start Date : 11/9/2023
Page No : 1

**Groups Printed- General Traffic - 3+ Axle Heavy Trucks**

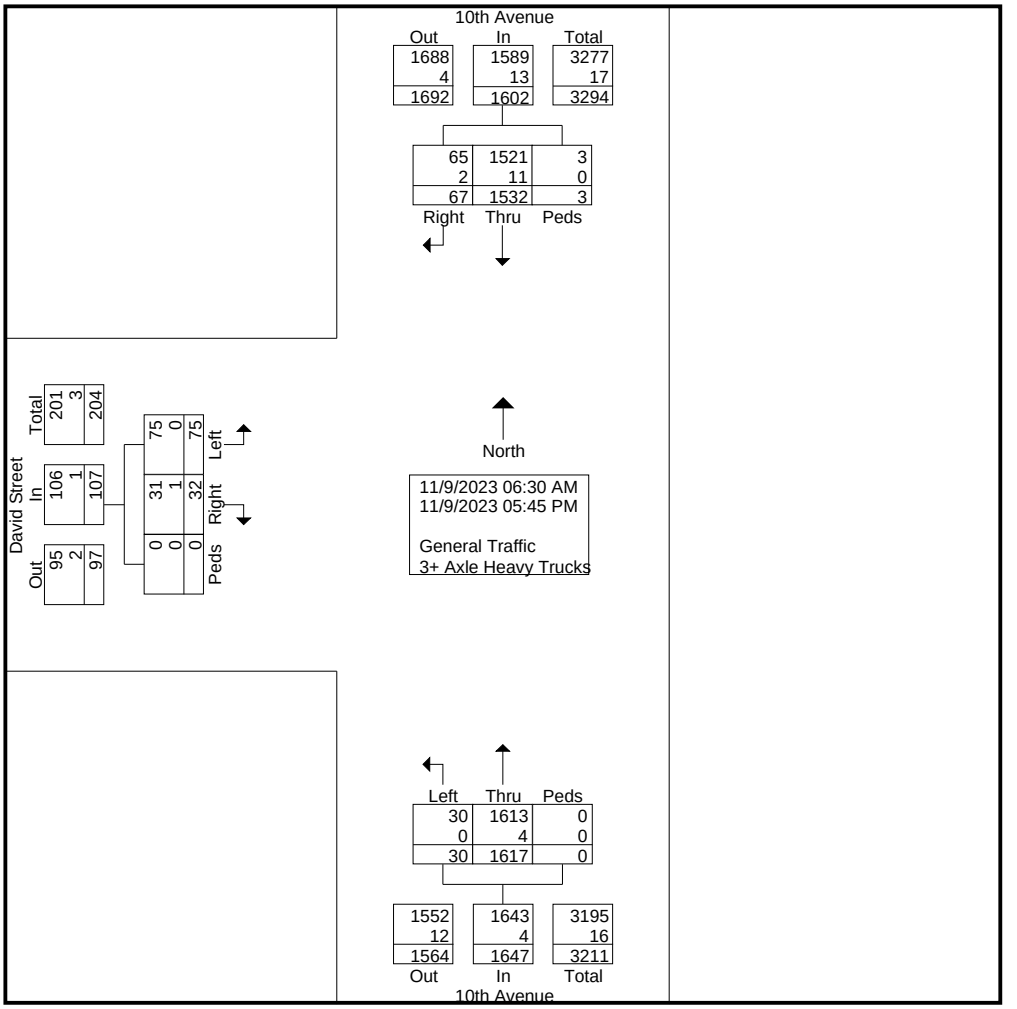
| | 10th Avenue From North | | | | 10th Avenue From South | | | | David Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Right | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 0 | 30 | 0 | 30 | 24 | 0 | 0 | 24 | 1 | 1 | 0 | 2 | 56 |
| 06:45 AM | 1 | 33 | 0 | 34 | 31 | 1 | 0 | 32 | 0 | 2 | 0 | 2 | 68 |
| Total | 1 | 63 | 0 | 64 | 55 | 1 | 0 | 56 | 1 | 3 | 0 | 4 | 124 |
| 07:00 AM | 3 | 40 | 0 | 43 | 35 | 5 | 0 | 40 | 3 | 4 | 0 | 7 | 90 |
| 07:15 AM | 0 | 38 | 0 | 38 | 41 | 1 | 0 | 42 | 4 | 5 | 0 | 9 | 89 |
| 07:30 AM | 1 | 46 | 0 | 47 | 82 | 2 | 0 | 84 | 1 | 4 | 0 | 5 | 136 |
| 07:45 AM | 2 | 64 | 2 | 68 | 101 | 1 | 0 | 102 | 2 | 7 | 0 | 9 | 179 |
| Total | 6 | 188 | 2 | 196 | 259 | 9 | 0 | 268 | 10 | 20 | 0 | 30 | 494 |
| 08:00 AM | 2 | 71 | 0 | 73 | 106 | 0 | 0 | 106 | 0 | 5 | 0 | 5 | 184 |
| 08:15 AM | 2 | 82 | 0 | 84 | 137 | 0 | 0 | 137 | 1 | 8 | 0 | 9 | 230 |
| 08:30 AM | 1 | 54 | 0 | 55 | 53 | 0 | 0 | 53 | 0 | 3 | 0 | 3 | 111 |
| 08:45 AM | 1 | 39 | 0 | 40 | 32 | 1 | 0 | 33 | 1 | 3 | 0 | 4 | 77 |
| Total | 6 | 246 | 0 | 252 | 328 | 1 | 0 | 329 | 2 | 19 | 0 | 21 | 602 |
| 09:00 AM | 0 | 43 | 0 | 43 | 39 | 2 | 0 | 41 | 1 | 2 | 0 | 3 | 87 |
| 09:15 AM | 1 | 47 | 0 | 48 | 45 | 3 | 0 | 48 | 1 | 3 | 0 | 4 | 100 |
| --- | | | | | | | | | | | | | |
| Total | 1 | 90 | 0 | 91 | 84 | 5 | 0 | 89 | 2 | 5 | 0 | 7 | 187 |
| --- | | | | | | | | | | | | | |
| 03:00 PM | 5 | 66 | 0 | 71 | 64 | 2 | 0 | 66 | 2 | 2 | 0 | 4 | 141 |
| 03:15 PM | 4 | 50 | 0 | 54 | 87 | 0 | 0 | 87 | 0 | 2 | 0 | 2 | 143 |
| 03:30 PM | 3 | 103 | 1 | 107 | 111 | 0 | 0 | 111 | 2 | 4 | 0 | 6 | 224 |
| 03:45 PM | 10 | 105 | 0 | 115 | 76 | 4 | 0 | 80 | 2 | 4 | 0 | 6 | 201 |
| Total | 22 | 324 | 1 | 347 | 338 | 6 | 0 | 344 | 6 | 12 | 0 | 18 | 709 |
| 04:00 PM | 8 | 91 | 0 | 99 | 79 | 4 | 0 | 83 | 6 | 2 | 0 | 8 | 190 |
| 04:15 PM | 3 | 77 | 0 | 80 | 57 | 2 | 0 | 59 | 2 | 2 | 0 | 4 | 143 |
| 04:30 PM | 5 | 82 | 0 | 87 | 65 | 0 | 0 | 65 | 2 | 1 | 0 | 3 | 155 |
| 04:45 PM | 4 | 78 | 0 | 82 | 68 | 0 | 0 | 68 | 1 | 1 | 0 | 2 | 152 |
| Total | 20 | 328 | 0 | 348 | 269 | 6 | 0 | 275 | 11 | 6 | 0 | 17 | 640 |
| 05:00 PM | 2 | 83 | 0 | 85 | 57 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 142 |
| 05:15 PM | 3 | 75 | 0 | 78 | 82 | 0 | 0 | 82 | 0 | 5 | 0 | 5 | 165 |
| 05:30 PM | 2 | 85 | 0 | 87 | 89 | 1 | 0 | 90 | 0 | 4 | 0 | 4 | 181 |
| 05:45 PM | 4 | 50 | 0 | 54 | 56 | 1 | 0 | 57 | 0 | 1 | 0 | 1 | 112 |
| Total | 11 | 293 | 0 | 304 | 284 | 2 | 0 | 286 | 0 | 10 | 0 | 10 | 600 |
| Grand Total | 67 | 1532 | 3 | 1602 | 1617 | 30 | 0 | 1647 | 32 | 75 | 0 | 107 | 3356 |
| Apprch % | 4.2 | 95.6 | 0.2 | | 98.2 | 1.8 | 0 | | 29.9 | 70.1 | 0 | | |
| Total % | 2 | 45.6 | 0.1 | 47.7 | 48.2 | 0.9 | 0 | 49.1 | 1 | 2.2 | 0 | 3.2 | |
| General Traffic | 65 | 1521 | 3 | 1589 | 1613 | 30 | 0 | 1643 | 31 | 75 | 0 | 106 | 3338 |
| % General Traffic | 97 | 99.3 | 100 | 99.2 | 99.8 | 100 | 0 | 99.8 | 96.9 | 100 | 0 | 99.1 | 99.5 |
| 3+ Axle Heavy Trucks | 2 | 11 | 0 | 13 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 18 |
| % 3+ Axle Heavy Trucks | 3 | 0.7 | 0 | 0.8 | 0.2 | 0 | 0 | 0.2 | 3.1 | 0 | 0 | 0.9 | 0.5 |

# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / David St
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & David St
Site Code : 00000000
Start Date : 11/9/2023
Page No : 2



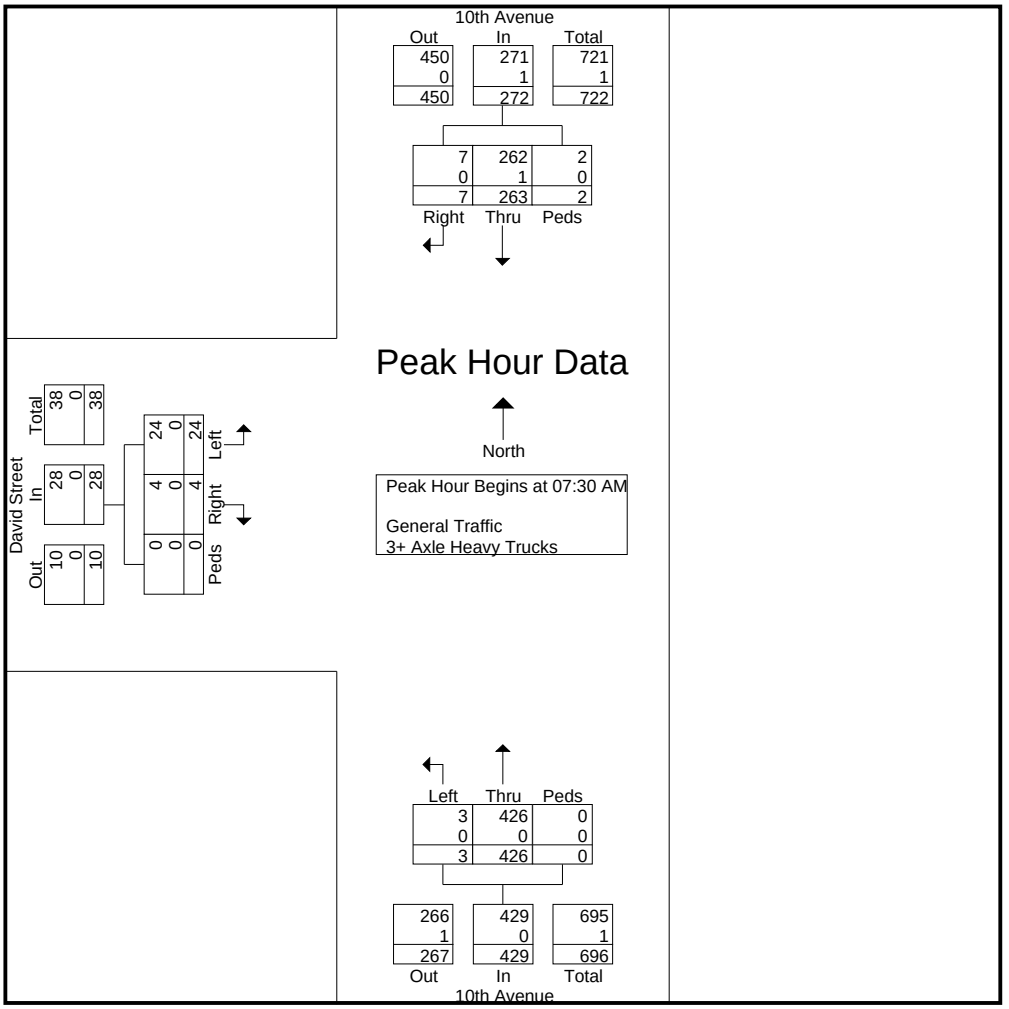
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / David St
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & David St
Site Code : 00000000
Start Date : 11/9/2023
Page No : 3

| | 10th Avenue From North | | | | 10th Avenue From South | | | | David Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | |
| 07:30 AM | 1 | 46 | 0 | 47 | 82 | **2** | 0 | 84 | 1 | 4 | 0 | 5 | 136 |
| 07:45 AM | **2** | 64 | **2** | 68 | 101 | 1 | 0 | 102 | **2** | 7 | 0 | **9** | 179 |
| 08:00 AM | 2 | 71 | 0 | 73 | 106 | 0 | 0 | 106 | 0 | 5 | 0 | 5 | 184 |
| 08:15 AM | 2 | **82** | 0 | **84** | **137** | 0 | 0 | **137** | 1 | **8** | 0 | 9 | **230** |
| Total Volume | 7 | 263 | 2 | 272 | 426 | 3 | 0 | 429 | 4 | 24 | 0 | 28 | 729 |
| % App. Total | 2.6 | 96.7 | 0.7 | | 99.3 | 0.7 | 0 | | 14.3 | 85.7 | 0 | | |
| PHF | .875 | .802 | .250 | .810 | .777 | .375 | .000 | .783 | .500 | .750 | .000 | .778 | .792 |
| General Traffic | 7 | 262 | 2 | 271 | 426 | 3 | 0 | 429 | 4 | 24 | 0 | 28 | 728 |
| % General Traffic | 100 | 99.6 | 100 | 99.6 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 99.9 |
| 3+ Axle Heavy Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % 3+ Axle Heavy Trucks | 0 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |



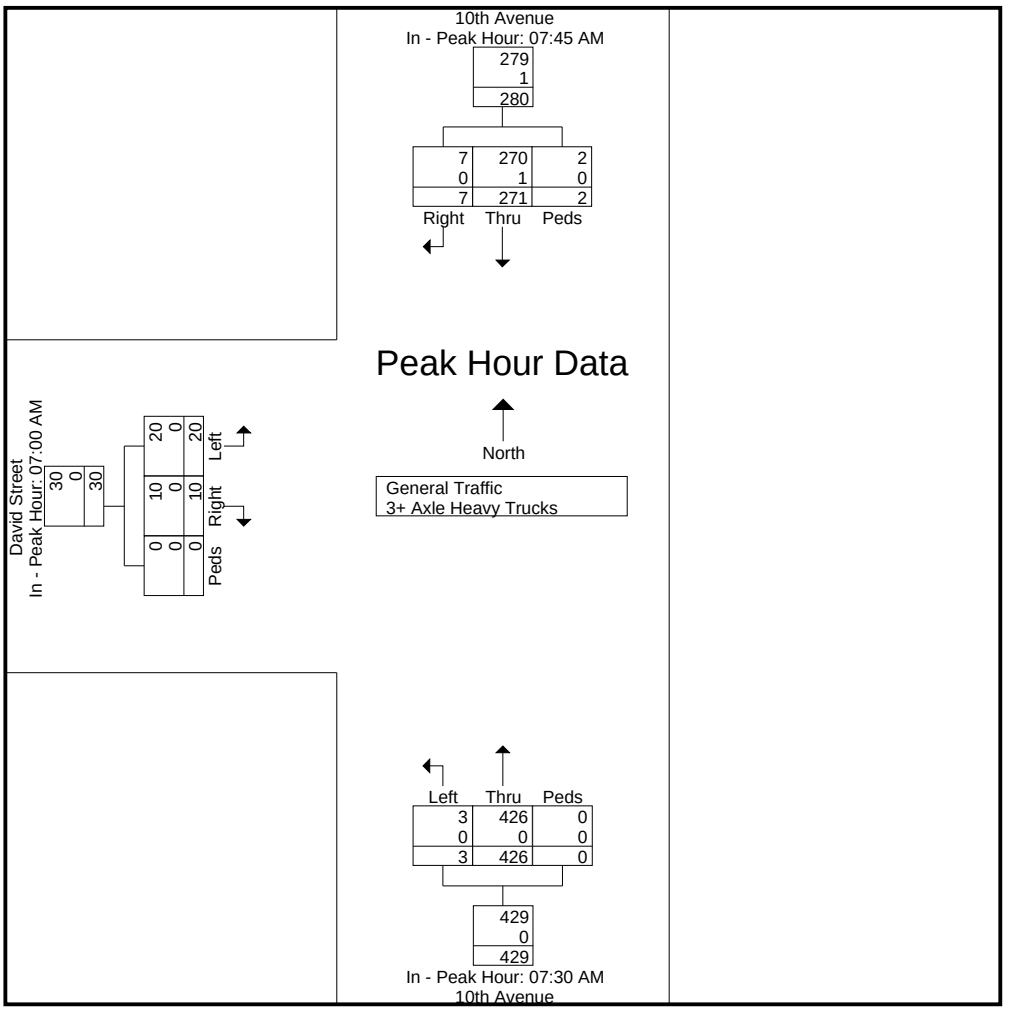
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / David St
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & David St
Site Code : 00000000
Start Date : 11/9/2023
Page No : 4

| | 10th Avenue From North | | | | 10th Avenue From South | | | | David Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:30 AM | | | | 07:00 AM | | | | |
| +0 mins. | **2** | 64 | **2** | 68 | 82 | **2** | 0 | 84 | 3 | 4 | 0 | 7 | |
| +15 mins. | 2 | 71 | 0 | 73 | 101 | 1 | 0 | 102 | **4** | 5 | 0 | **9** | |
| +30 mins. | 2 | **82** | 0 | **84** | 106 | 0 | 0 | 106 | 1 | 4 | 0 | 5 | |
| +45 mins. | 1 | 54 | 0 | 55 | **137** | 0 | 0 | **137** | 2 | **7** | 0 | 9 | |
| Total Volume | 7 | 271 | 2 | 280 | 426 | 3 | 0 | 429 | 10 | 20 | 0 | 30 | |
| % App. Total | 2.5 | 96.8 | 0.7 | | 99.3 | 0.7 | 0 | | 33.3 | 66.7 | 0 | | |
| PHF | .875 | .826 | .250 | .833 | .777 | .375 | .000 | .783 | .625 | .714 | .000 | .833 | |
| General Traffic | 7 | 270 | 2 | 279 | 426 | 3 | 0 | 429 | 10 | 20 | 0 | 30 | |
| % General Traffic | 100 | 99.6 | 100 | 99.6 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | |
| 3+ Axle Heavy Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % 3+ Axle Heavy Trucks | 0 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |



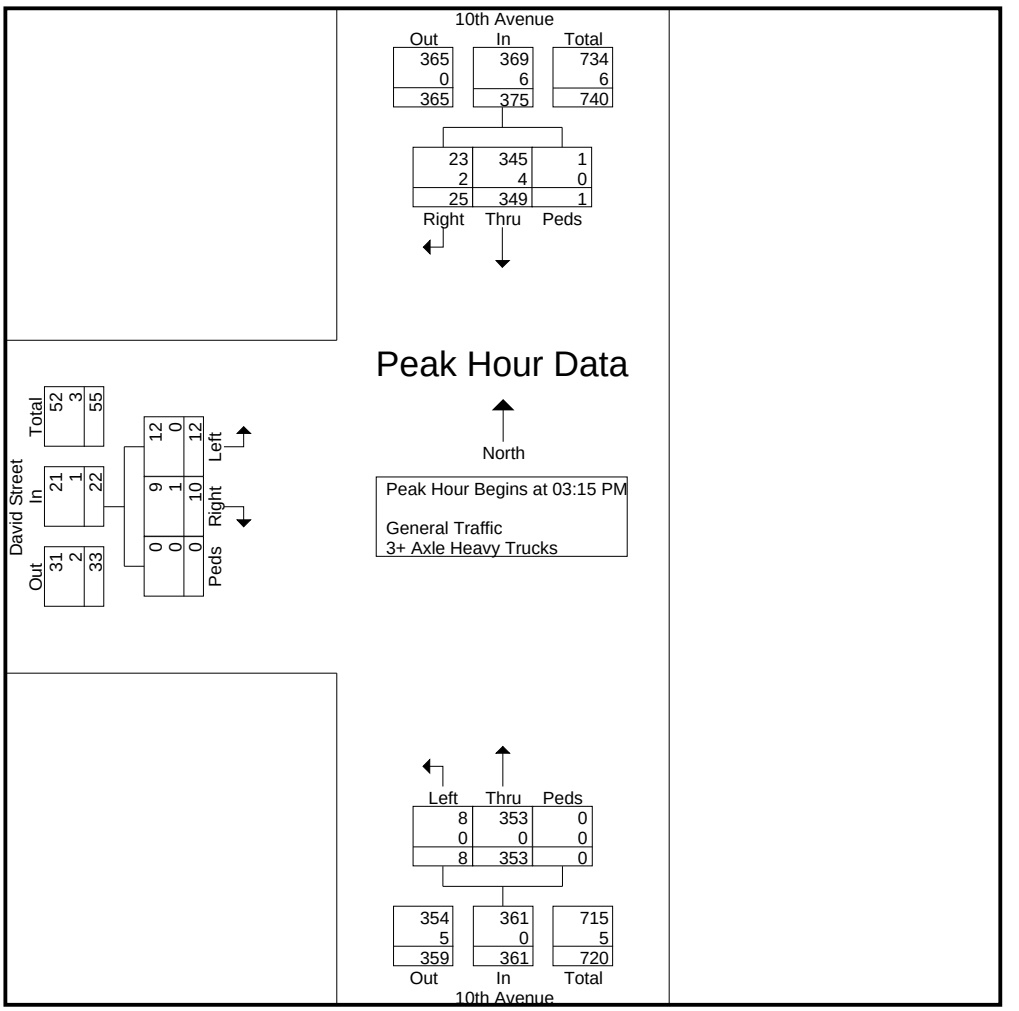
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / David St
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & David St
Site Code : 00000000
Start Date : 11/9/2023
Page No : 5

| | 10th Avenue From North | | | | 10th Avenue From South | | | | David Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | |
| 03:15 PM | 4 | 50 | 0 | 54 | 87 | 0 | 0 | 87 | 0 | 2 | 0 | 2 | 143 |
| 03:30 PM | 3 | 103 | **1** | 107 | **111** | 0 | 0 | **111** | 2 | **4** | 0 | 6 | **224** |
| 03:45 PM | **10** | **105** | 0 | **115** | 76 | **4** | 0 | 80 | 2 | 4 | 0 | 6 | 201 |
| 04:00 PM | 8 | 91 | 0 | 99 | 79 | 4 | 0 | 83 | **6** | 2 | 0 | **8** | 190 |
| Total Volume | 25 | 349 | 1 | 375 | 353 | 8 | 0 | 361 | 10 | 12 | 0 | 22 | 758 |
| % App. Total | 6.7 | 93.1 | 0.3 | | 97.8 | 2.2 | 0 | | 45.5 | 54.5 | 0 | | |
| PHF | .625 | .831 | .250 | .815 | .795 | .500 | .000 | .813 | .417 | .750 | .000 | .688 | .846 |
| General Traffic | 23 | 345 | 1 | 369 | 353 | 8 | 0 | 361 | 9 | 12 | 0 | 21 | 751 |
| % General Traffic | 92.0 | 98.9 | 100 | 98.4 | 100 | 100 | 0 | 100 | 90.0 | 100 | 0 | 95.5 | 99.1 |
| 3+ Axle Heavy Trucks | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| % 3+ Axle Heavy Trucks | 8.0 | 1.1 | 0 | 1.6 | 0 | 0 | 0 | 0 | 10.0 | 0 | 0 | 4.5 | 0.9 |



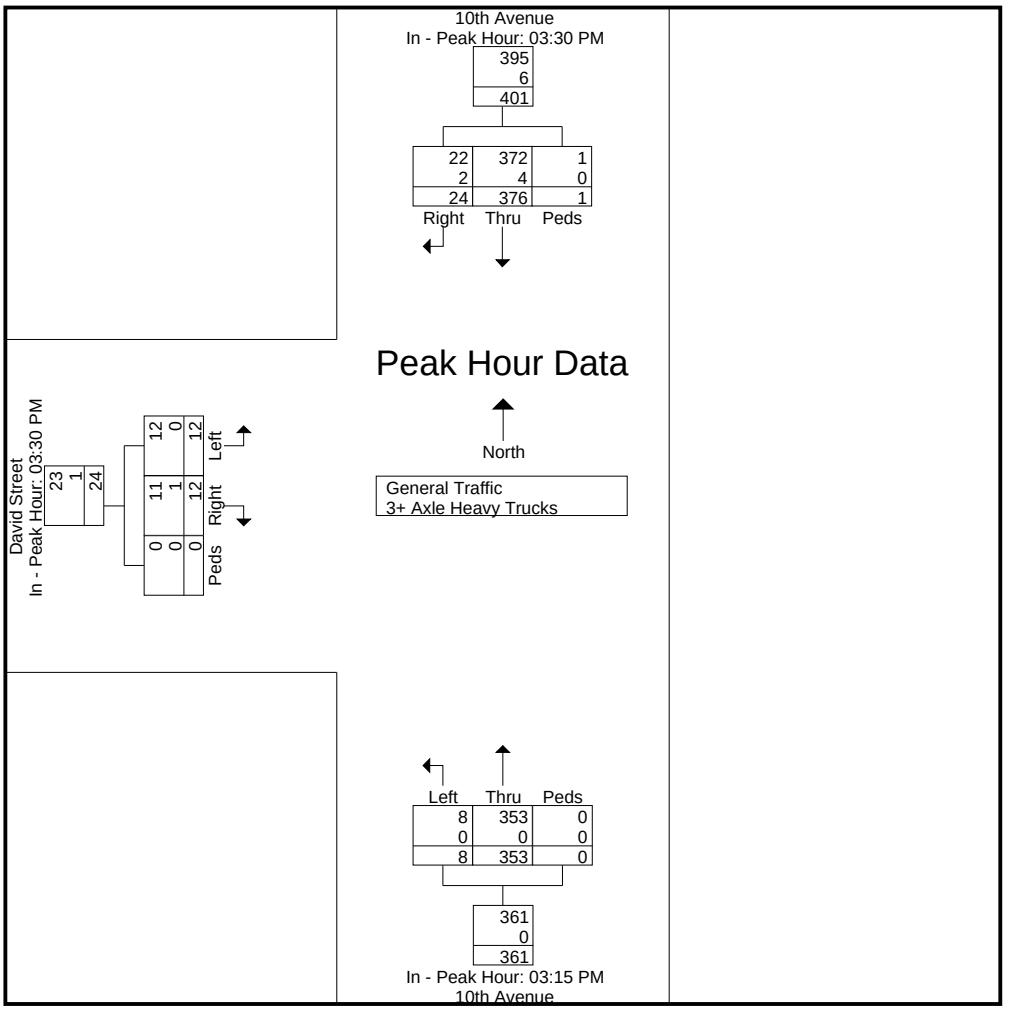
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / David St
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & David St
Site Code : 00000000
Start Date : 11/9/2023
Page No : 6

| | 10th Avenue From North | | | | 10th Avenue From South | | | | David Street From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Right** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 03:30 PM | | | | 03:15 PM | | | | 03:30 PM | | | | |
| +0 mins. | 3 | 103 | **1** | 107 | 87 | 0 | 0 | 87 | 2 | **4** | 0 | 6 | |
| +15 mins. | **10** | **105** | 0 | **115** | **111** | 0 | 0 | **111** | 2 | 4 | 0 | 6 | |
| +30 mins. | 8 | 91 | 0 | 99 | 76 | **4** | 0 | 80 | **6** | 2 | 0 | **8** | |
| +45 mins. | 3 | 77 | 0 | 80 | 79 | 4 | 0 | 83 | 2 | 2 | 0 | 4 | |
| Total Volume | 24 | 376 | 1 | 401 | 353 | 8 | 0 | 361 | 12 | 12 | 0 | 24 | |
| % App. Total | 6 | 93.8 | 0.2 | | 97.8 | 2.2 | 0 | | 50 | 50 | 0 | | |
| PHF | .600 | .895 | .250 | .872 | .795 | .500 | .000 | .813 | .500 | .750 | .000 | .750 | |
| General Traffic | 22 | 372 | 1 | 395 | 353 | 8 | 0 | 361 | 11 | 12 | 0 | 23 | |
| % General Traffic | 91.7 | 98.9 | 100 | 98.5 | 100 | 100 | 0 | 100 | 91.7 | 100 | 0 | 95.8 | |
| 3+ Axle Heavy Trucks | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| % 3+ Axle Heavy Trucks | 8.3 | 1.1 | 0 | 1.5 | 0 | 0 | 0 | 0 | 8.3 | 0 | 0 | 4.2 | |



# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / David St
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : 10th Ave & David St
Site Code : 00000000
Start Date : 11/9/2023
Page No : 7

Image 1

# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: Ashland Dr / SH-55
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : SH-55 (Karcher Rd) & Ashland Dr
Site Code : 00000000
Start Date : 11/9/2023
Page No : 1

**Groups Printed- General Traffic - 3+ Axle Heavy Trucks**

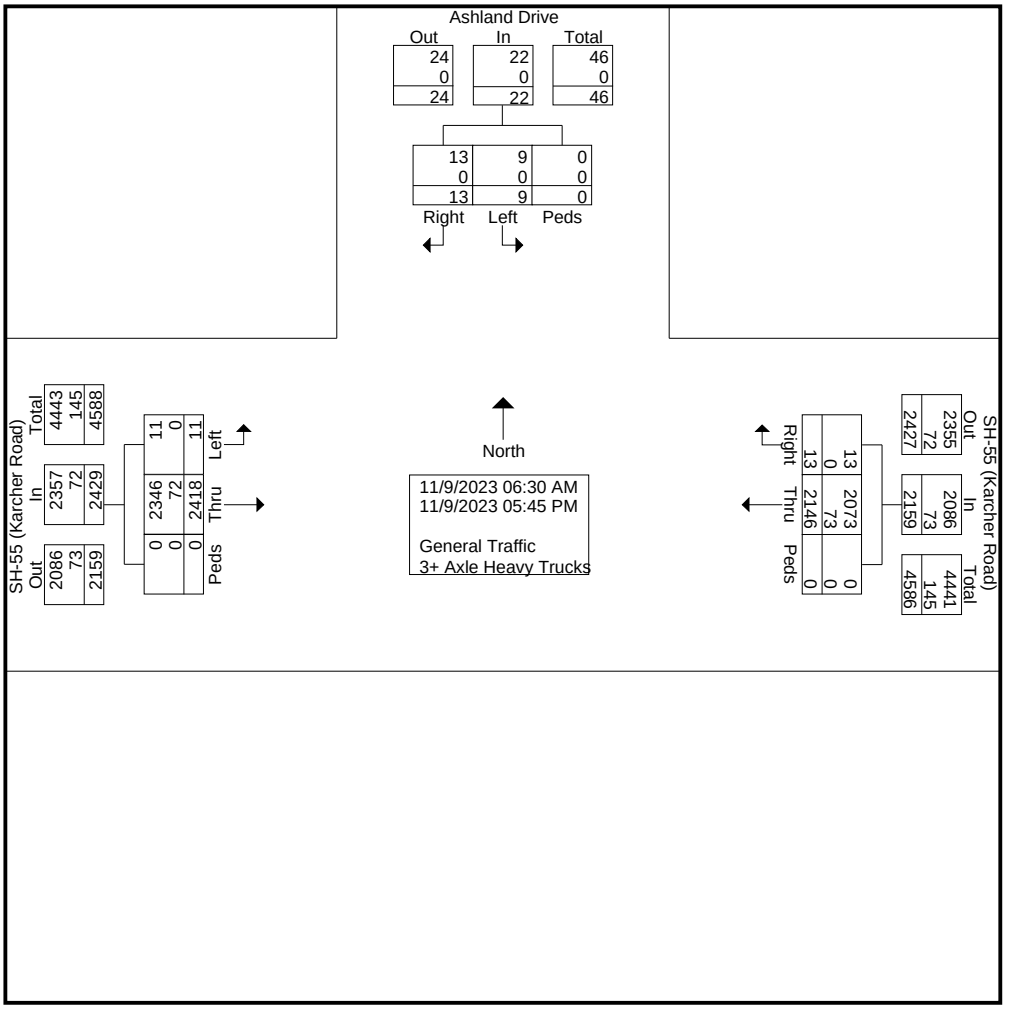
| | Ashland Drive From North | | | | SH-55 (Karcher Road) From East | | | | SH-55 (Karcher Road) From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Left | Peds | App. Total | Right | Thru | Peds | App. Total | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 0 | 1 | 0 | 1 | 0 | 50 | 0 | 50 | 105 | 0 | 0 | 105 | 156 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 76 | 101 | 0 | 0 | 101 | 177 |
| Total | 0 | 1 | 0 | 1 | 0 | 126 | 0 | 126 | 206 | 0 | 0 | 206 | 333 |
| 07:00 AM | 1 | 0 | 0 | 1 | 1 | 66 | 0 | 67 | 81 | 1 | 0 | 82 | 150 |
| 07:15 AM | 1 | 0 | 0 | 1 | 0 | 79 | 0 | 79 | 107 | 0 | 0 | 107 | 187 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 82 | 112 | 0 | 0 | 112 | 194 |
| 07:45 AM | 1 | 2 | 0 | 3 | 0 | 101 | 0 | 101 | 100 | 0 | 0 | 100 | 204 |
| Total | 3 | 2 | 0 | 5 | 1 | 328 | 0 | 329 | 400 | 1 | 0 | 401 | 735 |
| 08:00 AM | 1 | 0 | 0 | 1 | 0 | 77 | 0 | 77 | 116 | 0 | 0 | 116 | 194 |
| 08:15 AM | 0 | 1 | 0 | 1 | 0 | 65 | 0 | 65 | 110 | 0 | 0 | 110 | 176 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 65 | 0 | 65 | 74 | 0 | 0 | 74 | 140 |
| 08:45 AM | 0 | 0 | 0 | 0 | 2 | 70 | 0 | 72 | 92 | 2 | 0 | 94 | 166 |
| Total | 1 | 2 | 0 | 3 | 2 | 277 | 0 | 279 | 392 | 2 | 0 | 394 | 676 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 72 | 86 | 1 | 0 | 87 | 159 |
| 09:15 AM | 1 | 0 | 0 | 1 | 0 | 86 | 0 | 86 | 86 | 1 | 0 | 87 | 174 |
| --- | | | | | | | | | | | | | |
| Total | 1 | 0 | 0 | 1 | 0 | 158 | 0 | 158 | 172 | 2 | 0 | 174 | 333 |
| --- | | | | | | | | | | | | | |
| 03:00 PM | 1 | 1 | 0 | 2 | 1 | 97 | 0 | 98 | 81 | 1 | 0 | 82 | 182 |
| 03:15 PM | 1 | 0 | 0 | 1 | 0 | 108 | 0 | 108 | 114 | 2 | 0 | 116 | 225 |
| 03:30 PM | 1 | 1 | 0 | 2 | 1 | 112 | 0 | 113 | 136 | 0 | 0 | 136 | 251 |
| 03:45 PM | 0 | 0 | 0 | 0 | 2 | 109 | 0 | 111 | 118 | 0 | 0 | 118 | 229 |
| Total | 3 | 2 | 0 | 5 | 4 | 426 | 0 | 430 | 449 | 3 | 0 | 452 | 887 |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 111 | 0 | 112 | 86 | 0 | 0 | 86 | 198 |
| 04:15 PM | 1 | 0 | 0 | 1 | 0 | 88 | 0 | 88 | 87 | 0 | 0 | 87 | 176 |
| 04:30 PM | 2 | 0 | 0 | 2 | 1 | 105 | 0 | 106 | 111 | 1 | 0 | 112 | 220 |
| 04:45 PM | 1 | 1 | 0 | 2 | 3 | 104 | 0 | 107 | 100 | 1 | 0 | 101 | 210 |
| Total | 4 | 1 | 0 | 5 | 5 | 408 | 0 | 413 | 384 | 2 | 0 | 386 | 804 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 120 | 105 | 0 | 0 | 105 | 225 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 117 | 97 | 0 | 0 | 97 | 214 |
| 05:30 PM | 0 | 0 | 0 | 0 | 1 | 91 | 0 | 92 | 107 | 1 | 0 | 108 | 200 |
| 05:45 PM | 1 | 1 | 0 | 2 | 0 | 95 | 0 | 95 | 106 | 0 | 0 | 106 | 203 |
| Total | 1 | 1 | 0 | 2 | 1 | 423 | 0 | 424 | 415 | 1 | 0 | 416 | 842 |
| Grand Total | 13 | 9 | 0 | 22 | 13 | 2146 | 0 | 2159 | 2418 | 11 | 0 | 2429 | 4610 |
| Apprch % | 59.1 | 40.9 | 0 | | 0.6 | 99.4 | 0 | | 99.5 | 0.5 | 0 | | |
| Total % | 0.3 | 0.2 | 0 | 0.5 | 0.3 | 46.6 | 0 | 46.8 | 52.5 | 0.2 | 0 | 52.7 | |
| General Traffic | 13 | 9 | 0 | 22 | 13 | 2073 | 0 | 2086 | 2346 | 11 | 0 | 2357 | 4465 |
| % General Traffic | 100 | 100 | 0 | 100 | 100 | 96.6 | 0 | 96.6 | 97 | 100 | 0 | 97 | 96.9 |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 73 | 72 | 0 | 0 | 72 | 145 |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 3.4 | 0 | 3.4 | 3 | 0 | 0 | 3 | 3.1 |

# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: Ashland Dr / SH-55
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : SH-55 (Karcher Rd) & Ashland Dr
Site Code : 00000000
Start Date : 11/9/2023
Page No : 2



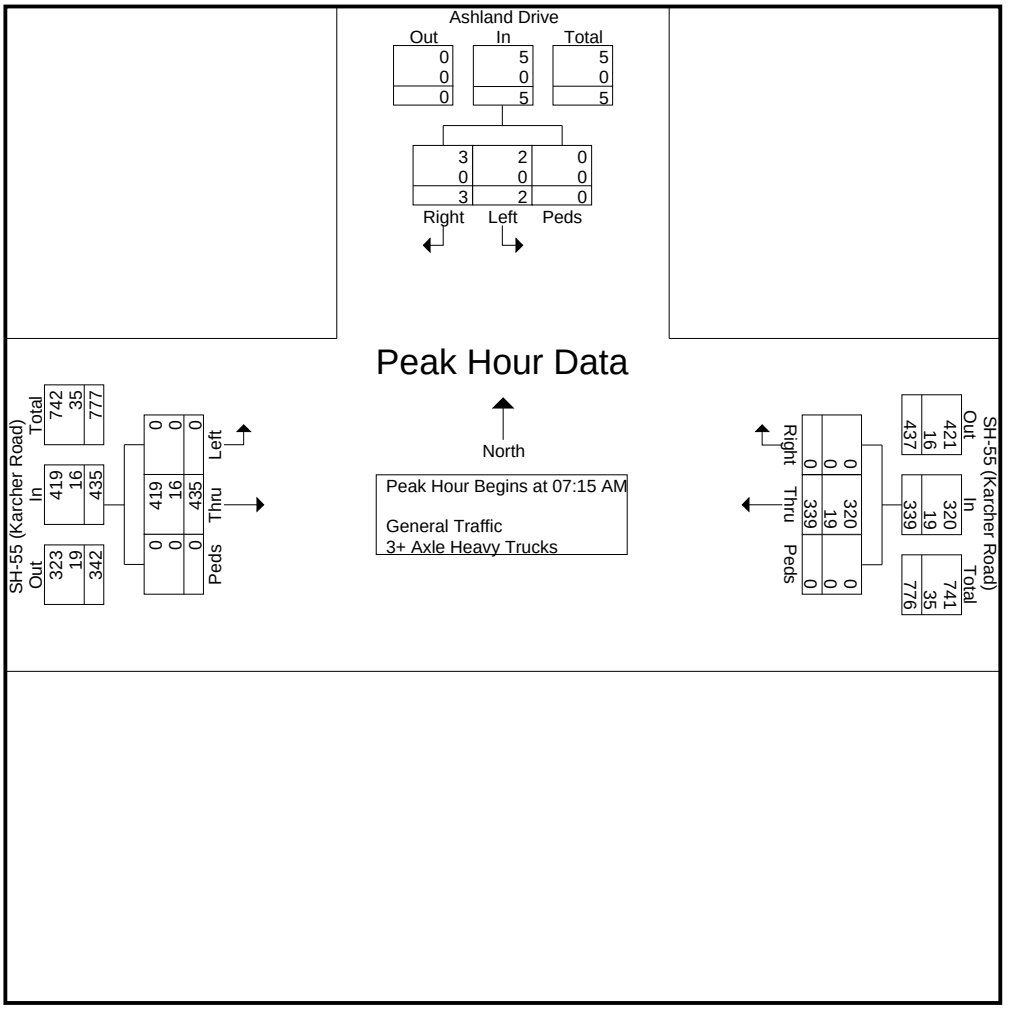
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: Ashland Dr / SH-55
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : SH-55 (Karcher Rd) & Ashland Dr
Site Code : 00000000
Start Date : 11/9/2023
Page No : 3

| | Ashland Drive From North | | | | SH-55 (Karcher Road) From East | | | | SH-55 (Karcher Road) From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | **1** | 0 | 0 | 1 | 0 | 79 | 0 | 79 | 107 | 0 | 0 | 107 | 187 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 82 | 112 | 0 | 0 | 112 | 194 |
| 07:45 AM | 1 | **2** | 0 | **3** | 0 | **101** | 0 | **101** | 100 | 0 | 0 | 100 | **204** |
| 08:00 AM | 1 | 0 | 0 | 1 | 0 | 77 | 0 | 77 | **116** | 0 | 0 | **116** | 194 |
| Total Volume | 3 | 2 | 0 | 5 | 0 | 339 | 0 | 339 | 435 | 0 | 0 | 435 | 779 |
| % App. Total | 60 | 40 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .750 | .250 | .000 | .417 | .000 | .839 | .000 | .839 | .938 | .000 | .000 | .938 | .955 |
| General Traffic | 3 | 2 | 0 | 5 | 0 | 320 | 0 | 320 | 419 | 0 | 0 | 419 | 744 |
| % General Traffic | 100 | 100 | 0 | 100 | 0 | 94.4 | 0 | 94.4 | 96.3 | 0 | 0 | 96.3 | 95.5 |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 16 | 0 | 0 | 16 | 35 |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 5.6 | 0 | 5.6 | 3.7 | 0 | 0 | 3.7 | 4.5 |



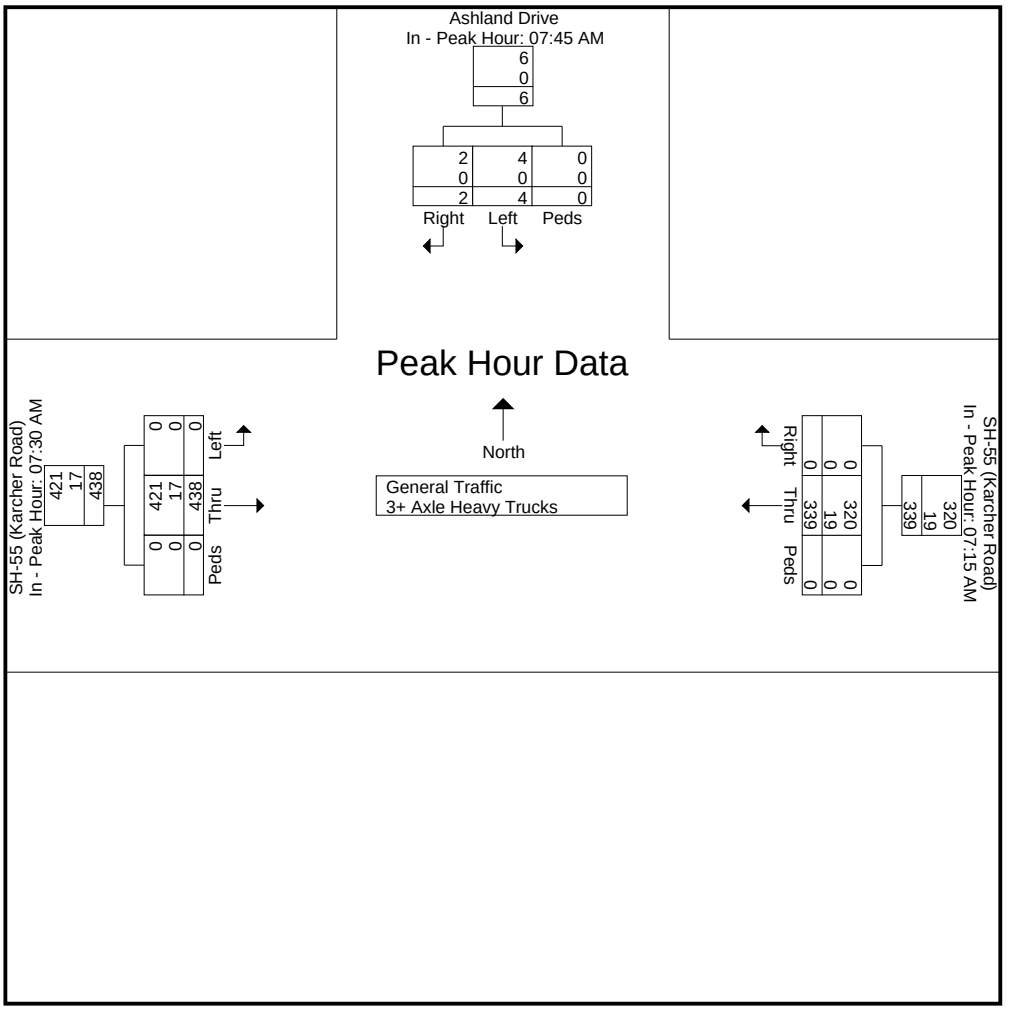
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: Ashland Dr / SH-55
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : SH-55 (Karcher Rd) & Ashland Dr
Site Code : 00000000
Start Date : 11/9/2023
Page No : 4

| | Ashland Drive From North | | | | SH-55 (Karcher Road) From East | | | | SH-55 (Karcher Road) From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 07:45 AM | | | | 07:15 AM | | | | 07:30 AM | | | | |
| +0 mins. | **1** | **2** | 0 | **3** | 0 | 79 | 0 | 79 | 112 | 0 | 0 | 112 | |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 82 | 0 | 82 | 100 | 0 | 0 | 100 | |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | **101** | 0 | **101** | **116** | 0 | 0 | **116** | |
| +45 mins. | 0 | 1 | 0 | 1 | 0 | 77 | 0 | 77 | 110 | 0 | 0 | 110 | |
| Total Volume | 2 | 4 | 0 | 6 | 0 | 339 | 0 | 339 | 438 | 0 | 0 | 438 | |
| % App. Total | 33.3 | 66.7 | 0 | | 0 | 100 | 0 | | 100 | 0 | 0 | | |
| PHF | .500 | .500 | .000 | .500 | .000 | .839 | .000 | .839 | .944 | .000 | .000 | .944 | |
| General Traffic | 2 | 4 | 0 | 6 | 0 | 320 | 0 | 320 | 421 | 0 | 0 | 421 | |
| % General Traffic | 100 | 100 | 0 | 100 | 0 | 94.4 | 0 | 94.4 | 96.1 | 0 | 0 | 96.1 | |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 17 | 0 | 0 | 17 | |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 5.6 | 0 | 5.6 | 3.9 | 0 | 0 | 3.9 | |



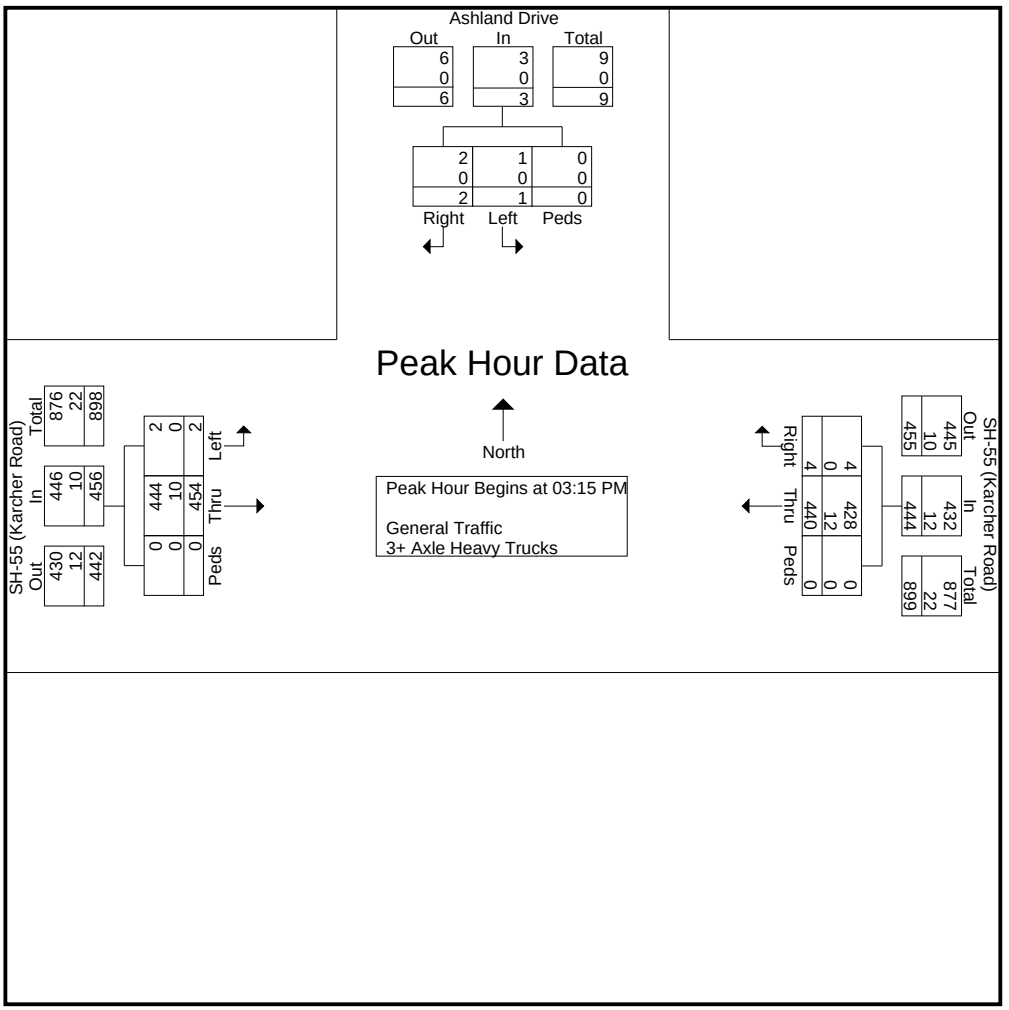
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: Ashland Dr / SH-55
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : SH-55 (Karcher Rd) & Ashland Dr
Site Code : 00000000
Start Date : 11/9/2023
Page No : 5

| | Ashland Drive From North | | | | SH-55 (Karcher Road) From East | | | | SH-55 (Karcher Road) From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | |
| 03:15 PM | **1** | 0 | 0 | 1 | 0 | 108 | 0 | 108 | 114 | **2** | 0 | 116 | 225 |
| 03:30 PM | 1 | **1** | 0 | **2** | 1 | **112** | 0 | **113** | **136** | 0 | 0 | **136** | **251** |
| 03:45 PM | 0 | 0 | 0 | 0 | **2** | 109 | 0 | 111 | 118 | 0 | 0 | 118 | 229 |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 111 | 0 | 112 | 86 | 0 | 0 | 86 | 198 |
| Total Volume | 2 | 1 | 0 | 3 | 4 | 440 | 0 | 444 | 454 | 2 | 0 | 456 | 903 |
| % App. Total | 66.7 | 33.3 | 0 | | 0.9 | 99.1 | 0 | | 99.6 | 0.4 | 0 | | |
| PHF | .500 | .250 | .000 | .375 | .500 | .982 | .000 | .982 | .835 | .250 | .000 | .838 | .899 |
| General Traffic | 2 | 1 | 0 | 3 | 4 | 428 | 0 | 432 | 444 | 2 | 0 | 446 | 881 |
| % General Traffic | 100 | 100 | 0 | 100 | 100 | 97.3 | 0 | 97.3 | 97.8 | 100 | 0 | 97.8 | 97.6 |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 10 | 0 | 0 | 10 | 22 |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 2.7 | 0 | 2.7 | 2.2 | 0 | 0 | 2.2 | 2.4 |



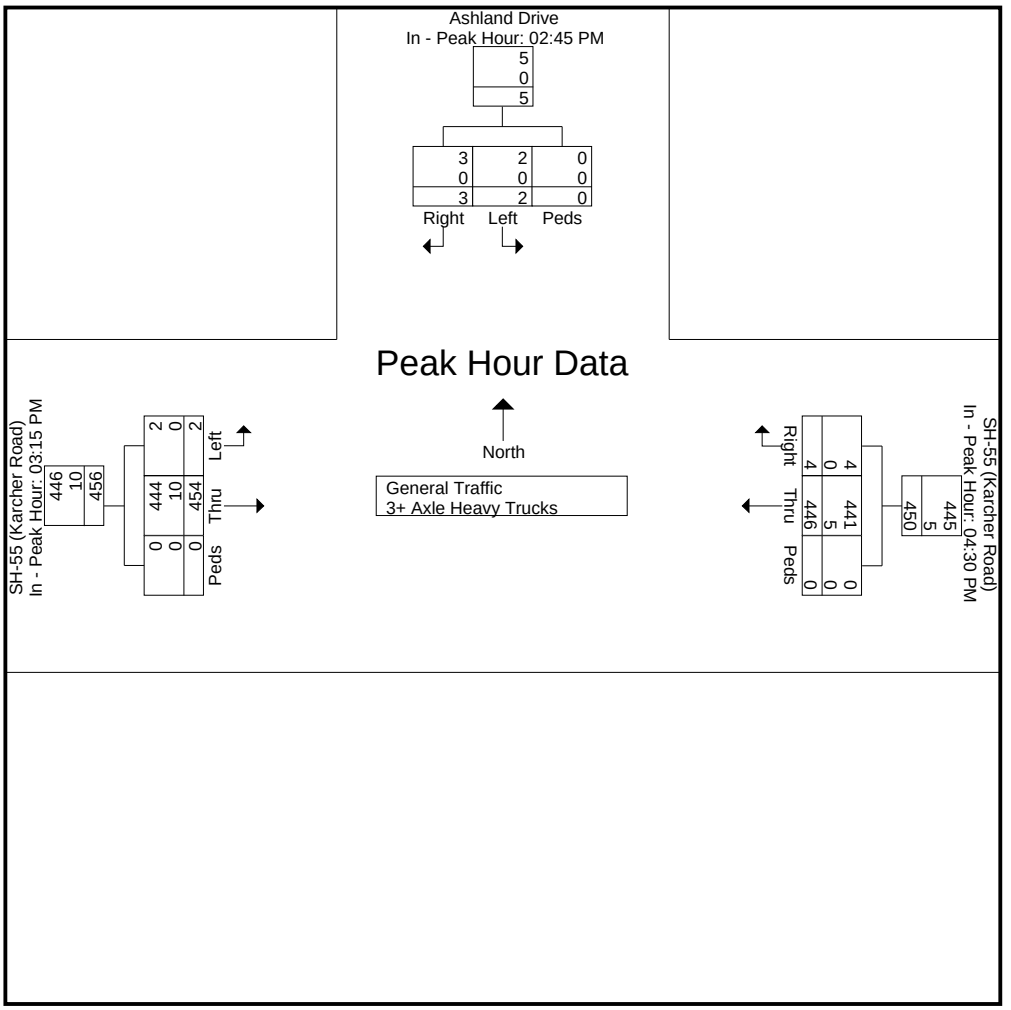
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: Ashland Dr / SH-55
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : SH-55 (Karcher Rd) & Ashland Dr
Site Code : 00000000
Start Date : 11/9/2023
Page No : 6

| | Ashland Drive From North | | | | SH-55 (Karcher Road) From East | | | | SH-55 (Karcher Road) From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Start Time** | **Right** | **Left** | **Peds** | **App. Total** | **Right** | **Thru** | **Peds** | **App. Total** | **Thru** | **Left** | **Peds** | **App. Total** | **Int. Total** |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | |
| | 02:45 PM | | | | 04:30 PM | | | | 03:15 PM | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 1 | 105 | 0 | 106 | 114 | **2** | 0 | 116 | |
| +15 mins. | **1** | **1** | 0 | **2** | **3** | 104 | 0 | 107 | **136** | 0 | 0 | **136** | |
| +30 mins. | 1 | 0 | 0 | 1 | 0 | **120** | 0 | **120** | 118 | 0 | 0 | 118 | |
| +45 mins. | 1 | 1 | 0 | 2 | 0 | 117 | 0 | 117 | 86 | 0 | 0 | 86 | |
| Total Volume | 3 | 2 | 0 | 5 | 4 | 446 | 0 | 450 | 454 | 2 | 0 | 456 | |
| % App. Total | 60 | 40 | 0 | | 0.9 | 99.1 | 0 | | 99.6 | 0.4 | 0 | | |
| PHF | .750 | .500 | .000 | .625 | .333 | .929 | .000 | .938 | .835 | .250 | .000 | .838 | |
| General Traffic | 3 | 2 | 0 | 5 | 4 | 441 | 0 | 445 | 444 | 2 | 0 | 446 | |
| % General Traffic | 100 | 100 | 0 | 100 | 100 | 98.9 | 0 | 98.9 | 97.8 | 100 | 0 | 97.8 | |
| 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 10 | |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 1.1 | 2.2 | 0 | 0 | 2.2 | |



# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: Ashland Dr / SH-55
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : SH-55 (Karcher Rd) & Ashland Dr
Site Code : 00000000
Start Date : 11/9/2023
Page No : 7

Image 1

# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / SH-55 (Karcher)
City, State: Caldwell, Idaho
Control: Signalized

File Name : 10th Ave & SH-55 (Karcher Rd)
Site Code : 00000000
Start Date : 11/9/2023
Page No : 1

**Groups Printed- General Traffic - 3+ Axle Heavy Trucks**

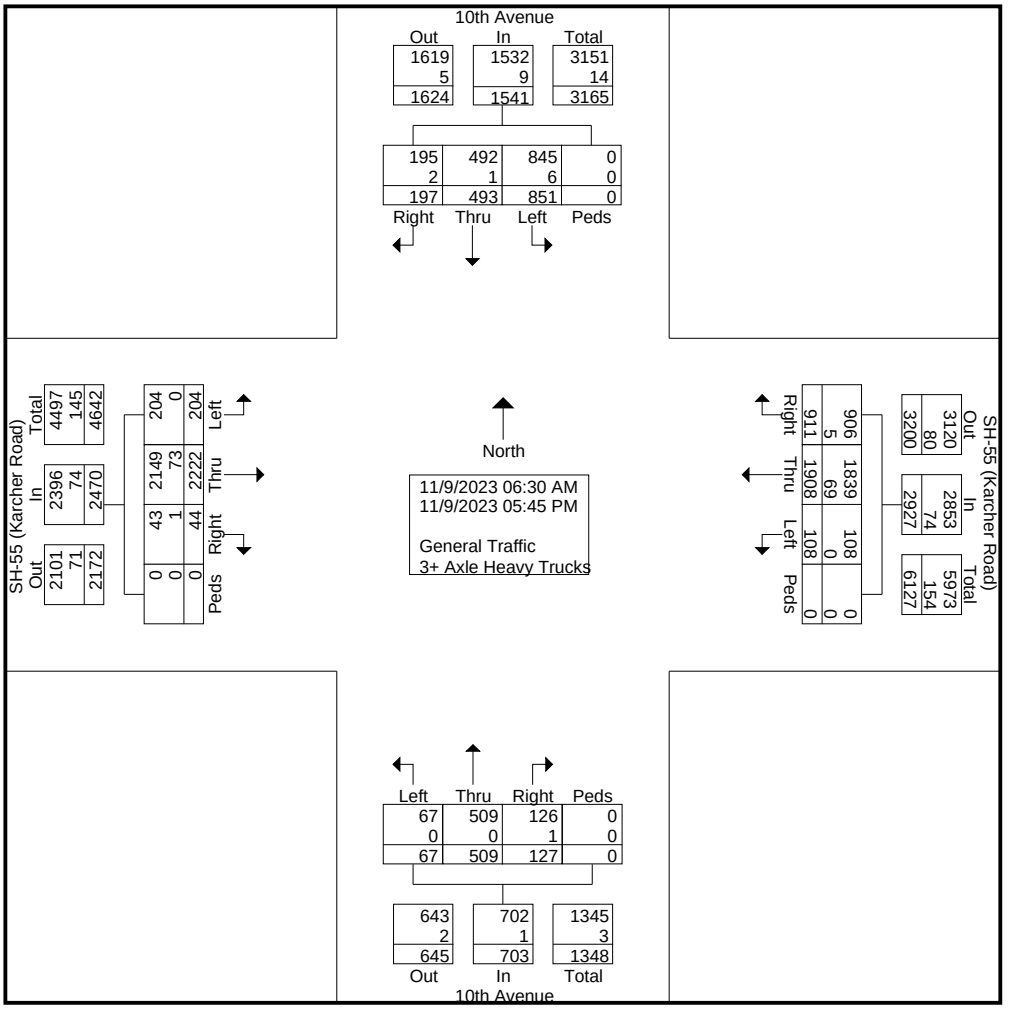
| | 10th Avenue From North | | | | | SH-55 (Karcher Road) From East | | | | | 10th Avenue From South | | | | | SH-55 (Karcher Road) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 06:30 AM | 4 | 5 | 18 | 0 | 27 | 16 | 49 | 0 | 0 | 65 | 6 | 9 | 2 | 0 | 17 | 1 | 116 | 1 | 0 | 118 | 227 |
| 06:45 AM | 3 | 11 | 23 | 0 | 37 | 11 | 67 | 0 | 0 | 78 | 7 | 8 | 1 | 0 | 16 | 0 | 97 | 7 | 0 | 104 | 235 |
| Total | 7 | 16 | 41 | 0 | 64 | 27 | 116 | 0 | 0 | 143 | 13 | 17 | 3 | 0 | 33 | 1 | 213 | 8 | 0 | 222 | 462 |
| 07:00 AM | 4 | 21 | 22 | 0 | 47 | 21 | 58 | 2 | 0 | 81 | 4 | 18 | 1 | 0 | 23 | 2 | 76 | 4 | 0 | 82 | 233 |
| 07:15 AM | 5 | 12 | 23 | 0 | 40 | 24 | 69 | 0 | 0 | 93 | 7 | 16 | 1 | 0 | 24 | 0 | 102 | 4 | 0 | 106 | 263 |
| 07:30 AM | 4 | 18 | 28 | 0 | 50 | 49 | 76 | 2 | 0 | 127 | 9 | 23 | 0 | 0 | 32 | 1 | 102 | 9 | 0 | 112 | 321 |
| 07:45 AM | 7 | 14 | 39 | 0 | 60 | 63 | 98 | 3 | 0 | 164 | 3 | 18 | 2 | 0 | 23 | 5 | 89 | 17 | 0 | 111 | 358 |
| Total | 20 | 65 | 112 | 0 | 197 | 157 | 301 | 7 | 0 | 465 | 23 | 75 | 4 | 0 | 102 | 8 | 369 | 34 | 0 | 411 | 1175 |
| 08:00 AM | 8 | 22 | 38 | 0 | 68 | 61 | 67 | 1 | 0 | 129 | 7 | 32 | 4 | 0 | 43 | 6 | 90 | 13 | 0 | 109 | 349 |
| 08:15 AM | 8 | 11 | 54 | 0 | 73 | 79 | 52 | 6 | 0 | 137 | 7 | 30 | 2 | 0 | 39 | 1 | 97 | 19 | 0 | 117 | 366 |
| 08:30 AM | 7 | 20 | 26 | 0 | 53 | 32 | 56 | 2 | 0 | 90 | 3 | 16 | 4 | 0 | 23 | 1 | 77 | 5 | 0 | 83 | 249 |
| 08:45 AM | 5 | 16 | 24 | 0 | 45 | 22 | 61 | 4 | 0 | 87 | 1 | 8 | 3 | 0 | 12 | 2 | 95 | 3 | 0 | 100 | 244 |
| Total | 28 | 69 | 142 | 0 | 239 | 194 | 236 | 13 | 0 | 443 | 18 | 86 | 13 | 0 | 117 | 10 | 359 | 40 | 0 | 409 | 1208 |
| 09:00 AM | 8 | 10 | 25 | 0 | 43 | 20 | 63 | 4 | 0 | 87 | 5 | 15 | 4 | 0 | 24 | 1 | 80 | 6 | 0 | 87 | 241 |
| 09:15 AM | 10 | 11 | 29 | 0 | 50 | 23 | 63 | 2 | 0 | 88 | 5 | 11 | 1 | 0 | 17 | 0 | 78 | 10 | 0 | 88 | 243 |
| --- | | | | | | | | | | | | | | | | | | | | | |
| Total | 18 | 21 | 54 | 0 | 93 | 43 | 126 | 6 | 0 | 175 | 10 | 26 | 5 | 0 | 41 | 1 | 158 | 16 | 0 | 175 | 484 |
| --- | | | | | | | | | | | | | | | | | | | | | |
| 03:00 PM | 8 | 21 | 34 | 0 | 63 | 43 | 91 | 8 | 0 | 142 | 9 | 21 | 4 | 0 | 34 | 2 | 80 | 2 | 0 | 84 | 323 |
| 03:15 PM | 4 | 19 | 27 | 0 | 50 | 58 | 101 | 3 | 0 | 162 | 5 | 20 | 3 | 0 | 28 | 2 | 93 | 8 | 0 | 103 | 343 |
| 03:30 PM | 11 | 32 | 53 | 0 | 96 | 70 | 97 | 12 | 0 | 179 | 7 | 23 | 1 | 0 | 31 | 2 | 108 | 17 | 0 | 127 | 433 |
| 03:45 PM | 22 | 34 | 61 | 0 | 117 | 44 | 89 | 9 | 0 | 142 | 7 | 25 | 6 | 0 | 38 | 1 | 114 | 10 | 0 | 125 | 422 |
| Total | 45 | 106 | 175 | 0 | 326 | 215 | 378 | 32 | 0 | 625 | 28 | 89 | 14 | 0 | 131 | 7 | 395 | 37 | 0 | 439 | 1521 |
| 04:00 PM | 8 | 43 | 43 | 0 | 94 | 47 | 106 | 9 | 0 | 162 | 1 | 27 | 3 | 0 | 31 | 1 | 73 | 9 | 0 | 83 | 370 |
| 04:15 PM | 10 | 23 | 46 | 0 | 79 | 32 | 74 | 4 | 0 | 110 | 2 | 26 | 1 | 0 | 29 | 4 | 85 | 3 | 0 | 92 | 310 |
| 04:30 PM | 9 | 23 | 52 | 0 | 84 | 25 | 99 | 3 | 0 | 127 | 6 | 30 | 5 | 0 | 41 | 0 | 100 | 12 | 0 | 112 | 364 |
| 04:45 PM | 11 | 29 | 39 | 0 | 79 | 31 | 94 | 6 | 0 | 131 | 3 | 29 | 5 | 0 | 37 | 2 | 78 | 9 | 0 | 89 | 336 |
| Total | 38 | 118 | 180 | 0 | 336 | 135 | 373 | 22 | 0 | 530 | 12 | 112 | 14 | 0 | 138 | 7 | 336 | 33 | 0 | 376 | 1380 |
| 05:00 PM | 18 | 27 | 35 | 0 | 80 | 31 | 106 | 8 | 0 | 145 | 5 | 21 | 3 | 0 | 29 | 6 | 93 | 8 | 0 | 107 | 361 |
| 05:15 PM | 9 | 36 | 31 | 0 | 76 | 38 | 100 | 8 | 0 | 146 | 9 | 38 | 3 | 0 | 50 | 1 | 96 | 7 | 0 | 104 | 376 |
| 05:30 PM | 4 | 26 | 50 | 0 | 80 | 47 | 84 | 5 | 0 | 136 | 5 | 27 | 4 | 0 | 36 | 1 | 108 | 12 | 0 | 121 | 373 |
| 05:45 PM | 10 | 9 | 31 | 0 | 50 | 24 | 88 | 7 | 0 | 119 | 4 | 18 | 4 | 0 | 26 | 2 | 95 | 9 | 0 | 106 | 301 |
| Total | 41 | 98 | 147 | 0 | 286 | 140 | 378 | 28 | 0 | 546 | 23 | 104 | 14 | 0 | 141 | 10 | 392 | 36 | 0 | 438 | 1411 |
| Grand Total | 197 | 493 | 851 | 0 | 1541 | 911 | 1908 | 108 | 0 | 2927 | 127 | 509 | 67 | 0 | 703 | 44 | 2222 | 204 | 0 | 2470 | 7641 |
| Apprch % | 12.8 | 32 | 55.2 | 0 | | 31.1 | 65.2 | 3.7 | 0 | | 18.1 | 72.4 | 9.5 | 0 | | 1.8 | 90 | 8.3 | 0 | | |
| Total % | 2.6 | 6.5 | 11.1 | 0 | 20.2 | 11.9 | 25 | 1.4 | 0 | 38.3 | 1.7 | 6.7 | 0.9 | 0 | 9.2 | 0.6 | 29.1 | 2.7 | 0 | 32.3 | |
| General Traffic | | | | | | | 1839 | | | | | | | | | | 2149 | | | | |
| % General Traffic | 99 | 99.8 | 99.3 | 0 | 99.4 | 99.5 | 96.4 | 100 | 0 | 97.5 | 99.2 | 100 | 100 | 0 | 99.9 | 97.7 | 96.7 | 100 | 0 | 97 | 97.9 |
| 3+ Axle Heavy Trucks | | | | | | | | | | | | | | | | | | | | | |
| % 3+ Axle Heavy Trucks | 1 | 0.2 | 0.7 | 0 | 0.6 | 0.5 | 3.6 | 0 | 0 | 2.5 | 0.8 | 0 | 0 | 0 | 0.1 | 2.3 | 3.3 | 0 | 0 | 3 | 2.1 |

# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / SH-55 (Karcher)
City, State: Caldwell, Idaho
Control: Signalized

File Name : 10th Ave & SH-55 (Karcher Rd)
Site Code : 00000000
Start Date : 11/9/2023
Page No : 2



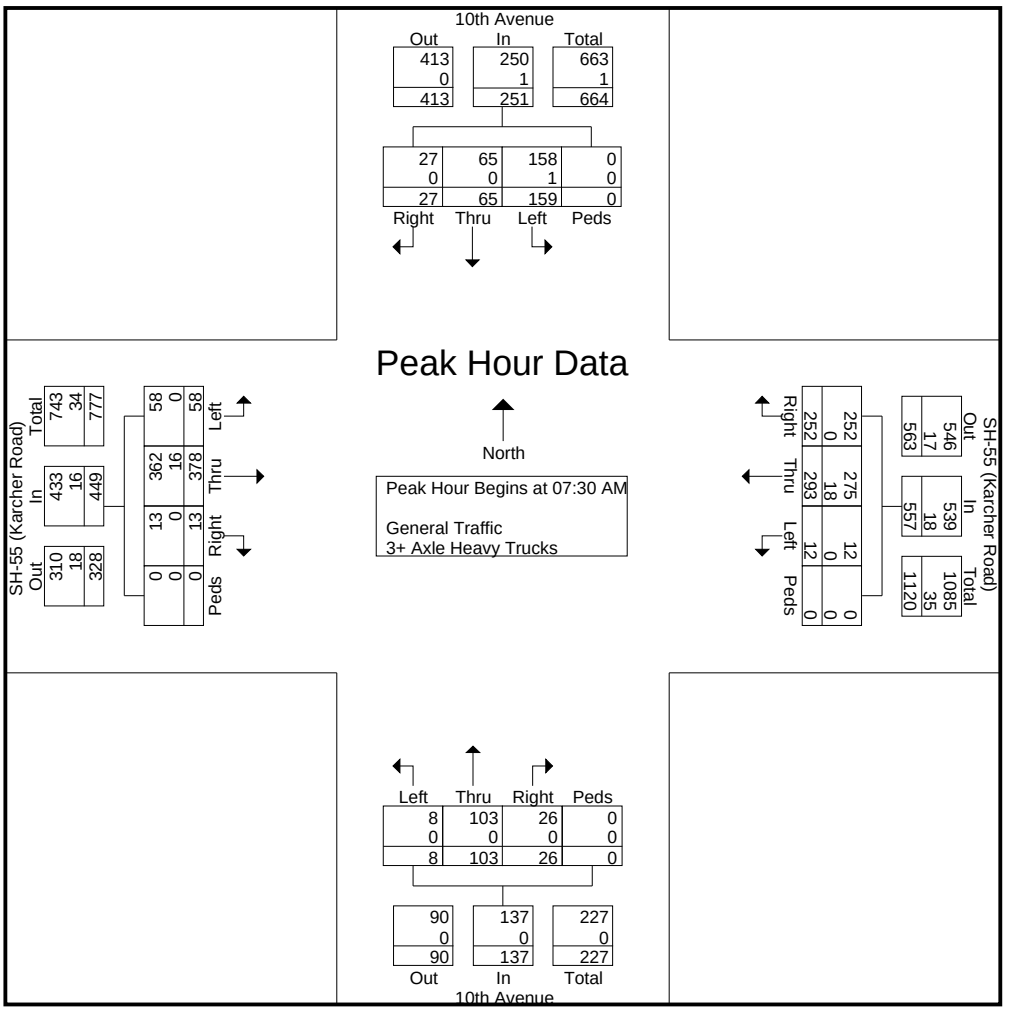
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / SH-55 (Karcher)
City, State: Caldwell, Idaho
Control: Signalized

File Name : 10th Ave & SH-55 (Karcher Rd)
Site Code : 00000000
Start Date : 11/9/2023
Page No : 3

| | 10th Avenue From North | | | | | SH-55 (Karcher Road) From East | | | | | 10th Avenue From South | | | | | SH-55 (Karcher Road) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 4 | 18 | 28 | 0 | 50 | 49 | 76 | 2 | 0 | 127 | **9** | 23 | 0 | 0 | 32 | 1 | **102** | 9 | 0 | 112 | 321 |
| 07:45 AM | 7 | 14 | 39 | 0 | 60 | 63 | **98** | 3 | 0 | **164** | 3 | 18 | 2 | 0 | 23 | 5 | 89 | 17 | 0 | 111 | 358 |
| 08:00 AM | **8** | **22** | 38 | 0 | 68 | 61 | 67 | 1 | 0 | 129 | 7 | **32** | **4** | 0 | **43** | **6** | 90 | 13 | 0 | 109 | 349 |
| 08:15 AM | 8 | 11 | **54** | 0 | **73** | **79** | 52 | **6** | 0 | 137 | 7 | 30 | 2 | 0 | 39 | 1 | 97 | **19** | 0 | **117** | **366** |
| Total Volume | 27 | 65 | 159 | 0 | 251 | 252 | 293 | 12 | 0 | 557 | 26 | 103 | 8 | 0 | 137 | 13 | 378 | 58 | 0 | 449 | 1394 |
| % App. Total | 10.8 | 25.9 | 63.3 | 0 | | 45.2 | 52.6 | 2.2 | 0 | | 19 | 75.2 | 5.8 | 0 | | 2.9 | 84.2 | 12.9 | 0 | | |
| PHF | .844 | .739 | .736 | .000 | .860 | .797 | .747 | .500 | .000 | .849 | .722 | .805 | .500 | .000 | .797 | .542 | .926 | .763 | .000 | .959 | .952 |
| General Traffic % General Traffic | 100 | 100 | 99.4 | 0 | 99.6 | 100 | 93.9 | 100 | 0 | 96.8 | 100 | 100 | 100 | 0 | 100 | 100 | 95.8 | 100 | 0 | 96.4 | 97.5 |
| 3+ Axle Heavy Trucks % 3+ Axle Heavy Trucks | 0 | 0 | 0.6 | 0 | 0.4 | 0 | 6.1 | 0 | 0 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 0 | 3.6 | 2.5 |



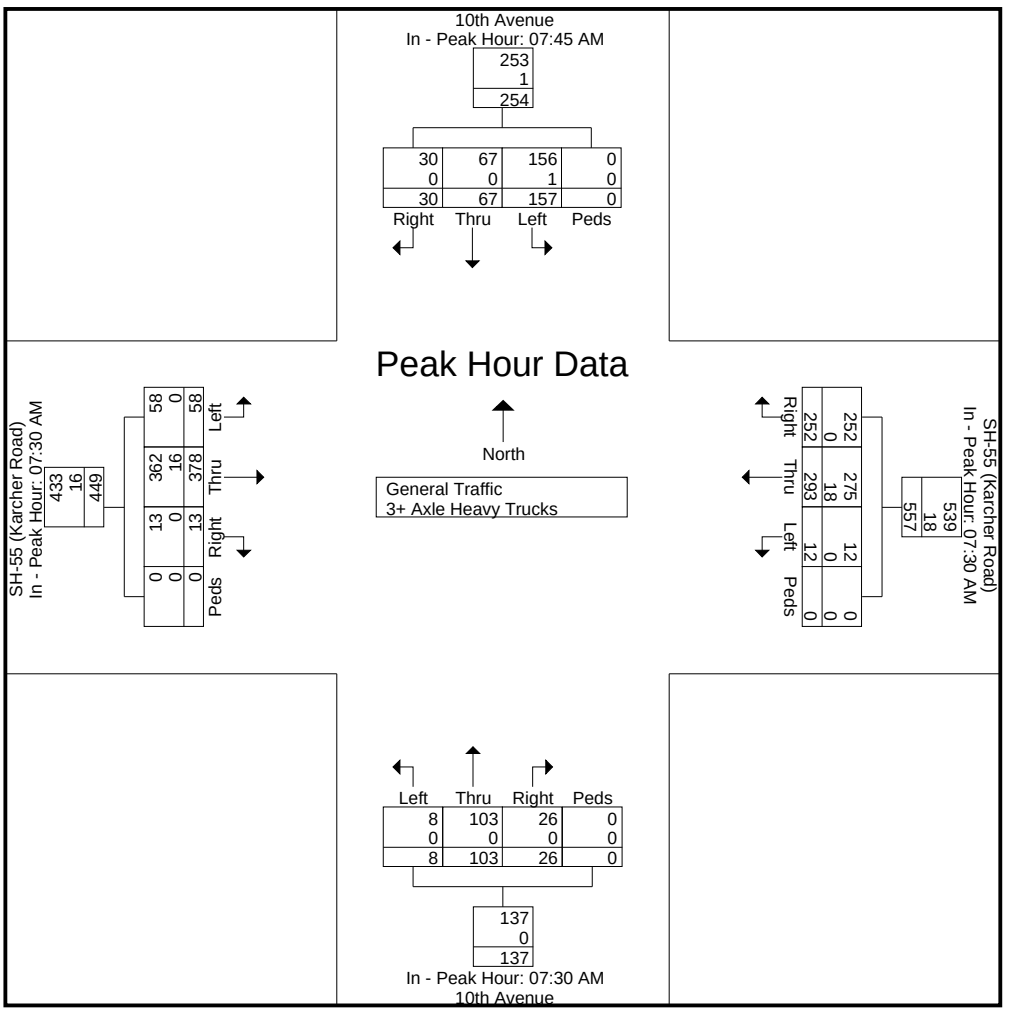
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / SH-55 (Karcher)
City, State: Caldwell, Idaho
Control: Signalized

File Name : 10th Ave & SH-55 (Karcher Rd)
Site Code : 00000000
Start Date : 11/9/2023
Page No : 4

| | 10th Avenue From North | | | | | SH-55 (Karcher Road) From East | | | | | 10th Avenue From South | | | | | SH-55 (Karcher Road) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | | 07:30 AM | | | | | 07:30 AM | | | | | 07:30 AM | | | | | |
| +0 mins. | 7 | 14 | 39 | 0 | 60 | 49 | 76 | 2 | 0 | 127 | **9** | 23 | 0 | 0 | 32 | 1 | **102** | 9 | 0 | 112 | |
| +15 mins. | **8** | **22** | 38 | 0 | 68 | 63 | **98** | 3 | 0 | **164** | 3 | 18 | 2 | 0 | 23 | 5 | 89 | 17 | 0 | 111 | |
| +30 mins. | 8 | 11 | **54** | 0 | **73** | 61 | 67 | 1 | 0 | 129 | 7 | **32** | **4** | 0 | **43** | **6** | 90 | 13 | 0 | 109 | |
| +45 mins. | 7 | 20 | 26 | 0 | 53 | **79** | 52 | **6** | 0 | 137 | 7 | 30 | 2 | 0 | 39 | 1 | 97 | **19** | 0 | **117** | |
| Total Volume | 30 | 67 | 157 | 0 | 254 | 252 | 293 | 12 | 0 | 557 | 26 | 103 | 8 | 0 | 137 | 13 | 378 | 58 | 0 | 449 | |
| % App. Total | 11.8 | 26.4 | 61.8 | 0 | | 45.2 | 52.6 | 2.2 | 0 | | 19 | 75.2 | 5.8 | 0 | | 2.9 | 84.2 | 12.9 | 0 | | |
| PHF | .938 | .761 | .727 | .000 | .870 | .797 | .747 | .500 | .000 | .849 | .722 | .805 | .500 | .000 | .797 | .542 | .926 | .763 | .000 | .959 | |
| General Traffic | | | | | | | | | | | | | | | | | | | | | |
| % General Traffic | 100 | 100 | 99.4 | 0 | 99.6 | 100 | 93.9 | 100 | 0 | 96.8 | 100 | 100 | 100 | 0 | 100 | 100 | 95.8 | 100 | 0 | 96.4 | |
| 3+ Axle Heavy Trucks | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0.6 | 0 | 0.4 | 0 | 6.1 | 0 | 0 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 0 | 3.6 | |



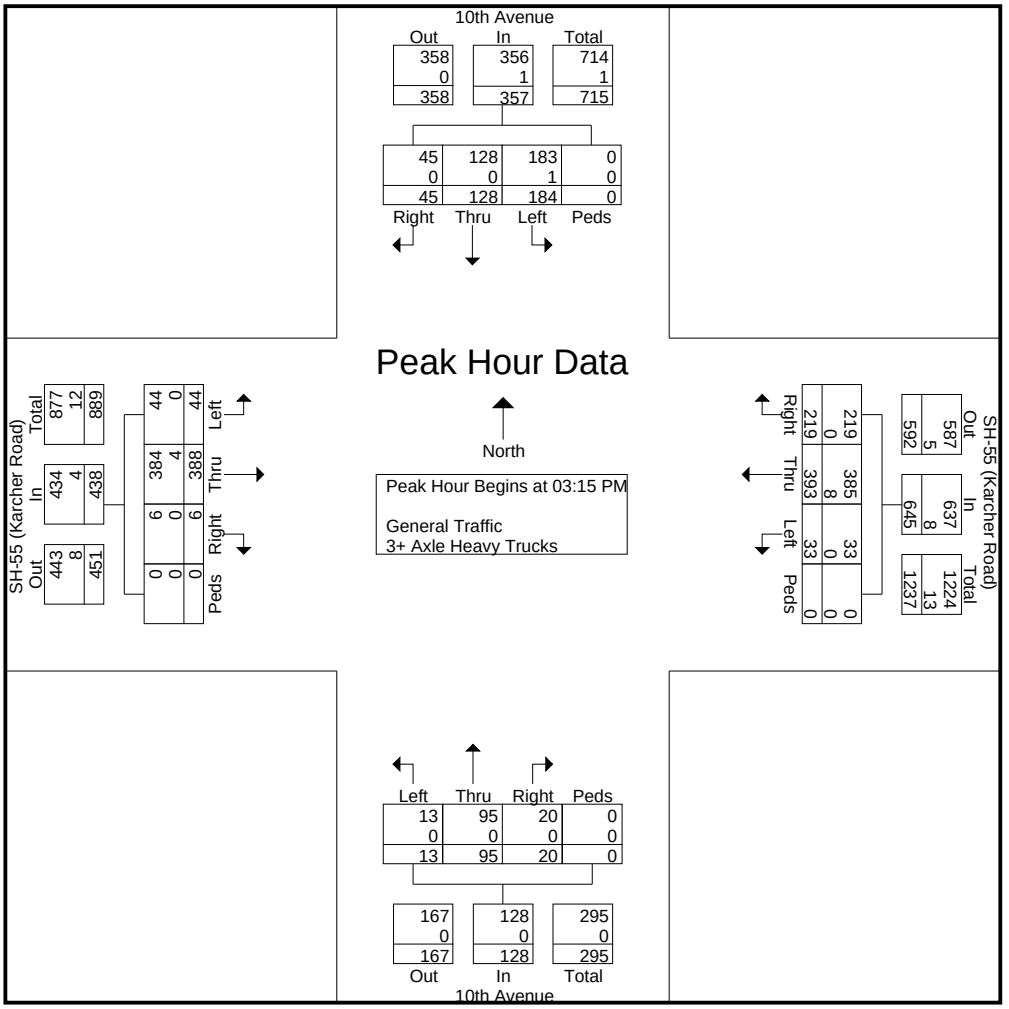
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / SH-55 (Karcher)
City, State: Caldwell, Idaho
Control: Signalized

File Name : 10th Ave & SH-55 (Karcher Rd)
Site Code : 00000000
Start Date : 11/9/2023
Page No : 5

| | 10th Avenue From North | | | | | SH-55 (Karcher Road) From East | | | | | 10th Avenue From South | | | | | SH-55 (Karcher Road) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:15 PM | 4 | 19 | 27 | 0 | 50 | 58 | 101 | 3 | 0 | 162 | 5 | 20 | 3 | 0 | 28 | **2** | 93 | 8 | 0 | 103 | 343 |
| 03:30 PM | 11 | 32 | 53 | 0 | 96 | **70** | 97 | **12** | 0 | **179** | **7** | 23 | 1 | 0 | 31 | 2 | 108 | **17** | 0 | **127** | **433** |
| 03:45 PM | **22** | 34 | **61** | 0 | **117** | 44 | 89 | 9 | 0 | 142 | 7 | 25 | **6** | 0 | **38** | 1 | **114** | 10 | 0 | 125 | 422 |
| 04:00 PM | 8 | **43** | 43 | 0 | 94 | 47 | **106** | 9 | 0 | 162 | 1 | **27** | 3 | 0 | 31 | 1 | 73 | 9 | 0 | 83 | 370 |
| Total Volume | 45 | 128 | 184 | 0 | 357 | 219 | 393 | 33 | 0 | 645 | 20 | 95 | 13 | 0 | 128 | 6 | 388 | 44 | 0 | 438 | 1568 |
| % App. Total | 12.6 | 35.9 | 51.5 | 0 | | 34 | 60.9 | 5.1 | 0 | | 15.6 | 74.2 | 10.2 | 0 | | 1.4 | 88.6 | 10 | 0 | | |
| PHF | .511 | .744 | .754 | .000 | .763 | .782 | .927 | .688 | .000 | .901 | .714 | .880 | .542 | .000 | .842 | .750 | .851 | .647 | .000 | .862 | .905 |
| General Traffic | | | | | | | | | | | | | | | | | | | | | |
| % General Traffic | 100 | 100 | 99.5 | 0 | 99.7 | 100 | 98.0 | 100 | 0 | 98.8 | 100 | 100 | 100 | 0 | 100 | 100 | 99.0 | 100 | 0 | 99.1 | 99.2 |
| 3+ Axle Heavy Trucks | | | | | | | | | | | | | | | | | | | | | |
| % 3+ Axle Heavy Trucks | 0 | 0 | 0.5 | 0 | 0.3 | 0 | 2.0 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 1.0 | 0 | 0 | 0.9 | 0.8 |



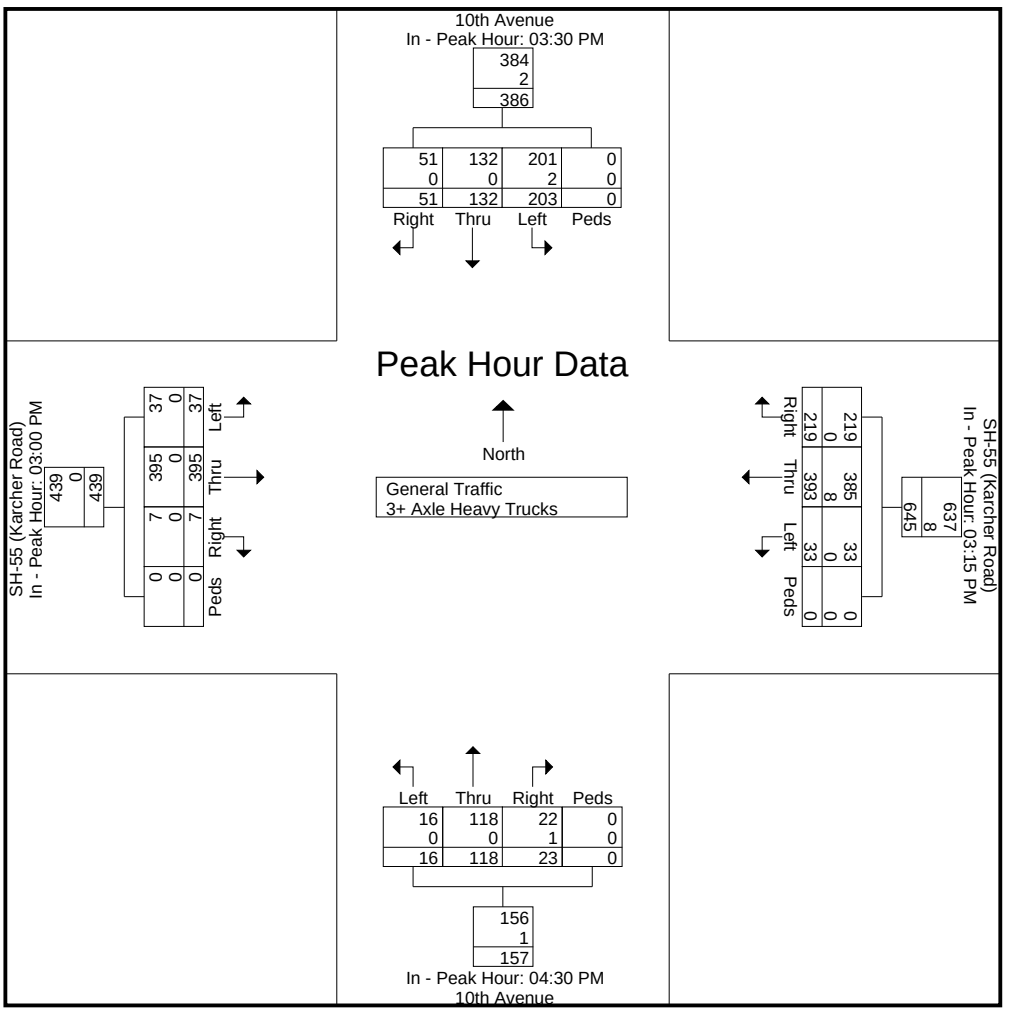
# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: ARDU0002
Intersection: 10th Ave / SH-55 (Karcher)
City, State: Caldwell, Idaho
Control: Signalized

File Name : 10th Ave & SH-55 (Karcher Rd)
Site Code : 00000000
Start Date : 11/9/2023
Page No : 6

| | 10th Avenue From North | | | | | SH-55 (Karcher Road) From East | | | | | 10th Avenue From South | | | | | SH-55 (Karcher Road) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 03:30 PM | | | | | 03:15 PM | | | | | 04:30 PM | | | | | 03:00 PM | | | | | |
| +0 mins. | 11 | 32 | 53 | 0 | 96 | 58 | 101 | 3 | 0 | 162 | 6 | 30 | **5** | 0 | 41 | **2** | 80 | 2 | 0 | 84 | |
| +15 mins. | **22** | 34 | **61** | 0 | **117** | **70** | 97 | **12** | 0 | **179** | 3 | 29 | 5 | 0 | 37 | 2 | 93 | 8 | 0 | 103 | |
| +30 mins. | 8 | **43** | 43 | 0 | 94 | 44 | 89 | 9 | 0 | 142 | 5 | 21 | 3 | 0 | 29 | 2 | 108 | **17** | 0 | **127** | |
| +45 mins. | 10 | 23 | 46 | 0 | 79 | 47 | **106** | 9 | 0 | 162 | **9** | **38** | 3 | 0 | **50** | 1 | **114** | 10 | 0 | 125 | |
| Total Volume | 51 | 132 | 203 | 0 | 386 | 219 | 393 | 33 | 0 | 645 | 23 | 118 | 16 | 0 | 157 | 7 | 395 | 37 | 0 | 439 | |
| % App. Total | 13.2 | 34.2 | 52.6 | 0 | | 34 | 60.9 | 5.1 | 0 | | 14.6 | 75.2 | 10.2 | 0 | | 1.6 | 90 | 8.4 | 0 | | |
| PHF | .580 | .767 | .832 | .000 | .825 | .782 | .927 | .688 | .000 | .901 | .639 | .776 | .800 | .000 | .785 | .875 | .866 | .544 | .000 | .864 | |
| General Traffic % General Traffic | 100 | 100 | 99 | 0 | 99.5 | 100 | 98 | 100 | 0 | 98.8 | 95.7 | 100 | 100 | 0 | 99.4 | 100 | 100 | 100 | 0 | 100 | |
| 3+ Axle Heavy Trucks | 0 | 0 | 2 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| % 3+ Axle Heavy Trucks | 0 | 0 | 1 | 0 | 0.5 | 0 | 2 | 0 | 0 | 1.2 | 4.3 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | |



# Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

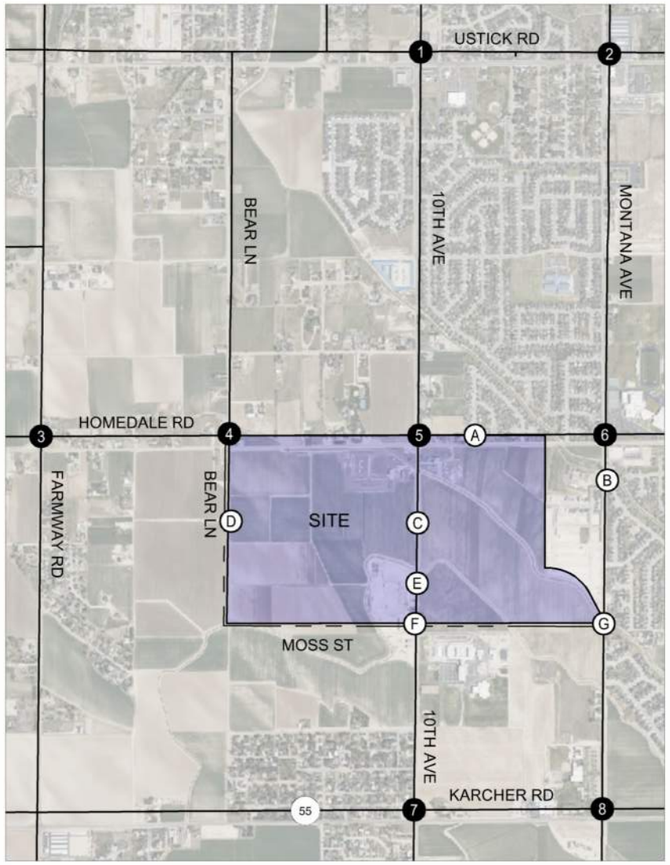
Study: ARDU0002
Intersection: 10th Ave / SH-55 (Karcher)
City, State: Caldwell, Idaho
Control: Signalized

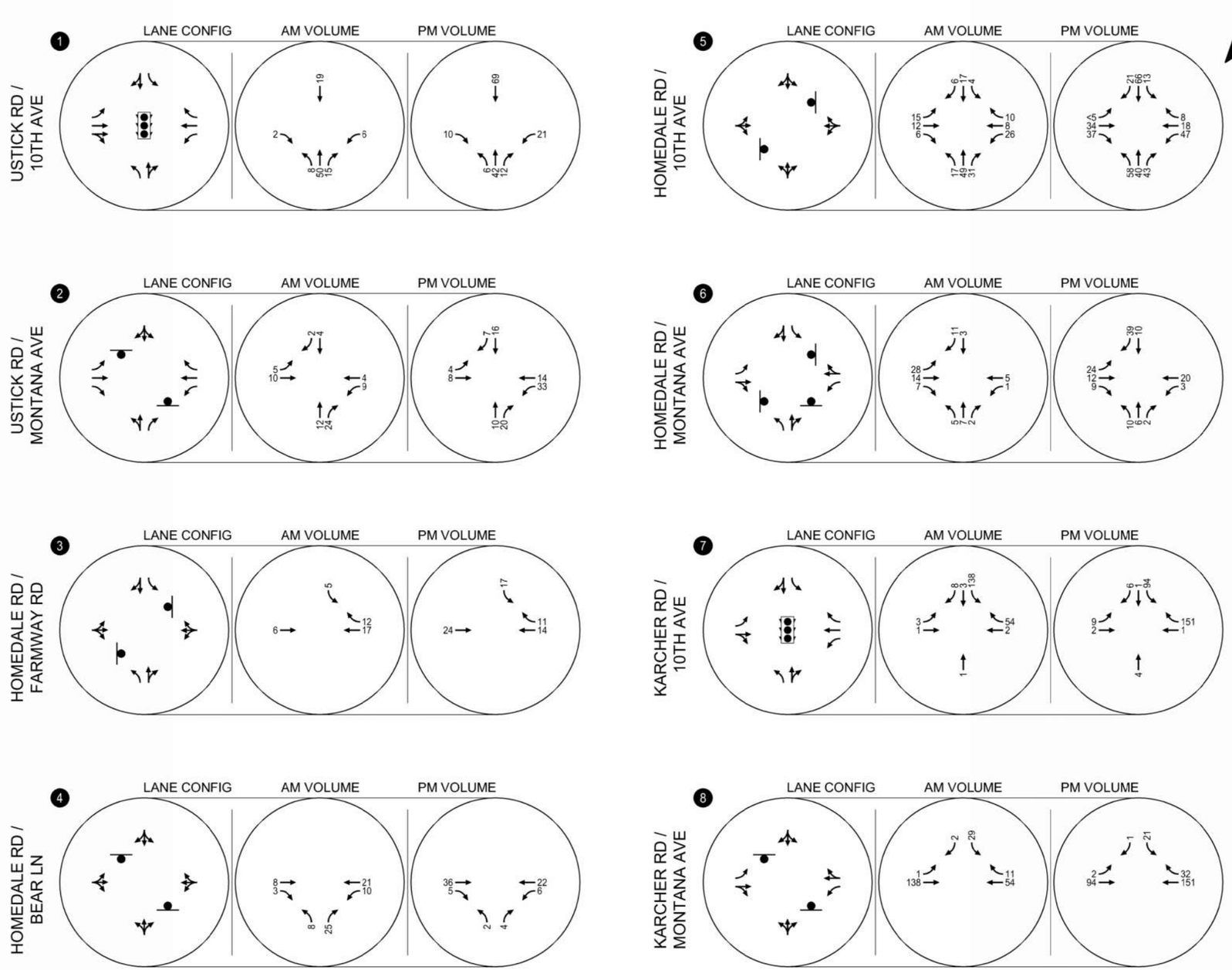
File Name : 10th Ave & SH-55 (Karcher Rd)
Site Code : 00000000
Start Date : 11/9/2023


Image 1

# Appendix D

# Pipeline Volumes




- Stop Sign
- Traffic Signal

(##) - Study Intersections
(##) - Site Accesses

- Future Road Connection

2032 Study Intersections Lane Configurations, Traffic Control Devices, and Trip Assignment
Weekday AM and PM Peak Hour
Caldwell, Idaho

Figure 6A

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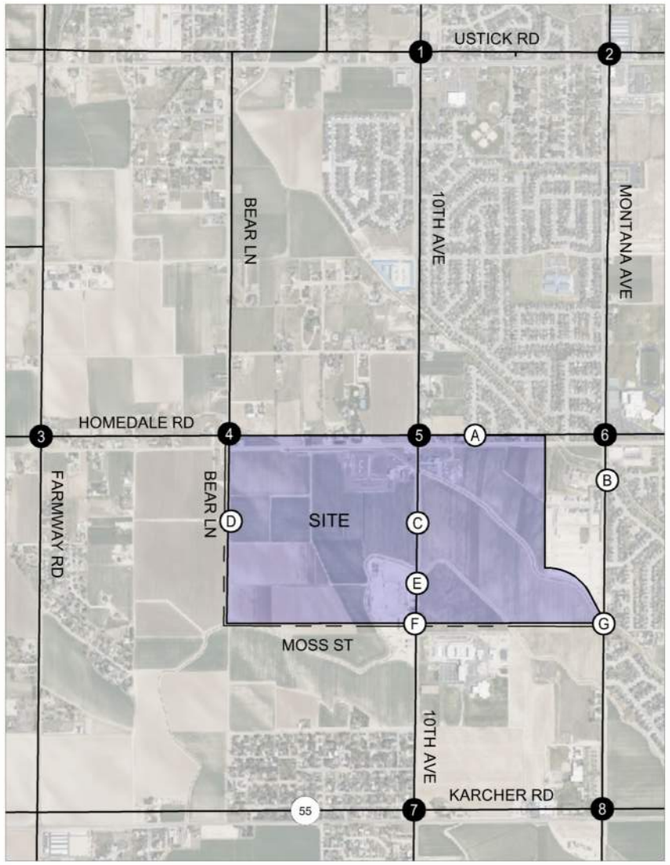


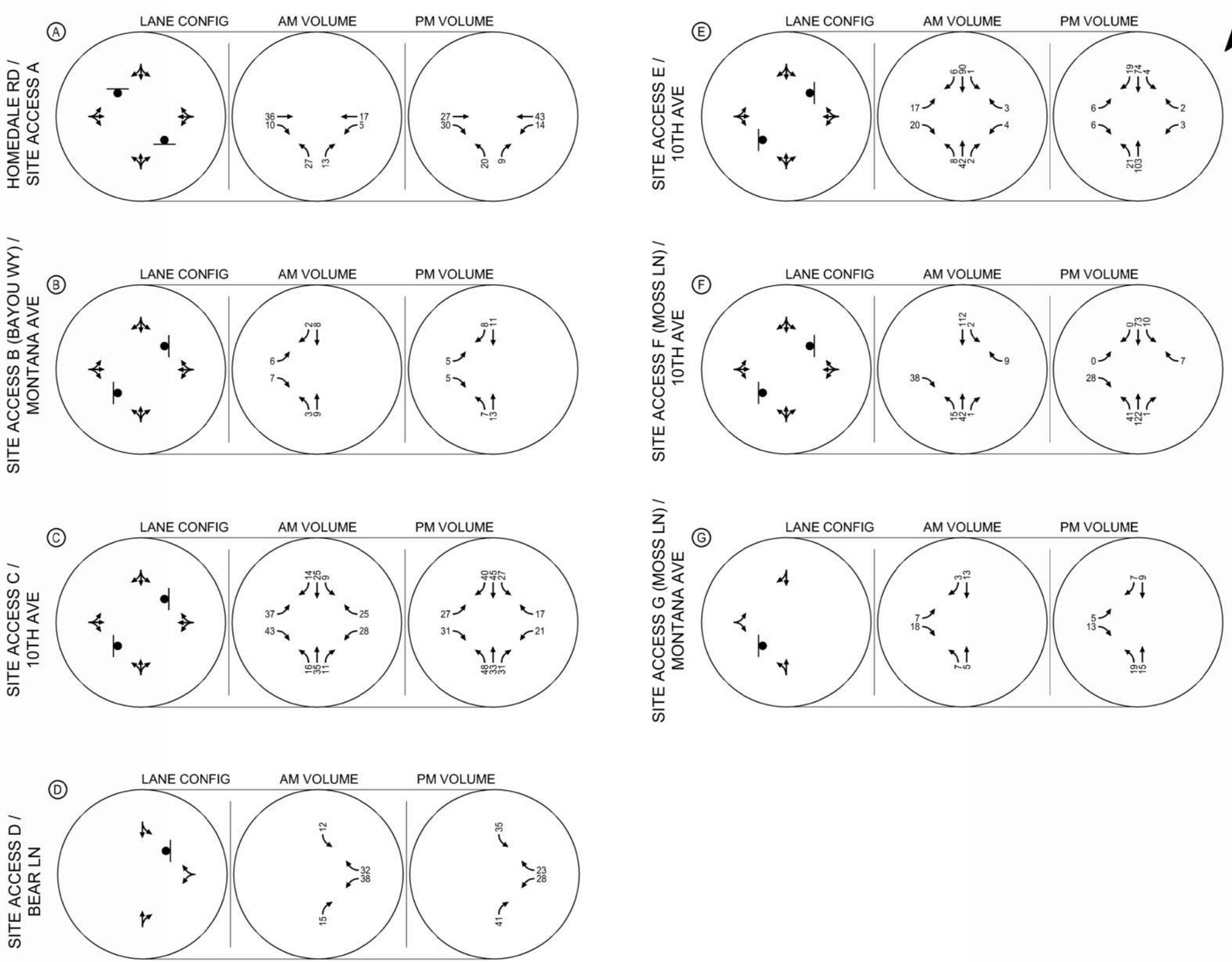


- Stop Sign
- Traffic Signal

(##) - Study Intersections
(##) - Site Accesses

- Future Road Connection

2032 Site Accesses Lane Configurations, Traffic Control Devices, and Trip Assignment
Weekday AM and PM Peak Hour
Caldwell, Idaho

Figure
6B

C:\Users\rhoffman\appdata\local\temp\AcPublish_23452\28671_Verbena Figs_scoping.dwg Jun 04, 2024 - 2:37pm - rhoffman Layout Tab: Fig6B_TripSite

KITTELSON & ASSOCIATES

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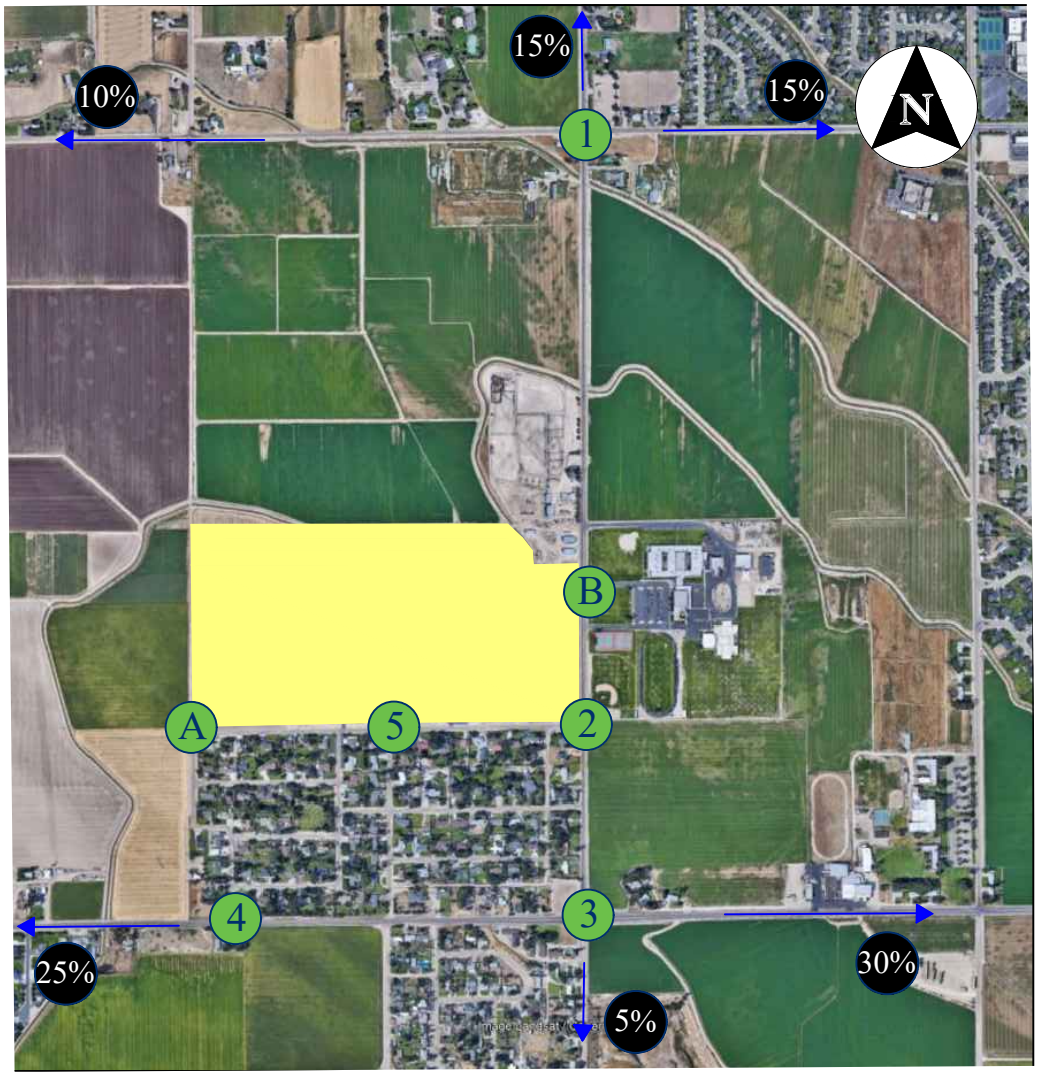


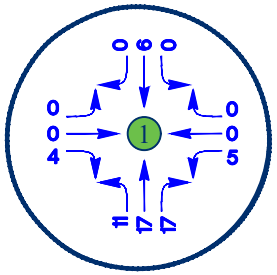


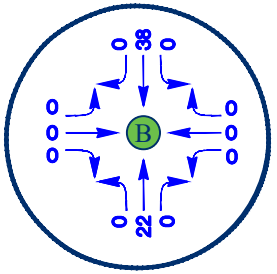


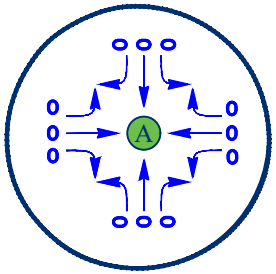


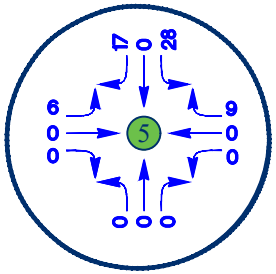


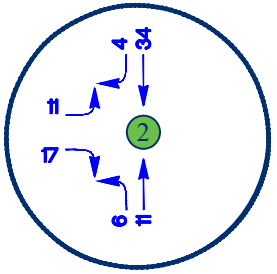


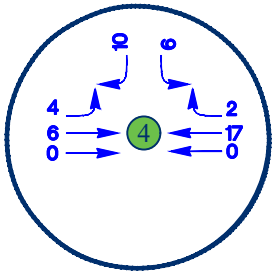


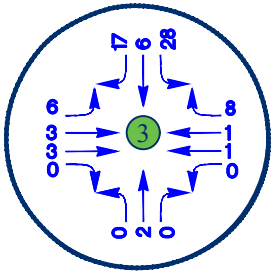


DATE: 8/14/24 JOB: 230434

11 TRIP ASSIGNMENTS & DISTRIBUTIONS
AM PEAK HOUR

ELEMENT RIDGE SUBDIVISION
TRAFFIC IMPACT STUDY

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208-442-6300 | WWW.ARDURRA.COM

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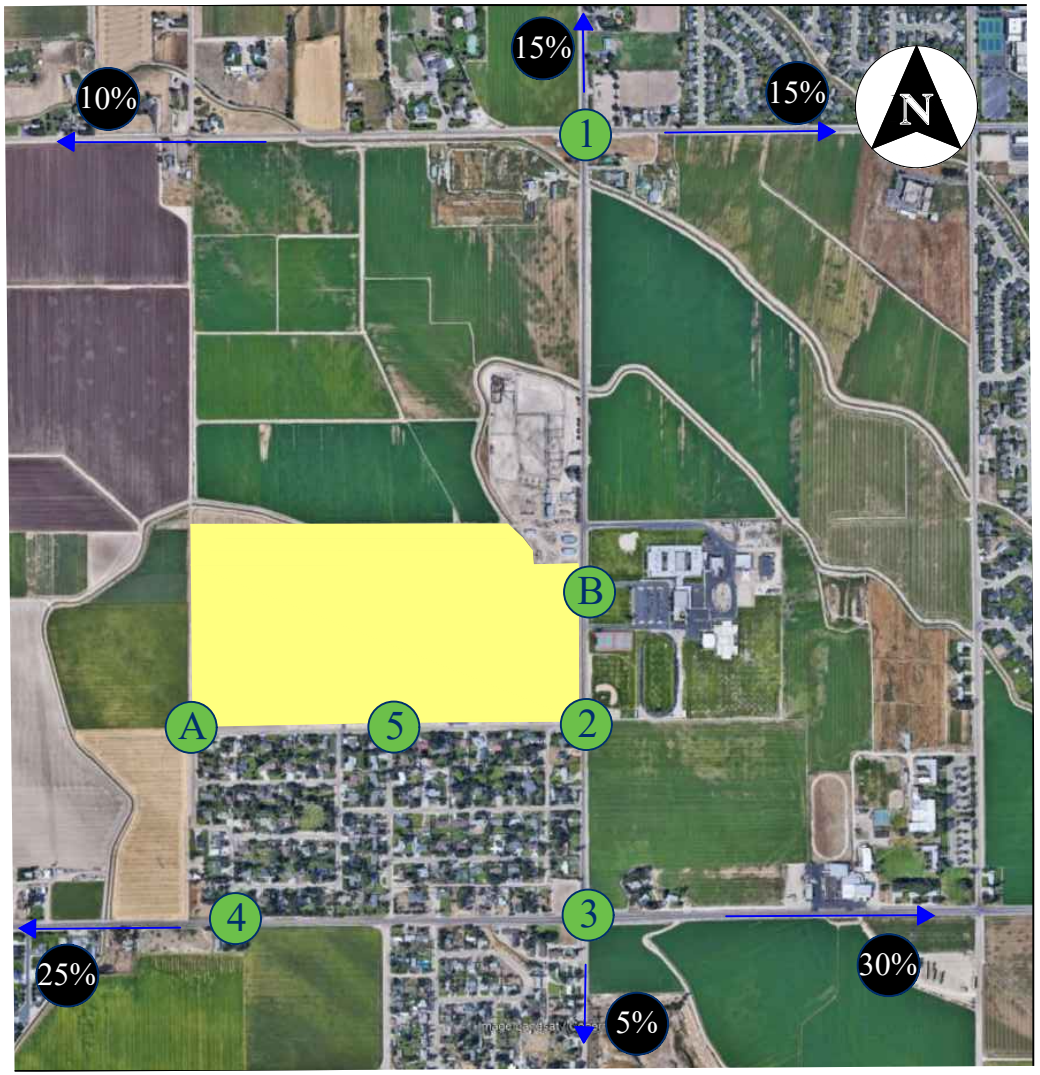


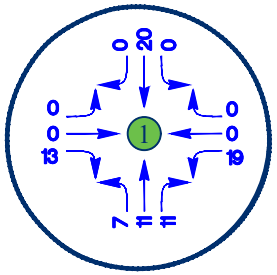


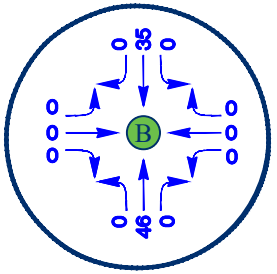


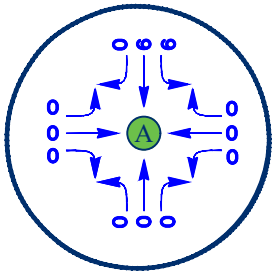


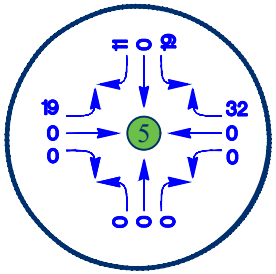


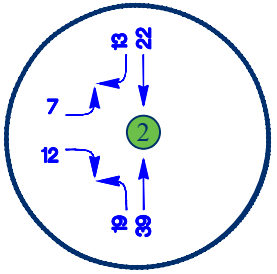


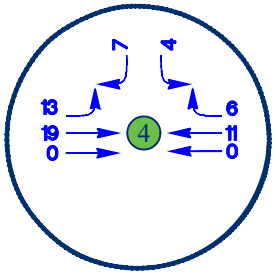


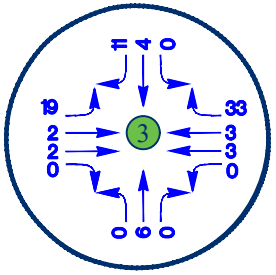


DATE: 8/14/24 JOB: 230434

12 TRIP ASSIGNMENTS & DISTRIBUTIONS
PM PEAK HOUR

ELEMENT RIDGE SUBDIVISION
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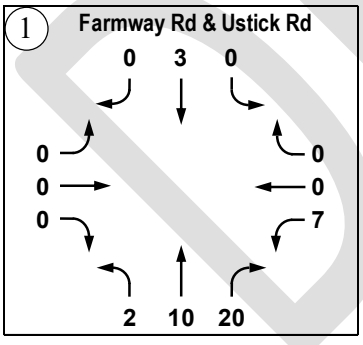
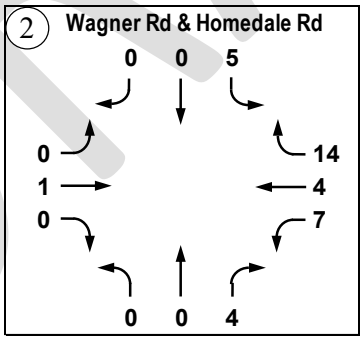
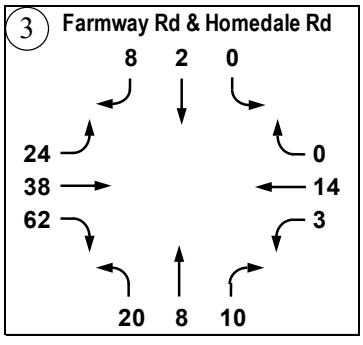
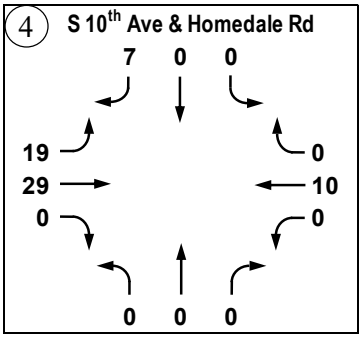
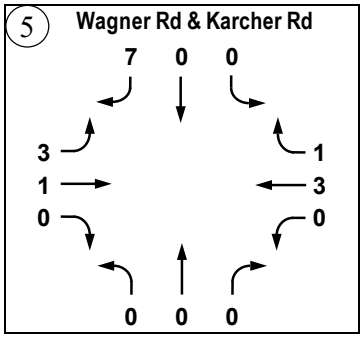
**Figure 4.3 – 2030 Build-Out Year AM Peak Hour Site Traffic**



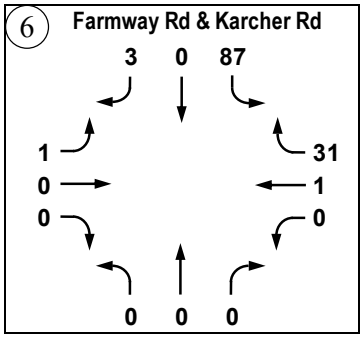
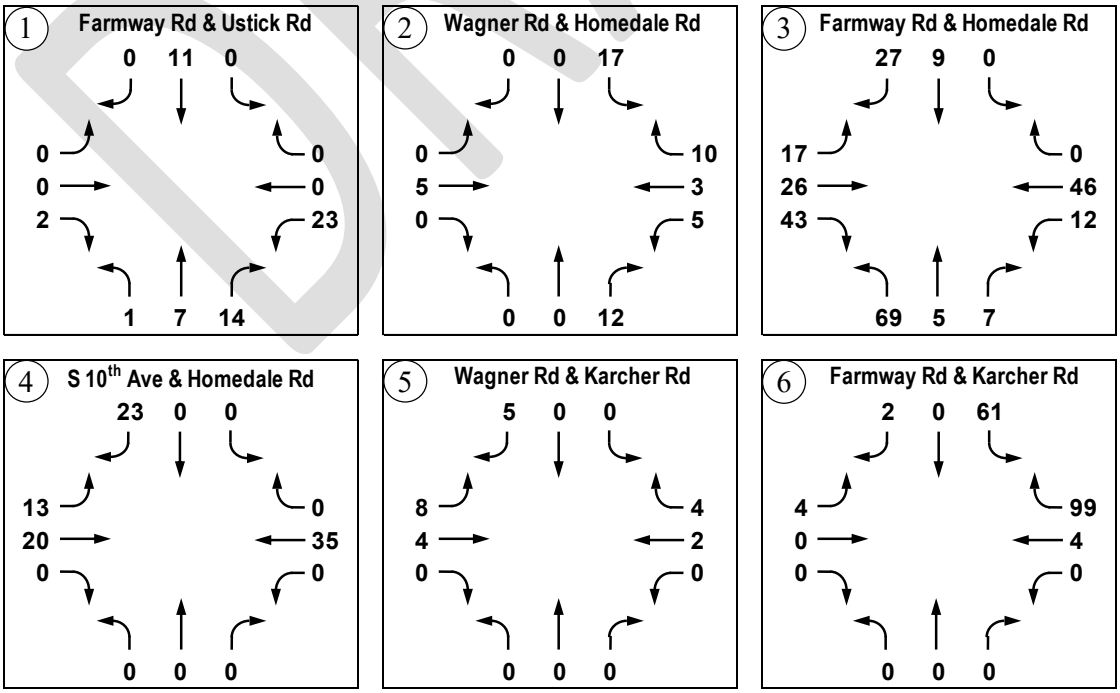
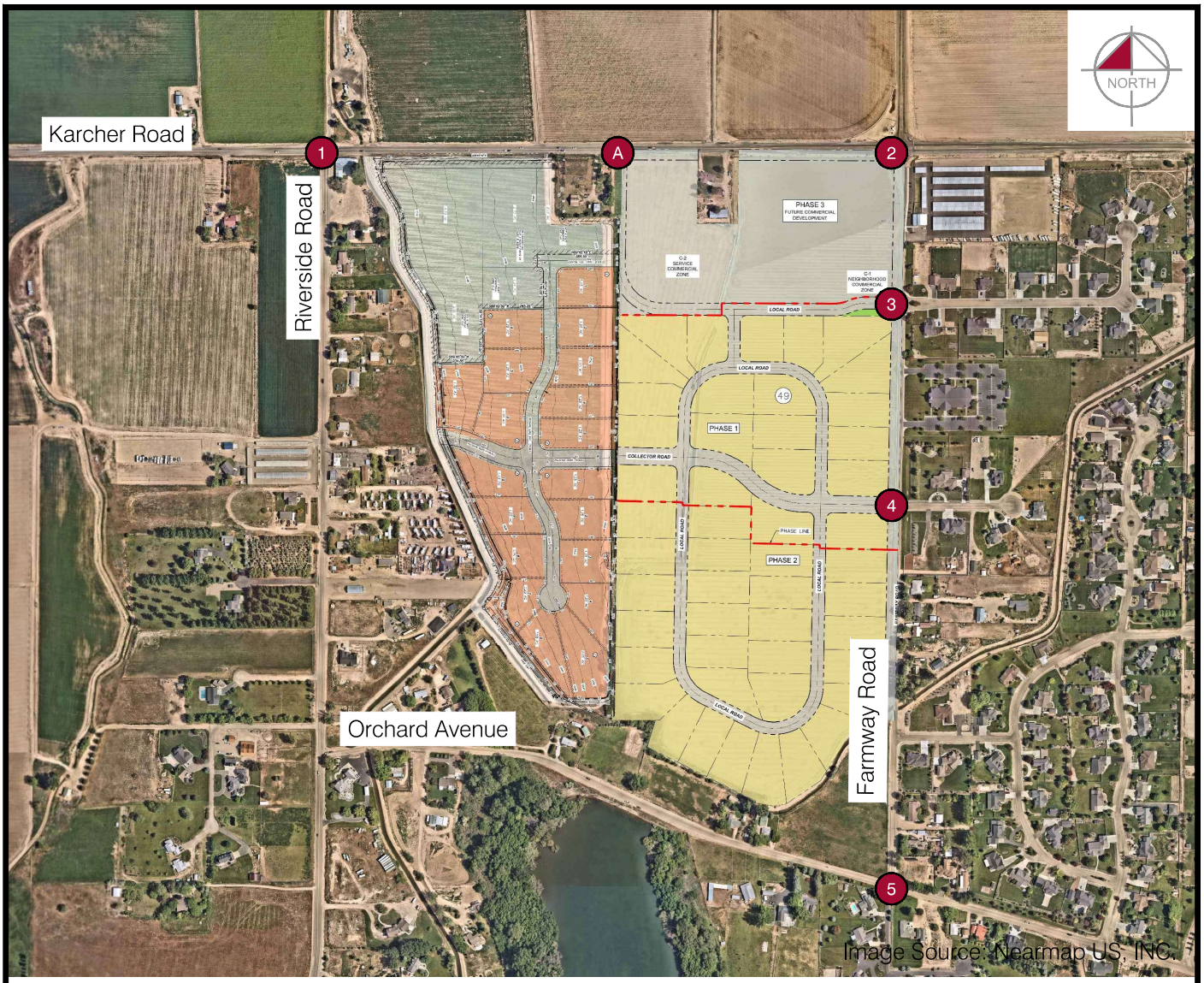
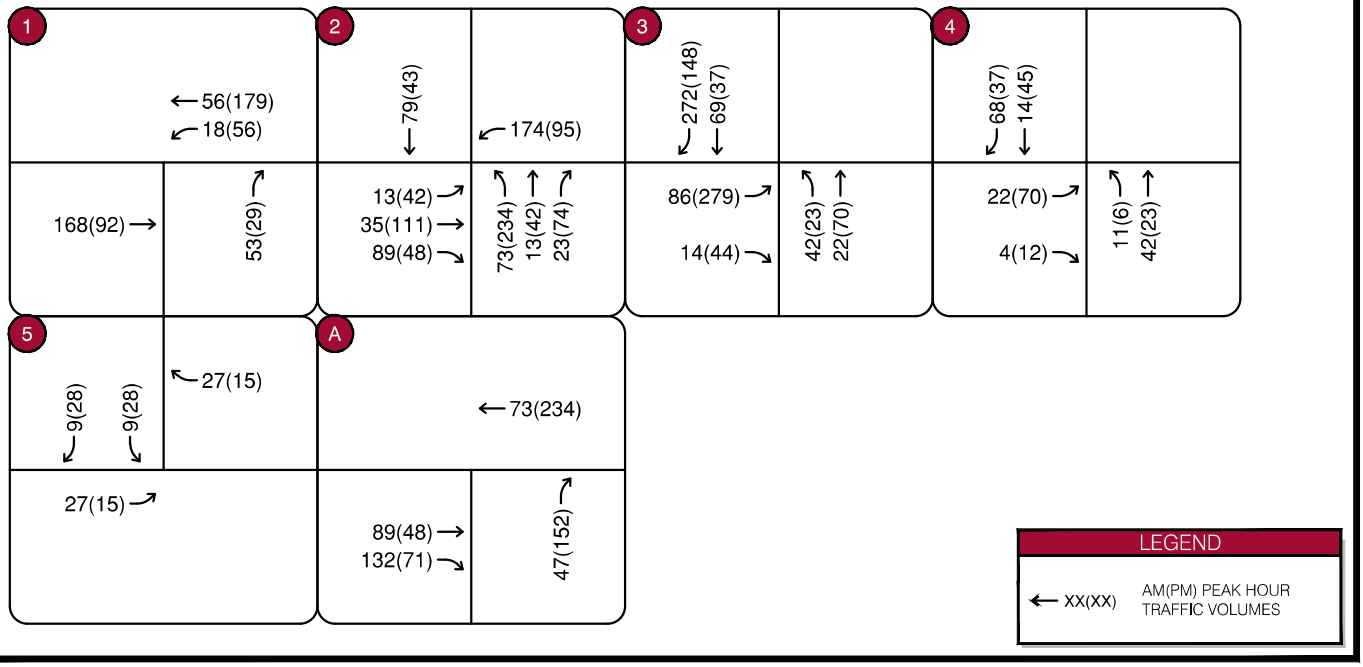



**Figure 4.4 – 2030 Build-Out Year PM Peak Hour Site Traffic**

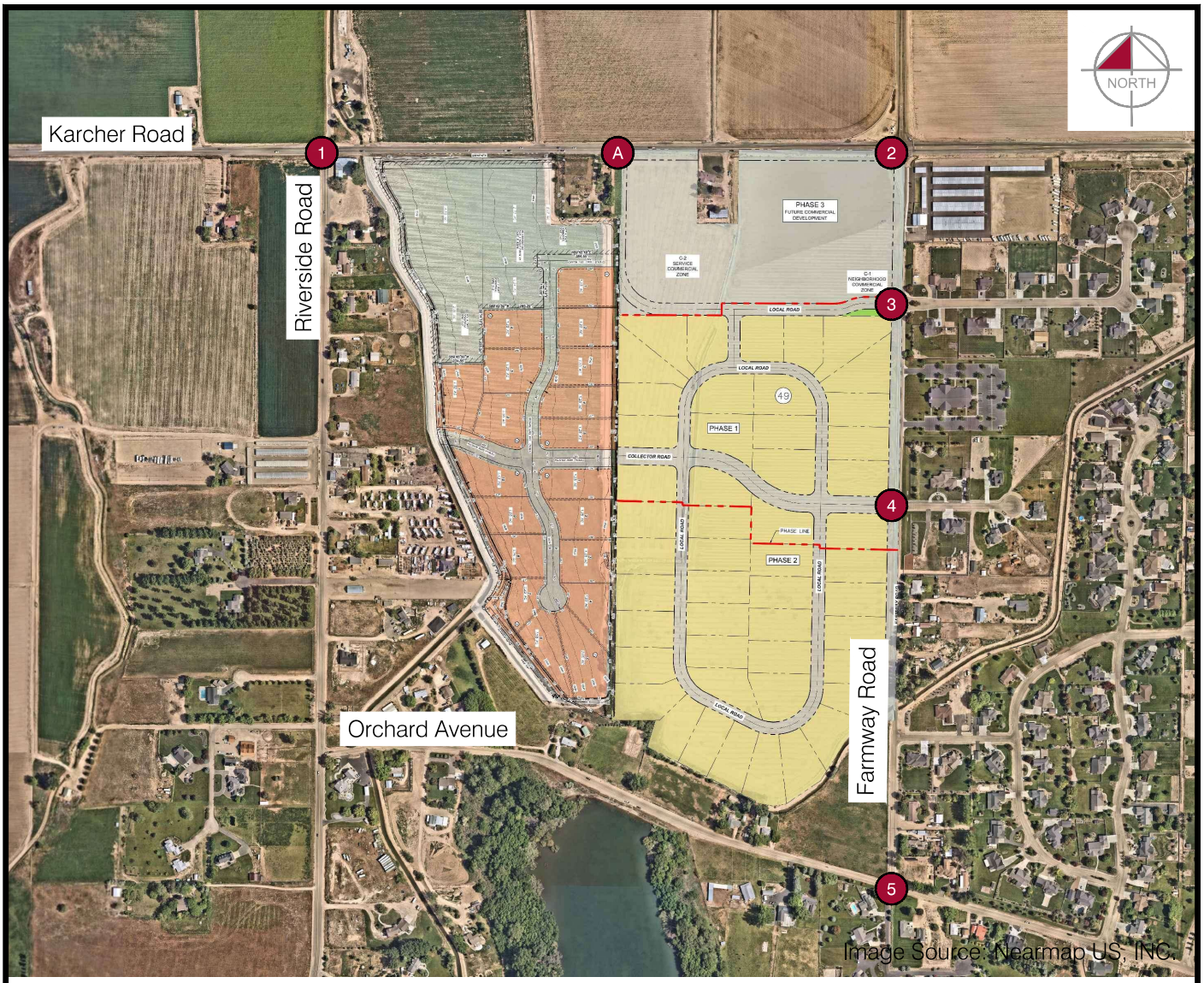


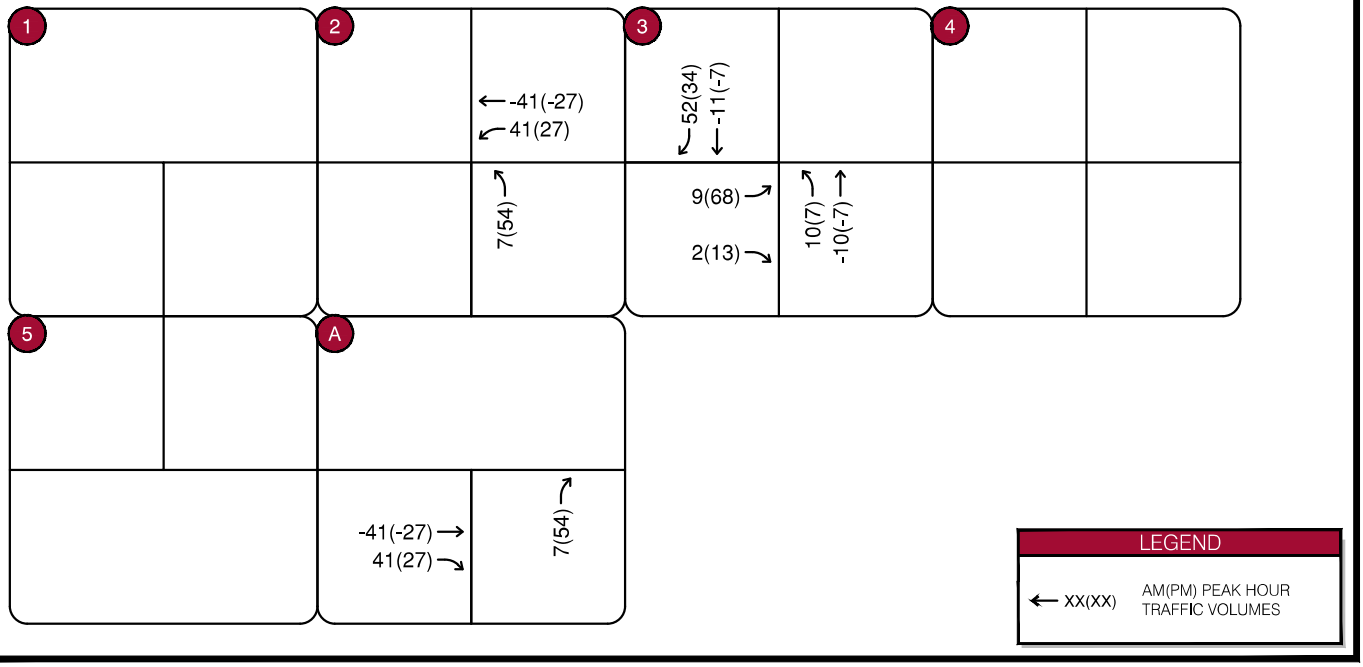



Kimley»Horn

Figure 10
Project Trip Assignment




Kimley»Horn

Figure 11
Pass-By Trip Assignment

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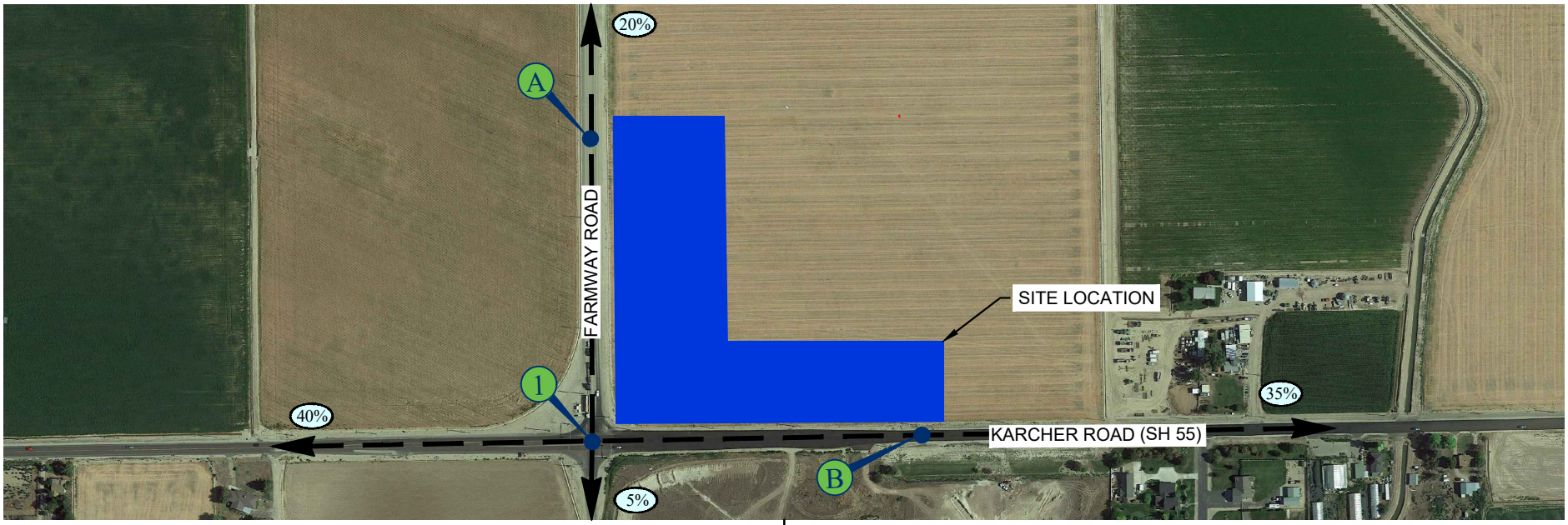
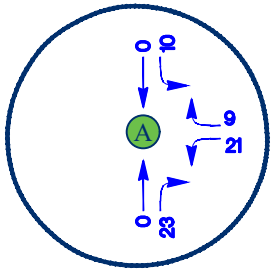
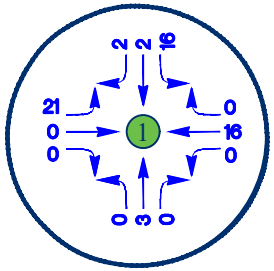
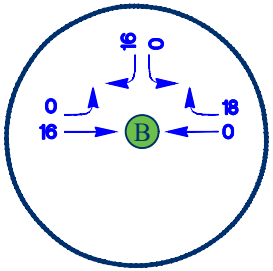


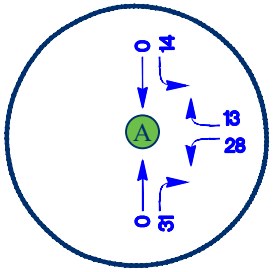

## AM

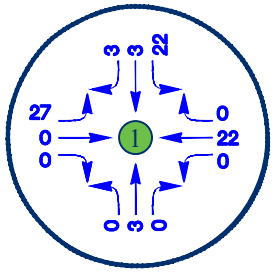


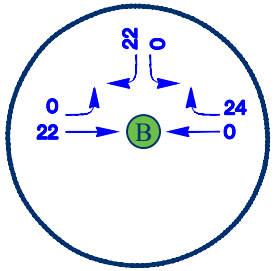




## PM




**LEGEND**

PRINCIPAL ARTERIAL
MINOR ARTERIAL

INTERSECTION TURNING MOVEMENTS

5 SITE TRIPS (NON PASS-BY)
AM/PM PEAK HOUR

OBENDORF GAS STATIONS
TRAFFIC IMPACT STUDY

T-O ENGINEERS
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
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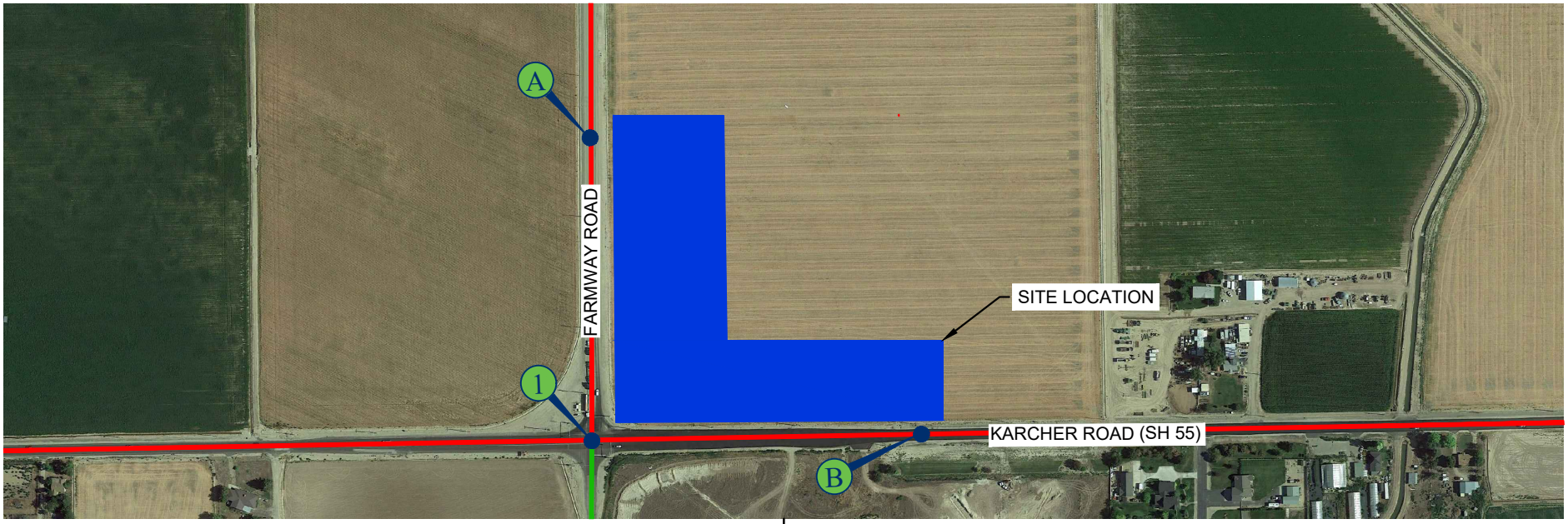
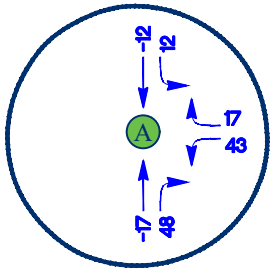
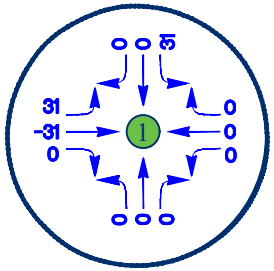
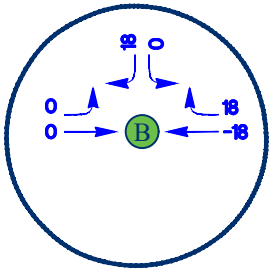


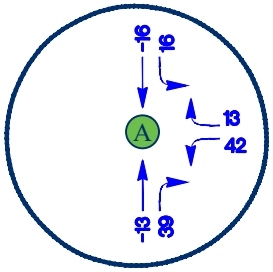

AM

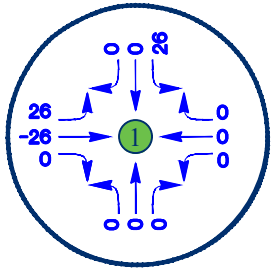


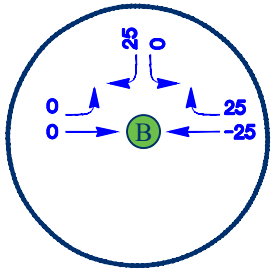




PM




**LEGEND**

PRINCIPAL ARTERIAL
MINOR ARTERIAL

INTERSECTION TURNING MOVEMENTS

6 SITE TRIPS (PASS-BY)
AM/PM PEAK HOUR

OBENDORF GAS STATIONS
TRAFFIC IMPACT STUDY

T-O ENGINEERS
332 N. BROADMORE WAY
NAMPA, IDAHO 83687
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# Appendix E

# COMPASS Area of Influence Report

## Granite Creek Proposed Development

The following summarizes the results of an area of influence model run for a proposed development located northeast of SH 55 and Farmway Rd. The proposed development shown in Figure 1 will consist of 324 single-family units, 27,400 square feet of general office, 6,200 square feet for medical/dental, one automatic car wash, and 54,400 square feet of strip retail. Buildout is estimated by 2035.

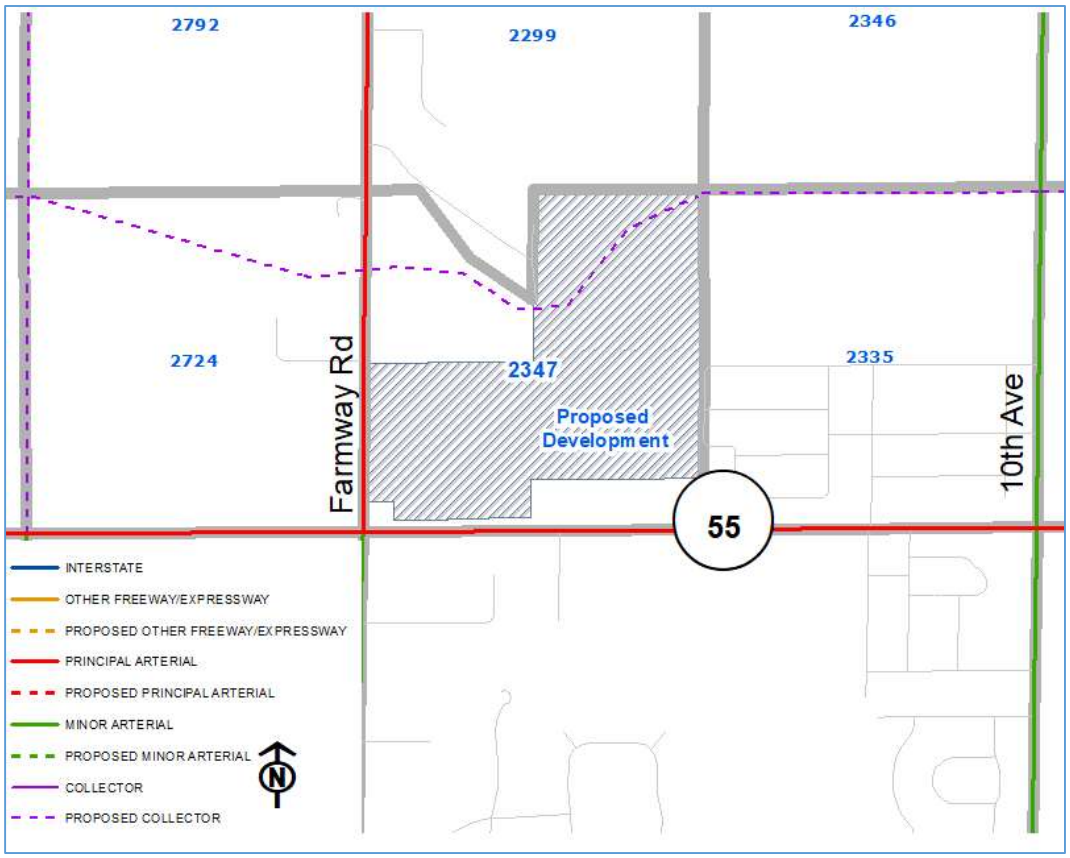



**Figure 1**

Table 1 provides the existing demographics for TAZs 2347 and the proposed development's demographics used for the area of influence model run.

**Table 1**

| | 2025 | | 2035* (Proposed) | | 2055 | |
|---|---|---|---|---|---|---|
| | HH | Jobs | HH | Jobs | HH | Jobs |
| TAZs 2347 | 7 | 1 | 341 | 140 | 16 | 5 |
| Surrounding TAZs | 712 | 72 | 1,001 | 80 | 1,687 | 85 |
| Total | 719 | 73 | 1,017 | 85 | 1,703 | 90 |

Figure 2: Area of Influence

Figure 3: Peak Hour Demand with Proposed Development

Figure 4: Peak Hour Demand without Proposed Development

**Note to Reviewers**: *The primary purpose of this report is to help agencies determine the scope of a Traffic Impact Study (TIS) and to assist TIS preparers in establishing trip distributions. New demand forecasted by the regional model for a proposed development may not match ITE Trip Generation estimates and they are not intended to replace the trip generation process of the TIS.*

**Disclaimer Regarding Updated Model**: *The results documented in this report are based on the latest regional model, maintained by COMPASS, released in October of 2021, and based on the COMPASS 2050 Vision adopted in August 2021. Due to changes in demographics, TAZs, model network and model parameters, results should not be compared to those provided prior to October of 2021.*

**Figure 2: Area of Influence (percent contribution to the total peak hour demand) – RIRO onto SH 55**

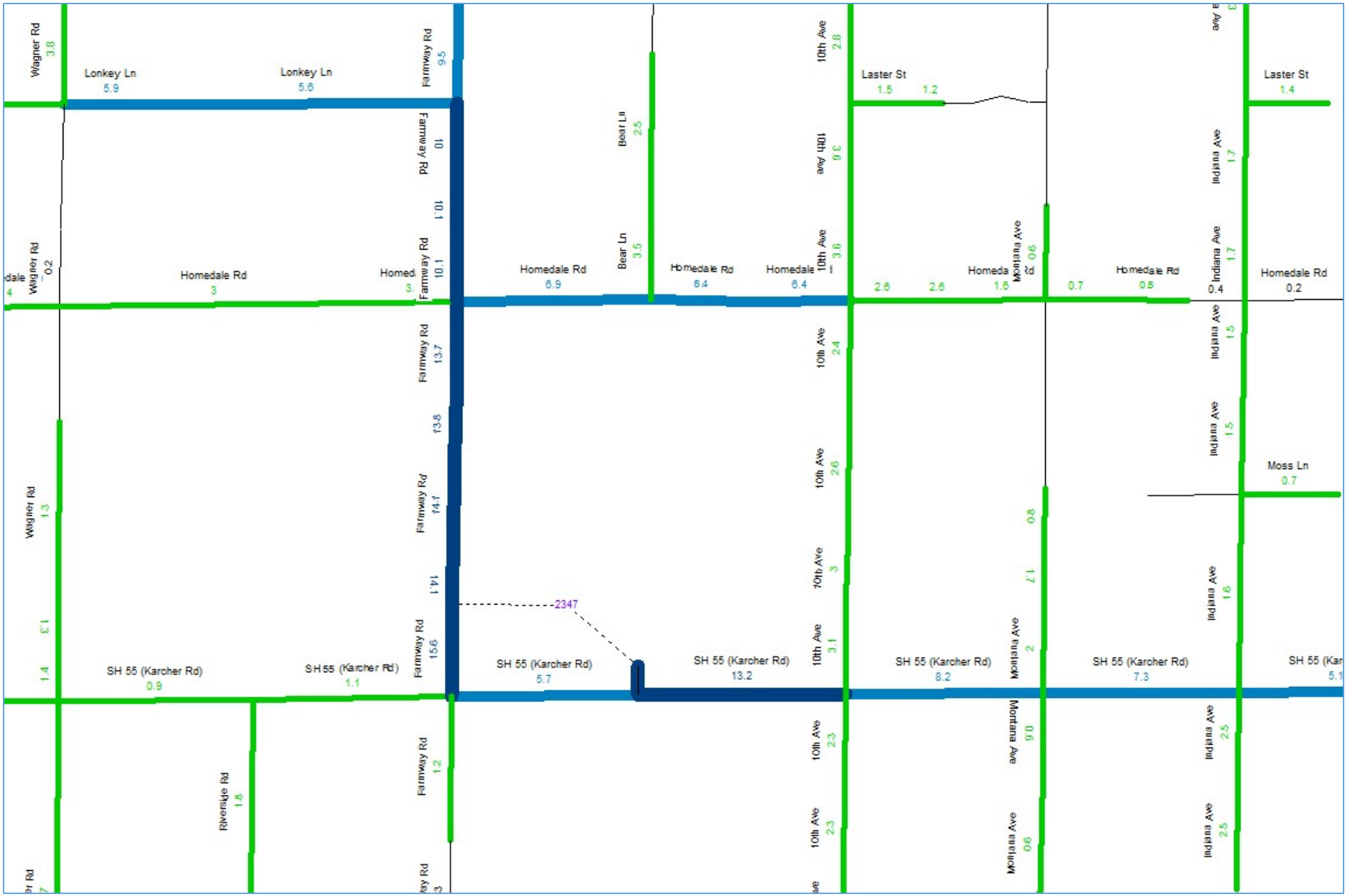
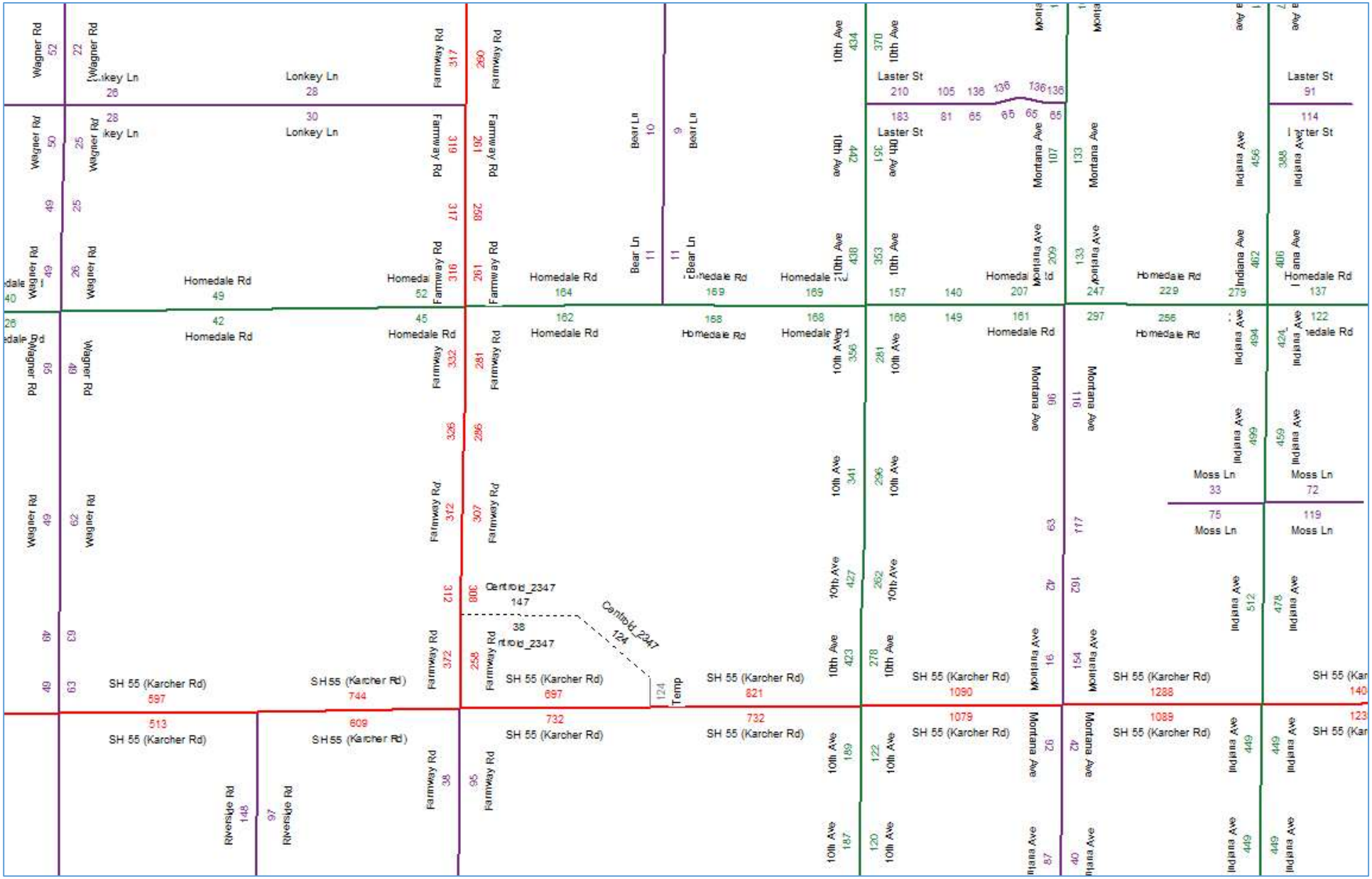


Figure 3: Peak Hour Demand with Proposed Development RIRO onto SH 55



## Figure 4: Peak Hour Demand without Proposed Development

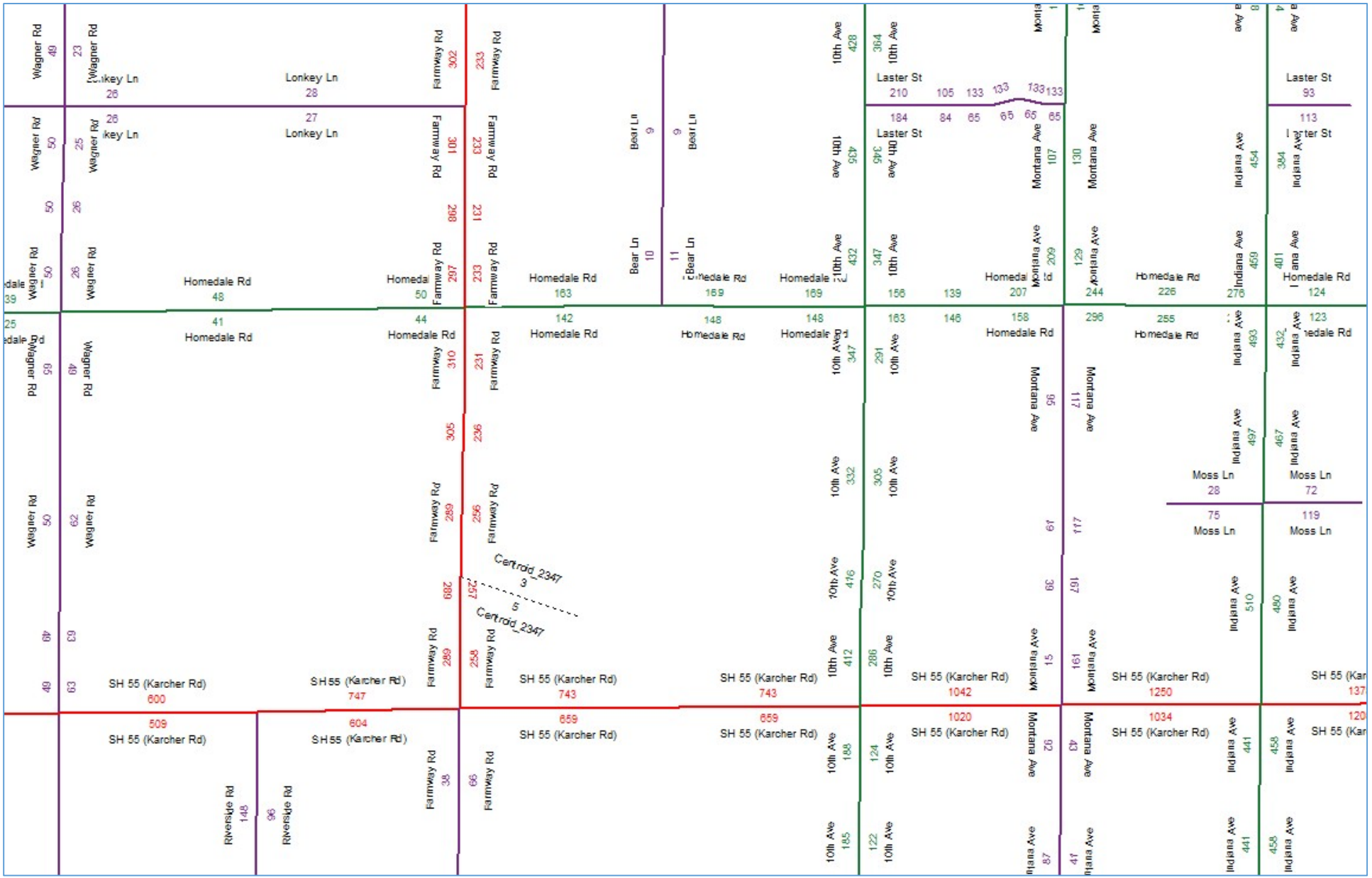
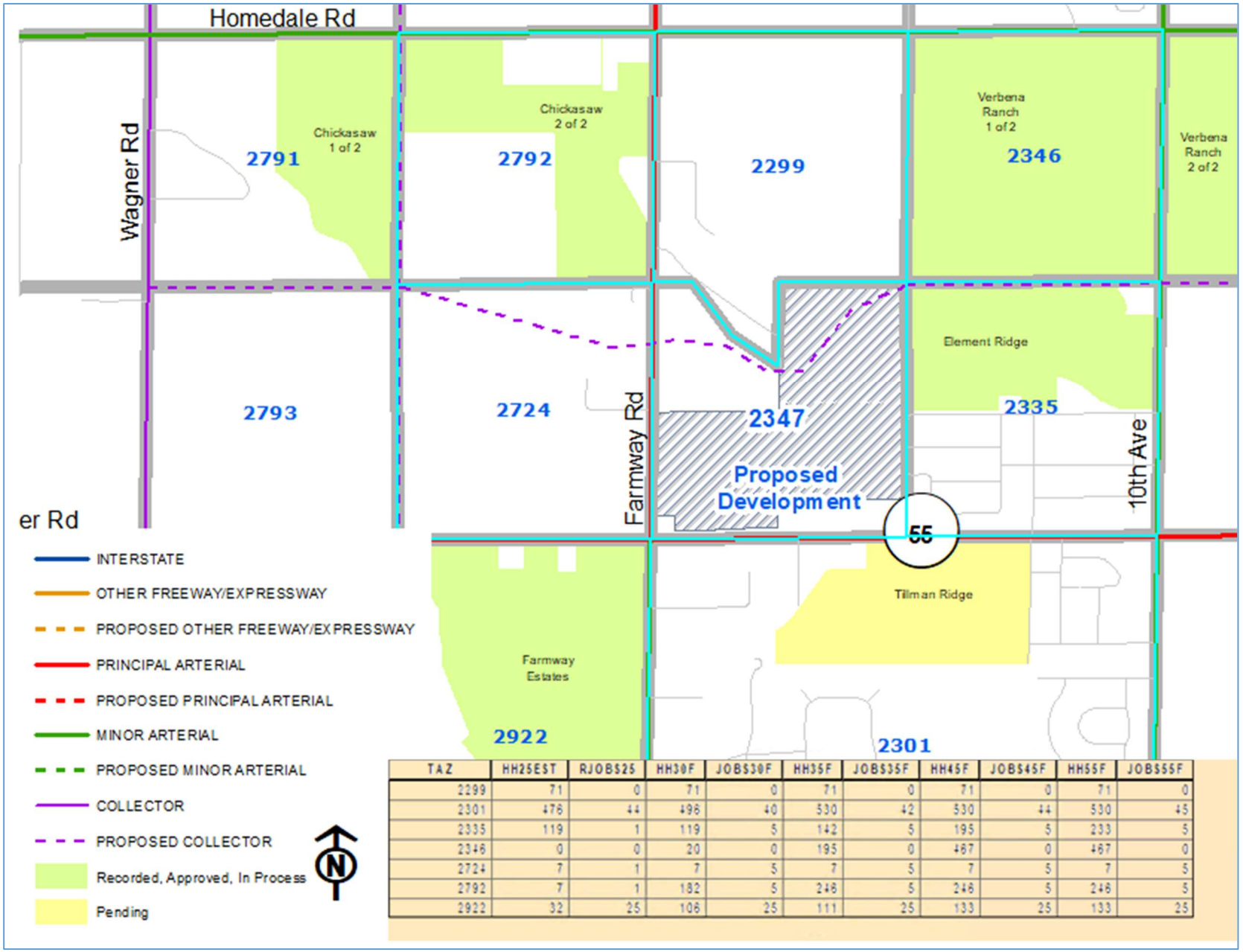
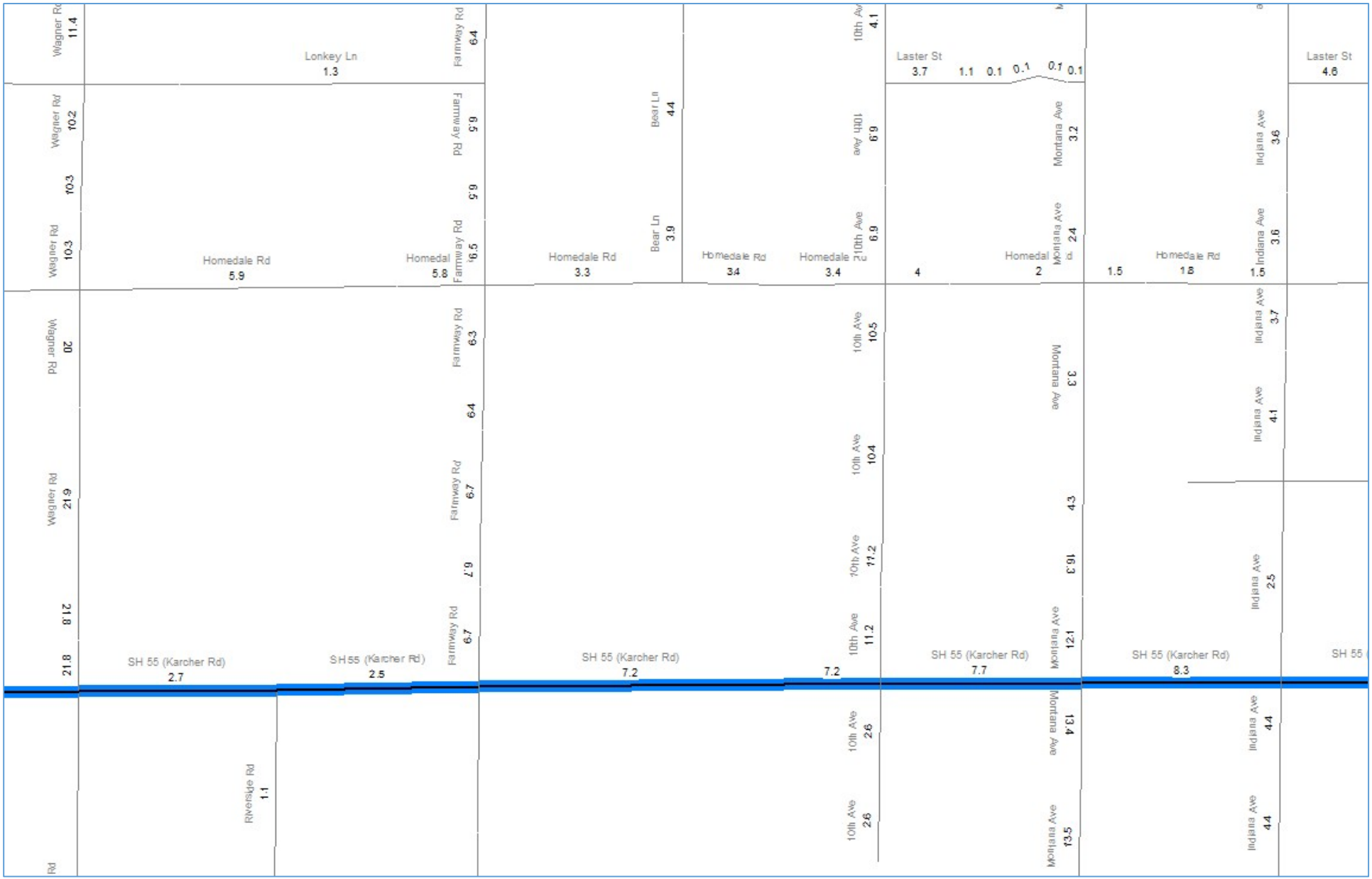


**Figure 5: Surrounding Area TAZs – New 2055 Demographic Data Set**




| TAZ | HH25EST | RJOBS25 | HH30F | JOBS30F | HH35F | JOBS35F | HH45F | JOBS45F | HH55F | JOBS55F |
|---|---|---|---|---|---|---|---|---|---|---|
| 2299 | 71 | 0 | 71 | 0 | 71 | 0 | 71 | 0 | 71 | 0 |
| 2301 | 476 | 44 | 496 | 40 | 530 | 42 | 530 | 44 | 530 | 45 |
| 2335 | 119 | 1 | 119 | 5 | 142 | 5 | 195 | 5 | 233 | 5 |
| 2346 | 0 | 0 | 20 | 0 | 195 | 0 | 467 | 0 | 467 | 0 |
| 2724 | 7 | 1 | 7 | 5 | 7 | 5 | 7 | 5 | 7 | 5 |
| 2792 | 7 | 1 | 182 | 5 | 248 | 5 | 248 | 5 | 248 | 5 |
| 2922 | 32 | 25 | 106 | 25 | 111 | 25 | 133 | 25 | 133 | 25 |

## Figure 6: 2025 to 2030 Compounded Annual Growth Rates

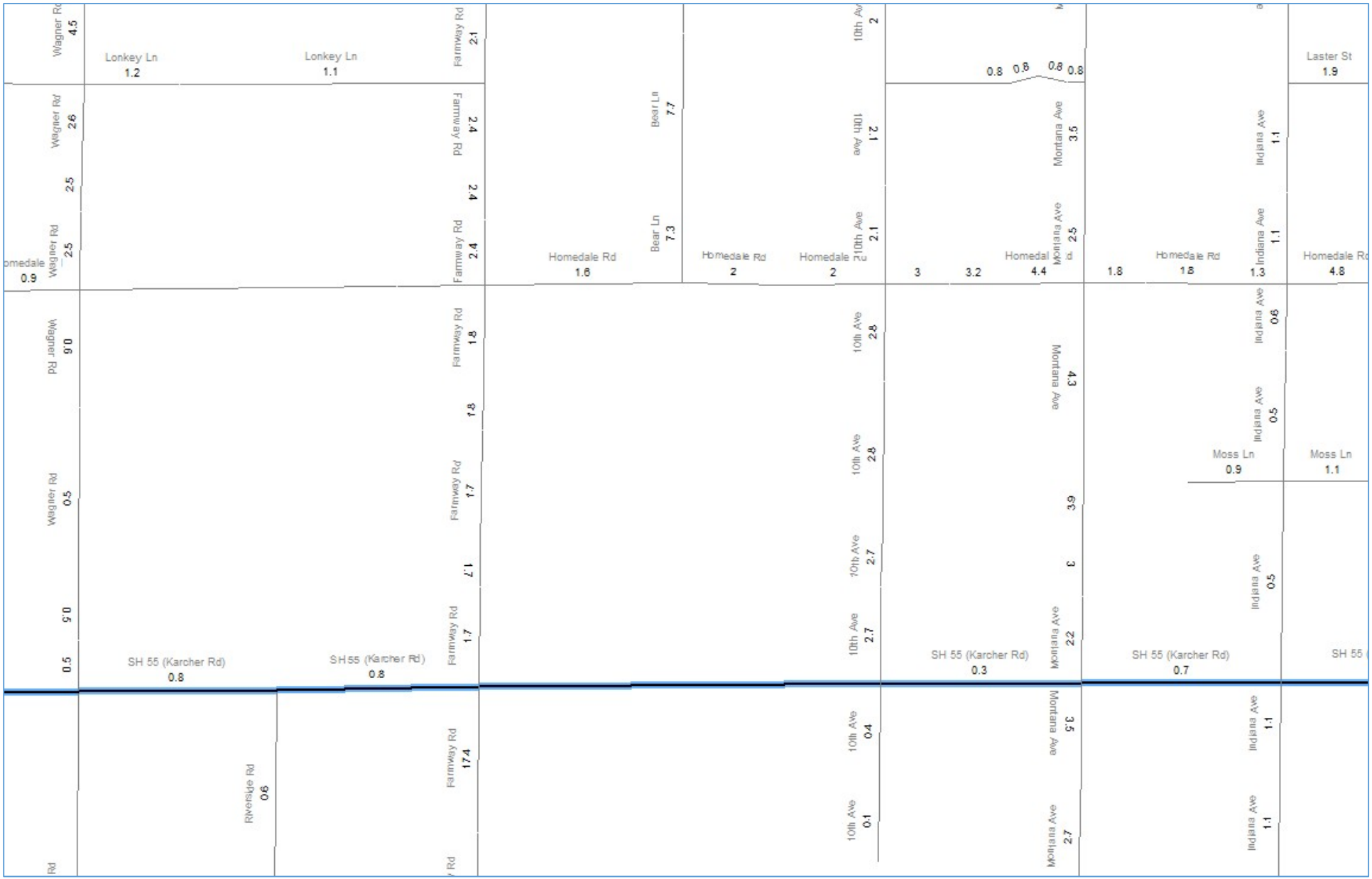



***Note:*** *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

## Figure 7: 2030 to 2035 Compounded Annual Growth Rates

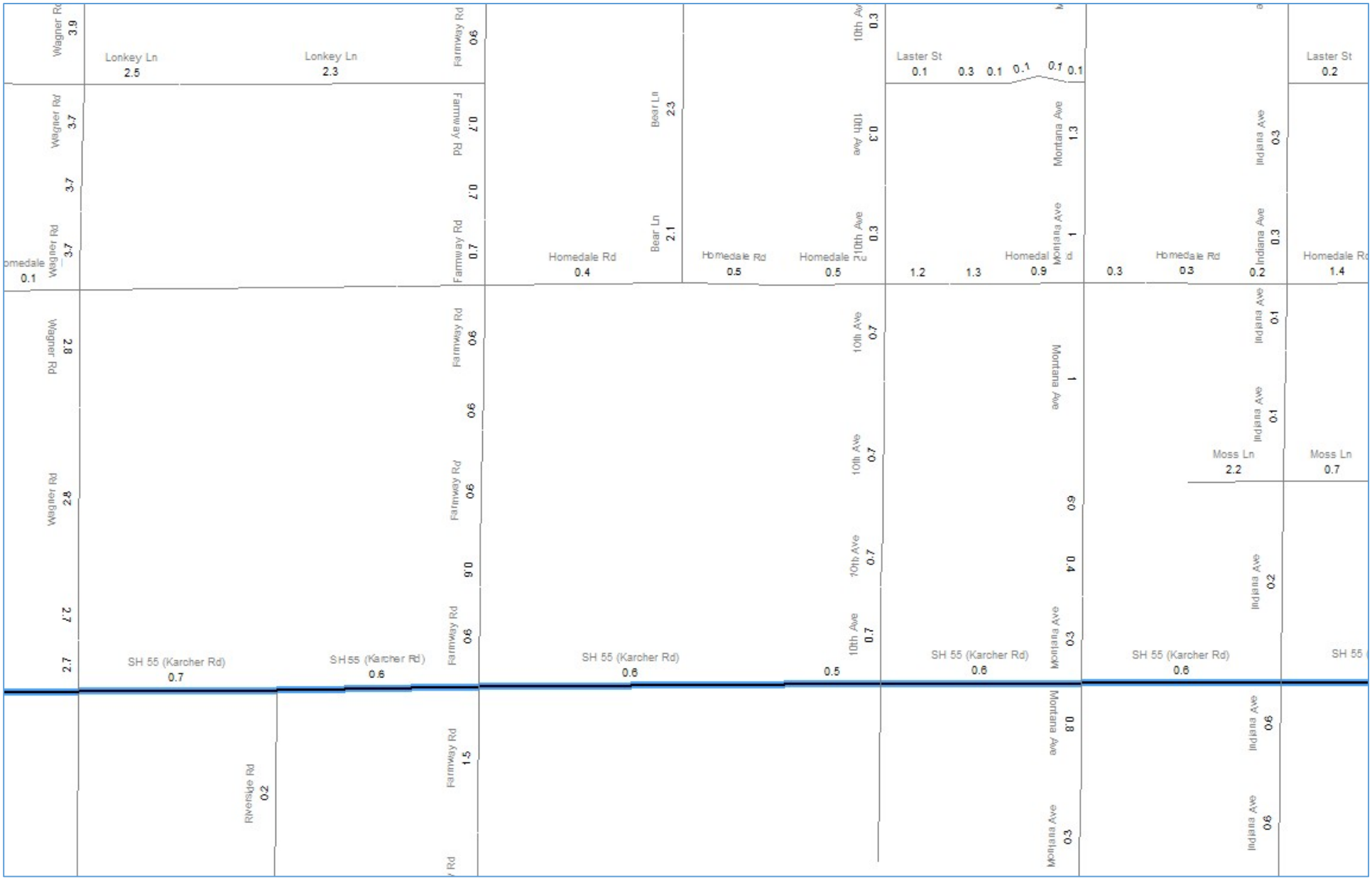
***Note:*** *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

## Figure 8: 2035 to 2045 Compounded Annual Growth Rates




***Note:*** *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

## Figure 9: 2045 to 2055 Compounded Annual Growth Rates




***Note:*** *Links without numbers indicate that negligible growth is assumed during the indicated time frame.*

# Appendix F

## LOS Summary Worksheets

# 2025 Adjusted "Existing" Volumes AM

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 94 | 0 | 0 | 40 | 68 | 0 | 0 | 0 | 73 | 0 | 1 |
| Future Vol, veh/h | 3 | 94 | 0 | 0 | 40 | 68 | 0 | 0 | 0 | 73 | 0 | 1 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 106 | 0 | 0 | 45 | 76 | 0 | 0 | 0 | 82 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 121 | 0 | 0 | 106 | 0 | 0 | 196 | 233 | 106 | 195 | 195 | 83 |
| Stage 1 | - | - | - | - | - | - | 112 | 112 | - | 83 | 83 | - |
| Stage 2 | - | - | - | - | - | - | 84 | 121 | - | 112 | 112 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1467 | - | - | 1485 | - | - | 763 | 667 | 948 | 764 | 700 | 976 |
| Stage 1 | - | - | - | - | - | - | 893 | 803 | - | 925 | 826 | - |
| Stage 2 | - | - | - | - | - | - | 924 | 796 | - | 893 | 803 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1467 | - | - | 1485 | - | - | 761 | 666 | 948 | 762 | 699 | 976 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 761 | 666 | - | 762 | 699 | - |
| Stage 1 | - | - | - | - | - | - | 891 | 801 | - | 923 | 826 | - |
| Stage 2 | - | - | - | - | - | - | 923 | 796 | - | 891 | 801 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0 | 0 | 10.3 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 1467 | - | - | 1485 | - | - | 764 |
| HCM Lane V/C Ratio | - | 0.002 | - | - | - | - | - | 0.109 |
| HCM Ctrl Dly (s/v) | 0 | 7.5 | 0 | - | 0 | - | - | 10.3 |
| HCM Lane LOS | A | A | A | - | A | - | - | B |
| HCM 95th %tile Q (veh) | - | 0 | - | - | 0 | - | - | 0.4 |

| 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 | 2 | 429 | 3 | 2 | 235 | 4 | 8 | 4 | 2 | 13 | 3 | 1 |
| Future Vol, veh/h | 2 | 429 | 3 | 2 | 235 | 4 | 8 | 4 | 2 | 13 | 3 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 466 | 3 | 2 | 255 | 4 | 9 | 4 | 2 | 14 | 3 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 259 | 0 | 0 | 469 | 0 | 0 | 735 | 735 | 468 | 736 | 734 | 257 |
| Stage 1 | - | - | - | - | - | - | 472 | 472 | - | 261 | 261 | - |
| Stage 2 | - | - | - | - | - | - | 263 | 263 | - | 475 | 473 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1306 | - | - | 1093 | - | - | 335 | 347 | 595 | 335 | 347 | 782 |
| Stage 1 | - | - | - | - | - | - | 573 | 559 | - | 744 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 742 | 691 | - | 570 | 558 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1306 | - | - | 1093 | - | - | 331 | 346 | 595 | 330 | 346 | 782 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 331 | 346 | - | 330 | 346 | - |
| Stage 1 | - | - | - | - | - | - | 572 | 558 | - | 743 | 691 | - |
| Stage 2 | - | - | - | - | - | - | 736 | 690 | - | 562 | 557 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.1 | 15.5 | 16 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 358 | 1306 | - | - | 1093 | - | - | 345 |
| HCM Lane V/C Ratio | 0.043 | 0.002 | - | - | 0.002 | - | - | 0.054 |
| HCM Ctrl Dly (s/v) | 15.5 | 7.8 | 0 | - | 8.3 | 0 | - | 16 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q (veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 464 | 362 | 0 | 2 | 3 |
| Future Vol, veh/h | 0 | 464 | 362 | 0 | 2 | 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 | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 483 | 377 | 0 | 2 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 377 | 0 | - | 0 | 860 | 377 |
| Stage 1 | - | - | - | - | 377 | - |
| Stage 2 | - | - | - | - | 483 | - |
| 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 | 1181 | - | - | - | 326 | 670 |
| Stage 1 | - | - | - | - | 694 | - |
| Stage 2 | - | - | - | - | 620 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1181 | - | - | - | 326 | 670 |
| Mov Cap-2 Maneuver | - | - | - | - | 326 | - |
| Stage 1 | - | - | - | - | 694 | - |
| Stage 2 | - | - | - | - | 620 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 12.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1181 | - | - | - | 471 |
| HCM Lane V/C Ratio | - | - | - | - | 0.011 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 12.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q (veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | ↰ | ↱ | | ↰ | ↱ | |
| Traffic Vol, veh/h | 50 | 71 | 23 | 6 | 62 | 42 | 14 | 316 | 16 | 47 | 174 | 19 |
| Future Vol, veh/h | 50 | 71 | 23 | 6 | 62 | 42 | 14 | 316 | 16 | 47 | 174 | 19 |
| 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 | - | - | - | - | - | - | 165 | - | - | 165 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 77 | 25 | 7 | 67 | 46 | 15 | 343 | 17 | 51 | 189 | 21 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 740 | 692 | 200 | 735 | 694 | 352 | 210 | 0 | 0 | 360 | 0 | 0 |
| Stage 1 | 302 | 302 | - | 382 | 382 | - | - | - | - | - | - | - |
| Stage 2 | 438 | 390 | - | 353 | 312 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 333 | 367 | 841 | 335 | 366 | 692 | 1361 | - | - | 1199 | - | - |
| Stage 1 | 707 | 664 | - | 640 | 613 | - | - | - | - | - | - | - |
| Stage 2 | 597 | 608 | - | 664 | 658 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 254 | 347 | 841 | 259 | 346 | 692 | 1361 | - | - | 1199 | - | - |
| Mov Cap-2 Maneuver | 254 | 347 | - | 259 | 346 | - | - | - | - | - | - | - |
| Stage 1 | 699 | 635 | - | 633 | 606 | - | - | - | - | - | - | - |
| Stage 2 | 490 | 601 | - | 542 | 630 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.7 | 17 | 0.3 | 1.6 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1361 | - | - | 336 | 418 | 1199 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.466 | 0.286 | 0.043 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | - | - | 24.7 | 17 | 8.1 | - | - |
| HCM Lane LOS | A | - | - | C | C | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | - | 2.4 | 1.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 26 | 4 | 3 | 455 | 281 | 7 |
| Future Vol, veh/h | 26 | 4 | 3 | 455 | 281 | 7 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 5 | 4 | 576 | 356 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 945 | 361 | 365 | 0 | - | 0 |
| Stage 1 | 361 | - | - | - | - | - |
| Stage 2 | 584 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 291 | 684 | 1194 | - | - | - |
| Stage 1 | 705 | - | - | - | - | - |
| Stage 2 | 557 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 290 | 684 | 1194 | - | - | - |
| Mov Cap-2 Maneuver | 290 | - | - | - | - | - |
| Stage 1 | 701 | - | - | - | - | - |
| Stage 2 | 557 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1194 | - | 314 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.121 | - | - |
| HCM Ctrl Dly (s/v) | 8 | 0 | 18 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 496 | 0 | 0 | 298 |
| Future Vol, veh/h | 0 | 0 | 496 | 0 | 0 | 298 |
| 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 | - | - | - | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 539 | 0 | 0 | 324 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 863 | 539 | 0 | 0 | 539 | 0 |
| Stage 1 | 539 | - | - | - | - | - |
| Stage 2 | 324 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 325 | 542 | - | - | 1029 | - |
| Stage 1 | 585 | - | - | - | - | - |
| Stage 2 | 733 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 325 | 542 | - | - | 1029 | - |
| Mov Cap-2 Maneuver | 325 | - | - | - | - | - |
| Stage 1 | 585 | - | - | - | - | - |
| Stage 2 | 733 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1029 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 19 | 442 | 38 | 46 | 255 |
| Future Vol, veh/h | 17 | 19 | 442 | 38 | 46 | 255 |
| 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 | - | - | - | 120 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 66 | 66 | 66 | 66 | 66 | 66 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 29 | 670 | 58 | 70 | 386 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1225 | 699 | 0 | 0 | 728 | 0 |
| Stage 1 | 699 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 198 | 440 | - | - | 876 | - |
| Stage 1 | 493 | - | - | - | - | - |
| Stage 2 | 593 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 182 | 440 | - | - | 876 | - |
| Mov Cap-2 Maneuver | 319 | - | - | - | - | - |
| Stage 1 | 493 | - | - | - | - | - |
| Stage 2 | 546 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.3 | 0 | 1.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 373 | 876 | - |
| HCM Lane V/C Ratio | - | - | 0.146 | 0.08 | - |
| HCM Ctrl Dly (s/v) | - | - | 16.3 | 9.5 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.5 | 0.3 | - |

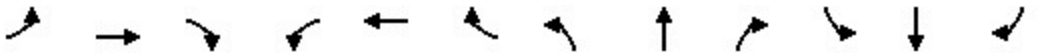
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 5 | 340 | 4 | 1 | 203 |
| Future Vol, veh/h | 9 | 5 | 340 | 4 | 1 | 203 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 5 | 370 | 4 | 1 | 221 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 595 | 372 | 0 | 0 | 374 | 0 |
| Stage 1 | 372 | - | - | - | - | - |
| Stage 2 | 223 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 467 | 674 | - | - | 1184 | - |
| Stage 1 | 697 | - | - | - | - | - |
| Stage 2 | 814 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 467 | 674 | - | - | 1184 | - |
| Mov Cap-2 Maneuver | 467 | - | - | - | - | - |
| Stage 1 | 697 | - | - | - | - | - |
| Stage 2 | 813 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.1 | 0 | 0 |
| HCM LOS | B | | |

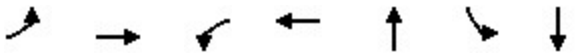
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 525 | 1184 | - |
| HCM Lane V/C Ratio | - | - | 0.029 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 12.1 | 8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 146 | 371 | 10 | 3 | 228 | 76 | 8 | 71 | 13 | 121 | 85 | 63 |
| Future Volume (veh/h) | 146 | 371 | 10 | 3 | 228 | 76 | 8 | 71 | 13 | 121 | 85 | 63 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 155 | 395 | 11 | 3 | 243 | 81 | 9 | 76 | 14 | 129 | 90 | 67 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 370 | 576 | 16 | 275 | 307 | 102 | 87 | 162 | 28 | 467 | 294 | 219 |
| Arrive On Green | 0.10 | 0.33 | 0.33 | 0.00 | 0.23 | 0.23 | 0.11 | 0.11 | 0.11 | 0.09 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1739 | 1768 | 49 | 1739 | 1310 | 437 | 85 | 1406 | 246 | 1739 | 972 | 724 |
| Grp Volume(v), veh/h | 155 | 0 | 406 | 3 | 0 | 324 | 99 | 0 | 0 | 129 | 0 | 157 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 0 | 1817 | 1739 | 0 | 1747 | 1737 | 0 | 0 | 1739 | 0 | 1696 |
| Q Serve(g_s), s | 3.3 | 0.0 | 9.9 | 0.1 | 0.0 | 8.9 | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 3.6 |
| Cycle Q Clear(g_c), s | 3.3 | 0.0 | 9.9 | 0.1 | 0.0 | 8.9 | 2.6 | 0.0 | 0.0 | 3.2 | 0.0 | 3.6 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.25 | 0.09 | | 0.14 | 1.00 | | 0.43 |
| Lane Grp Cap(c), veh/h | 370 | 0 | 592 | 275 | 0 | 409 | 277 | 0 | 0 | 467 | 0 | 512 |
| V/C Ratio(X) | 0.42 | 0.00 | 0.69 | 0.01 | 0.00 | 0.79 | 0.36 | 0.00 | 0.00 | 0.28 | 0.00 | 0.31 |
| Avail Cap(c_a), veh/h | 1059 | 0 | 1895 | 1123 | 0 | 1823 | 1197 | 0 | 0 | 1168 | 0 | 1111 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.4 | 0.0 | 14.9 | 12.4 | 0.0 | 18.3 | 21.1 | 0.0 | 0.0 | 17.4 | 0.0 | 13.6 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.5 | 0.0 | 0.0 | 1.3 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 0.0 | 3.0 | 0.0 | 0.0 | 2.9 | 0.9 | 0.0 | 0.0 | 1.1 | 0.0 | 1.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 13.7 | 0.0 | 15.4 | 12.4 | 0.0 | 19.6 | 21.4 | 0.0 | 0.0 | 17.5 | 0.0 | 13.8 |
| LnGrp LOS | B | | B | B | | B | C | | | B | | B |
| Approach Vol, veh/h | | 561 | | | 327 | | | 99 | | | 286 | |
| Approach Delay, s/veh | | 14.9 | | | 19.6 | | | 21.4 | | | 15.5 | |
| Approach LOS | | B | | | B | | | C | | | B | |

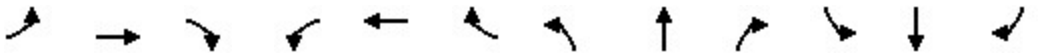
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 5.2 | 23.6 | | 22.0 | 9.9 | 18.9 | 9.5 | 12.5 | | | | |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.7 | 5.0 | 7.0 | 5.0 | 6.7 | | | | |
| Max Green Setting (Gmax), s | 25.0 | 53.0 | | 33.3 | 25.0 | 53.0 | 25.0 | 33.3 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.1 | 11.9 | | 5.6 | 5.3 | 10.9 | 5.2 | 4.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 1.3 | | 0.2 | 0.2 | 1.0 | 0.1 | 0.1 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay, s/veh | | | 16.7 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |



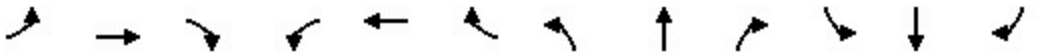
| Lane Group | EBL | EBT | WBL | WBT | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 155 | 406 | 3 | 324 | 99 | 129 | 157 |
| v/c Ratio | 0.32 | 0.49 | 0.01 | 0.67 | 0.44 | 0.29 | 0.31 |
| Control Delay (s/veh) | 11.8 | 16.9 | 9.3 | 29.3 | 35.6 | 19.4 | 17.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 11.8 | 16.9 | 9.3 | 29.3 | 35.6 | 19.4 | 17.4 |
| Queue Length 50th (ft) | 31 | 103 | 1 | 110 | 35 | 35 | 37 |
| Queue Length 95th (ft) | 75 | 265 | 5 | 230 | 96 | 90 | 98 |
| Internal Link Dist (ft) | | 5261 | | 434 | 636 | | 218 |
| Turn Bay Length (ft) | 205 | | 275 | | | 175 | |
| Base Capacity (vph) | 806 | 1463 | 798 | 1415 | 920 | 732 | 1548 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.28 | 0.00 | 0.23 | 0.11 | 0.18 | 0.10 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 146 | 371 | 10 | 3 | 228 | 76 | 8 | 71 | 13 | 121 | 85 | 63 |
| Future Volume (vph) | 146 | 371 | 10 | 3 | 228 | 76 | 8 | 71 | 13 | 121 | 85 | 63 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | | 6.7 | | 5.0 | 6.7 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.96 | | | 0.98 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 1802 | | 1719 | 1742 | | | 1767 | | 1719 | 1694 | |
| Flt Permitted | 0.48 | 1.00 | | 0.44 | 1.00 | | | 0.95 | | 0.92 | 1.00 | |
| Satd. Flow (perm) | 864 | 1802 | | 802 | 1742 | | | 1680 | | 1665 | 1694 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 155 | 395 | 11 | 3 | 243 | 81 | 9 | 76 | 14 | 129 | 90 | 67 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 20 | 0 |
| Lane Group Flow (vph) | 155 | 405 | 0 | 3 | 317 | 0 | 0 | 94 | 0 | 129 | 137 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | D.P+P | NA | | D.P+P | NA | | Perm | NA | | D.P+P | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 6 | | | 2 | | | 8 | | | 8 | | |
| Actuated Green, G (s) | 30.8 | 30.1 | | 30.8 | 22.4 | | | 6.6 | | 15.5 | 20.5 | |
| Effective Green, g (s) | 30.8 | 30.1 | | 30.8 | 22.4 | | | 6.6 | | 15.5 | 20.5 | |
| Actuated g/C Ratio | 0.44 | 0.43 | | 0.44 | 0.32 | | | 0.09 | | 0.22 | 0.29 | |
| Clearance Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | | 6.7 | | 5.0 | 6.7 | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | | 1.0 | | 2.0 | 1.0 | |
| Lane Grp Cap (vph) | 482 | 774 | | 362 | 557 | | | 158 | | 375 | 496 | |
| v/s Ratio Prot | c0.04 | c0.22 | | 0.00 | 0.18 | | | | | 0.04 | c0.08 | |
| v/s Ratio Perm | 0.10 | | | 0.00 | | | | c0.06 | | 0.03 | | |
| v/c Ratio | 0.32 | 0.52 | | 0.01 | 0.57 | | | 0.60 | | 0.34 | 0.28 | |
| Uniform Delay, d1 | 12.2 | 14.7 | | 11.1 | 19.8 | | | 30.4 | | 22.9 | 19.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | 0.3 | | 0.0 | 0.8 | | | 4.0 | | 0.2 | 0.1 | |
| Delay (s) | 12.3 | 15.0 | | 11.2 | 20.6 | | | 34.4 | | 23.1 | 19.2 | |
| Level of Service | B | B | | B | C | | | C | | C | B | |
| Approach Delay (s/veh) | | 14.2 | | | 20.5 | | | 34.4 | | | 21.0 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 18.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 70.0 | Sum of lost time (s) | 23.7 |
| Intersection Capacity Utilization | 53.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 403 | 14 | 13 | 313 | 269 | 9 | 110 | 28 | 170 | 69 | 29 |
| Future Volume (veh/h) | 62 | 403 | 14 | 13 | 313 | 269 | 9 | 110 | 28 | 170 | 69 | 29 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 65 | 424 | 15 | 14 | 329 | 283 | 9 | 116 | 29 | 179 | 73 | 31 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 106 | 534 | 19 | 31 | 478 | 405 | 21 | 181 | 45 | 233 | 305 | 129 |
| Arrive On Green | 0.06 | 0.30 | 0.30 | 0.02 | 0.26 | 0.26 | 0.01 | 0.13 | 0.13 | 0.13 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1781 | 1795 | 64 | 1781 | 1870 | 1585 | 1781 | 1444 | 361 | 1781 | 1246 | 529 |
| Grp Volume(v), veh/h | 65 | 0 | 439 | 14 | 329 | 283 | 9 | 0 | 145 | 179 | 0 | 104 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1859 | 1781 | 1870 | 1585 | 1781 | 0 | 1805 | 1781 | 0 | 1775 |
| Q Serve(g_s), s | 1.8 | 0.0 | 10.9 | 0.4 | 8.0 | 8.1 | 0.3 | 0.0 | 3.8 | 4.9 | 0.0 | 2.4 |
| Cycle Q Clear(g_c), s | 1.8 | 0.0 | 10.9 | 0.4 | 8.0 | 8.1 | 0.3 | 0.0 | 3.8 | 4.9 | 0.0 | 2.4 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 1.00 | 1.00 | | 0.20 | 1.00 | | 0.30 |
| Lane Grp Cap(c), veh/h | 106 | 0 | 553 | 31 | 478 | 405 | 21 | 0 | 227 | 233 | 0 | 434 |
| V/C Ratio(X) | 0.62 | 0.00 | 0.79 | 0.45 | 0.69 | 0.70 | 0.43 | 0.00 | 0.64 | 0.77 | 0.00 | 0.24 |
| Avail Cap(c_a), veh/h | 523 | 0 | 1070 | 523 | 1077 | 913 | 523 | 0 | 889 | 523 | 0 | 874 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.1 | 0.0 | 16.3 | 24.5 | 16.9 | 17.0 | 24.7 | 0.0 | 20.9 | 21.2 | 0.0 | 15.3 |
| Incr Delay (d2), s/veh | 5.7 | 0.0 | 2.6 | 9.6 | 1.8 | 2.2 | 13.3 | 0.0 | 3.0 | 5.3 | 0.0 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 3.7 | 0.2 | 2.8 | 2.4 | 0.2 | 0.0 | 1.6 | 2.1 | 0.0 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 28.8 | 0.0 | 18.9 | 34.0 | 18.7 | 19.2 | 38.1 | 0.0 | 23.9 | 26.4 | 0.0 | 15.6 |
| LnGrp LOS | C | | B | C | B | B | D | | C | C | | B |
| Approach Vol, veh/h | | 504 | | | 626 | | | 154 | | | 283 | |
| Approach Delay, s/veh | | 20.2 | | | 19.3 | | | 24.8 | | | 22.4 | |
| Approach LOS | | C | | | B | | | C | | | C | |

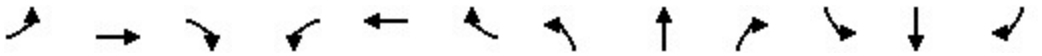
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.8 | 11.5 | 6.1 | 21.0 | 5.8 | 17.5 | 8.2 | 18.9 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 14.8 | 24.8 | 14.8 | 29.0 | 14.8 | 24.8 | 14.8 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 6.9 | 5.8 | 2.4 | 12.9 | 2.3 | 4.4 | 3.8 | 10.1 |
| Green Ext Time (p_c), s | 0.3 | 0.7 | 0.0 | 2.0 | 0.0 | 0.4 | 0.1 | 2.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 20.7 |
| HCM 6th LOS | C |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 65 | 439 | 14 | 329 | 283 | 9 | 145 | 179 | 104 |
| v/c Ratio | 0.31 | 0.60 | 0.09 | 0.64 | 0.44 | 0.06 | 0.49 | 0.58 | 0.15 |
| Control Delay (s/veh) | 38.1 | 22.3 | 38.6 | 31.4 | 5.6 | 38.7 | 35.4 | 39.7 | 17.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 38.1 | 22.3 | 38.6 | 31.4 | 5.6 | 38.7 | 35.4 | 39.7 | 17.3 |
| Queue Length 50th (ft) | 28 | 140 | 6 | 135 | 0 | 4 | 57 | 75 | 24 |
| Queue Length 95th (ft) | 76 | 327 | 27 | 253 | 56 | 20 | 131 | #177 | 82 |
| Internal Link Dist (ft) | | 2276 | | 1488 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 180 | | 160 | | 170 | 100 | | 125 | |
| Base Capacity (vph) | 388 | 874 | 388 | 801 | 842 | 388 | 672 | 388 | 732 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.50 | 0.04 | 0.41 | 0.34 | 0.02 | 0.22 | 0.46 | 0.14 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 62 | 403 | 14 | 13 | 313 | 269 | 9 | 110 | 28 | 170 | 69 | 29 |
| Future Volume (vph) | 62 | 403 | 14 | 13 | 313 | 269 | 9 | 110 | 28 | 170 | 69 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.2 | 6.0 | | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1853 | | 1770 | 1863 | 1583 | 1770 | 1807 | | 1770 | 1779 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1853 | | 1770 | 1863 | 1583 | 1770 | 1807 | | 1770 | 1779 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 65 | 424 | 15 | 14 | 329 | 283 | 9 | 116 | 29 | 179 | 73 | 31 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 0 | 201 | 0 | 9 | 0 | 0 | 12 | 0 |
| Lane Group Flow (vph) | 65 | 438 | 0 | 14 | 329 | 82 | 9 | 136 | 0 | 179 | 92 | 0 |
| Turn Type | Prot | NA | | Prot | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | |
| Actuated Green, G (s) | 6.7 | 28.6 | | 1.2 | 23.1 | 23.1 | 1.1 | 16.1 | | 12.6 | 27.6 | |
| Effective Green, g (s) | 6.7 | 28.6 | | 1.2 | 23.1 | 23.1 | 1.1 | 16.1 | | 12.6 | 27.6 | |
| Actuated g/C Ratio | 0.08 | 0.36 | | 0.01 | 0.29 | 0.29 | 0.01 | 0.20 | | 0.16 | 0.34 | |
| Clearance Time (s) | 5.2 | 6.0 | | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 148 | 661 | | 26 | 537 | 456 | 24 | 363 | | 278 | 612 | |
| v/s Ratio Prot | c0.04 | c0.24 | | 0.01 | 0.18 | | 0.01 | c0.08 | | c0.10 | 0.05 | |
| v/s Ratio Perm | | | | | | 0.05 | | | | | | |
| v/c Ratio | 0.44 | 0.66 | | 0.54 | 0.61 | 0.18 | 0.38 | 0.38 | | 0.64 | 0.15 | |
| Uniform Delay, d1 | 34.9 | 21.7 | | 39.2 | 24.6 | 21.4 | 39.2 | 27.7 | | 31.6 | 18.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.1 | 2.5 | | 19.8 | 2.1 | 0.2 | 9.6 | 0.7 | | 5.0 | 0.1 | |
| Delay (s) | 37.0 | 24.2 | | 58.9 | 26.7 | 21.6 | 48.7 | 28.3 | | 36.7 | 18.3 | |
| Level of Service | D | C | | E | C | C | D | C | | D | B | |
| Approach Delay (s/veh) | | 25.8 | | | 25.1 | | | 29.5 | | | 29.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 26.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 80.1 | Sum of lost time (s) | 21.6 |
| Intersection Capacity Utilization | 61.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2025 Adjusted "Existing" Volumes PM

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 67 | 0 | 0 | 130 | 63 | 0 | 0 | 0 | 69 | 0 | 12 |
| Future Vol, veh/h | 4 | 67 | 0 | 0 | 130 | 63 | 0 | 0 | 0 | 69 | 0 | 12 |
| 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 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 79 | 0 | 0 | 153 | 74 | 0 | 0 | 0 | 81 | 0 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 227 | 0 | 0 | 79 | 0 | 0 | 286 | 316 | 79 | 279 | 279 | 190 |
| Stage 1 | - | - | - | - | - | - | 89 | 89 | - | 190 | 190 | - |
| Stage 2 | - | - | - | - | - | - | 197 | 227 | - | 89 | 89 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1341 | - | - | 1519 | - | - | 666 | 600 | 981 | 673 | 629 | 852 |
| Stage 1 | - | - | - | - | - | - | 918 | 821 | - | 812 | 743 | - |
| Stage 2 | - | - | - | - | - | - | 805 | 716 | - | 918 | 821 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1341 | - | - | 1519 | - | - | 653 | 598 | 981 | 671 | 626 | 852 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 653 | 598 | - | 671 | 626 | - |
| Stage 1 | - | - | - | - | - | - | 914 | 818 | - | 809 | 743 | - |
| Stage 2 | - | - | - | - | - | - | 792 | 716 | - | 914 | 818 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.4 | 0 | 0 | 11 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 1341 | - | - | 1519 | - | - | 693 |
| HCM Lane V/C Ratio | - | 0.004 | - | - | - | - | - | 0.138 |
| HCM Ctrl Dly (s/v) | 0 | 7.7 | 0 | - | 0 | - | - | 11 |
| HCM Lane LOS | A | A | A | - | A | - | - | B |
| HCM 95th %tile Q (veh) | - | 0 | - | - | 0 | - | - | 0.5 |

| 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 | 2 | 292 | 2 | 3 | 448 | 9 | 1 | 4 | 2 | 11 | 6 | 2 |
| Future Vol, veh/h | 2 | 292 | 2 | 3 | 448 | 9 | 1 | 4 | 2 | 11 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 317 | 2 | 3 | 487 | 10 | 1 | 4 | 2 | 12 | 7 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 497 | 0 | 0 | 319 | 0 | 0 | 825 | 825 | 318 | 823 | 821 | 492 |
| Stage 1 | - | - | - | - | - | - | 322 | 322 | - | 498 | 498 | - |
| Stage 2 | - | - | - | - | - | - | 503 | 503 | - | 325 | 323 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1067 | - | - | 1241 | - | - | 292 | 308 | 723 | 292 | 309 | 577 |
| Stage 1 | - | - | - | - | - | - | 690 | 651 | - | 554 | 544 | - |
| Stage 2 | - | - | - | - | - | - | 551 | 541 | - | 687 | 650 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1067 | - | - | 1241 | - | - | 285 | 306 | 723 | 287 | 307 | 577 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 285 | 306 | - | 287 | 307 | - |
| Stage 1 | - | - | - | - | - | - | 689 | 650 | - | 553 | 542 | - |
| Stage 2 | - | - | - | - | - | - | 541 | 539 | - | 679 | 649 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.1 | 0.1 | 15.2 | 17.4 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 362 | 1067 | - | - | 1241 | - | - | 310 |
| HCM Lane V/C Ratio | 0.021 | 0.002 | - | - | 0.003 | - | - | 0.067 |
| HCM Ctrl Dly (s/v) | 15.2 | 8.4 | 0 | - | 7.9 | 0 | - | 17.4 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q (veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 484 | 470 | 4 | 1 | 2 |
| Future Vol, veh/h | 2 | 484 | 470 | 4 | 1 | 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 | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 538 | 522 | 4 | 1 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 526 | 0 | - | 0 | 1066 | 524 |
| Stage 1 | - | - | - | - | 524 | - |
| Stage 2 | - | - | - | - | 542 | - |
| 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 | 1041 | - | - | - | 246 | 553 |
| Stage 1 | - | - | - | - | 594 | - |
| Stage 2 | - | - | - | - | 583 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1041 | - | - | - | 245 | 553 |
| Mov Cap-2 Maneuver | - | - | - | - | 245 | - |
| Stage 1 | - | - | - | - | 592 | - |
| Stage 2 | - | - | - | - | 583 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 14.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1041 | - | - | - | 390 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.009 |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | - | - | 14.3 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q (veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 26 | 39 | 34 | 14 | 74 | 32 | 25 | 246 | 6 | 49 | 343 | 52 |
| Future Vol, veh/h | 26 | 39 | 34 | 14 | 74 | 32 | 25 | 246 | 6 | 49 | 343 | 52 |
| 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 | - | - | - | - | - | - | 165 | - | - | 165 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 42 | 37 | 15 | 80 | 35 | 27 | 267 | 7 | 53 | 373 | 57 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 890 | 836 | 402 | 872 | 861 | 271 | 430 | 0 | 0 | 274 | 0 | 0 |
| Stage 1 | 508 | 508 | - | 325 | 325 | - | - | - | - | - | - | - |
| Stage 2 | 382 | 328 | - | 547 | 536 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 264 | 303 | 648 | 271 | 293 | 768 | 1129 | - | - | 1289 | - | - |
| Stage 1 | 547 | 539 | - | 687 | 649 | - | - | - | - | - | - | - |
| Stage 2 | 640 | 647 | - | 521 | 523 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 186 | 284 | 648 | 215 | 274 | 768 | 1129 | - | - | 1289 | - | - |
| Mov Cap-2 Maneuver | 186 | 284 | - | 215 | 274 | - | - | - | - | - | - | - |
| Stage 1 | 534 | 517 | - | 671 | 633 | - | - | - | - | - | - | - |
| Stage 2 | 521 | 631 | - | 432 | 502 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.6 | 24 | 0.7 | 0.9 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1129 | - | - | 300 | 318 | 1289 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | - | 0.359 | 0.41 | 0.041 | - | - |
| HCM Ctrl Dly (s/v) | 8.3 | - | - | 23.6 | 24 | 7.9 | - | - |
| HCM Lane LOS | A | - | - | C | C | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | - | 1.6 | 1.9 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 11 | 9 | 377 | 372 | 27 |
| Future Vol, veh/h | 13 | 11 | 9 | 377 | 372 | 27 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 13 | 11 | 444 | 438 | 32 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 920 | 454 | 470 | 0 | - | 0 |
| Stage 1 | 454 | - | - | - | - | - |
| Stage 2 | 466 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 301 | 606 | 1092 | - | - | - |
| Stage 1 | 640 | - | - | - | - | - |
| Stage 2 | 632 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 297 | 606 | 1092 | - | - | - |
| Mov Cap-2 Maneuver | 297 | - | - | - | - | - |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 632 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1092 | - | 388 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.073 | - | - |
| HCM Ctrl Dly (s/v) | 8.3 | 0 | 15 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 402 | 0 | 0 | 402 |
| Future Vol, veh/h | 0 | 0 | 402 | 0 | 0 | 402 |
| 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 | - | - | - | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 447 | 0 | 0 | 447 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 894 | 447 | 0 | 0 | 447 | 0 |
| Stage 1 | 447 | - | - | - | - | - |
| Stage 2 | 447 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 312 | 612 | - | - | 1113 | - |
| Stage 1 | 644 | - | - | - | - | - |
| Stage 2 | 644 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 312 | 612 | - | - | 1113 | - |
| Mov Cap-2 Maneuver | 312 | - | - | - | - | - |
| Stage 1 | 644 | - | - | - | - | - |
| Stage 2 | 644 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1113 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Ctrl Dly (s/v) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 15 | 386 | 3 | 4 | 373 |
| Future Vol, veh/h | 16 | 15 | 386 | 3 | 4 | 373 |
| 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 | - | - | - | 120 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 17 | 429 | 3 | 4 | 414 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 853 | 431 | 0 | 0 | 432 | 0 |
| Stage 1 | 431 | - | - | - | - | - |
| Stage 2 | 422 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 330 | 624 | - | - | 1128 | - |
| Stage 1 | 655 | - | - | - | - | - |
| Stage 2 | 662 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 329 | 624 | - | - | 1128 | - |
| Mov Cap-2 Maneuver | 450 | - | - | - | - | - |
| Stage 1 | 655 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.4 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 520 | 1128 | - |
| HCM Lane V/C Ratio | - | - | 0.066 | 0.004 | - |
| HCM Ctrl Dly (s/v) | - | - | 12.4 | 8.2 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |

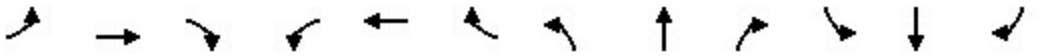
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 2 | 230 | 9 | 5 | 385 |
| Future Vol, veh/h | 6 | 2 | 230 | 9 | 5 | 385 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 2 | 250 | 10 | 5 | 418 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 683 | 255 | 0 | 0 | 260 | 0 |
| Stage 1 | 255 | - | - | - | - | - |
| Stage 2 | 428 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 415 | 784 | - | - | 1304 | - |
| Stage 1 | 788 | - | - | - | - | - |
| Stage 2 | 657 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 413 | 784 | - | - | 1304 | - |
| Mov Cap-2 Maneuver | 413 | - | - | - | - | - |
| Stage 1 | 788 | - | - | - | - | - |
| Stage 2 | 654 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.8 | 0 | 0.1 |
| HCM LOS | B | | |

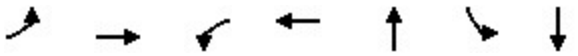
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 468 | 1304 | - |
| HCM Lane V/C Ratio | - | - | 0.019 | 0.004 | - |
| HCM Ctrl Dly (s/v) | - | - | 12.8 | 7.8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 111 | 278 | 9 | 22 | 412 | 68 | 11 | 68 | 11 | 77 | 76 | 144 |
| Future Volume (veh/h) | 111 | 278 | 9 | 22 | 412 | 68 | 11 | 68 | 11 | 77 | 76 | 144 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 118 | 296 | 10 | 23 | 438 | 72 | 12 | 72 | 12 | 82 | 81 | 153 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 315 | 670 | 23 | 443 | 510 | 84 | 85 | 146 | 23 | 399 | 147 | 277 |
| Arrive On Green | 0.07 | 0.38 | 0.38 | 0.03 | 0.33 | 0.33 | 0.11 | 0.11 | 0.11 | 0.06 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1739 | 1756 | 59 | 1739 | 1529 | 251 | 123 | 1373 | 214 | 1739 | 565 | 1068 |
| Grp Volume(v), veh/h | 118 | 0 | 306 | 23 | 0 | 510 | 96 | 0 | 0 | 82 | 0 | 234 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 0 | 1815 | 1739 | 0 | 1781 | 1710 | 0 | 0 | 1739 | 0 | 1634 |
| Q Serve(g_s), s | 2.4 | 0.0 | 7.1 | 0.4 | 0.0 | 15.0 | 0.5 | 0.0 | 0.0 | 2.3 | 0.0 | 7.0 |
| Cycle Q Clear(g_c), s | 2.4 | 0.0 | 7.1 | 0.4 | 0.0 | 15.0 | 2.9 | 0.0 | 0.0 | 2.3 | 0.0 | 7.0 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.14 | 0.12 | | 0.12 | 1.00 | | 0.65 |
| Lane Grp Cap(c), veh/h | 315 | 0 | 693 | 443 | 0 | 594 | 253 | 0 | 0 | 399 | 0 | 423 |
| V/C Ratio(X) | 0.37 | 0.00 | 0.44 | 0.05 | 0.00 | 0.86 | 0.38 | 0.00 | 0.00 | 0.21 | 0.00 | 0.55 |
| Avail Cap(c_a), veh/h | 958 | 0 | 1711 | 1169 | 0 | 1678 | 1059 | 0 | 0 | 1061 | 0 | 967 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.9 | 0.0 | 12.9 | 10.4 | 0.0 | 17.5 | 23.8 | 0.0 | 0.0 | 20.3 | 0.0 | 18.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 1.4 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 0.0 | 2.1 | 0.1 | 0.0 | 4.8 | 1.1 | 0.0 | 0.0 | 0.8 | 0.0 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 13.2 | 0.0 | 13.1 | 10.4 | 0.0 | 19.0 | 24.1 | 0.0 | 0.0 | 20.4 | 0.0 | 18.4 |
| LnGrp LOS | B | | B | B | | B | C | | | C | | B |
| Approach Vol, veh/h | | 424 | | | 533 | | | 96 | | | 316 | |
| Approach Delay, s/veh | | 13.1 | | | 18.6 | | | 24.1 | | | 18.9 | |
| Approach LOS | | B | | | B | | | C | | | B | |

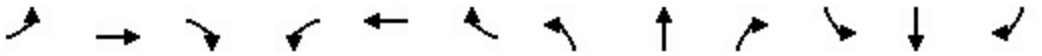
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.5 | 28.5 | | 21.3 | 9.2 | 25.8 | 8.6 | 12.7 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.7 | 5.0 | 7.0 | 5.0 | 6.7 |
| Max Green Setting (Gmax), s | 25.0 | 53.0 | | 33.3 | 25.0 | 53.0 | 25.0 | 33.3 |
| Max Q Clear Time (g_c+I1), s | 2.4 | 9.1 | | 9.0 | 4.4 | 17.0 | 4.3 | 4.9 |
| Green Ext Time (p_c), s | 0.0 | 0.9 | | 0.4 | 0.1 | 1.7 | 0.1 | 0.1 |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay, s/veh | | 17.4 |
| HCM 6th LOS | | B |



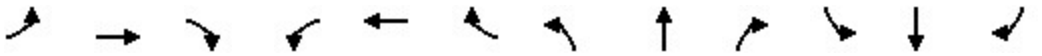
| Lane Group | EBL | EBT | WBL | WBT | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 118 | 306 | 23 | 510 | 96 | 82 | 234 |
| v/c Ratio | 0.29 | 0.33 | 0.04 | 0.74 | 0.47 | 0.23 | 0.51 |
| Control Delay (s/veh) | 10.5 | 14.7 | 8.3 | 28.4 | 42.1 | 24.2 | 21.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 10.5 | 14.7 | 8.3 | 28.4 | 42.1 | 24.2 | 21.7 |
| Queue Length 50th (ft) | 24 | 73 | 4 | 200 | 41 | 28 | 61 |
| Queue Length 95th (ft) | 56 | 187 | 16 | 374 | 106 | 75 | 156 |
| Internal Link Dist (ft) | | 5261 | | 434 | 636 | | 218 |
| Turn Bay Length (ft) | 205 | | 275 | | | 175 | |
| Base Capacity (vph) | 736 | 1312 | 837 | 1293 | 767 | 629 | 1369 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.16 | 0.23 | 0.03 | 0.39 | 0.13 | 0.13 | 0.17 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 111 | 278 | 9 | 22 | 412 | 68 | 11 | 68 | 11 | 77 | 76 | 144 |
| Future Volume (vph) | 111 | 278 | 9 | 22 | 412 | 68 | 11 | 68 | 11 | 77 | 76 | 144 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | | 6.7 | | 5.0 | 6.7 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.98 | | | 0.98 | | 1.00 | 0.90 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 0.99 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 1801 | | 1719 | 1771 | | | 1768 | | 1719 | 1632 | |
| Flt Permitted | 0.31 | 1.00 | | 0.55 | 1.00 | | | 0.91 | | 0.83 | 1.00 | |
| Satd. Flow (perm) | 563 | 1801 | | 1002 | 1771 | | | 1625 | | 1505 | 1632 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 118 | 296 | 10 | 23 | 438 | 72 | 12 | 72 | 12 | 82 | 81 | 153 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 52 | 0 |
| Lane Group Flow (vph) | 118 | 305 | 0 | 23 | 506 | 0 | 0 | 92 | 0 | 82 | 182 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | D.P+P | NA | | D.P+P | NA | | Perm | NA | | D.P+P | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 6 | | | 2 | | | 8 | | | 8 | | |
| Actuated Green, G (s) | 40.1 | 38.3 | | 40.1 | 32.7 | | | 9.4 | | 15.2 | 20.2 | |
| Effective Green, g (s) | 40.1 | 38.3 | | 40.1 | 32.7 | | | 9.4 | | 15.2 | 20.2 | |
| Actuated g/C Ratio | 0.51 | 0.48 | | 0.51 | 0.41 | | | 0.12 | | 0.19 | 0.26 | |
| Clearance Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | | 6.7 | | 5.0 | 6.7 | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | | 1.0 | | 2.0 | 1.0 | |
| Lane Grp Cap (vph) | 394 | 873 | | 524 | 733 | | | 193 | | 305 | 417 | |
| v/s Ratio Prot | c0.03 | c0.17 | | 0.00 | c0.29 | | | | | 0.02 | c0.11 | |
| v/s Ratio Perm | 0.12 | | | 0.02 | | | | 0.06 | | 0.03 | | |
| v/c Ratio | 0.30 | 0.35 | | 0.04 | 0.69 | | | 0.48 | | 0.27 | 0.44 | |
| Uniform Delay, d1 | 11.2 | 12.6 | | 9.7 | 19.0 | | | 32.5 | | 27.1 | 24.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | 0.1 | | 0.0 | 2.3 | | | 0.7 | | 0.2 | 0.3 | |
| Delay (s) | 11.4 | 12.7 | | 9.7 | 21.3 | | | 33.2 | | 27.2 | 24.9 | |
| Level of Service | B | B | | A | C | | | C | | C | C | |
| Approach Delay (s/veh) | | 12.3 | | | 20.8 | | | 33.2 | | | 25.5 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 20.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.61 | | |
| Actuated Cycle Length (s) | 79.0 | Sum of lost time (s) | 23.7 |
| Intersection Capacity Utilization | 61.2% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 47 | 414 | 6 | 35 | 419 | 234 | 14 | 101 | 21 | 196 | 137 | 48 |
| Future Volume (veh/h) | 47 | 414 | 6 | 35 | 419 | 234 | 14 | 101 | 21 | 196 | 137 | 48 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 52 | 455 | 7 | 38 | 460 | 257 | 15 | 111 | 23 | 215 | 151 | 53 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 87 | 585 | 9 | 70 | 578 | 490 | 33 | 173 | 36 | 270 | 328 | 115 |
| Arrive On Green | 0.05 | 0.32 | 0.32 | 0.04 | 0.31 | 0.31 | 0.02 | 0.12 | 0.12 | 0.15 | 0.25 | 0.25 |
| Sat Flow, veh/h | 1781 | 1837 | 28 | 1781 | 1870 | 1585 | 1781 | 1503 | 311 | 1781 | 1323 | 464 |
| Grp Volume(v), veh/h | 52 | 0 | 462 | 38 | 460 | 257 | 15 | 0 | 134 | 215 | 0 | 204 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1865 | 1781 | 1870 | 1585 | 1781 | 0 | 1814 | 1781 | 0 | 1787 |
| Q Serve(g_s), s | 1.6 | 0.0 | 12.9 | 1.2 | 13.0 | 7.7 | 0.5 | 0.0 | 4.1 | 6.7 | 0.0 | 5.6 |
| Cycle Q Clear(g_c), s | 1.6 | 0.0 | 12.9 | 1.2 | 13.0 | 7.7 | 0.5 | 0.0 | 4.1 | 6.7 | 0.0 | 5.6 |
| Prop In Lane | 1.00 | | 0.02 | 1.00 | | 1.00 | 1.00 | | 0.17 | 1.00 | | 0.26 |
| Lane Grp Cap(c), veh/h | 87 | 0 | 594 | 70 | 578 | 490 | 33 | 0 | 209 | 270 | 0 | 443 |
| V/C Ratio(X) | 0.60 | 0.00 | 0.78 | 0.54 | 0.80 | 0.52 | 0.45 | 0.00 | 0.64 | 0.80 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h | 458 | 0 | 940 | 458 | 942 | 799 | 458 | 0 | 782 | 458 | 0 | 770 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 26.8 | 0.0 | 17.8 | 27.1 | 18.2 | 16.4 | 28.0 | 0.0 | 24.3 | 23.6 | 0.0 | 18.4 |
| Incr Delay (d2), s/veh | 6.3 | 0.0 | 2.2 | 6.3 | 2.5 | 0.9 | 9.5 | 0.0 | 3.3 | 5.4 | 0.0 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 4.6 | 0.6 | 4.7 | 2.3 | 0.3 | 0.0 | 1.8 | 3.0 | 0.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 33.1 | 0.0 | 20.0 | 33.4 | 20.8 | 17.3 | 37.4 | 0.0 | 27.6 | 28.9 | 0.0 | 19.1 |
| LnGrp LOS | C | | B | C | C | B | D | | C | C | | B |
| Approach Vol, veh/h | | 514 | | | 755 | | | 149 | | | 419 | |
| Approach Delay, s/veh | | 21.3 | | | 20.2 | | | 28.6 | | | 24.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

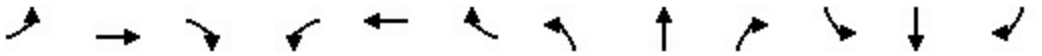
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.9 | 11.8 | 7.5 | 24.3 | 6.3 | 19.5 | 8.0 | 23.8 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 14.8 | 24.8 | 14.8 | 29.0 | 14.8 | 24.8 | 14.8 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 8.7 | 6.1 | 3.2 | 14.9 | 2.5 | 7.6 | 3.6 | 15.0 |
| Green Ext Time (p_c), s | 0.3 | 0.6 | 0.0 | 2.0 | 0.0 | 1.0 | 0.1 | 2.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 22.1 |
| HCM 6th LOS | C |

| Lane Group | EBL | EBT | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 52 | 462 | 38 | 460 | 257 | 15 | 134 | 215 | 204 |
| v/c Ratio | 0.28 | 0.73 | 0.22 | 0.73 | 0.38 | 0.10 | 0.49 | 0.64 | 0.30 |
| Control Delay (s/veh) | 39.8 | 31.4 | 39.7 | 32.6 | 7.9 | 39.9 | 37.5 | 42.8 | 20.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 39.8 | 31.4 | 39.7 | 32.6 | 7.9 | 39.9 | 37.5 | 42.8 | 20.8 |
| Queue Length 50th (ft) | 26 | 207 | 19 | 209 | 18 | 8 | 62 | 108 | 69 |
| Queue Length 95th (ft) | 63 | #365 | 51 | #391 | 80 | 28 | 122 | #229 | 159 |
| Internal Link Dist (ft) | | 2276 | | 1488 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 180 | | 160 | | 170 | 100 | | 125 | |
| Base Capacity (vph) | 366 | 764 | 366 | 756 | 764 | 366 | 635 | 366 | 716 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.14 | 0.60 | 0.10 | 0.61 | 0.34 | 0.04 | 0.21 | 0.59 | 0.28 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 47 | 414 | 6 | 35 | 419 | 234 | 14 | 101 | 21 | 196 | 137 | 48 |
| Future Volume (vph) | 47 | 414 | 6 | 35 | 419 | 234 | 14 | 101 | 21 | 196 | 137 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.2 | 6.0 | | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1859 | | 1770 | 1863 | 1583 | 1770 | 1815 | | 1770 | 1790 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1859 | | 1770 | 1863 | 1583 | 1770 | 1815 | | 1770 | 1790 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 52 | 455 | 7 | 38 | 460 | 257 | 15 | 111 | 23 | 215 | 151 | 53 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 0 | 142 | 0 | 7 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 52 | 461 | 0 | 38 | 460 | 115 | 15 | 127 | 0 | 215 | 194 | 0 |
| Turn Type | Prot | NA | | Prot | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | | | | |
| Actuated Green, G (s) | 4.7 | 25.9 | | 4.3 | 25.5 | 25.5 | 1.3 | 15.7 | | 14.3 | 28.7 | |
| Effective Green, g (s) | 4.7 | 25.9 | | 4.3 | 25.5 | 25.5 | 1.3 | 15.7 | | 14.3 | 28.7 | |
| Actuated g/C Ratio | 0.06 | 0.32 | | 0.05 | 0.31 | 0.31 | 0.02 | 0.19 | | 0.17 | 0.35 | |
| Clearance Time (s) | 5.2 | 6.0 | | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 101 | 588 | | 93 | 580 | 493 | 28 | 348 | | 309 | 628 | |
| v/s Ratio Prot | c0.03 | c0.25 | | 0.02 | 0.25 | | 0.01 | c0.07 | | c0.12 | 0.11 | |
| v/s Ratio Perm | | | | | | 0.07 | | | | | | |
| v/c Ratio | 0.51 | 0.78 | | 0.41 | 0.79 | 0.23 | 0.54 | 0.36 | | 0.70 | 0.31 | |
| Uniform Delay, d1 | 37.4 | 25.4 | | 37.5 | 25.7 | 20.9 | 40.0 | 28.7 | | 31.7 | 19.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.4 | 6.8 | | 2.9 | 7.3 | 0.2 | 18.3 | 0.7 | | 6.7 | 0.3 | |
| Delay (s) | 41.8 | 32.2 | | 40.4 | 33.1 | 21.1 | 58.2 | 29.4 | | 38.4 | 19.6 | |
| Level of Service | D | C | | D | C | C | E | C | | D | B | |
| Approach Delay (s/veh) | | 33.2 | | | 29.4 | | | 32.3 | | | 29.2 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 30.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 81.8 | Sum of lost time (s) | 21.6 |
| Intersection Capacity Utilization | 61.8% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2035 Future Without Project AM

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 64 | 26 | 451 | 71 | 23 | 426 |
| Future Vol, veh/h | 64 | 26 | 451 | 71 | 23 | 426 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 70 | 28 | 490 | 77 | 25 | 463 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1042 | 529 | 0 | 0 | 567 | 0 |
| Stage 1 | 529 | - | - | - | - | - |
| Stage 2 | 513 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 254 | 550 | - | - | 1005 | - |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 601 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 246 | 550 | - | - | 1005 | - |
| Mov Cap-2 Maneuver | 246 | - | - | - | - | - |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.3 | 0 | 0.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 293 | 1005 | - |
| HCM Lane V/C Ratio | - | - | 0.334 | 0.025 | - |
| HCM Ctrl Dly (s/v) | - | - | 23.3 | 8.7 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 1.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 872 | 641 | 36 | 0 | 34 |
| Future Vol, veh/h | 0 | 872 | 641 | 36 | 0 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 948 | 697 | 39 | 0 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 368 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 629 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 629 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 11.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 629 |
| HCM Lane V/C Ratio | - | - | - | 0.059 |
| HCM Ctrl Dly (s/v) | - | - | - | 11.1 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 83 | 99 | 0 | 0 | 71 | 121 | 0 | 3 | 0 | 157 | 2 | 12 |
| Future Vol, veh/h | 83 | 99 | 0 | 0 | 71 | 121 | 0 | 3 | 0 | 157 | 2 | 12 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 93 | 111 | 0 | 0 | 80 | 136 | 0 | 3 | 0 | 176 | 2 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 0 | 0 | 111 | 0 | 0 | 453 | 513 | 111 | 447 | 445 | 148 |
| Stage 1 | - | - | - | - | - | - | 297 | 297 | - | 148 | 148 | - |
| Stage 2 | - | - | - | - | - | - | 156 | 216 | - | 299 | 297 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1354 | - | - | 1479 | - | - | 517 | 465 | 942 | 522 | 508 | 899 |
| Stage 1 | - | - | - | - | - | - | 712 | 668 | - | 855 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 846 | 724 | - | 710 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1354 | - | - | 1479 | - | - | 479 | 431 | 942 | 490 | 471 | 899 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 479 | 431 | - | 490 | 471 | - |
| Stage 1 | - | - | - | - | - | - | 660 | 619 | - | 793 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 724 | - | 655 | 619 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.6 | 0 | 13.4 | 16.4 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 431 | 1354 | - | - | 1479 | - | - | 506 |
| HCM Lane V/C Ratio | 0.008 | 0.069 | - | - | - | - | - | 0.38 |
| HCM Ctrl Dly (s/v) | 13.4 | 7.9 | 0 | - | 0 | - | - | 16.4 |
| HCM Lane LOS | B | A | A | - | A | - | - | C |
| HCM 95th %tile Q (veh) | 0 | 0.2 | - | - | 0 | - | - | 1.8 |

| 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 | 6 | 794 | 4 | 3 | 427 | 7 | 11 | 6 | 3 | 18 | 4 | 8 |
| Future Vol, veh/h | 6 | 794 | 4 | 3 | 427 | 7 | 11 | 6 | 3 | 18 | 4 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 863 | 4 | 3 | 464 | 8 | 12 | 7 | 3 | 20 | 4 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 472 | 0 | 0 | 867 | 0 | 0 | 1360 | 1357 | 865 | 1358 | 1355 | 468 |
| Stage 1 | - | - | - | - | - | - | 879 | 879 | - | 474 | 474 | - |
| Stage 2 | - | - | - | - | - | - | 481 | 478 | - | 884 | 881 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1090 | - | - | 777 | - | - | 126 | 149 | 353 | 126 | 149 | 595 |
| Stage 1 | - | - | - | - | - | - | 342 | 365 | - | 571 | 558 | - |
| Stage 2 | - | - | - | - | - | - | 566 | 556 | - | 340 | 365 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1090 | - | - | 777 | - | - | 120 | 146 | 353 | 119 | 146 | 595 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 120 | 146 | - | 119 | 146 | - |
| Stage 1 | - | - | - | - | - | - | 338 | 361 | - | 564 | 555 | - |
| Stage 2 | - | - | - | - | - | - | 551 | 553 | - | 327 | 361 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.1 | 0.1 | 34.9 | 34.1 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 142 | 1090 | - | - | 777 | - | - | 156 |
| HCM Lane V/C Ratio | 0.153 | 0.006 | - | - | 0.004 | - | - | 0.209 |
| HCM Ctrl Dly (s/v) | 34.9 | 8.3 | 0 | - | 9.7 | 0 | - | 34.1 |
| HCM Lane LOS | D | A | A | - | A | A | - | D |
| HCM 95th %tile Q (veh) | 0.5 | 0 | - | - | 0 | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 810 | 740 | 2 | 9 | 14 |
| Future Vol, veh/h | 4 | 810 | 740 | 2 | 9 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 25 | - | - | 375 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 844 | 771 | 2 | 9 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 773 | 0 | - | 0 | 1201 | 386 | | | |
| Stage 1 | - | - | - | - | 771 | - | | | |
| Stage 2 | - | - | - | - | 430 | - | | | |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 | | | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - | | | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - | | | |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 | | | |
| Pot Cap-1 Maneuver | 838 | - | - | - | 177 | 612 | | | |
| Stage 1 | - | - | - | - | 417 | - | | | |
| Stage 2 | - | - | - | - | 624 | - | | | |
| Platoon blocked, % | | - | - | - | | | | | |
| Mov Cap-1 Maneuver | 838 | - | - | - | 176 | 612 | | | |
| Mov Cap-2 Maneuver | - | - | - | - | 303 | - | | | |
| Stage 1 | - | - | - | - | 415 | - | | | |
| Stage 2 | - | - | - | - | 624 | - | | | |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 838 | - | - | - | 437 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.055 |
| HCM Ctrl Dly (s/v) | 9.3 | - | - | - | 13.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q (veh) | 0 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 271.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 93 | 142 | 94 | 11 | 117 | 70 | 39 | 480 | 32 | 70 | 332 | 34 |
| Future Vol, veh/h | 93 | 142 | 94 | 11 | 117 | 70 | 39 | 480 | 32 | 70 | 332 | 34 |
| 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 | - | - | - | - | - | - | 165 | - | - | 165 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 101 | 154 | 102 | 12 | 127 | 76 | 42 | 522 | 35 | 76 | 361 | 37 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1257 | 1173 | 380 | 1284 | 1174 | 540 | 398 | 0 | 0 | 557 | 0 | 0 |
| Stage 1 | 532 | 532 | - | 624 | 624 | - | - | - | - | - | - | - |
| Stage 2 | 725 | 641 | - | 660 | 550 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 148 | 192 | 667 | 142 | 192 | 542 | 1161 | - | - | 1014 | - | - |
| Stage 1 | 531 | 526 | - | 473 | 478 | - | - | - | - | - | - | - |
| Stage 2 | 416 | 469 | - | 452 | 516 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 46 | 171 | 667 | 25 | 171 | 542 | 1161 | - | - | 1014 | - | - |
| Mov Cap-2 Maneuver | ~ 46 | 171 | - | 25 | 171 | - | - | - | - | - | - | - |
| Stage 1 | 512 | 487 | - | 456 | 461 | - | - | - | - | - | - | - |
| Stage 2 | 250 | 452 | - | 242 | 477 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 1095.9 | 252.8 | 0.6 | 1.4 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1161 | - | - | 110 | 158 | 1014 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | - | 3.251 | 1.362 | 0.075 | - | - |
| HCM Ctrl Dly (s/v) | 8.2 | - | - | $ 1095.9 | 252.8 | 8.8 | - | - |
| HCM Lane LOS | A | - | - | F | F | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | - | 34.8 | 13.2 | 0.2 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 23 | 10 | 699 | 572 | 14 |
| Future Vol, veh/h | 47 | 23 | 10 | 699 | 572 | 14 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 59 | 29 | 13 | 885 | 724 | 18 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1644 | 733 | 742 | 0 | - | 0 |
| Stage 1 | 733 | - | - | - | - | - |
| Stage 2 | 911 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 110 | 421 | 865 | - | - | - |
| Stage 1 | 475 | - | - | - | - | - |
| Stage 2 | 392 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 108 | 421 | 865 | - | - | - |
| Mov Cap-2 Maneuver | 243 | - | - | - | - | - |
| Stage 1 | 468 | - | - | - | - | - |
| Stage 2 | 392 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.5 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 865 | - | 282 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.314 | - | - |
| HCM Ctrl Dly (s/v) | 9.2 | - | 23.5 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 1.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 33 | 0 | 34 | 0 | 0 | 0 | 22 | 755 | 0 | 0 | 566 | 11 |
| Future Vol, veh/h | 33 | 0 | 34 | 0 | 0 | 0 | 22 | 755 | 0 | 0 | 566 | 11 |
| 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 | - | - | - | - | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 0 | 37 | 0 | 0 | 0 | 24 | 821 | 0 | 0 | 615 | 12 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1490 | 1490 | 621 | 1509 | 1496 | 821 | 627 | 0 | - | - | - | 0 |
| Stage 1 | 621 | 621 | - | 869 | 869 | - | - | - | - | - | - | - |
| Stage 2 | 869 | 869 | - | 640 | 627 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 102 | 124 | 487 | 99 | 123 | 374 | 955 | - | 0 | 0 | - | - |
| Stage 1 | 475 | 479 | - | 347 | 369 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 347 | 369 | - | 464 | 476 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 100 | 121 | 487 | 90 | 120 | 374 | 955 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 222 | 241 | - | 209 | 237 | - | - | - | - | - | - | - |
| Stage 1 | 463 | 479 | - | 338 | 360 | - | - | - | - | - | - | - |
| Stage 2 | 338 | 360 | - | 429 | 476 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.3 | 0 | 0.3 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 955 | - | 307 | - | - | - |
| HCM Lane V/C Ratio | 0.025 | - | 0.237 | - | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | - | 20.3 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.9 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 38 | 24 | 0 | 35 | 15 | 698 | 54 | 66 | 480 | 0 |
| Future Vol, veh/h | 0 | 0 | 38 | 24 | 0 | 35 | 15 | 698 | 54 | 66 | 480 | 0 |
| 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 | - | - | - | 250 | - | - | 50 | - | - | 120 | - | 250 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 45 | 28 | 0 | 41 | 18 | 821 | 64 | 78 | 565 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1631 | 1642 | 565 | 1633 | 1610 | 853 | 565 | 0 | 0 | 885 | 0 | 0 |
| Stage 1 | 721 | 721 | - | 889 | 889 | - | - | - | - | - | - | - |
| Stage 2 | 910 | 921 | - | 744 | 721 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 81 | 100 | 524 | 81 | 105 | 359 | 1007 | - | - | 765 | - | - |
| Stage 1 | 419 | 432 | - | 338 | 361 | - | - | - | - | - | - | - |
| Stage 2 | 329 | 349 | - | 407 | 432 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 65 | 88 | 524 | 67 | 93 | 359 | 1007 | - | - | 765 | - | - |
| Mov Cap-2 Maneuver | 65 | 88 | - | 67 | 93 | - | - | - | - | - | - | - |
| Stage 1 | 411 | 388 | - | 332 | 355 | - | - | - | - | - | - | - |
| Stage 2 | 286 | 343 | - | 334 | 388 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 12.5 | 47.6 | 0.2 | 1.2 |
| HCM LOS | B | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1007 | - | - | 524 | 67 | 359 | 765 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.085 | 0.421 | 0.115 | 0.101 | - | - |
| HCM Ctrl Dly (s/v) | 8.6 | - | - | 12.5 | 93.3 | 16.3 | 10.2 | - | - |
| HCM Lane LOS | A | - | - | B | F | C | B | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | - | 0.3 | 1.6 | 0.4 | 0.3 | - | - |

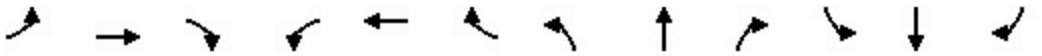
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 5 | 543 | 4 | 1 | 437 |
| Future Vol, veh/h | 9 | 5 | 543 | 4 | 1 | 437 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 5 | 590 | 4 | 1 | 475 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1069 | 592 | 0 | 0 | 594 | 0 |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 477 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 245 | 506 | - | - | 982 | - |
| Stage 1 | 553 | - | - | - | - | - |
| Stage 2 | 624 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 245 | 506 | - | - | 982 | - |
| Mov Cap-2 Maneuver | 245 | - | - | - | - | - |
| Stage 1 | 553 | - | - | - | - | - |
| Stage 2 | 623 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.6 | 0 | 0 |
| HCM LOS | C | | |

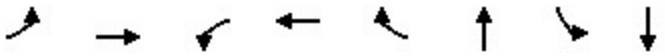
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 300 | 982 | - |
| HCM Lane V/C Ratio | - | - | 0.051 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 17.6 | 8.7 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 268 | 527 | 103 | 219 | 318 | 136 | 91 | 114 | 41 | 301 | 199 | 92 |
| Future Volume (veh/h) | 268 | 527 | 103 | 219 | 318 | 136 | 91 | 114 | 41 | 301 | 199 | 92 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 285 | 561 | 110 | 233 | 338 | 145 | 97 | 121 | 44 | 320 | 212 | 98 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 451 | 540 | 106 | 256 | 668 | 566 | 129 | 137 | 47 | 477 | 459 | 212 |
| Arrive On Green | 0.12 | 0.36 | 0.36 | 0.12 | 0.37 | 0.37 | 0.20 | 0.20 | 0.20 | 0.16 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1739 | 1483 | 291 | 1739 | 1826 | 1547 | 485 | 696 | 238 | 1739 | 1181 | 546 |
| Grp Volume(v), veh/h | 285 | 0 | 671 | 233 | 338 | 145 | 262 | 0 | 0 | 320 | 0 | 310 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 0 | 1774 | 1739 | 1826 | 1547 | 1420 | 0 | 0 | 1739 | 0 | 1728 |
| Q Serve(g_s), s | 14.8 | 0.0 | 53.0 | 15.1 | 20.9 | 9.5 | 24.6 | 0.0 | 0.0 | 20.7 | 0.0 | 19.4 |
| Cycle Q Clear(g_c), s | 14.8 | 0.0 | 53.0 | 15.1 | 20.9 | 9.5 | 26.4 | 0.0 | 0.0 | 20.7 | 0.0 | 19.4 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.37 | | 0.17 | 1.00 | | 0.32 |
| Lane Grp Cap(c), veh/h | 451 | 0 | 646 | 256 | 668 | 566 | 313 | 0 | 0 | 477 | 0 | 671 |
| V/C Ratio(X) | 0.63 | 0.00 | 1.04 | 0.91 | 0.51 | 0.26 | 0.84 | 0.00 | 0.00 | 0.67 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h | 546 | 0 | 646 | 348 | 668 | 566 | 358 | 0 | 0 | 502 | 0 | 671 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.5 | 0.0 | 46.2 | 45.6 | 35.9 | 32.3 | 57.3 | 0.0 | 0.0 | 35.6 | 0.0 | 33.1 |
| Incr Delay (d2), s/veh | 0.8 | 0.0 | 45.6 | 19.1 | 0.3 | 0.1 | 12.6 | 0.0 | 0.0 | 2.5 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.9 | 0.0 | 30.2 | 9.5 | 9.0 | 3.5 | 10.3 | 0.0 | 0.0 | 8.8 | 0.0 | 7.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 26.4 | 0.0 | 91.8 | 64.7 | 36.1 | 32.3 | 69.9 | 0.0 | 0.0 | 38.1 | 0.0 | 33.3 |
| LnGrp LOS | C | | F | E | D | C | E | | | D | | C |
| Approach Vol, veh/h | | 956 | | | 716 | | | 262 | | | 630 | |
| Approach Delay, s/veh | | 72.3 | | | 44.7 | | | 69.9 | | | 35.8 | |
| Approach LOS | | E | | | D | | | E | | | D | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.2 | 60.0 | | 63.2 | 22.0 | 60.2 | 27.9 | 35.3 | | | | |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.7 | 5.0 | 7.0 | 5.0 | 6.7 | | | | |
| Max Green Setting (Gmax), s | 25.0 | 53.0 | | 33.3 | 25.0 | 53.0 | 25.0 | 33.3 | | | | |
| Max Q Clear Time (g_c+I1), s | 17.1 | 55.0 | | 21.4 | 16.8 | 22.9 | 22.7 | 28.4 | | | | |
| Green Ext Time (p_c), s | 0.2 | 0.0 | | 0.4 | 0.3 | 1.2 | 0.1 | 0.2 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay, s/veh | | | 55.4 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |

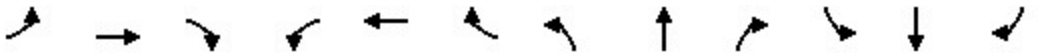


| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 285 | 671 | 233 | 338 | 145 | 262 | 320 | 310 |
| v/c Ratio | 0.60 | 1.08 | 0.86 | 0.52 | 0.23 | 0.95 | 0.67 | 0.45 |
| Control Delay (s/veh) | 26.8 | 104.6 | 70.7 | 43.8 | 6.1 | 100.7 | 41.1 | 34.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 26.8 | 104.6 | 70.7 | 43.8 | 6.1 | 100.7 | 41.1 | 34.5 |
| Queue Length 50th (ft) | 164 | ~777 | 181 | 275 | 0 | 258 | 232 | 215 |
| Queue Length 95th (ft) | 230 | #1065 | #289 | 399 | 51 | #449 | 337 | 315 |
| Internal Link Dist (ft) | | 5261 | | 434 | | 3327 | | 218 |
| Turn Bay Length (ft) | 205 | | 400 | | | | 175 | |
| Base Capacity (vph) | 537 | 623 | 331 | 647 | 642 | 296 | 485 | 732 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 1.08 | 0.70 | 0.52 | 0.23 | 0.89 | 0.66 | 0.42 |

Intersection Summary

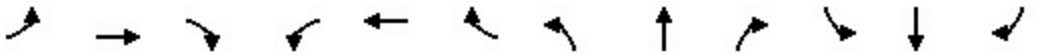
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 268 | 527 | 103 | 219 | 318 | 136 | 91 | 114 | 41 | 301 | 199 | 92 |
| Future Volume (vph) | 268 | 527 | 103 | 219 | 318 | 136 | 91 | 114 | 41 | 301 | 199 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 0.98 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.98 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 1765 | | 1719 | 1810 | 1538 | | 1736 | | 1719 | 1724 | |
| Flt Permitted | 0.40 | 1.00 | | 0.07 | 1.00 | 1.00 | | 0.75 | | 0.46 | 1.00 | |
| Satd. Flow (perm) | 731 | 1765 | | 134 | 1810 | 1538 | | 1326 | | 828 | 1724 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 285 | 561 | 110 | 233 | 338 | 145 | 97 | 121 | 44 | 320 | 212 | 98 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 93 | 0 | 5 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 285 | 666 | 0 | 233 | 338 | 52 | 0 | 257 | 0 | 320 | 300 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | 71.9 | 53.3 | | 73.7 | 54.2 | 54.2 | | 31.2 | | 60.3 | 60.3 | |
| Effective Green, g (s) | 71.9 | 53.3 | | 73.7 | 54.2 | 54.2 | | 31.2 | | 60.3 | 60.3 | |
| Actuated g/C Ratio | 0.47 | 0.35 | | 0.49 | 0.36 | 0.36 | | 0.21 | | 0.40 | 0.40 | |
| Clearance Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | | 1.0 | | 2.0 | 1.0 | |
| Lane Grp Cap (vph) | 467 | 619 | | 268 | 646 | 549 | | 272 | | 470 | 684 | |
| v/s Ratio Prot | 0.07 | c0.38 | | c0.11 | 0.19 | | | | | c0.11 | 0.17 | |
| v/s Ratio Perm | 0.21 | | | 0.31 | | 0.03 | | c0.19 | | 0.16 | | |
| v/c Ratio | 0.61 | 1.08 | | 0.87 | 0.52 | 0.09 | | 0.95 | | 0.68 | 0.44 | |
| Uniform Delay, d1 | 26.2 | 49.3 | | 46.6 | 38.6 | 32.5 | | 59.5 | | 35.8 | 33.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.7 | 58.6 | | 23.8 | 0.4 | 0.0 | | 39.4 | | 3.2 | 0.2 | |
| Delay (s) | 27.9 | 107.8 | | 70.4 | 38.9 | 32.5 | | 98.8 | | 39.1 | 33.6 | |
| Level of Service | C | F | | E | D | C | | F | | D | C | |
| Approach Delay (s/veh) | | 84.0 | | | 47.9 | | | 98.8 | | | 36.3 | |
| Approach LOS | | F | | | D | | | F | | | D | |

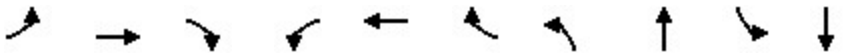
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 63.7 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 151.8 | Sum of lost time (s) | 23.7 |
| Intersection Capacity Utilization | 97.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 95 | 724 | 19 | 18 | 658 | 426 | 12 | 155 | 39 | 401 | 104 | 65 |
| Future Volume (veh/h) | 95 | 724 | 19 | 18 | 658 | 426 | 12 | 155 | 39 | 401 | 104 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 100 | 762 | 20 | 19 | 693 | 448 | 13 | 163 | 41 | 422 | 109 | 68 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 276 | 1295 | 578 | 263 | 1170 | 522 | 297 | 210 | 53 | 475 | 345 | 215 |
| Arrive On Green | 0.06 | 0.36 | 0.36 | 0.02 | 0.33 | 0.33 | 0.02 | 0.15 | 0.15 | 0.19 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1442 | 363 | 1781 | 1077 | 672 |
| Grp Volume(v), veh/h | 100 | 762 | 20 | 19 | 693 | 448 | 13 | 0 | 204 | 422 | 0 | 177 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1805 | 1781 | 0 | 1749 |
| Q Serve(g_s), s | 2.8 | 13.5 | 0.6 | 0.5 | 12.6 | 20.6 | 0.5 | 0.0 | 8.5 | 14.8 | 0.0 | 5.9 |
| Cycle Q Clear(g_c), s | 2.8 | 13.5 | 0.6 | 0.5 | 12.6 | 20.6 | 0.5 | 0.0 | 8.5 | 14.8 | 0.0 | 5.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.20 | 1.00 | | 0.38 |
| Lane Grp Cap(c), veh/h | 276 | 1295 | 578 | 263 | 1170 | 522 | 297 | 0 | 263 | 475 | 0 | 561 |
| V/C Ratio(X) | 0.36 | 0.59 | 0.03 | 0.07 | 0.59 | 0.86 | 0.04 | 0.00 | 0.77 | 0.89 | 0.00 | 0.32 |
| Avail Cap(c_a), veh/h | 514 | 1325 | 591 | 564 | 1325 | 591 | 608 | 0 | 576 | 475 | 0 | 561 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.8 | 20.0 | 15.9 | 17.3 | 21.7 | 24.4 | 27.5 | 0.0 | 32.0 | 22.1 | 0.0 | 20.0 |
| Incr Delay (d2), s/veh | 0.8 | 0.7 | 0.0 | 0.1 | 0.6 | 11.1 | 0.1 | 0.0 | 4.9 | 18.2 | 0.0 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 4.8 | 0.2 | 0.2 | 4.6 | 8.1 | 0.2 | 0.0 | 3.9 | 8.3 | 0.0 | 2.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 17.6 | 20.7 | 15.9 | 17.4 | 22.3 | 35.5 | 27.6 | 0.0 | 36.8 | 40.3 | 0.0 | 20.3 |
| LnGrp LOS | B | C | B | B | C | D | C | | D | D | | C |
| Approach Vol, veh/h | | 882 | | | 1160 | | | 217 | | | 599 | |
| Approach Delay, s/veh | | 20.2 | | | 27.3 | | | 36.3 | | | 34.4 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 16.5 | 6.9 | 34.3 | 6.4 | 30.1 | 9.6 | 31.6 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 14.8 | 24.8 | 14.8 | 29.0 | 14.8 | 24.8 | 14.8 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 16.8 | 10.5 | 2.5 | 15.5 | 2.5 | 7.9 | 4.8 | 22.6 |
| Green Ext Time (p_c), s | 0.0 | 0.9 | 0.0 | 3.8 | 0.0 | 0.8 | 0.1 | 3.0 |

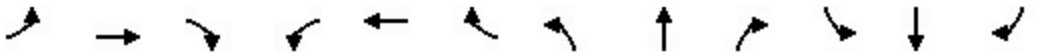
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 27.3 |
| HCM 6th LOS | C |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 100 | 762 | 20 | 19 | 693 | 448 | 13 | 204 | 422 | 177 |
| v/c Ratio | 0.32 | 0.58 | 0.03 | 0.07 | 0.69 | 0.58 | 0.04 | 0.62 | 0.82 | 0.24 |
| Control Delay (s/veh) | 16.3 | 23.4 | 0.1 | 14.1 | 30.8 | 6.1 | 17.7 | 40.1 | 35.8 | 18.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 16.3 | 23.4 | 0.1 | 14.1 | 30.8 | 6.1 | 17.7 | 40.1 | 35.8 | 18.1 |
| Queue Length 50th (ft) | 29 | 141 | 0 | 5 | 171 | 0 | 4 | 96 | 168 | 49 |
| Queue Length 95th (ft) | 63 | 272 | 0 | 18 | 263 | 72 | 16 | 178 | #380 | 129 |
| Internal Link Dist (ft) | | 2276 | | | 1488 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 300 | | 425 | 275 | | 400 | 225 | | 250 | |
| Base Capacity (vph) | 428 | 1521 | 755 | 463 | 1336 | 876 | 554 | 590 | 520 | 735 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 0.50 | 0.03 | 0.04 | 0.52 | 0.51 | 0.02 | 0.35 | 0.81 | 0.24 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 95 | 724 | 19 | 18 | 658 | 426 | 12 | 155 | 39 | 401 | 104 | 65 |
| Future Volume (vph) | 95 | 724 | 19 | 18 | 658 | 426 | 12 | 155 | 39 | 401 | 104 | 65 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 1807 | | 1770 | 1755 | |
| Flt Permitted | 0.20 | 1.00 | 1.00 | 0.28 | 1.00 | 1.00 | 0.65 | 1.00 | | 0.40 | 1.00 | |
| Satd. Flow (perm) | 365 | 3539 | 1583 | 518 | 3539 | 1583 | 1203 | 1807 | | 743 | 1755 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 100 | 762 | 20 | 19 | 693 | 448 | 13 | 163 | 41 | 422 | 109 | 68 |
| RTOR Reduction (vph) | 0 | 0 | 13 | 0 | 0 | 320 | 0 | 9 | 0 | 0 | 17 | 0 |
| Lane Group Flow (vph) | 100 | 762 | 7 | 19 | 693 | 128 | 13 | 195 | 0 | 422 | 160 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 37.0 | 29.9 | 29.9 | 27.4 | 25.1 | 25.1 | 20.0 | 18.9 | | 39.4 | 33.1 | |
| Effective Green, g (s) | 37.0 | 29.9 | 29.9 | 27.4 | 25.1 | 25.1 | 20.0 | 18.9 | | 39.4 | 33.1 | |
| Actuated g/C Ratio | 0.42 | 0.34 | 0.34 | 0.31 | 0.29 | 0.29 | 0.23 | 0.21 | | 0.45 | 0.38 | |
| Clearance Time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 266 | 1202 | 537 | 194 | 1009 | 451 | 280 | 388 | | 511 | 660 | |
| v/s Ratio Prot | c0.03 | c0.22 | | 0.00 | 0.20 | | 0.00 | 0.11 | | c0.14 | 0.09 | |
| v/s Ratio Perm | 0.13 | | 0.00 | 0.03 | | 0.08 | 0.01 | | | c0.23 | | |
| v/c Ratio | 0.38 | 0.63 | 0.01 | 0.10 | 0.69 | 0.28 | 0.05 | 0.50 | | 0.83 | 0.24 | |
| Uniform Delay, d1 | 17.1 | 24.4 | 19.3 | 21.3 | 28.0 | 24.5 | 26.5 | 30.4 | | 18.3 | 18.8 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.9 | 1.1 | 0.0 | 0.2 | 2.0 | 0.3 | 0.1 | 1.0 | | 10.5 | 0.2 | |
| Delay (s) | 18.0 | 25.5 | 19.3 | 21.5 | 29.9 | 24.8 | 26.5 | 31.4 | | 28.8 | 19.0 | |
| Level of Service | B | C | B | C | C | C | C | C | | C | B | |
| Approach Delay (s/veh) | | 24.5 | | | 27.8 | | | 31.2 | | | 25.9 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 26.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.78 | | |
| Actuated Cycle Length (s) | 88.0 | Sum of lost time (s) | 21.6 |
| Intersection Capacity Utilization | 74.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2035 Future Without Project PM

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 71 | 26 | 495 | 70 | 30 | 503 |
| Future Vol, veh/h | 71 | 26 | 495 | 70 | 30 | 503 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 77 | 28 | 538 | 76 | 33 | 547 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1189 | 576 | 0 | 0 | 614 | 0 |
| Stage 1 | 576 | - | - | - | - | - |
| Stage 2 | 613 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 208 | 517 | - | - | 965 | - |
| Stage 1 | 562 | - | - | - | - | - |
| Stage 2 | 541 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 198 | 517 | - | - | 965 | - |
| Mov Cap-2 Maneuver | 198 | - | - | - | - | - |
| Stage 1 | 562 | - | - | - | - | - |
| Stage 2 | 514 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 31.8 | 0 | 0.5 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 237 | 965 | - |
| HCM Lane V/C Ratio | - | - | 0.445 | 0.034 | - |
| HCM Ctrl Dly (s/v) | - | - | 31.8 | 8.9 | 0 |
| HCM Lane LOS | - | - | D | A | A |
| HCM 95th %tile Q (veh) | - | - | 2.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 806 | 865 | 49 | 0 | 47 |
| Future Vol, veh/h | 0 | 806 | 865 | 49 | 0 | 47 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 876 | 940 | 53 | 0 | 51 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 497 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 519 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 519 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 12.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 519 |
| HCM Lane V/C Ratio | - | - | - | 0.098 |
| HCM Ctrl Dly (s/v) | - | - | - | 12.7 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 22 | 93 | 0 | 0 | 180 | 104 | 0 | 1 | 0 | 123 | 1 | 45 |
| Future Vol, veh/h | 22 | 93 | 0 | 0 | 180 | 104 | 0 | 1 | 0 | 123 | 1 | 45 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 104 | 0 | 0 | 202 | 117 | 0 | 1 | 0 | 138 | 1 | 51 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 319 | 0 | 0 | 104 | 0 | 0 | 441 | 473 | 104 | 416 | 415 | 261 |
| Stage 1 | - | - | - | - | - | - | 154 | 154 | - | 261 | 261 | - |
| Stage 2 | - | - | - | - | - | - | 287 | 319 | - | 155 | 154 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1241 | - | - | 1488 | - | - | 527 | 490 | 951 | 547 | 528 | 778 |
| Stage 1 | - | - | - | - | - | - | 848 | 770 | - | 744 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 720 | 653 | - | 847 | 770 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1241 | - | - | 1488 | - | - | 484 | 480 | 951 | 537 | 517 | 778 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 484 | 480 | - | 537 | 517 | - |
| Stage 1 | - | - | - | - | - | - | 830 | 754 | - | 728 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 653 | - | 828 | 754 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.5 | 0 | 12.5 | 14.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 480 | 1241 | - | - | 1488 | - | - | 585 |
| HCM Lane V/C Ratio | 0.002 | 0.02 | - | - | - | - | - | 0.325 |
| HCM Ctrl Dly (s/v) | 12.5 | 8 | 0 | - | 0 | - | - | 14.1 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 1.4 |

| 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 | 11 | 559 | 3 | 4 | 844 | 16 | 1 | 6 | 3 | 15 | 8 | 8 |
| Future Vol, veh/h | 11 | 559 | 3 | 4 | 844 | 16 | 1 | 6 | 3 | 15 | 8 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 608 | 3 | 4 | 917 | 17 | 1 | 7 | 3 | 16 | 9 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 934 | 0 | 0 | 611 | 0 | 0 | 1577 | 1576 | 610 | 1573 | 1569 | 926 |
| Stage 1 | - | - | - | - | - | - | 634 | 634 | - | 934 | 934 | - |
| Stage 2 | - | - | - | - | - | - | 943 | 942 | - | 639 | 635 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 733 | - | - | 968 | - | - | 89 | 110 | 494 | 89 | 111 | 326 |
| Stage 1 | - | - | - | - | - | - | 467 | 473 | - | 319 | 345 | - |
| Stage 2 | - | - | - | - | - | - | 315 | 342 | - | 464 | 472 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 733 | - | - | 968 | - | - | 79 | 106 | 494 | 82 | 107 | 326 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 79 | 106 | - | 82 | 107 | - |
| Stage 1 | - | - | - | - | - | - | 455 | 461 | - | 311 | 342 | - |
| Stage 2 | - | - | - | - | - | - | 296 | 339 | - | 443 | 460 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0 | 34.5 | 51.6 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 133 | 733 | - | - | 968 | - | - | 110 |
| HCM Lane V/C Ratio | 0.082 | 0.016 | - | - | 0.004 | - | - | 0.306 |
| HCM Ctrl Dly (s/v) | 34.5 | 10 | 0 | - | 8.7 | 0 | - | 51.6 |
| HCM Lane LOS | D | A | A | - | A | A | - | F |
| HCM 95th %tile Q (veh) | 0.3 | 0.1 | - | - | 0 | - | - | 1.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 957 | 883 | 12 | 5 | 10 |
| Future Vol, veh/h | 16 | 957 | 883 | 12 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 25 | - | - | 375 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 997 | 920 | 13 | 5 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 933 | 0 | - | 0 | 1453 | 460 |
| Stage 1 | - | - | - | - | 920 | - |
| Stage 2 | - | - | - | - | 533 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 729 | - | - | - | 121 | 548 |
| Stage 1 | - | - | - | - | 349 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 729 | - | - | - | 118 | 548 |
| Mov Cap-2 Maneuver | - | - | - | - | 242 | - |
| Stage 1 | - | - | - | - | 341 | - |
| Stage 2 | - | - | - | - | 553 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0 | 14.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 729 | - | - | - | 386 |
| HCM Lane V/C Ratio | 0.023 | - | - | - | 0.04 |
| HCM Ctrl Dly (s/v) | 10.1 | - | - | - | 14.7 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.1 | - | - | - | 0.1 |

| 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 | 53 | 104 | 90 | 31 | 162 | 55 | 104 | 442 | 15 | 85 | 541 | 99 |
| Future Vol, veh/h | 53 | 104 | 90 | 31 | 162 | 55 | 104 | 442 | 15 | 85 | 541 | 99 |
| 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 | - | - | - | - | - | - | 165 | - | - | 165 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 113 | 98 | 34 | 176 | 60 | 113 | 480 | 16 | 92 | 588 | 108 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1658 | 1548 | 642 | 1646 | 1594 | 488 | 696 | 0 | 0 | 496 | 0 | 0 |
| Stage 1 | 826 | 826 | - | 714 | 714 | - | - | - | - | - | - | - |
| Stage 2 | 832 | 722 | - | 932 | 880 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 78 | 114 | 474 | 79 | ~ 107 | 580 | 900 | - | - | 1068 | - | - |
| Stage 1 | 366 | 387 | - | 422 | 435 | - | - | - | - | - | - | - |
| Stage 2 | 363 | 431 | - | 320 | 365 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 91 | 474 | - | ~ 85 | 580 | 900 | - | - | 1068 | - | - |
| Mov Cap-2 Maneuver | - | ~ 91 | - | - | ~ 85 | - | - | - | - | - | - | - |
| Stage 1 | 320 | 354 | - | 369 | 380 | - | - | - | - | - | - | - |
| Stage 2 | 153 | 377 | - | 158 | 334 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 1.8 | 1 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 900 | - | - | - | - | 1068 | - | - |
| HCM Lane V/C Ratio | 0.126 | - | - | - | - | 0.087 | - | - |
| HCM Ctrl Dly (s/v) | 9.6 | - | - | - | - | 8.7 | - | - |
| HCM Lane LOS | A | - | - | - | - | A | - | - |
| HCM 95th %tile Q (veh) | 0.4 | - | - | - | - | 0.3 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 27 | 31 | 725 | 638 | 50 |
| Future Vol, veh/h | 25 | 27 | 31 | 725 | 638 | 50 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 34 | 39 | 918 | 808 | 63 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1836 | 840 | 871 | 0 | - | 0 |
| Stage 1 | 840 | - | - | - | - | - |
| Stage 2 | 996 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 83 | 365 | 774 | - | - | - |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 79 | 365 | 774 | - | - | - |
| Mov Cap-2 Maneuver | 209 | - | - | - | - | - |
| Stage 1 | 403 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.7 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 774 | - | 269 | - | - |
| HCM Lane V/C Ratio | 0.051 | - | 0.245 | - | - |
| HCM Ctrl Dly (s/v) | 9.9 | - | 22.7 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.9 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 0 | 22 | 0 | 0 | 0 | 39 | 727 | 0 | 0 | 670 | 39 |
| Future Vol, veh/h | 22 | 0 | 22 | 0 | 0 | 0 | 39 | 727 | 0 | 0 | 670 | 39 |
| 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 | - | - | - | - | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 24 | 0 | 24 | 0 | 0 | 0 | 42 | 790 | 0 | 0 | 728 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1623 | 1623 | 749 | 1635 | 1644 | 790 | 770 | 0 | - | - | - | 0 |
| Stage 1 | 749 | 749 | - | 874 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 874 | 874 | - | 761 | 770 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 82 | 103 | 412 | 81 | 100 | 390 | 844 | - | 0 | 0 | - | - |
| Stage 1 | 404 | 419 | - | 344 | 367 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 344 | 367 | - | 398 | 410 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 79 | 98 | 412 | 73 | 95 | 390 | 844 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 197 | 218 | - | 184 | 207 | - | - | - | - | - | - | - |
| Stage 1 | 384 | 419 | - | 327 | 349 | - | - | - | - | - | - | - |
| Stage 2 | 327 | 349 | - | 375 | 410 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.4 | 0 | 0.5 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 844 | - | 267 | - | - | - |
| HCM Lane V/C Ratio | 0.05 | - | 0.179 | - | - | - |
| HCM Ctrl Dly (s/v) | 9.5 | - | 21.4 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.6 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 28 | 22 | 0 | 26 | 41 | 685 | 5 | 16 | 641 | 0 |
| Future Vol, veh/h | 0 | 0 | 28 | 22 | 0 | 26 | 41 | 685 | 5 | 16 | 641 | 0 |
| 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 | - | - | - | 250 | - | - | 50 | - | - | 120 | - | 250 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 33 | 26 | 0 | 31 | 48 | 806 | 6 | 19 | 754 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1713 | 1700 | 754 | 1714 | 1697 | 809 | 754 | 0 | 0 | 812 | 0 | 0 |
| Stage 1 | 792 | 792 | - | 905 | 905 | - | - | - | - | - | - | - |
| Stage 2 | 921 | 908 | - | 809 | 792 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 71 | 92 | 409 | 71 | 92 | 380 | 856 | - | - | 814 | - | - |
| Stage 1 | 382 | 401 | - | 331 | 355 | - | - | - | - | - | - | - |
| Stage 2 | 324 | 354 | - | 374 | 401 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 61 | 85 | 409 | 61 | 85 | 380 | 856 | - | - | 814 | - | - |
| Mov Cap-2 Maneuver | 61 | 85 | - | 61 | 85 | - | - | - | - | - | - | - |
| Stage 1 | 361 | 392 | - | 312 | 335 | - | - | - | - | - | - | - |
| Stage 2 | 281 | 334 | - | 336 | 392 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.6 | 55 | 0.5 | 0.2 |
| HCM LOS | B | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 856 | - | - | 409 | 61 | 380 | 814 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | - | 0.081 | 0.424 | 0.08 | 0.023 | - | - |
| HCM Ctrl Dly (s/v) | 9.5 | - | - | 14.6 | 102 | 15.3 | 9.5 | - | - |
| HCM Lane LOS | A | - | - | B | F | C | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | - | 0.3 | 1.6 | 0.3 | 0.1 | - | - |

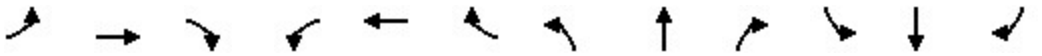
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 2 | 496 | 9 | 5 | 654 |
| Future Vol, veh/h | 6 | 2 | 496 | 9 | 5 | 654 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 2 | 539 | 10 | 5 | 711 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1265 | 544 | 0 | 0 | 549 | 0 |
| Stage 1 | 544 | - | - | - | - | - |
| Stage 2 | 721 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 187 | 539 | - | - | 1021 | - |
| Stage 1 | 582 | - | - | - | - | - |
| Stage 2 | 482 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 186 | 539 | - | - | 1021 | - |
| Mov Cap-2 Maneuver | 186 | - | - | - | - | - |
| Stage 1 | 582 | - | - | - | - | - |
| Stage 2 | 478 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.9 | 0 | 0.1 |
| HCM LOS | C | | |

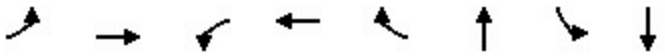
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 222 | 1021 | - |
| HCM Lane V/C Ratio | - | - | 0.039 | 0.005 | - |
| HCM Ctrl Dly (s/v) | - | - | 21.9 | 8.5 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.1 | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 253 | 502 | 60 | 152 | 587 | 193 | 303 | 139 | 89 | 216 | 151 | 204 |
| Future Volume (veh/h) | 253 | 502 | 60 | 152 | 587 | 193 | 303 | 139 | 89 | 216 | 151 | 204 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 269 | 534 | 64 | 162 | 624 | 205 | 322 | 148 | 95 | 230 | 161 | 217 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 292 | 660 | 79 | 274 | 649 | 550 | 176 | 63 | 40 | 505 | 269 | 363 |
| Arrive On Green | 0.13 | 0.41 | 0.41 | 0.07 | 0.36 | 0.36 | 0.23 | 0.23 | 0.23 | 0.11 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1739 | 1600 | 192 | 1739 | 1826 | 1547 | 582 | 268 | 172 | 1739 | 705 | 950 |
| Grp Volume(v), veh/h | 269 | 0 | 598 | 162 | 624 | 205 | 565 | 0 | 0 | 230 | 0 | 378 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 0 | 1791 | 1739 | 1826 | 1547 | 1021 | 0 | 0 | 1739 | 0 | 1655 |
| Q Serve(g_s), s | 16.4 | 0.0 | 41.9 | 8.3 | 47.6 | 14.0 | 28.3 | 0.0 | 0.0 | 13.9 | 0.0 | 26.0 |
| Cycle Q Clear(g_c), s | 16.4 | 0.0 | 41.9 | 8.3 | 47.6 | 14.0 | 33.3 | 0.0 | 0.0 | 13.9 | 0.0 | 26.0 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 1.00 | 0.57 | | 0.17 | 1.00 | | 0.57 |
| Lane Grp Cap(c), veh/h | 292 | 0 | 739 | 274 | 649 | 550 | 279 | 0 | 0 | 505 | 0 | 632 |
| V/C Ratio(X) | 0.92 | 0.00 | 0.81 | 0.59 | 0.96 | 0.37 | 2.03 | 0.00 | 0.00 | 0.46 | 0.00 | 0.60 |
| Avail Cap(c_a), veh/h | 370 | 0 | 739 | 451 | 680 | 577 | 279 | 0 | 0 | 615 | 0 | 632 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 41.9 | 0.0 | 36.8 | 30.6 | 44.9 | 34.1 | 59.0 | 0.0 | 0.0 | 33.5 | 0.0 | 35.2 |
| Incr Delay (d2), s/veh | 22.3 | 0.0 | 6.2 | 0.8 | 24.3 | 0.2 | 474.3 | 0.0 | 0.0 | 0.2 | 0.0 | 1.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 11.0 | 0.0 | 18.5 | 3.4 | 24.7 | 5.1 | 46.7 | 0.0 | 0.0 | 5.7 | 0.0 | 10.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 64.1 | 0.0 | 43.0 | 31.3 | 69.2 | 34.2 | 533.3 | 0.0 | 0.0 | 33.7 | 0.0 | 36.3 |
| LnGrp LOS | E | | D | C | E | C | F | | | C | | D |
| Approach Vol, veh/h | | 867 | | | 991 | | | 565 | | | 608 | |
| Approach Delay, s/veh | | 49.6 | | | 55.8 | | | 533.3 | | | 35.3 | |
| Approach LOS | | D | | | E | | | F | | | D | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.5 | 65.7 | | 61.1 | 23.6 | 57.6 | 21.1 | 40.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.7 | 5.0 | 7.0 | 5.0 | 6.7 |
| Max Green Setting (Gmax), s | 25.0 | 53.0 | | 33.3 | 25.0 | 53.0 | 25.0 | 33.3 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 43.9 | | 28.0 | 18.4 | 49.6 | 15.9 | 35.3 |
| Green Ext Time (p_c), s | 0.2 | 1.5 | | 0.4 | 0.2 | 1.0 | 0.2 | 0.0 |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 6th Ctrl Delay, s/veh | | 138.9 | |
| HCM 6th LOS | | F | |

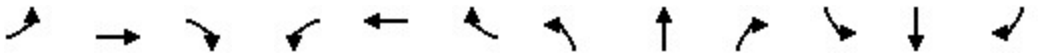


| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 269 | 598 | 162 | 624 | 205 | 565 | 230 | 378 |
| v/c Ratio | 0.91 | 0.85 | 0.59 | 1.00 | 0.34 | 2.30 | 0.45 | 0.56 |
| Control Delay (s/veh) | 78.7 | 55.7 | 28.9 | 85.9 | 17.4 | 623.7 | 35.5 | 35.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 78.7 | 55.7 | 28.9 | 85.9 | 17.4 | 623.7 | 35.5 | 35.5 |
| Queue Length 50th (ft) | 221 | 553 | 84 | ~690 | 61 | ~961 | 164 | 265 |
| Queue Length 95th (ft) | #385 | #861 | 131 | #948 | 134 | #1214 | 237 | 375 |
| Internal Link Dist (ft) | | 5261 | | 434 | | 3327 | | 218 |
| Turn Bay Length (ft) | 205 | | 400 | | | | 175 | |
| Base Capacity (vph) | 325 | 705 | 393 | 624 | 611 | 246 | 524 | 711 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.83 | 0.85 | 0.41 | 1.00 | 0.34 | 2.30 | 0.44 | 0.53 |

Intersection Summary

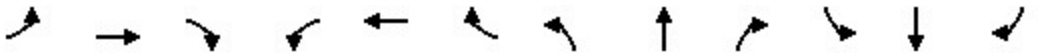
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 253 | 502 | 60 | 152 | 587 | 193 | 303 | 139 | 89 | 216 | 151 | 204 |
| Future Volume (vph) | 253 | 502 | 60 | 152 | 587 | 193 | 303 | 139 | 89 | 216 | 151 | 204 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 0.98 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.97 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 1780 | | 1719 | 1810 | 1538 | | 1719 | | 1719 | 1654 | |
| Flt Permitted | 0.07 | 1.00 | | 0.18 | 1.00 | 1.00 | | 0.63 | | 0.57 | 1.00 | |
| Satd. Flow (perm) | 125 | 1780 | | 322 | 1810 | 1538 | | 1112 | | 1031 | 1654 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 269 | 534 | 64 | 162 | 624 | 205 | 322 | 148 | 95 | 230 | 161 | 217 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 0 | 80 | 0 | 5 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 269 | 596 | 0 | 162 | 624 | 125 | 0 | 560 | 0 | 230 | 347 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | 80.2 | 60.8 | | 67.5 | 53.1 | 53.1 | | 33.4 | | 59.9 | 59.9 | |
| Effective Green, g (s) | 80.2 | 60.8 | | 67.5 | 53.1 | 53.1 | | 33.4 | | 59.9 | 59.9 | |
| Actuated g/C Ratio | 0.52 | 0.40 | | 0.44 | 0.35 | 0.35 | | 0.22 | | 0.39 | 0.39 | |
| Clearance Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | | 1.0 | | 2.0 | 1.0 | |
| Lane Grp Cap (vph) | 294 | 703 | | 272 | 624 | 531 | | 241 | | 497 | 644 | |
| v/s Ratio Prot | c0.13 | 0.33 | | 0.06 | c0.34 | | | | | 0.06 | c0.21 | |
| v/s Ratio Perm | 0.35 | | | 0.21 | | 0.08 | | c0.50 | | 0.12 | | |
| v/c Ratio | 0.91 | 0.85 | | 0.60 | 1.00 | 0.24 | | 2.32 | | 0.46 | 0.54 | |
| Uniform Delay, d1 | 49.6 | 42.3 | | 30.8 | 50.4 | 35.9 | | 60.2 | | 37.0 | 36.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 30.7 | 8.9 | | 2.3 | 36.0 | 0.1 | | 609.0 | | 0.2 | 0.4 | |
| Delay (s) | 80.2 | 51.2 | | 33.1 | 86.4 | 36.0 | | 669.2 | | 37.3 | 36.7 | |
| Level of Service | F | D | | C | F | D | | F | | D | D | |
| Approach Delay (s/veh) | | 60.2 | | | 67.2 | | | 669.2 | | | 36.9 | |
| Approach LOS | | E | | | E | | | F | | | D | |

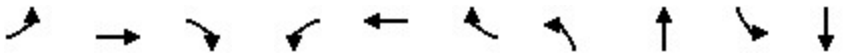
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 171.4 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.26 | | |
| Actuated Cycle Length (s) | 153.8 | Sum of lost time (s) | 23.7 |
| Intersection Capacity Utilization | 116.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 93 | 847 | 8 | 48 | 809 | 508 | 19 | 150 | 29 | 384 | 195 | 83 |
| Future Volume (veh/h) | 93 | 847 | 8 | 48 | 809 | 508 | 19 | 150 | 29 | 384 | 195 | 83 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 98 | 892 | 8 | 51 | 852 | 535 | 20 | 158 | 31 | 404 | 205 | 87 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 248 | 1317 | 587 | 263 | 1271 | 567 | 276 | 205 | 40 | 458 | 370 | 157 |
| Arrive On Green | 0.06 | 0.37 | 0.37 | 0.04 | 0.36 | 0.36 | 0.02 | 0.14 | 0.14 | 0.18 | 0.30 | 0.30 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1519 | 298 | 1781 | 1246 | 529 |
| Grp Volume(v), veh/h | 98 | 892 | 8 | 51 | 852 | 535 | 20 | 0 | 189 | 404 | 0 | 292 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1817 | 1781 | 0 | 1775 |
| Q Serve(g_s), s | 2.8 | 17.0 | 0.3 | 1.4 | 16.3 | 26.4 | 0.8 | 0.0 | 8.1 | 14.8 | 0.0 | 11.2 |
| Cycle Q Clear(g_c), s | 2.8 | 17.0 | 0.3 | 1.4 | 16.3 | 26.4 | 0.8 | 0.0 | 8.1 | 14.8 | 0.0 | 11.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.30 |
| Lane Grp Cap(c), veh/h | 248 | 1317 | 587 | 263 | 1271 | 567 | 276 | 0 | 246 | 458 | 0 | 526 |
| V/C Ratio(X) | 0.39 | 0.68 | 0.01 | 0.19 | 0.67 | 0.94 | 0.07 | 0.00 | 0.77 | 0.88 | 0.00 | 0.55 |
| Avail Cap(c_a), veh/h | 477 | 1317 | 587 | 516 | 1279 | 571 | 564 | 0 | 559 | 458 | 0 | 547 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.9 | 21.3 | 16.0 | 16.6 | 21.9 | 25.1 | 28.9 | 0.0 | 33.6 | 23.7 | 0.0 | 23.9 |
| Incr Delay (d2), s/veh | 1.0 | 1.4 | 0.0 | 0.4 | 1.4 | 24.4 | 0.1 | 0.0 | 5.0 | 17.8 | 0.0 | 1.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 6.2 | 0.1 | 0.5 | 6.0 | 12.2 | 0.3 | 0.0 | 3.8 | 8.3 | 0.0 | 4.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 17.9 | 22.7 | 16.0 | 17.0 | 23.2 | 49.5 | 29.0 | 0.0 | 38.6 | 41.5 | 0.0 | 25.0 |
| LnGrp LOS | B | C | B | B | C | D | C | | D | D | | C |
| Approach Vol, veh/h | | 998 | | | 1438 | | | 209 | | | 696 | |
| Approach Delay, s/veh | | 22.2 | | | 32.8 | | | 37.7 | | | 34.6 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 16.1 | 8.6 | 35.9 | 7.0 | 29.1 | 9.6 | 34.8 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 14.8 | 24.8 | 14.8 | 29.0 | 14.8 | 24.8 | 14.8 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 16.8 | 10.1 | 3.4 | 19.0 | 2.8 | 13.2 | 4.8 | 28.4 |
| Green Ext Time (p_c), s | 0.0 | 0.8 | 0.1 | 3.8 | 0.0 | 1.3 | 0.1 | 0.5 |

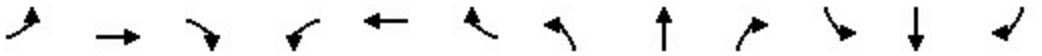
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 30.3 |
| HCM 6th LOS | C |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 98 | 892 | 8 | 51 | 852 | 535 | 20 | 189 | 404 | 292 |
| v/c Ratio | 0.36 | 0.69 | 0.01 | 0.20 | 0.75 | 0.61 | 0.06 | 0.61 | 0.82 | 0.45 |
| Control Delay (s/veh) | 16.8 | 27.2 | 0.0 | 14.9 | 31.5 | 5.9 | 18.2 | 41.3 | 37.2 | 25.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 16.8 | 27.2 | 0.0 | 14.9 | 31.5 | 5.9 | 18.2 | 41.3 | 37.2 | 25.3 |
| Queue Length 50th (ft) | 28 | 222 | 0 | 14 | 215 | 0 | 7 | 94 | 173 | 107 |
| Queue Length 95th (ft) | 61 | 332 | 0 | 37 | 328 | 78 | 21 | 166 | #344 | 227 |
| Internal Link Dist (ft) | | 2276 | | | 1488 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 300 | | 425 | 275 | | 400 | 225 | | 250 | |
| Base Capacity (vph) | 404 | 1421 | 714 | 419 | 1287 | 916 | 508 | 571 | 497 | 653 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.24 | 0.63 | 0.01 | 0.12 | 0.66 | 0.58 | 0.04 | 0.33 | 0.81 | 0.45 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 93 | 847 | 8 | 48 | 809 | 508 | 19 | 150 | 29 | 384 | 195 | 83 |
| Future Volume (vph) | 93 | 847 | 8 | 48 | 809 | 508 | 19 | 150 | 29 | 384 | 195 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.96 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 1817 | | 1770 | 1779 | |
| Flt Permitted | 0.15 | 1.00 | 1.00 | 0.18 | 1.00 | 1.00 | 0.58 | 1.00 | | 0.40 | 1.00 | |
| Satd. Flow (perm) | 277 | 3539 | 1583 | 340 | 3539 | 1583 | 1083 | 1817 | | 750 | 1779 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 98 | 892 | 8 | 51 | 852 | 535 | 20 | 158 | 31 | 404 | 205 | 87 |
| RTOR Reduction (vph) | 0 | 0 | 5 | 0 | 0 | 367 | 0 | 7 | 0 | 0 | 13 | 0 |
| Lane Group Flow (vph) | 98 | 892 | 3 | 51 | 852 | 168 | 20 | 182 | 0 | 404 | 279 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 36.9 | 30.2 | 30.2 | 31.7 | 27.6 | 27.6 | 19.7 | 17.3 | | 37.4 | 29.8 | |
| Effective Green, g (s) | 36.9 | 30.2 | 30.2 | 31.7 | 27.6 | 27.6 | 19.7 | 17.3 | | 37.4 | 29.8 | |
| Actuated g/C Ratio | 0.42 | 0.34 | 0.34 | 0.36 | 0.31 | 0.31 | 0.22 | 0.20 | | 0.42 | 0.34 | |
| Clearance Time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 229 | 1213 | 542 | 188 | 1108 | 495 | 260 | 356 | | 490 | 601 | |
| v/s Ratio Prot | c0.03 | c0.25 | | 0.01 | 0.24 | | 0.00 | 0.10 | | c0.14 | 0.16 | |
| v/s Ratio Perm | 0.15 | | 0.00 | 0.08 | | 0.11 | 0.02 | | | c0.21 | | |
| v/c Ratio | 0.43 | 0.74 | 0.01 | 0.27 | 0.77 | 0.34 | 0.08 | 0.51 | | 0.82 | 0.46 | |
| Uniform Delay, d1 | 17.6 | 25.4 | 19.1 | 19.5 | 27.4 | 23.2 | 26.9 | 31.6 | | 19.5 | 22.9 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.3 | 2.4 | 0.0 | 0.8 | 3.3 | 0.4 | 0.1 | 1.2 | | 10.8 | 0.6 | |
| Delay (s) | 18.9 | 27.8 | 19.1 | 20.2 | 30.6 | 23.6 | 27.0 | 32.9 | | 30.4 | 23.5 | |
| Level of Service | B | C | B | C | C | C | C | C | | C | C | |
| Approach Delay (s/veh) | | 26.9 | | | 27.7 | | | 32.3 | | | 27.5 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 27.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.82 | | |
| Actuated Cycle Length (s) | 88.1 | Sum of lost time (s) | 21.6 |
| Intersection Capacity Utilization | 76.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2035 Future With Project AM

| Intersection | |
|---|---|
| Int Delay, s/veh | 90.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 222 | 96 | 467 | 152 | 103 | 426 |
| Future Vol, veh/h | 222 | 96 | 467 | 152 | 103 | 426 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 241 | 104 | 508 | 165 | 112 | 463 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1278 | 591 | 0 | 0 | 673 | 0 |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | ~ 183 | 507 | - | - | 918 | - |
| Stage 1 | 553 | - | - | - | - | - |
| Stage 2 | 499 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 153 | 507 | - | - | 918 | - |
| Mov Cap-2 Maneuver | ~ 153 | - | - | - | - | - |
| Stage 1 | 553 | - | - | - | - | - |
| Stage 2 | 417 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 413.5 | 0 | 1.8 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 194 | 918 | - |
| HCM Lane V/C Ratio | - | - | 1.782 | 0.122 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 413.5 | 9.5 | 0 |
| HCM Lane LOS | - | - | F | A | A |
| HCM 95th %tile Q (veh) | - | - | 24.3 | 0.4 | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↱ | | | ↱ |
| Traffic Vol, veh/h | 0 | 1014 | 697 | 116 | 0 | 61 |
| Future Vol, veh/h | 0 | 1014 | 697 | 116 | 0 | 61 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1102 | 758 | 126 | 0 | 66 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 442 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 563 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 563 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 12.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 563 |
| HCM Lane V/C Ratio | - | - | - | 0.118 |
| HCM Ctrl Dly (s/v) | - | - | - | 12.2 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 83 | 99 | 0 | 0 | 71 | 121 | 0 | 3 | 0 | 157 | 2 | 12 |
| Future Vol, veh/h | 83 | 99 | 0 | 0 | 71 | 121 | 0 | 3 | 0 | 157 | 2 | 12 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 93 | 111 | 0 | 0 | 80 | 136 | 0 | 3 | 0 | 176 | 2 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 0 | 0 | 111 | 0 | 0 | 453 | 513 | 111 | 447 | 445 | 148 |
| Stage 1 | - | - | - | - | - | - | 297 | 297 | - | 148 | 148 | - |
| Stage 2 | - | - | - | - | - | - | 156 | 216 | - | 299 | 297 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1354 | - | - | 1479 | - | - | 517 | 465 | 942 | 522 | 508 | 899 |
| Stage 1 | - | - | - | - | - | - | 712 | 668 | - | 855 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 846 | 724 | - | 710 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1354 | - | - | 1479 | - | - | 479 | 431 | 942 | 490 | 471 | 899 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 479 | 431 | - | 490 | 471 | - |
| Stage 1 | - | - | - | - | - | - | 660 | 619 | - | 793 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 724 | - | 655 | 619 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.6 | 0 | 13.4 | 16.4 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 431 | 1354 | - | - | 1479 | - | - | 506 |
| HCM Lane V/C Ratio | 0.008 | 0.069 | - | - | - | - | - | 0.38 |
| HCM Ctrl Dly (s/v) | 13.4 | 7.9 | 0 | - | 0 | - | - | 16.4 |
| HCM Lane LOS | B | A | A | - | A | - | - | C |
| HCM 95th %tile Q (veh) | 0 | 0.2 | - | - | 0 | - | - | 1.8 |

| 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 | 6 | 820 | 4 | 3 | 455 | 7 | 11 | 6 | 3 | 18 | 4 | 8 |
| Future Vol, veh/h | 6 | 820 | 4 | 3 | 455 | 7 | 11 | 6 | 3 | 18 | 4 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 891 | 4 | 3 | 495 | 8 | 12 | 7 | 3 | 20 | 4 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 503 | 0 | 0 | 895 | 0 | 0 | 1419 | 1416 | 893 | 1417 | 1414 | 499 |
| Stage 1 | - | - | - | - | - | - | 907 | 907 | - | 505 | 505 | - |
| Stage 2 | - | - | - | - | - | - | 512 | 509 | - | 912 | 909 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1061 | - | - | 758 | - | - | 114 | 137 | 340 | 115 | 138 | 572 |
| Stage 1 | - | - | - | - | - | - | 330 | 355 | - | 549 | 540 | - |
| Stage 2 | - | - | - | - | - | - | 545 | 538 | - | 328 | 354 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1061 | - | - | 758 | - | - | 108 | 135 | 340 | 108 | 136 | 572 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 108 | 135 | - | 108 | 136 | - |
| Stage 1 | - | - | - | - | - | - | 326 | 350 | - | 542 | 537 | - |
| Stage 2 | - | - | - | - | - | - | 530 | 535 | - | 315 | 349 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.1 | 0.1 | 38.5 | 37.5 |
| HCM LOS | | | E | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 129 | 1061 | - | - | 758 | - | - | 143 |
| HCM Lane V/C Ratio | 0.169 | 0.006 | - | - | 0.004 | - | - | 0.228 |
| HCM Ctrl Dly (s/v) | 38.5 | 8.4 | 0 | - | 9.8 | 0 | - | 37.5 |
| HCM Lane LOS | E | A | A | - | A | A | - | E |
| HCM 95th %tile Q (veh) | 0.6 | 0 | - | - | 0 | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↱ | | | ↱ |
| Traffic Vol, veh/h | 0 | 1014 | 891 | 19 | 0 | 16 |
| Future Vol, veh/h | 0 | 1014 | 891 | 19 | 0 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1102 | 968 | 21 | 0 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 495 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 520 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 520 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 12.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 520 |
| HCM Lane V/C Ratio | - | - | - | 0.033 |
| HCM Ctrl Dly (s/v) | - | - | - | 12.2 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 952 | 879 | 2 | 9 | 14 |
| Future Vol, veh/h | 4 | 952 | 879 | 2 | 9 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 25 | - | - | 375 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 992 | 916 | 2 | 9 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 918 | 0 | - | 0 | 1420 | 458 |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 504 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 739 | - | - | - | 127 | 550 |
| Stage 1 | - | - | - | - | 350 | - |
| Stage 2 | - | - | - | - | 572 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 739 | - | - | - | 126 | 550 |
| Mov Cap-2 Maneuver | - | - | - | - | 250 | - |
| Stage 1 | - | - | - | - | 348 | - |
| Stage 2 | - | - | - | - | 572 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 15.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 739 | - | - | - | 374 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.064 |
| HCM Ctrl Dly (s/v) | 9.9 | - | - | - | 15.3 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q (veh) | 0 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 712.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 93 | 142 | 97 | 24 | 117 | 70 | 47 | 544 | 46 | 70 | 396 | 34 |
| Future Vol, veh/h | 93 | 142 | 97 | 24 | 117 | 70 | 47 | 544 | 46 | 70 | 396 | 34 |
| 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 | - | - | - | - | - | - | 165 | - | - | 165 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 101 | 154 | 105 | 26 | 127 | 76 | 51 | 591 | 50 | 76 | 430 | 37 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1421 | 1344 | 449 | 1448 | 1337 | 616 | 467 | 0 | 0 | 641 | 0 | 0 |
| Stage 1 | 601 | 601 | - | 718 | 718 | - | - | - | - | - | - | - |
| Stage 2 | 820 | 743 | - | 730 | 619 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 114 | ~ 152 | 610 | 109 | 153 | 491 | 1094 | - | - | 943 | - | - |
| Stage 1 | 487 | 489 | - | 420 | 433 | - | - | - | - | - | - | - |
| Stage 2 | 369 | 422 | - | 414 | 480 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 14 | ~ 133 | 610 | - | 134 | 491 | 1094 | - | - | 943 | - | - |
| Mov Cap-2 Maneuver | ~ 14 | ~ 133 | - | - | 134 | - | - | - | - | - | - | - |
| Stage 1 | 464 | 449 | - | 400 | 413 | - | - | - | - | - | - | - |
| Stage 2 | 206 | 402 | - | 207 | 441 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 3601.6 | | 0.6 | 1.3 |
| HCM LOS | F | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1094 | - | - | 42 | - | 943 | - | - |
| HCM Lane V/C Ratio | 0.047 | - | - | 8.592 | - | 0.081 | - | - |
| HCM Ctrl Dly (s/v) | 8.5 | - | - | $ 3601.6 | - | 9.2 | - | - |
| HCM Lane LOS | A | - | - | F | - | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | - | 43 | - | 0.3 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 23 | 10 | 711 | 590 | 14 |
| Future Vol, veh/h | 47 | 23 | 10 | 711 | 590 | 14 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 59 | 29 | 13 | 900 | 747 | 18 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1682 | 756 | 765 | 0 | - | 0 |
| Stage 1 | 756 | - | - | - | - | - |
| Stage 2 | 926 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 104 | 408 | 848 | - | - | - |
| Stage 1 | 464 | - | - | - | - | - |
| Stage 2 | 386 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 102 | 408 | 848 | - | - | - |
| Mov Cap-2 Maneuver | 237 | - | - | - | - | - |
| Stage 1 | 457 | - | - | - | - | - |
| Stage 2 | 386 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.2 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 848 | - | 275 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.322 | - | - |
| HCM Ctrl Dly (s/v) | 9.3 | - | 24.2 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 1.3 | - | - |

| 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 | 33 | 0 | 34 | 0 | 0 | 0 | 11 | 767 | 0 | 0 | 584 | 11 |
| Future Vol, veh/h | 33 | 0 | 34 | 0 | 0 | 0 | 11 | 767 | 0 | 0 | 584 | 11 |
| 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 | - | - | - | - | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 0 | 37 | 0 | 0 | 0 | 12 | 834 | 0 | 0 | 635 | 12 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1499 | 1499 | 641 | 1518 | 1505 | 834 | 647 | 0 | - | - | - | 0 |
| Stage 1 | 641 | 641 | - | 858 | 858 | - | - | - | - | - | - | - |
| Stage 2 | 858 | 858 | - | 660 | 647 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 101 | 122 | 475 | 98 | 121 | 368 | 939 | - | 0 | 0 | - | - |
| Stage 1 | 463 | 469 | - | 352 | 374 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 352 | 374 | - | 452 | 467 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 100 | 120 | 475 | 89 | 119 | 368 | 939 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 225 | 242 | - | 211 | 239 | - | - | - | - | - | - | - |
| Stage 1 | 457 | 469 | - | 347 | 369 | - | - | - | - | - | - | - |
| Stage 2 | 348 | 369 | - | 417 | 467 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.3 | 0 | 0.1 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 939 | - | 307 | - | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.237 | - | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | - | 20.3 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 0.9 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 0 | 38 | 24 | 0 | 35 | 15 | 710 | 54 | 66 | 498 | 6 |
| Future Vol, veh/h | 16 | 0 | 38 | 24 | 0 | 35 | 15 | 710 | 54 | 66 | 498 | 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 | - | - | - | 250 | - | - | 50 | - | - | 120 | - | 250 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 19 | 0 | 45 | 28 | 0 | 41 | 18 | 835 | 64 | 78 | 586 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1666 | 1677 | 586 | 1671 | 1652 | 867 | 593 | 0 | 0 | 899 | 0 | 0 |
| Stage 1 | 742 | 742 | - | 903 | 903 | - | - | - | - | - | - | - |
| Stage 2 | 924 | 935 | - | 768 | 749 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 77 | 95 | 510 | 76 | 98 | 352 | 983 | - | - | 756 | - | - |
| Stage 1 | 408 | 422 | - | 332 | 356 | - | - | - | - | - | - | - |
| Stage 2 | 323 | 344 | - | 394 | 419 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 62 | 84 | 510 | 63 | 86 | 352 | 983 | - | - | 756 | - | - |
| Mov Cap-2 Maneuver | 62 | 84 | - | 63 | 86 | - | - | - | - | - | - | - |
| Stage 1 | 401 | 379 | - | 326 | 350 | - | - | - | - | - | - | - |
| Stage 2 | 280 | 338 | - | 322 | 376 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 40.9 | 51.4 | 0.2 | 1.2 |
| HCM LOS | E | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 983 | - | - | 162 | 63 | 352 | 756 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.392 | 0.448 | 0.117 | 0.103 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | - | - | 40.9 | 102.1 | 16.6 | 10.3 | - | - |
| HCM Lane LOS | A | - | - | E | F | C | B | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | - | 1.7 | 1.7 | 0.4 | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 5 | 629 | 4 | 1 | 517 |
| Future Vol, veh/h | 9 | 5 | 629 | 4 | 1 | 517 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 5 | 684 | 4 | 1 | 562 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1250 | 686 | 0 | 0 | 688 | 0 |
| Stage 1 | 686 | - | - | - | - | - |
| Stage 2 | 564 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 191 | 447 | - | - | 906 | - |
| Stage 1 | 500 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 191 | 447 | - | - | 906 | - |
| Mov Cap-2 Maneuver | 191 | - | - | - | - | - |
| Stage 1 | 500 | - | - | - | - | - |
| Stage 2 | 568 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21 | 0 | 0 |
| HCM LOS | C | | |

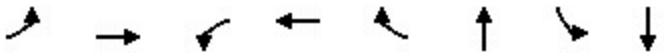
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 240 | 906 | - |
| HCM Lane V/C Ratio | - | - | 0.063 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 21 | 9 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |

HCM 6th Signalized Intersection Summary
1: Farmway Rd & Karcher Road (SH 55) 10/02/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 294 | 527 | 103 | 226 | 338 | 192 | 91 | 128 | 41 | 443 | 207 | 100 |
| Future Volume (veh/h) | 294 | 527 | 103 | 226 | 338 | 192 | 91 | 128 | 41 | 443 | 207 | 100 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 313 | 561 | 110 | 240 | 360 | 204 | 97 | 136 | 44 | 471 | 220 | 106 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 424 | 519 | 102 | 262 | 626 | 530 | 127 | 152 | 47 | 485 | 470 | 226 |
| Arrive On Green | 0.13 | 0.35 | 0.35 | 0.12 | 0.34 | 0.34 | 0.21 | 0.21 | 0.21 | 0.17 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1739 | 1483 | 291 | 1739 | 1826 | 1547 | 462 | 738 | 227 | 1739 | 1164 | 561 |
| Grp Volume(v), veh/h | 313 | 0 | 671 | 240 | 360 | 204 | 277 | 0 | 0 | 471 | 0 | 326 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 0 | 1774 | 1739 | 1826 | 1547 | 1427 | 0 | 0 | 1739 | 0 | 1725 |
| Q Serve(g_s), s | 17.5 | 0.0 | 53.0 | 16.5 | 24.4 | 15.1 | 27.1 | 0.0 | 0.0 | 25.0 | 0.0 | 21.0 |
| Cycle Q Clear(g_c), s | 17.5 | 0.0 | 53.0 | 16.5 | 24.4 | 15.1 | 28.9 | 0.0 | 0.0 | 25.0 | 0.0 | 21.0 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 1.00 | 0.35 | | 0.16 | 1.00 | | 0.33 |
| Lane Grp Cap(c), veh/h | 424 | 0 | 621 | 262 | 626 | 530 | 325 | 0 | 0 | 485 | 0 | 696 |
| V/C Ratio(X) | 0.74 | 0.00 | 1.08 | 0.92 | 0.58 | 0.38 | 0.85 | 0.00 | 0.00 | 0.97 | 0.00 | 0.47 |
| Avail Cap(c_a), veh/h | 485 | 0 | 621 | 335 | 639 | 542 | 346 | 0 | 0 | 485 | 0 | 696 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.8 | 0.0 | 49.2 | 47.8 | 40.7 | 37.7 | 59.1 | 0.0 | 0.0 | 42.9 | 0.0 | 33.2 |
| Incr Delay (d2), s/veh | 4.0 | 0.0 | 59.9 | 22.8 | 0.8 | 0.2 | 16.3 | 0.0 | 0.0 | 33.1 | 0.0 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.4 | 0.0 | 32.6 | 10.5 | 10.7 | 5.6 | 11.6 | 0.0 | 0.0 | 10.2 | 0.0 | 8.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 32.8 | 0.0 | 109.1 | 70.6 | 41.5 | 37.8 | 75.4 | 0.0 | 0.0 | 76.0 | 0.0 | 33.4 |
| LnGrp LOS | C | | F | E | D | D | E | | | E | | C |
| Approach Vol, veh/h | | 984 | | | 804 | | | 277 | | | 797 | |
| Approach Delay, s/veh | | 84.9 | | | 49.3 | | | 75.4 | | | 58.6 | |
| Approach LOS | | F | | | D | | | E | | | E | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 23.6 | 60.0 | | 67.8 | 24.7 | 58.9 | 30.0 | 37.8 | | | | |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.7 | 5.0 | 7.0 | 5.0 | 6.7 | | | | |
| Max Green Setting (Gmax), s | 25.0 | 53.0 | | 33.3 | 25.0 | 53.0 | 25.0 | 33.3 | | | | |
| Max Q Clear Time (g_c+I1), s | 18.5 | 55.0 | | 23.0 | 19.5 | 26.4 | 27.0 | 30.9 | | | | |
| Green Ext Time (p_c), s | 0.2 | 0.0 | | 0.4 | 0.2 | 1.4 | 0.0 | 0.1 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay, s/veh | | | 66.6 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |

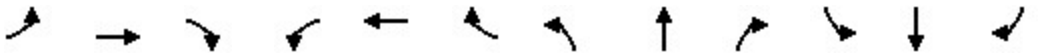


| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 313 | 671 | 240 | 360 | 204 | 277 | 471 | 326 |
| v/c Ratio | 0.69 | 1.11 | 0.87 | 0.58 | 0.31 | 0.97 | 0.98 | 0.46 |
| Control Delay (s/veh) | 30.5 | 115.0 | 72.8 | 47.2 | 5.8 | 104.0 | 76.0 | 34.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 30.5 | 115.0 | 72.8 | 47.2 | 5.8 | 104.0 | 76.0 | 34.9 |
| Queue Length 50th (ft) | 183 | ~786 | 189 | 303 | 0 | 281 | 388 | 231 |
| Queue Length 95th (ft) | 255 | #1065 | #311 | 429 | 59 | #486 | #704 | 334 |
| Internal Link Dist (ft) | | 5261 | | 434 | | 3327 | | 218 |
| Turn Bay Length (ft) | 205 | | 400 | | | | 175 | |
| Base Capacity (vph) | 497 | 607 | 324 | 622 | 662 | 291 | 480 | 713 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.63 | 1.11 | 0.74 | 0.58 | 0.31 | 0.95 | 0.98 | 0.46 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



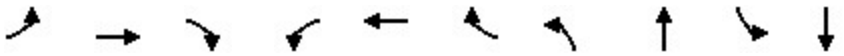
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 294 | 527 | 103 | 226 | 338 | 192 | 91 | 128 | 41 | 443 | 207 | 100 |
| Future Volume (vph) | 294 | 527 | 103 | 226 | 338 | 192 | 91 | 128 | 41 | 443 | 207 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 0.98 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.98 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 1765 | | 1719 | 1810 | 1538 | | 1740 | | 1719 | 1721 | |
| Flt Permitted | 0.36 | 1.00 | | 0.08 | 1.00 | 1.00 | | 0.75 | | 0.44 | 1.00 | |
| Satd. Flow (perm) | 644 | 1765 | | 136 | 1810 | 1538 | | 1335 | | 798 | 1721 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 313 | 561 | 110 | 240 | 360 | 204 | 97 | 136 | 44 | 471 | 220 | 106 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 134 | 0 | 4 | 0 | 0 | 11 | 0 |
| Lane Group Flow (vph) | 313 | 666 | 0 | 240 | 360 | 70 | 0 | 273 | 0 | 471 | 315 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | 73.6 | 53.1 | | 73.6 | 53.1 | 53.1 | | 32.9 | | 62.9 | 62.9 | |
| Effective Green, g (s) | 73.6 | 53.1 | | 73.6 | 53.1 | 53.1 | | 32.9 | | 62.9 | 62.9 | |
| Actuated g/C Ratio | 0.47 | 0.34 | | 0.47 | 0.34 | 0.34 | | 0.21 | | 0.41 | 0.41 | |
| Clearance Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | | 1.0 | | 2.0 | 1.0 | |
| Lane Grp Cap (vph) | 447 | 603 | | 273 | 619 | 526 | | 282 | | 471 | 697 | |
| v/s Ratio Prot | 0.09 | c0.38 | | c0.12 | 0.20 | | | | | c0.16 | 0.18 | |
| v/s Ratio Perm | 0.24 | | | 0.30 | | 0.05 | | 0.20 | | c0.24 | | |
| v/c Ratio | 0.70 | 1.11 | | 0.88 | 0.58 | 0.13 | | 0.97 | | 1.00 | 0.45 | |
| Uniform Delay, d1 | 27.8 | 51.0 | | 47.9 | 41.9 | 35.2 | | 60.6 | | 45.0 | 33.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.0 | 68.9 | | 25.1 | 0.9 | 0.0 | | 44.2 | | 41.5 | 0.2 | |
| Delay (s) | 31.9 | 119.9 | | 73.0 | 42.8 | 35.2 | | 104.8 | | 86.5 | 33.8 | |
| Level of Service | C | F | | E | D | D | | F | | F | C | |
| Approach Delay (s/veh) | | 91.9 | | | 49.9 | | | 104.8 | | | 64.9 | |
| Approach LOS | | F | | | D | | | F | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 73.8 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.05 | | |
| Actuated Cycle Length (s) | 155.2 | Sum of lost time (s) | 23.7 |
| Intersection Capacity Utilization | 106.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 107 | 857 | 19 | 18 | 780 | 434 | 12 | 155 | 39 | 401 | 104 | 83 |
| Future Volume (veh/h) | 107 | 857 | 19 | 18 | 780 | 434 | 12 | 155 | 39 | 401 | 104 | 83 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 113 | 902 | 20 | 19 | 821 | 457 | 13 | 163 | 41 | 422 | 109 | 87 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 260 | 1331 | 594 | 227 | 1186 | 529 | 291 | 209 | 53 | 466 | 304 | 243 |
| Arrive On Green | 0.06 | 0.37 | 0.37 | 0.02 | 0.33 | 0.33 | 0.02 | 0.15 | 0.15 | 0.19 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1442 | 363 | 1781 | 963 | 769 |
| Grp Volume(v), veh/h | 113 | 902 | 20 | 19 | 821 | 457 | 13 | 0 | 204 | 422 | 0 | 196 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1805 | 1781 | 0 | 1732 |
| Q Serve(g_s), s | 3.2 | 16.9 | 0.6 | 0.6 | 15.9 | 21.4 | 0.5 | 0.0 | 8.6 | 14.8 | 0.0 | 6.9 |
| Cycle Q Clear(g_c), s | 3.2 | 16.9 | 0.6 | 0.6 | 15.9 | 21.4 | 0.5 | 0.0 | 8.6 | 14.8 | 0.0 | 6.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.20 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 260 | 1331 | 594 | 227 | 1186 | 529 | 291 | 0 | 262 | 466 | 0 | 547 |
| V/C Ratio(X) | 0.44 | 0.68 | 0.03 | 0.08 | 0.69 | 0.86 | 0.04 | 0.00 | 0.78 | 0.91 | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h | 481 | 1331 | 594 | 521 | 1299 | 579 | 595 | 0 | 564 | 466 | 0 | 547 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.6 | 20.8 | 15.7 | 17.9 | 22.9 | 24.7 | 28.1 | 0.0 | 32.7 | 23.1 | 0.0 | 20.9 |
| Incr Delay (d2), s/veh | 1.1 | 1.4 | 0.0 | 0.2 | 1.4 | 12.1 | 0.1 | 0.0 | 5.0 | 21.2 | 0.0 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 6.2 | 0.2 | 0.2 | 5.9 | 8.6 | 0.2 | 0.0 | 4.0 | 8.8 | 0.0 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 18.7 | 22.2 | 15.7 | 18.0 | 24.3 | 36.8 | 28.2 | 0.0 | 37.7 | 44.3 | 0.0 | 21.3 |
| LnGrp LOS | B | C | B | B | C | D | C | | D | D | | C |
| Approach Vol, veh/h | | 1035 | | | 1297 | | | 217 | | | 618 | |
| Approach Delay, s/veh | | 21.7 | | | 28.6 | | | 37.1 | | | 37.0 | |
| Approach LOS | | C | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 16.7 | 6.9 | 35.7 | 6.4 | 30.3 | 10.1 | 32.5 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 14.8 | 24.8 | 14.8 | 29.0 | 14.8 | 24.8 | 14.8 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 16.8 | 10.6 | 2.6 | 18.9 | 2.5 | 8.9 | 5.2 | 23.4 |
| Green Ext Time (p_c), s | 0.0 | 0.9 | 0.0 | 3.9 | 0.0 | 0.9 | 0.2 | 3.1 |

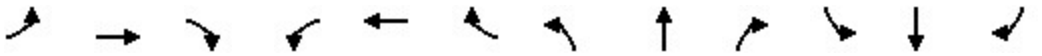
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 28.6 |
| HCM 6th LOS | C |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 113 | 902 | 20 | 19 | 821 | 457 | 13 | 204 | 422 | 196 |
| v/c Ratio | 0.39 | 0.64 | 0.03 | 0.08 | 0.75 | 0.57 | 0.04 | 0.63 | 0.86 | 0.28 |
| Control Delay (s/veh) | 17.5 | 24.5 | 0.1 | 14.2 | 32.6 | 5.8 | 18.3 | 41.8 | 41.3 | 18.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 17.5 | 24.5 | 0.1 | 14.2 | 32.6 | 5.8 | 18.3 | 41.8 | 41.3 | 18.6 |
| Queue Length 50th (ft) | 33 | 176 | 0 | 5 | 214 | 0 | 5 | 104 | 189 | 60 |
| Queue Length 95th (ft) | 70 | 334 | 0 | 18 | 326 | 74 | 16 | 181 | #393 | 141 |
| Internal Link Dist (ft) | | 2276 | | | 1488 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 300 | | 425 | 275 | | 400 | 225 | | 250 | |
| Base Capacity (vph) | 394 | 1517 | 753 | 423 | 1253 | 855 | 524 | 554 | 491 | 705 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.59 | 0.03 | 0.04 | 0.66 | 0.53 | 0.02 | 0.37 | 0.86 | 0.28 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 107 | 857 | 19 | 18 | 780 | 434 | 12 | 155 | 39 | 401 | 104 | 83 |
| Future Volume (vph) | 107 | 857 | 19 | 18 | 780 | 434 | 12 | 155 | 39 | 401 | 104 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 1807 | | 1770 | 1739 | |
| Flt Permitted | 0.15 | 1.00 | 1.00 | 0.21 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.39 | 1.00 | |
| Satd. Flow (perm) | 270 | 3539 | 1583 | 386 | 3539 | 1583 | 1182 | 1807 | | 726 | 1739 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 113 | 902 | 20 | 19 | 821 | 457 | 13 | 163 | 41 | 422 | 109 | 87 |
| RTOR Reduction (vph) | 0 | 0 | 13 | 0 | 0 | 316 | 0 | 9 | 0 | 0 | 23 | 0 |
| Lane Group Flow (vph) | 113 | 902 | 7 | 19 | 821 | 141 | 13 | 195 | 0 | 422 | 173 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 41.0 | 33.5 | 33.5 | 30.6 | 28.3 | 28.3 | 20.4 | 19.2 | | 39.7 | 33.3 | |
| Effective Green, g (s) | 41.0 | 33.5 | 33.5 | 30.6 | 28.3 | 28.3 | 20.4 | 19.2 | | 39.7 | 33.3 | |
| Actuated g/C Ratio | 0.45 | 0.36 | 0.36 | 0.33 | 0.31 | 0.31 | 0.22 | 0.21 | | 0.43 | 0.36 | |
| Clearance Time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 242 | 1290 | 577 | 163 | 1089 | 487 | 270 | 377 | | 487 | 630 | |
| v/s Ratio Prot | c0.04 | c0.25 | | 0.00 | 0.23 | | 0.00 | 0.11 | | c0.14 | 0.10 | |
| v/s Ratio Perm | 0.17 | | 0.00 | 0.04 | | 0.09 | 0.01 | | | c0.23 | | |
| v/c Ratio | 0.47 | 0.70 | 0.01 | 0.12 | 0.75 | 0.29 | 0.05 | 0.52 | | 0.87 | 0.27 | |
| Uniform Delay, d1 | 17.5 | 24.9 | 18.6 | 21.2 | 28.7 | 24.2 | 28.0 | 32.2 | | 20.7 | 20.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.4 | 1.7 | 0.0 | 0.3 | 3.0 | 0.3 | 0.1 | 1.2 | | 14.9 | 0.2 | |
| Delay (s) | 18.9 | 26.6 | 18.7 | 21.5 | 31.7 | 24.5 | 28.1 | 33.4 | | 35.7 | 21.0 | |
| Level of Service | B | C | B | C | C | C | C | C | | D | C | |
| Approach Delay (s/veh) | | 25.6 | | | 29.0 | | | 33.1 | | | 31.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 28.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.84 | | |
| Actuated Cycle Length (s) | 91.9 | Sum of lost time (s) | 21.6 |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2035 Future With Project PM

| Intersection | |
|---|---|
| Int Delay, s/veh | 140.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 229 | 109 | 488 | 147 | 124 | 489 |
| Future Vol, veh/h | 229 | 109 | 488 | 147 | 124 | 489 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 249 | 118 | 530 | 160 | 135 | 532 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1412 | 610 | 0 | 0 | 690 | 0 |
| Stage 1 | 610 | - | - | - | - | - |
| Stage 2 | 802 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | ~ 152 | 494 | - | - | 905 | - |
| Stage 1 | 542 | - | - | - | - | - |
| Stage 2 | 441 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 120 | 494 | - | - | 905 | - |
| Mov Cap-2 Maneuver | ~ 120 | - | - | - | - | - |
| Stage 1 | 542 | - | - | - | - | - |
| Stage 2 | 348 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 655 | 0 | 2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 159 | 905 | - |
| HCM Lane V/C Ratio | - | - | 2.311 | 0.149 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 655 | 9.7 | 0 |
| HCM Lane LOS | - | - | F | A | A |
| HCM 95th %tile Q (veh) | - | - | 30.6 | 0.5 | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 934 | 855 | 152 | 0 | 111 |
| Future Vol, veh/h | 0 | 934 | 855 | 152 | 0 | 111 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1015 | 929 | 165 | 0 | 121 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 547 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 481 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 481 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 15 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 481 |
| HCM Lane V/C Ratio | - | - | - | 0.251 |
| HCM Ctrl Dly (s/v) | - | - | - | 15 |
| HCM Lane LOS | - | - | - | C |
| HCM 95th %tile Q (veh) | - | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 22 | 93 | 0 | 0 | 180 | 104 | 0 | 1 | 0 | 123 | 1 | 45 |
| Future Vol, veh/h | 22 | 93 | 0 | 0 | 180 | 104 | 0 | 1 | 0 | 123 | 1 | 45 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 104 | 0 | 0 | 202 | 117 | 0 | 1 | 0 | 138 | 1 | 51 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 319 | 0 | 0 | 104 | 0 | 0 | 441 | 473 | 104 | 416 | 415 | 261 |
| Stage 1 | - | - | - | - | - | - | 154 | 154 | - | 261 | 261 | - |
| Stage 2 | - | - | - | - | - | - | 287 | 319 | - | 155 | 154 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1241 | - | - | 1488 | - | - | 527 | 490 | 951 | 547 | 528 | 778 |
| Stage 1 | - | - | - | - | - | - | 848 | 770 | - | 744 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 720 | 653 | - | 847 | 770 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1241 | - | - | 1488 | - | - | 484 | 480 | 951 | 537 | 517 | 778 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 484 | 480 | - | 537 | 517 | - |
| Stage 1 | - | - | - | - | - | - | 830 | 754 | - | 728 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 653 | - | 828 | 754 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.5 | 0 | 12.5 | 14.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 480 | 1241 | - | - | 1488 | - | - | 585 |
| HCM Lane V/C Ratio | 0.002 | 0.02 | - | - | - | - | - | 0.325 |
| HCM Ctrl Dly (s/v) | 12.5 | 8 | 0 | - | 0 | - | - | 14.1 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 1.4 |

| 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 | 11 | 585 | 3 | 4 | 872 | 16 | 1 | 6 | 3 | 15 | 8 | 8 |
| Future Vol, veh/h | 11 | 585 | 3 | 4 | 872 | 16 | 1 | 6 | 3 | 15 | 8 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 636 | 3 | 4 | 948 | 17 | 1 | 7 | 3 | 16 | 9 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 965 | 0 | 0 | 639 | 0 | 0 | 1636 | 1635 | 638 | 1632 | 1628 | 957 |
| Stage 1 | - | - | - | - | - | - | 662 | 662 | - | 965 | 965 | - |
| Stage 2 | - | - | - | - | - | - | 974 | 973 | - | 667 | 663 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 714 | - | - | 945 | - | - | 81 | 101 | 477 | 81 | 102 | 313 |
| Stage 1 | - | - | - | - | - | - | 451 | 459 | - | 306 | 333 | - |
| Stage 2 | - | - | - | - | - | - | 303 | 330 | - | 448 | 459 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 714 | - | - | 945 | - | - | 72 | 97 | 477 | 74 | 98 | 313 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 72 | 97 | - | 74 | 98 | - |
| Stage 1 | - | - | - | - | - | - | 439 | 447 | - | 298 | 330 | - |
| Stage 2 | - | - | - | - | - | - | 284 | 327 | - | 427 | 447 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0 | 37.4 | 58.3 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 122 | 714 | - | - | 945 | - | - | 100 |
| HCM Lane V/C Ratio | 0.089 | 0.017 | - | - | 0.005 | - | - | 0.337 |
| HCM Ctrl Dly (s/v) | 37.4 | 10.1 | 0 | - | 8.8 | 0 | - | 58.3 |
| HCM Lane LOS | E | B | A | - | A | A | - | F |
| HCM 95th %tile Q (veh) | 0.3 | 0.1 | - | - | 0 | - | - | 1.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↱ | | | ↱ |
| Traffic Vol, veh/h | 0 | 1124 | 999 | 48 | 0 | 8 |
| Future Vol, veh/h | 0 | 1124 | 999 | 48 | 0 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1222 | 1086 | 52 | 0 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 569 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 465 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 465 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 12.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 465 |
| HCM Lane V/C Ratio | - | - | - | 0.019 |
| HCM Ctrl Dly (s/v) | - | - | - | 12.9 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 1085 | 1016 | 12 | 5 | 10 |
| Future Vol, veh/h | 16 | 1085 | 1016 | 12 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 25 | - | - | 375 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1130 | 1058 | 13 | 5 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1071 | 0 | - | 0 | 1657 | 529 |
| Stage 1 | - | - | - | - | 1058 | - |
| Stage 2 | - | - | - | - | 599 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 647 | - | - | - | 89 | 494 |
| Stage 1 | - | - | - | - | 295 | - |
| Stage 2 | - | - | - | - | 511 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 647 | - | - | - | 87 | 494 |
| Mov Cap-2 Maneuver | - | - | - | - | 203 | - |
| Stage 1 | - | - | - | - | 287 | - |
| Stage 2 | - | - | - | - | 511 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0 | 16.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 647 | - | - | - | 334 |
| HCM Lane V/C Ratio | 0.026 | - | - | - | 0.047 |
| HCM Ctrl Dly (s/v) | 10.7 | - | - | - | 16.3 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q (veh) | 0.1 | - | - | - | 0.1 |

| 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 | 53 | 104 | 97 | 44 | 162 | 55 | 108 | 502 | 27 | 85 | 601 | 99 |
| Future Vol, veh/h | 53 | 104 | 97 | 44 | 162 | 55 | 108 | 502 | 27 | 85 | 601 | 99 |
| 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 | - | - | - | - | - | - | 165 | - | - | 165 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 113 | 105 | 48 | 176 | 60 | 117 | 546 | 29 | 92 | 653 | 108 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1804 | 1700 | 707 | 1795 | 1740 | 561 | 761 | 0 | 0 | 575 | 0 | 0 |
| Stage 1 | 891 | 891 | - | 795 | 795 | - | - | - | - | - | - | - |
| Stage 2 | 913 | 809 | - | 1000 | 945 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 61 | ~ 92 | 435 | 62 | ~ 87 | 527 | 851 | - | - | 998 | - | - |
| Stage 1 | 337 | 361 | - | 381 | 399 | - | - | - | - | - | - | - |
| Stage 2 | 328 | 394 | - | 293 | 340 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 72 | 435 | - | ~ 68 | 527 | 851 | - | - | 998 | - | - |
| Mov Cap-2 Maneuver | - | ~ 72 | - | - | ~ 68 | - | - | - | - | - | - | - |
| Stage 1 | 291 | 328 | - | 329 | 344 | - | - | - | - | - | - | - |
| Stage 2 | 122 | 340 | - | 132 | 309 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | | | 1.7 | 1 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 851 | - | - | - | - | 998 | - | - |
| HCM Lane V/C Ratio | 0.138 | - | - | - | - | 0.093 | - | - |
| HCM Ctrl Dly (s/v) | 9.9 | - | - | - | - | 9 | - | - |
| HCM Lane LOS | A | - | - | - | - | A | - | - |
| HCM 95th %tile Q (veh) | 0.5 | - | - | - | - | 0.3 | - | - |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 27 | 31 | 740 | 651 | 50 |
| Future Vol, veh/h | 25 | 27 | 31 | 740 | 651 | 50 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 34 | 39 | 937 | 824 | 63 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1871 | 856 | 887 | 0 | - | 0 |
| Stage 1 | 856 | - | - | - | - | - |
| Stage 2 | 1015 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 79 | 357 | 763 | - | - | - |
| Stage 1 | 416 | - | - | - | - | - |
| Stage 2 | 350 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 75 | 357 | 763 | - | - | - |
| Mov Cap-2 Maneuver | 203 | - | - | - | - | - |
| Stage 1 | 395 | - | - | - | - | - |
| Stage 2 | 350 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.3 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 763 | - | 262 | - | - |
| HCM Lane V/C Ratio | 0.051 | - | 0.251 | - | - |
| HCM Ctrl Dly (s/v) | 10 | - | 23.3 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 0 | 22 | 0 | 0 | 0 | 39 | 742 | 0 | 0 | 683 | 39 |
| Future Vol, veh/h | 22 | 0 | 22 | 0 | 0 | 0 | 39 | 742 | 0 | 0 | 683 | 39 |
| 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 | - | - | - | - | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 24 | 0 | 24 | 0 | 0 | 0 | 42 | 807 | 0 | 0 | 742 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1654 | 1654 | 763 | 1666 | 1675 | 807 | 784 | 0 | - | - | - | 0 |
| Stage 1 | 763 | 763 | - | 891 | 891 | - | - | - | - | - | - | - |
| Stage 2 | 891 | 891 | - | 775 | 784 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 78 | 98 | 404 | 77 | 95 | 381 | 834 | - | 0 | 0 | - | - |
| Stage 1 | 397 | 413 | - | 337 | 361 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 337 | 361 | - | 391 | 404 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 75 | 93 | 404 | 70 | 90 | 381 | 834 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 192 | 213 | - | 179 | 202 | - | - | - | - | - | - | - |
| Stage 1 | 377 | 413 | - | 320 | 343 | - | - | - | - | - | - | - |
| Stage 2 | 320 | 343 | - | 368 | 404 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.9 | 0 | 0.5 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 834 | - | 260 | - | - | - |
| HCM Lane V/C Ratio | 0.051 | - | 0.184 | - | - | - |
| HCM Ctrl Dly (s/v) | 9.5 | - | 21.9 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.7 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 0 | 28 | 22 | 0 | 28 | 41 | 700 | 5 | 16 | 654 | 14 |
| Future Vol, veh/h | 8 | 0 | 28 | 22 | 0 | 28 | 41 | 700 | 5 | 16 | 654 | 14 |
| 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 | - | - | - | 250 | - | - | 50 | - | - | 120 | - | 250 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 0 | 33 | 26 | 0 | 33 | 48 | 824 | 6 | 19 | 769 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1747 | 1733 | 769 | 1755 | 1746 | 827 | 785 | 0 | 0 | 830 | 0 | 0 |
| Stage 1 | 807 | 807 | - | 923 | 923 | - | - | - | - | - | - | - |
| Stage 2 | 940 | 926 | - | 832 | 823 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 67 | 88 | 401 | 67 | 86 | 371 | 834 | - | - | 802 | - | - |
| Stage 1 | 375 | 394 | - | 323 | 349 | - | - | - | - | - | - | - |
| Stage 2 | 316 | 347 | - | 363 | 388 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 57 | 81 | 401 | 58 | 79 | 371 | 834 | - | - | 802 | - | - |
| Mov Cap-2 Maneuver | 57 | 81 | - | 58 | 79 | - | - | - | - | - | - | - |
| Stage 1 | 353 | 385 | - | 304 | 329 | - | - | - | - | - | - | - |
| Stage 2 | 271 | 327 | - | 325 | 379 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 32.8 | 57 | 0.5 | 0.2 |
| HCM LOS | D | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 834 | - | - | 171 | 58 | 371 | 802 | - | - |
| HCM Lane V/C Ratio | 0.058 | - | - | 0.248 | 0.446 | 0.089 | 0.023 | - | - |
| HCM Ctrl Dly (s/v) | 9.6 | - | - | 32.8 | 109.8 | 15.6 | 9.6 | - | - |
| HCM Lane LOS | A | - | - | D | F | C | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | - | 0.9 | 1.7 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 2 | 572 | 9 | 5 | 734 |
| Future Vol, veh/h | 6 | 2 | 572 | 9 | 5 | 734 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 2 | 622 | 10 | 5 | 798 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1435 | 627 | 0 | 0 | 632 | 0 |
| Stage 1 | 627 | - | - | - | - | - |
| Stage 2 | 808 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 147 | 484 | - | - | 951 | - |
| Stage 1 | 532 | - | - | - | - | - |
| Stage 2 | 438 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 146 | 484 | - | - | 951 | - |
| Mov Cap-2 Maneuver | 146 | - | - | - | - | - |
| Stage 1 | 532 | - | - | - | - | - |
| Stage 2 | 434 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 26.4 | 0 | 0.1 |
| HCM LOS | D | | |

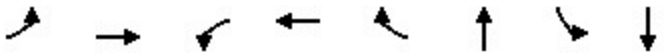
| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 177 | 951 | - |
| HCM Lane V/C Ratio | - | - | 0.049 | 0.006 | - |
| HCM Ctrl Dly (s/v) | - | - | 26.4 | 8.8 | 0 |
| HCM Lane LOS | - | - | D | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |

HCM 6th Signalized Intersection Summary
1: Farmway Rd & Karcher Road (SH 55) 10/02/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 279 | 502 | 60 | 159 | 604 | 223 | 303 | 153 | 89 | 344 | 156 | 215 |
| Future Volume (veh/h) | 279 | 502 | 60 | 159 | 604 | 223 | 303 | 153 | 89 | 344 | 156 | 215 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 297 | 534 | 64 | 169 | 643 | 237 | 322 | 163 | 95 | 366 | 166 | 229 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 315 | 656 | 79 | 270 | 605 | 513 | 172 | 70 | 41 | 541 | 275 | 380 |
| Arrive On Green | 0.16 | 0.41 | 0.41 | 0.08 | 0.33 | 0.33 | 0.21 | 0.21 | 0.21 | 0.16 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1739 | 1600 | 192 | 1739 | 1826 | 1547 | 659 | 334 | 194 | 1739 | 695 | 959 |
| Grp Volume(v), veh/h | 297 | 0 | 598 | 169 | 643 | 237 | 580 | 0 | 0 | 366 | 0 | 395 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 0 | 1791 | 1739 | 1826 | 1547 | 1187 | 0 | 0 | 1739 | 0 | 1653 |
| Q Serve(g_s), s | 22.8 | 0.0 | 47.3 | 10.2 | 53.0 | 19.3 | 33.0 | 0.0 | 0.0 | 25.0 | 0.0 | 30.3 |
| Cycle Q Clear(g_c), s | 22.8 | 0.0 | 47.3 | 10.2 | 53.0 | 19.3 | 33.3 | 0.0 | 0.0 | 25.0 | 0.0 | 30.3 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 1.00 | 0.56 | | 0.16 | 1.00 | | 0.58 |
| Lane Grp Cap(c), veh/h | 315 | 0 | 734 | 270 | 605 | 513 | 282 | 0 | 0 | 541 | 0 | 655 |
| V/C Ratio(X) | 0.94 | 0.00 | 0.81 | 0.62 | 1.06 | 0.46 | 2.05 | 0.00 | 0.00 | 0.68 | 0.00 | 0.60 |
| Avail Cap(c_a), veh/h | 317 | 0 | 734 | 408 | 605 | 513 | 282 | 0 | 0 | 541 | 0 | 655 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.8 | 0.0 | 41.8 | 35.7 | 53.4 | 42.2 | 65.5 | 0.0 | 0.0 | 39.3 | 0.0 | 38.3 |
| Incr Delay (d2), s/veh | 35.1 | 0.0 | 6.6 | 0.9 | 54.1 | 0.2 | 486.2 | 0.0 | 0.0 | 2.8 | 0.0 | 1.1 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 10.2 | 0.0 | 21.3 | 4.2 | 32.3 | 7.3 | 49.6 | 0.0 | 0.0 | 11.5 | 0.0 | 12.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 87.9 | 0.0 | 48.4 | 36.6 | 107.5 | 42.4 | 551.7 | 0.0 | 0.0 | 42.0 | 0.0 | 39.4 |
| LnGrp LOS | F | | D | D | F | D | F | | | D | | D |
| Approach Vol, veh/h | | 895 | | | 1049 | | | 580 | | | 761 | |
| Approach Delay, s/veh | | 61.5 | | | 81.4 | | | 551.7 | | | 40.7 | |
| Approach LOS | | E | | | F | | | F | | | D | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.3 | 72.5 | | 70.0 | 29.8 | 60.0 | 30.0 | 40.0 | | | | |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.7 | 5.0 | 7.0 | 5.0 | 6.7 | | | | |
| Max Green Setting (Gmax), s | 25.0 | 53.0 | | 33.3 | 25.0 | 53.0 | 25.0 | 33.3 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.2 | 49.3 | | 32.3 | 24.8 | 55.0 | 27.0 | 35.3 | | | | |
| Green Ext Time (p_c), s | 0.2 | 0.8 | | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay, s/veh | | | 149.6 | | | | | | | | | |
| HCM 6th LOS | | | F | | | | | | | | | |

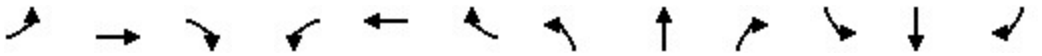


| Lane Group | EBL | EBT | WBL | WBT | WBR | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 297 | 598 | 169 | 643 | 237 | 580 | 366 | 395 |
| v/c Ratio | 0.96 | 0.87 | 0.62 | 1.07 | 0.39 | 2.46 | 0.70 | 0.57 |
| Control Delay (s/veh) | 90.2 | 59.3 | 31.3 | 106.1 | 18.9 | 693.2 | 44.4 | 36.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 90.2 | 59.3 | 31.3 | 106.1 | 18.9 | 693.2 | 44.4 | 36.4 |
| Queue Length 50th (ft) | 259 | 570 | 90 | ~744 | 77 | ~1006 | 288 | 282 |
| Queue Length 95th (ft) | #454 | #872 | 136 | #991 | 157 | #1249 | 393 | 397 |
| Internal Link Dist (ft) | | 5261 | | 434 | | 3327 | | 218 |
| Turn Bay Length (ft) | 205 | | 400 | | | | 175 | |
| Base Capacity (vph) | 315 | 691 | 373 | 602 | 602 | 236 | 521 | 687 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.94 | 0.87 | 0.45 | 1.07 | 0.39 | 2.46 | 0.70 | 0.57 |

Intersection Summary

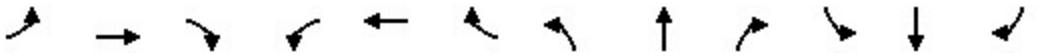
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 279 | 502 | 60 | 159 | 604 | 223 | 303 | 153 | 89 | 344 | 156 | 215 |
| Future Volume (vph) | 279 | 502 | 60 | 159 | 604 | 223 | 303 | 153 | 89 | 344 | 156 | 215 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Lane Util. Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | | 0.98 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.97 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 1780 | | 1719 | 1810 | 1538 | | 1722 | | 1719 | 1652 | |
| Flt Permitted | 0.07 | 1.00 | | 0.17 | 1.00 | 1.00 | | 0.63 | | 0.56 | 1.00 | |
| Satd. Flow (perm) | 125 | 1780 | | 299 | 1810 | 1538 | | 1110 | | 1005 | 1652 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 297 | 534 | 64 | 169 | 643 | 237 | 322 | 163 | 95 | 366 | 166 | 229 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 0 | 91 | 0 | 5 | 0 | 0 | 31 | 0 |
| Lane Group Flow (vph) | 297 | 596 | 0 | 169 | 643 | 146 | 0 | 575 | 0 | 366 | 364 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | pm+pt | NA | | pm+pt | NA | Perm | Perm | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | 82.3 | 61.6 | | 68.7 | 53.0 | 53.0 | | 33.3 | | 63.3 | 63.3 | |
| Effective Green, g (s) | 82.3 | 61.6 | | 68.7 | 53.0 | 53.0 | | 33.3 | | 63.3 | 63.3 | |
| Actuated g/C Ratio | 0.52 | 0.39 | | 0.43 | 0.33 | 0.33 | | 0.21 | | 0.40 | 0.40 | |
| Clearance Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | 7.0 | | 6.7 | | 5.0 | 6.7 | |
| Vehicle Extension (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | | 1.0 | | 2.0 | 1.0 | |
| Lane Grp Cap (vph) | 307 | 688 | | 268 | 602 | 511 | | 232 | | 511 | 656 | |
| v/s Ratio Prot | c0.15 | 0.33 | | 0.06 | c0.36 | | | | | c0.11 | 0.22 | |
| v/s Ratio Perm | 0.35 | | | 0.21 | | 0.10 | | c0.52 | | 0.17 | | |
| v/c Ratio | 0.97 | 0.87 | | 0.63 | 1.07 | 0.29 | | 2.48 | | 0.72 | 0.56 | |
| Uniform Delay, d1 | 53.1 | 45.0 | | 32.9 | 53.2 | 39.2 | | 63.0 | | 41.4 | 37.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 41.9 | 10.7 | | 3.5 | 56.2 | 0.1 | | 678.6 | | 4.0 | 0.6 | |
| Delay (s) | 95.0 | 55.7 | | 36.4 | 109.4 | 39.3 | | 741.6 | | 45.3 | 37.7 | |
| Level of Service | F | E | | D | F | D | | F | | D | D | |
| Approach Delay (s/veh) | | 68.8 | | | 81.8 | | | 741.6 | | | 41.4 | |
| Approach LOS | | E | | | F | | | F | | | D | |

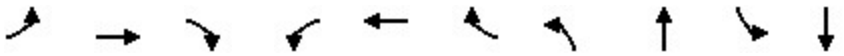
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 185.4 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.34 | | |
| Actuated Cycle Length (s) | 159.3 | Sum of lost time (s) | 23.7 |
| Intersection Capacity Utilization | 120.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 108 | 960 | 8 | 48 | 929 | 508 | 19 | 150 | 29 | 384 | 195 | 96 |
| Future Volume (veh/h) | 108 | 960 | 8 | 48 | 929 | 508 | 19 | 150 | 29 | 384 | 195 | 96 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 114 | 1011 | 8 | 51 | 978 | 535 | 20 | 158 | 31 | 404 | 205 | 101 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 1333 | 595 | 234 | 1265 | 564 | 273 | 205 | 40 | 454 | 349 | 172 |
| Arrive On Green | 0.06 | 0.38 | 0.38 | 0.04 | 0.36 | 0.36 | 0.02 | 0.13 | 0.13 | 0.18 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1519 | 298 | 1781 | 1183 | 583 |
| Grp Volume(v), veh/h | 114 | 1011 | 8 | 51 | 978 | 535 | 20 | 0 | 189 | 404 | 0 | 306 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1817 | 1781 | 0 | 1765 |
| Q Serve(g_s), s | 3.2 | 20.2 | 0.3 | 1.4 | 19.9 | 26.7 | 0.8 | 0.0 | 8.2 | 14.8 | 0.0 | 12.0 |
| Cycle Q Clear(g_c), s | 3.2 | 20.2 | 0.3 | 1.4 | 19.9 | 26.7 | 0.8 | 0.0 | 8.2 | 14.8 | 0.0 | 12.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.33 |
| Lane Grp Cap(c), veh/h | 236 | 1333 | 595 | 234 | 1265 | 564 | 273 | 0 | 245 | 454 | 0 | 520 |
| V/C Ratio(X) | 0.48 | 0.76 | 0.01 | 0.22 | 0.77 | 0.95 | 0.07 | 0.00 | 0.77 | 0.89 | 0.00 | 0.59 |
| Avail Cap(c_a), veh/h | 451 | 1333 | 595 | 483 | 1268 | 566 | 558 | 0 | 554 | 454 | 0 | 539 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.4 | 22.2 | 15.9 | 17.5 | 23.3 | 25.4 | 29.2 | 0.0 | 33.9 | 24.1 | 0.0 | 24.5 |
| Incr Delay (d2), s/veh | 1.5 | 2.6 | 0.0 | 0.5 | 3.0 | 25.6 | 0.1 | 0.0 | 5.1 | 19.1 | 0.0 | 1.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.2 | 7.6 | 0.1 | 0.5 | 7.6 | 12.5 | 0.3 | 0.0 | 3.8 | 8.5 | 0.0 | 5.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 19.9 | 24.7 | 16.0 | 18.0 | 26.3 | 51.0 | 29.3 | 0.0 | 39.0 | 43.2 | 0.0 | 26.0 |
| LnGrp LOS | B | C | B | B | C | D | C | | D | D | | C |
| Approach Vol, veh/h | | 1133 | | | 1564 | | | 209 | | | 710 | |
| Approach Delay, s/veh | | 24.2 | | | 34.5 | | | 38.1 | | | 35.8 | |
| Approach LOS | | C | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 16.2 | 8.6 | 36.5 | 7.0 | 29.1 | 10.2 | 34.9 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 14.8 | 24.8 | 14.8 | 29.0 | 14.8 | 24.8 | 14.8 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 16.8 | 10.2 | 3.4 | 22.2 | 2.8 | 14.0 | 5.2 | 28.7 |
| Green Ext Time (p_c), s | 0.0 | 0.8 | 0.1 | 3.3 | 0.0 | 1.3 | 0.2 | 0.3 |

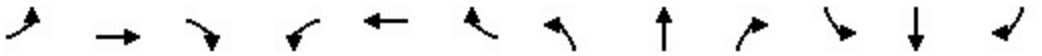
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 31.7 |
| HCM 6th LOS | C |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 114 | 1011 | 8 | 51 | 978 | 535 | 20 | 189 | 404 | 306 |
| v/c Ratio | 0.44 | 0.70 | 0.01 | 0.22 | 0.84 | 0.61 | 0.07 | 0.64 | 0.90 | 0.51 |
| Control Delay (s/veh) | 18.6 | 27.6 | 0.0 | 15.2 | 36.7 | 5.8 | 18.6 | 44.0 | 47.7 | 27.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 18.6 | 27.6 | 0.0 | 15.2 | 36.7 | 5.8 | 18.6 | 44.0 | 47.7 | 27.2 |
| Queue Length 50th (ft) | 32 | 264 | 0 | 14 | 262 | 0 | 7 | 95 | 175 | 114 |
| Queue Length 95th (ft) | 70 | #399 | 0 | 36 | #437 | 80 | 22 | 168 | #363 | 240 |
| Internal Link Dist (ft) | | 2276 | | | 1488 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 300 | | 425 | 275 | | 400 | 225 | | 250 | |
| Base Capacity (vph) | 365 | 1435 | 719 | 392 | 1162 | 879 | 465 | 516 | 451 | 605 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.70 | 0.01 | 0.13 | 0.84 | 0.61 | 0.04 | 0.37 | 0.90 | 0.51 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 108 | 960 | 8 | 48 | 929 | 508 | 19 | 150 | 29 | 384 | 195 | 96 |
| Future Volume (vph) | 108 | 960 | 8 | 48 | 929 | 508 | 19 | 150 | 29 | 384 | 195 | 96 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 1817 | | 1770 | 1771 | |
| Flt Permitted | 0.11 | 1.00 | 1.00 | 0.16 | 1.00 | 1.00 | 0.57 | 1.00 | | 0.38 | 1.00 | |
| Satd. Flow (perm) | 208 | 3539 | 1583 | 296 | 3539 | 1583 | 1069 | 1817 | | 711 | 1771 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 114 | 1011 | 8 | 51 | 978 | 535 | 20 | 158 | 31 | 404 | 205 | 101 |
| RTOR Reduction (vph) | 0 | 0 | 5 | 0 | 0 | 357 | 0 | 7 | 0 | 0 | 15 | 0 |
| Lane Group Flow (vph) | 114 | 1011 | 3 | 51 | 978 | 178 | 20 | 182 | 0 | 404 | 291 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 44.9 | 35.9 | 35.9 | 35.7 | 31.3 | 31.3 | 19.8 | 17.2 | | 37.3 | 29.5 | |
| Effective Green, g (s) | 44.9 | 35.9 | 35.9 | 35.7 | 31.3 | 31.3 | 19.8 | 17.2 | | 37.3 | 29.5 | |
| Actuated g/C Ratio | 0.48 | 0.38 | 0.38 | 0.38 | 0.33 | 0.33 | 0.21 | 0.18 | | 0.40 | 0.31 | |
| Clearance Time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 248 | 1351 | 604 | 181 | 1178 | 527 | 244 | 332 | | 449 | 555 | |
| v/s Ratio Prot | c0.04 | c0.29 | | 0.01 | c0.28 | | 0.00 | 0.10 | | c0.14 | 0.16 | |
| v/s Ratio Perm | 0.18 | | 0.00 | 0.09 | | 0.11 | 0.01 | | | c0.21 | | |
| v/c Ratio | 0.46 | 0.75 | 0.01 | 0.28 | 0.83 | 0.34 | 0.08 | 0.55 | | 0.90 | 0.52 | |
| Uniform Delay, d1 | 17.4 | 25.1 | 18.0 | 19.7 | 28.9 | 23.6 | 29.6 | 34.9 | | 23.8 | 26.5 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.4 | 2.3 | 0.0 | 0.9 | 5.1 | 0.4 | 0.1 | 1.8 | | 20.4 | 0.9 | |
| Delay (s) | 18.7 | 27.5 | 18.0 | 20.6 | 34.0 | 23.9 | 29.8 | 36.7 | | 44.2 | 27.4 | |
| Level of Service | B | C | B | C | C | C | C | D | | D | C | |
| Approach Delay (s/veh) | | 26.5 | | | 30.1 | | | 36.0 | | | 36.9 | |
| Approach LOS | | C | | | C | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 30.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.87 | | |
| Actuated Cycle Length (s) | 94.0 | Sum of lost time (s) | 21.6 |
| Intersection Capacity Utilization | 80.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2040 Future With Project AM

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 222 | 594 | 552 | 0 |
| Future Vol, veh/h | 0 | 0 | 222 | 594 | 552 | 0 |
| 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 | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 241 | 646 | 600 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 600 | 600 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 501 | 977 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | - | 501 | 977 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | 977 | - | - | - |
| HCM Lane V/C Ratio | 0.247 | - | - | - |
| HCM Ctrl Dly (s/v) | 9.9 | - | 0 | - |
| HCM Lane LOS | A | - | A | - |
| HCM 95th %tile Q (veh) | 1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 318 | 498 | 255 | 0 | 774 |
| Future Vol, veh/h | 0 | 318 | 498 | 255 | 0 | 774 |
| 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 | - | 250 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 346 | 541 | 277 | 0 | 841 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 541 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 541 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 541 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.7 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 541 | - |
| HCM Lane V/C Ratio | - | - | 0.639 | - |
| HCM Ctrl Dly (s/v) | - | - | 22.7 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q (veh) | - | - | 4.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 650 | 0 | 103 | 671 |
| Future Vol, veh/h | 0 | 0 | 650 | 0 | 103 | 671 |
| 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 | - | - | 250 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 707 | 0 | 112 | 729 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 707 | 0 | - | 707 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 0 | 435 | - | 0 | 891 | - |
| Stage 1 | 0 | - | - | 0 | - | - |
| Stage 2 | 0 | - | - | 0 | - | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | 435 | - | - | 891 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 1.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBL | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 891 | - |
| HCM Lane V/C Ratio | - | - | 0.126 | - |
| HCM Ctrl Dly (s/v) | - | 0 | 9.6 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↑ | ↱ | | ↱ |
| Traffic Vol, veh/h | 0 | 1068 | 730 | 116 | 0 | 61 |
| Future Vol, veh/h | 0 | 1068 | 730 | 116 | 0 | 61 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 340 | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1161 | 793 | 126 | 0 | 66 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 397 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 602 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 602 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 11.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 602 |
| HCM Lane V/C Ratio | - | - | - | 0.11 |
| HCM Ctrl Dly (s/v) | - | - | - | 11.7 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 83 | 99 | 0 | 0 | 71 | 121 | 0 | 3 | 0 | 157 | 2 | 12 |
| Future Vol, veh/h | 83 | 99 | 0 | 0 | 71 | 121 | 0 | 3 | 0 | 157 | 2 | 12 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 93 | 111 | 0 | 0 | 80 | 136 | 0 | 3 | 0 | 176 | 2 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 0 | 0 | 111 | 0 | 0 | 453 | 513 | 111 | 447 | 445 | 148 |
| Stage 1 | - | - | - | - | - | - | 297 | 297 | - | 148 | 148 | - |
| Stage 2 | - | - | - | - | - | - | 156 | 216 | - | 299 | 297 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1354 | - | - | 1479 | - | - | 517 | 465 | 942 | 522 | 508 | 899 |
| Stage 1 | - | - | - | - | - | - | 712 | 668 | - | 855 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 846 | 724 | - | 710 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1354 | - | - | 1479 | - | - | 479 | 431 | 942 | 490 | 471 | 899 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 479 | 431 | - | 490 | 471 | - |
| Stage 1 | - | - | - | - | - | - | 660 | 619 | - | 793 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 724 | - | 655 | 619 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.6 | 0 | 13.4 | 16.4 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 431 | 1354 | - | - | 1479 | - | - | 506 |
| HCM Lane V/C Ratio | 0.008 | 0.069 | - | - | - | - | - | 0.38 |
| HCM Ctrl Dly (s/v) | 13.4 | 7.9 | 0 | - | 0 | - | - | 16.4 |
| HCM Lane LOS | B | A | A | - | A | - | - | C |
| HCM 95th %tile Q (veh) | 0 | 0.2 | - | - | 0 | - | - | 1.8 |

| 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 | 6 | 866 | 4 | 3 | 480 | 7 | 12 | 6 | 3 | 19 | 4 | 8 |
| Future Vol, veh/h | 6 | 866 | 4 | 3 | 480 | 7 | 12 | 6 | 3 | 19 | 4 | 8 |
| 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 | 400 | - | 400 | 400 | - | 400 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 941 | 4 | 3 | 522 | 8 | 13 | 7 | 3 | 21 | 4 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 530 | 0 | 0 | 945 | 0 | 0 | 1224 | 1491 | 471 | 1016 | 1487 | 261 |
| Stage 1 | - | - | - | - | - | - | 955 | 955 | - | 528 | 528 | - |
| Stage 2 | - | - | - | - | - | - | 269 | 536 | - | 488 | 959 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 1033 | - | - | 722 | - | - | 135 | 123 | 539 | 192 | 123 | 738 |
| Stage 1 | - | - | - | - | - | - | 278 | 335 | - | 502 | 526 | - |
| Stage 2 | - | - | - | - | - | - | 713 | 522 | - | 530 | 334 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1033 | - | - | 722 | - | - | 129 | 122 | 539 | 181 | 122 | 738 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 129 | 122 | - | 181 | 122 | - |
| Stage 1 | - | - | - | - | - | - | 276 | 333 | - | 498 | 524 | - |
| Stage 2 | - | - | - | - | - | - | 696 | 520 | - | 513 | 332 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.1 | 0.1 | 35.1 | 25.5 |
| HCM LOS | | | E | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 142 | 1033 | - | - | 722 | - | - | 209 |
| HCM Lane V/C Ratio | 0.161 | 0.006 | - | - | 0.005 | - | - | 0.161 |
| HCM Ctrl Dly (s/v) | 35.1 | 8.5 | - | - | 10 | - | - | 25.5 |
| HCM Lane LOS | E | A | - | - | B | - | - | D |
| HCM 95th %tile Q (veh) | 0.6 | 0 | - | - | 0 | - | - | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 1002 | 918 | 2 | 9 | 14 |
| Future Vol, veh/h | 4 | 1002 | 918 | 2 | 9 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 25 | - | - | 375 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 1044 | 956 | 2 | 9 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 958 | 0 | - | 0 | 1486 | 478 | | | |
| Stage 1 | - | - | - | - | 956 | - | | | |
| Stage 2 | - | - | - | - | 530 | - | | | |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 | | | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - | | | |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - | | | |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 | | | |
| Pot Cap-1 Maneuver | 714 | - | - | - | 115 | 534 | | | |
| Stage 1 | - | - | - | - | 334 | - | | | |
| Stage 2 | - | - | - | - | 555 | - | | | |
| Platoon blocked, % | | - | - | - | | | | | |
| Mov Cap-1 Maneuver | 714 | - | - | - | 114 | 534 | | | |
| Mov Cap-2 Maneuver | - | - | - | - | 237 | - | | | |
| Stage 1 | - | - | - | - | 332 | - | | | |
| Stage 2 | - | - | - | - | 555 | - | | | |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 15.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 714 | - | - | - | 358 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.067 |
| HCM Ctrl Dly (s/v) | 10.1 | - | - | - | 15.8 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q (veh) | 0 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 23 | 10 | 760 | 620 | 15 |
| Future Vol, veh/h | 50 | 23 | 10 | 760 | 620 | 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 63 | 29 | 13 | 962 | 785 | 19 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1783 | 795 | 804 | 0 | - | 0 |
| Stage 1 | 795 | - | - | - | - | - |
| Stage 2 | 988 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 90 | 388 | 820 | - | - | - |
| Stage 1 | 445 | - | - | - | - | - |
| Stage 2 | 361 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 89 | 388 | 820 | - | - | - |
| Mov Cap-2 Maneuver | 221 | - | - | - | - | - |
| Stage 1 | 438 | - | - | - | - | - |
| Stage 2 | 361 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 26.8 | 0.1 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 820 | - | 256 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.361 | - | - |
| HCM Ctrl Dly (s/v) | 9.5 | - | 26.8 | - | - |
| HCM Lane LOS | A | - | D | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 1.6 | - | - |

| 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 | 33 | 0 | 34 | 0 | 0 | 0 | 11 | 820 | 0 | 0 | 616 | 11 |
| Future Vol, veh/h | 33 | 0 | 34 | 0 | 0 | 0 | 11 | 820 | 0 | 0 | 616 | 11 |
| 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 | - | - | - | - | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 0 | 37 | 0 | 0 | 0 | 12 | 891 | 0 | 0 | 670 | 12 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1591 | 1591 | 676 | 1610 | 1597 | 891 | 682 | 0 | - | - | - | 0 |
| Stage 1 | 676 | 676 | - | 915 | 915 | - | - | - | - | - | - | - |
| Stage 2 | 915 | 915 | - | 695 | 682 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 87 | 107 | 453 | 84 | 106 | 341 | 911 | - | 0 | 0 | - | - |
| Stage 1 | 443 | 453 | - | 327 | 352 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 327 | 352 | - | 433 | 450 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 86 | 106 | 453 | 76 | 105 | 341 | 911 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 208 | 227 | - | 195 | 224 | - | - | - | - | - | - | - |
| Stage 1 | 437 | 453 | - | 323 | 347 | - | - | - | - | - | - | - |
| Stage 2 | 323 | 347 | - | 398 | 450 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.8 | 0 | 0.1 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 911 | - | 287 | - | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.254 | - | - | - |
| HCM Ctrl Dly (s/v) | 9 | - | 21.8 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q (veh) | 0 | - | 1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 5 | 665 | 4 | 1 | 539 |
| Future Vol, veh/h | 9 | 5 | 665 | 4 | 1 | 539 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 5 | 723 | 4 | 1 | 586 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1313 | 725 | 0 | 0 | 727 | 0 |
| Stage 1 | 725 | - | - | - | - | - |
| Stage 2 | 588 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 175 | 425 | - | - | 876 | - |
| Stage 1 | 479 | - | - | - | - | - |
| Stage 2 | 555 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 175 | 425 | - | - | 876 | - |
| Mov Cap-2 Maneuver | 175 | - | - | - | - | - |
| Stage 1 | 479 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.4 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 222 | 876 | - |
| HCM Lane V/C Ratio | - | - | 0.069 | 0.001 | - |
| HCM Ctrl Dly (s/v) | - | - | 22.4 | 9.1 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↱ | | | ↱ |
| Traffic Vol, veh/h | 0 | 1068 | 931 | 19 | 0 | 16 |
| Future Vol, veh/h | 0 | 1068 | 931 | 19 | 0 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1161 | 1012 | 21 | 0 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 517 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 503 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 503 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 12.4 |
| HCM LOS | | | B |

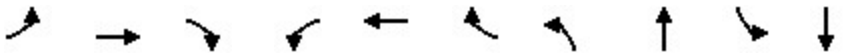
| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 503 |
| HCM Lane V/C Ratio | - | - | - | 0.035 |
| HCM Ctrl Dly (s/v) | - | - | - | 12.4 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.1 |

HCM 6th Signalized Intersection Summary
1: Farmway Rd & Karcher Road (SH 55) 10/06/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 310 | 567 | 104 | 226 | 362 | 200 | 92 | 136 | 42 | 456 | 216 | 107 |
| Future Volume (veh/h) | 310 | 567 | 104 | 226 | 362 | 200 | 92 | 136 | 42 | 456 | 216 | 107 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 330 | 603 | 111 | 240 | 385 | 213 | 98 | 145 | 45 | 485 | 230 | 114 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 480 | 809 | 361 | 396 | 702 | 313 | 339 | 197 | 61 | 524 | 335 | 166 |
| Arrive On Green | 0.16 | 0.23 | 0.23 | 0.13 | 0.20 | 0.20 | 0.06 | 0.15 | 0.15 | 0.21 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1739 | 3469 | 1547 | 1739 | 3469 | 1547 | 1739 | 1336 | 415 | 1739 | 1152 | 571 |
| Grp Volume(v), veh/h | 330 | 603 | 111 | 240 | 385 | 213 | 98 | 0 | 190 | 485 | 0 | 344 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 1735 | 1547 | 1739 | 1735 | 1547 | 1739 | 0 | 1751 | 1739 | 0 | 1723 |
| Q Serve(g_s), s | 9.6 | 10.5 | 3.8 | 6.9 | 6.5 | 8.3 | 3.1 | 0.0 | 6.7 | 13.5 | 0.0 | 11.5 |
| Cycle Q Clear(g_c), s | 9.6 | 10.5 | 3.8 | 6.9 | 6.5 | 8.3 | 3.1 | 0.0 | 6.7 | 13.5 | 0.0 | 11.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.24 | 1.00 | | 0.33 |
| Lane Grp Cap(c), veh/h | 480 | 809 | 361 | 396 | 702 | 313 | 339 | 0 | 258 | 524 | 0 | 501 |
| V/C Ratio(X) | 0.69 | 0.75 | 0.31 | 0.61 | 0.55 | 0.68 | 0.29 | 0.00 | 0.74 | 0.93 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 480 | 1166 | 520 | 396 | 1059 | 472 | 382 | 0 | 756 | 524 | 0 | 948 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.6 | 23.1 | 20.6 | 17.4 | 23.2 | 23.9 | 21.4 | 0.0 | 26.5 | 18.6 | 0.0 | 20.4 |
| Incr Delay (d2), s/veh | 4.1 | 1.6 | 0.5 | 2.6 | 0.7 | 2.6 | 0.5 | 0.0 | 4.1 | 22.7 | 0.0 | 1.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.5 | 3.8 | 1.2 | 2.5 | 2.3 | 2.8 | 1.1 | 0.0 | 2.8 | 8.2 | 0.0 | 4.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 20.7 | 24.7 | 21.0 | 20.1 | 23.9 | 26.5 | 21.9 | 0.0 | 30.5 | 41.3 | 0.0 | 22.1 |
| LnGrp LOS | C | C | C | C | C | C | C | | C | D | | C |
| Approach Vol, veh/h | | 1044 | | | 838 | | | 288 | | | 829 | |
| Approach Delay, s/veh | | 23.0 | | | 23.5 | | | 27.6 | | | 33.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.2 | 19.6 | 8.7 | 23.4 | 15.2 | 17.6 | 18.0 | 14.1 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 8.7 | 21.8 | 5.8 | 35.7 | 10.7 | 19.8 | 13.5 | 28.0 |
| Max Q Clear Time (g_c+I1), s | 8.9 | 12.5 | 5.1 | 13.5 | 11.6 | 10.3 | 15.5 | 8.7 |
| Green Ext Time (p_c), s | 0.0 | 2.7 | 0.0 | 1.8 | 0.0 | 2.0 | 0.0 | 0.8 |

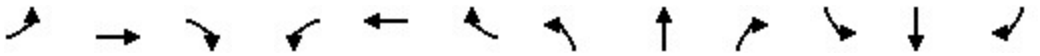
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 26.4 |
| HCM 6th LOS | C |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 330 | 603 | 111 | 240 | 385 | 213 | 98 | 190 | 485 | 344 |
| v/c Ratio | 0.76 | 0.70 | 0.21 | 0.73 | 0.50 | 0.42 | 0.31 | 0.59 | 0.97 | 0.60 |
| Control Delay (s/veh) | 28.6 | 29.4 | 1.7 | 30.4 | 27.0 | 6.7 | 16.6 | 32.5 | 53.5 | 24.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 28.6 | 29.4 | 1.7 | 30.4 | 27.0 | 6.7 | 16.6 | 32.5 | 53.5 | 24.9 |
| Queue Length 50th (ft) | 95 | 125 | 0 | 65 | 77 | 0 | 25 | 70 | 162 | 119 |
| Queue Length 95th (ft) | #182 | 197 | 8 | #156 | 129 | 51 | 55 | 135 | #407 | 214 |
| Internal Link Dist (ft) | | 5261 | | | 434 | | | 3327 | | 218 |
| Turn Bay Length (ft) | 450 | | 450 | 400 | | 400 | 250 | | 175 | |
| Base Capacity (vph) | 437 | 1066 | 602 | 328 | 968 | 586 | 319 | 705 | 502 | 889 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.76 | 0.57 | 0.18 | 0.73 | 0.40 | 0.36 | 0.31 | 0.27 | 0.97 | 0.39 |

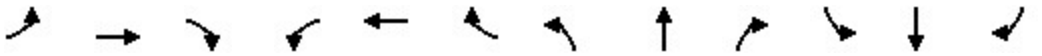
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 310 | 567 | 104 | 226 | 362 | 200 | 92 | 136 | 42 | 456 | 216 | 107 |
| Future Volume (vph) | 310 | 567 | 104 | 226 | 362 | 200 | 92 | 136 | 42 | 456 | 216 | 107 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.96 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | 1538 | 1719 | 1745 | | 1719 | 1720 | |
| Flt Permitted | 0.39 | 1.00 | 1.00 | 0.29 | 1.00 | 1.00 | 0.55 | 1.00 | | 0.40 | 1.00 | |
| Satd. Flow (perm) | 702 | 3438 | 1538 | 520 | 3438 | 1538 | 1003 | 1745 | | 716 | 1720 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 330 | 603 | 111 | 240 | 385 | 213 | 98 | 145 | 45 | 485 | 230 | 114 |
| RTOR Reduction (vph) | 0 | 0 | 84 | 0 | 0 | 166 | 0 | 15 | 0 | 0 | 23 | 0 |
| Lane Group Flow (vph) | 330 | 603 | 27 | 240 | 385 | 47 | 98 | 175 | 0 | 485 | 321 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | 28.6 | 17.8 | 17.8 | 24.6 | 15.8 | 15.8 | 18.1 | 13.6 | | 31.8 | 22.8 | |
| Effective Green, g (s) | 28.6 | 17.8 | 17.8 | 24.6 | 15.8 | 15.8 | 18.1 | 13.6 | | 31.8 | 22.8 | |
| Actuated g/C Ratio | 0.40 | 0.25 | 0.25 | 0.34 | 0.22 | 0.22 | 0.25 | 0.19 | | 0.44 | 0.32 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 432 | 851 | 380 | 324 | 755 | 337 | 297 | 330 | | 507 | 545 | |
| v/s Ratio Prot | c0.11 | 0.18 | | 0.09 | 0.11 | | 0.02 | 0.10 | | c0.18 | 0.19 | |
| v/s Ratio Perm | c0.19 | | 0.02 | 0.16 | | 0.03 | 0.06 | | | c0.24 | | |
| v/c Ratio | 0.76 | 0.71 | 0.07 | 0.74 | 0.51 | 0.14 | 0.33 | 0.53 | | 0.96 | 0.59 | |
| Uniform Delay, d1 | 16.4 | 24.7 | 20.7 | 18.3 | 24.6 | 22.6 | 21.3 | 26.3 | | 17.1 | 20.6 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 7.8 | 2.7 | 0.1 | 8.8 | 0.5 | 0.2 | 0.7 | 1.6 | | 29.0 | 1.6 | |
| Delay (s) | 24.2 | 27.4 | 20.8 | 27.1 | 25.2 | 22.8 | 22.0 | 27.9 | | 46.1 | 22.3 | |
| Level of Service | C | C | C | C | C | C | C | C | | D | C | |
| Approach Delay (s/veh) | | 25.7 | | | 25.1 | | | 25.9 | | | 36.2 | |
| Approach LOS | | C | | | C | | | C | | | D | |

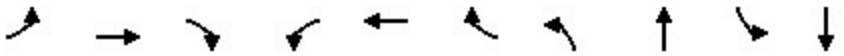
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 28.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.95 | | |
| Actuated Cycle Length (s) | 71.9 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 78.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 114 | 900 | 20 | 19 | 813 | 463 | 13 | 167 | 42 | 419 | 111 | 86 |
| Future Volume (veh/h) | 114 | 900 | 20 | 19 | 813 | 463 | 13 | 167 | 42 | 419 | 111 | 86 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 120 | 947 | 21 | 20 | 856 | 487 | 14 | 176 | 44 | 441 | 117 | 91 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 277 | 1388 | 619 | 243 | 1239 | 553 | 324 | 233 | 58 | 451 | 302 | 235 |
| Arrive On Green | 0.06 | 0.39 | 0.39 | 0.02 | 0.35 | 0.35 | 0.02 | 0.16 | 0.16 | 0.17 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1444 | 361 | 1781 | 975 | 759 |
| Grp Volume(v), veh/h | 120 | 947 | 21 | 20 | 856 | 487 | 14 | 0 | 220 | 441 | 0 | 208 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1805 | 1781 | 0 | 1734 |
| Q Serve(g_s), s | 2.9 | 15.4 | 0.6 | 0.5 | 14.3 | 20.0 | 0.5 | 0.0 | 8.1 | 11.5 | 0.0 | 6.5 |
| Cycle Q Clear(g_c), s | 2.9 | 15.4 | 0.6 | 0.5 | 14.3 | 20.0 | 0.5 | 0.0 | 8.1 | 11.5 | 0.0 | 6.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.20 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 277 | 1388 | 619 | 243 | 1239 | 553 | 324 | 0 | 291 | 451 | 0 | 538 |
| V/C Ratio(X) | 0.43 | 0.68 | 0.03 | 0.08 | 0.69 | 0.88 | 0.04 | 0.00 | 0.76 | 0.98 | 0.00 | 0.39 |
| Avail Cap(c_a), veh/h | 290 | 1388 | 619 | 330 | 1306 | 582 | 421 | 0 | 780 | 451 | 0 | 912 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.8 | 17.6 | 13.1 | 15.0 | 19.4 | 21.3 | 23.6 | 0.0 | 27.8 | 21.8 | 0.0 | 18.8 |
| Incr Delay (d2), s/veh | 1.1 | 1.4 | 0.0 | 0.1 | 1.5 | 14.2 | 0.1 | 0.0 | 4.0 | 36.4 | 0.0 | 0.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 5.3 | 0.2 | 0.2 | 5.1 | 8.2 | 0.2 | 0.0 | 3.6 | 10.0 | 0.0 | 2.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 15.8 | 19.0 | 13.1 | 15.2 | 20.9 | 35.4 | 23.7 | 0.0 | 31.8 | 58.2 | 0.0 | 19.2 |
| LnGrp LOS | B | B | B | B | C | D | C | | C | E | | B |
| Approach Vol, veh/h | | 1088 | | | 1363 | | | 234 | | | 649 | |
| Approach Delay, s/veh | | 18.5 | | | 26.0 | | | 31.3 | | | 45.7 | |
| Approach LOS | | B | | | C | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.0 | 15.7 | 6.1 | 31.6 | 5.7 | 26.0 | 9.0 | 28.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 11.5 | 30.0 | 5.0 | 25.5 | 5.0 | 36.5 | 5.0 | 25.5 |
| Max Q Clear Time (g_c+I1), s | 13.5 | 10.1 | 2.5 | 17.4 | 2.5 | 8.5 | 4.9 | 22.0 |
| Green Ext Time (p_c), s | 0.0 | 1.1 | 0.0 | 3.6 | 0.0 | 1.2 | 0.0 | 2.1 |

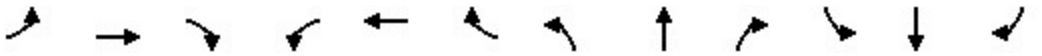
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 27.8 |
| HCM 6th LOS | C |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 120 | 947 | 21 | 20 | 856 | 487 | 14 | 220 | 441 | 208 |
| v/c Ratio | 0.53 | 0.65 | 0.03 | 0.09 | 0.74 | 0.58 | 0.04 | 0.63 | 0.95 | 0.29 |
| Control Delay (s/veh) | 22.4 | 21.6 | 0.1 | 12.7 | 26.4 | 5.2 | 13.8 | 33.6 | 53.1 | 13.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 22.4 | 21.6 | 0.1 | 12.7 | 26.4 | 5.2 | 13.8 | 33.6 | 53.1 | 13.7 |
| Queue Length 50th (ft) | 29 | 153 | 0 | 5 | 173 | 0 | 4 | 87 | 155 | 45 |
| Queue Length 95th (ft) | #71 | #310 | 0 | 17 | 265 | 64 | 14 | 153 | #345 | 111 |
| Internal Link Dist (ft) | | 2276 | | | 1904 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 300 | | 425 | 275 | | 400 | 225 | | 250 | |
| Base Capacity (vph) | 228 | 1457 | 759 | 231 | 1269 | 880 | 344 | 770 | 462 | 918 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.65 | 0.03 | 0.09 | 0.67 | 0.55 | 0.04 | 0.29 | 0.95 | 0.23 |

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 114 | 900 | 20 | 19 | 813 | 463 | 13 | 167 | 42 | 419 | 111 | 86 |
| Future Volume (vph) | 114 | 900 | 20 | 19 | 813 | 463 | 13 | 167 | 42 | 419 | 111 | 86 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 | | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 1807 | | 1770 | 1741 | |
| Flt Permitted | 0.15 | 1.00 | 1.00 | 0.18 | 1.00 | 1.00 | 0.63 | 1.00 | | 0.38 | 1.00 | |
| Satd. Flow (perm) | 284 | 3539 | 1583 | 327 | 3539 | 1583 | 1169 | 1807 | | 704 | 1741 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 120 | 947 | 21 | 20 | 856 | 487 | 14 | 176 | 44 | 441 | 117 | 91 |
| RTOR Reduction (vph) | 0 | 0 | 13 | 0 | 0 | 323 | 0 | 12 | 0 | 0 | 33 | 0 |
| Lane Group Flow (vph) | 120 | 947 | 8 | 20 | 856 | 164 | 14 | 208 | 0 | 441 | 175 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 34.5 | 29.5 | 29.5 | 28.3 | 26.4 | 26.4 | 18.1 | 17.2 | | 33.3 | 27.9 | |
| Effective Green, g (s) | 34.5 | 29.5 | 29.5 | 28.3 | 26.4 | 26.4 | 18.1 | 17.2 | | 33.3 | 27.9 | |
| Actuated g/C Ratio | 0.44 | 0.38 | 0.38 | 0.36 | 0.34 | 0.34 | 0.23 | 0.22 | | 0.43 | 0.36 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 220 | 1335 | 597 | 153 | 1194 | 534 | 277 | 397 | | 457 | 621 | |
| v/s Ratio Prot | c0.03 | c0.27 | | 0.00 | 0.24 | | 0.00 | 0.12 | | c0.14 | 0.10 | |
| v/s Ratio Perm | 0.21 | | 0.01 | 0.04 | | 0.10 | 0.01 | | | c0.27 | | |
| v/c Ratio | 0.55 | 0.71 | 0.01 | 0.13 | 0.72 | 0.31 | 0.05 | 0.52 | | 0.96 | 0.28 | |
| Uniform Delay, d1 | 15.1 | 20.7 | 15.2 | 16.9 | 22.6 | 19.1 | 23.3 | 26.9 | | 19.8 | 18.0 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 2.8 | 1.8 | 0.0 | 0.4 | 2.1 | 0.3 | 0.1 | 1.3 | | 32.9 | 0.2 | |
| Delay (s) | 17.9 | 22.5 | 15.2 | 17.3 | 24.7 | 19.5 | 23.4 | 28.1 | | 52.7 | 18.2 | |
| Level of Service | B | C | B | B | C | B | C | C | | D | B | |
| Approach Delay (s/veh) | | 21.8 | | | 22.7 | | | 27.9 | | | 41.7 | |
| Approach LOS | | C | | | C | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 26.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.90 | | |
| Actuated Cycle Length (s) | 78.2 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2040 Future With Project PM

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 229 | 624 | 645 | 0 |
| Future Vol, veh/h | 0 | 0 | 229 | 624 | 645 | 0 |
| 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 | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 249 | 678 | 701 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 701 | 701 | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 439 | 896 | - | - | 0 |
| Stage 1 | 0 | - | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | - | 439 | 896 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.8 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | 896 | - | - | - |
| HCM Lane V/C Ratio | 0.278 | - | - | - |
| HCM Ctrl Dly (s/v) | 10.6 | - | 0 | - |
| HCM Lane LOS | B | - | A | - |
| HCM 95th %tile Q (veh) | 1.1 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 338 | 515 | 271 | 0 | 874 |
| Future Vol, veh/h | 0 | 338 | 515 | 271 | 0 | 874 |
| 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 | - | 250 | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 367 | 560 | 295 | 0 | 950 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 560 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 528 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 528 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 26 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 528 | - |
| HCM Lane V/C Ratio | - | - | 0.696 | - |
| HCM Ctrl Dly (s/v) | - | - | 26 | - |
| HCM Lane LOS | - | - | D | - |
| HCM 95th %tile Q (veh) | - | - | 5.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 662 | 0 | 124 | 750 |
| Future Vol, veh/h | 0 | 0 | 662 | 0 | 124 | 750 |
| 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 | - | - | 250 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 720 | 0 | 135 | 815 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 720 | 0 | - | 720 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 0 | 428 | - | 0 | 882 | - |
| Stage 1 | 0 | - | - | 0 | - | - |
| Stage 2 | 0 | - | - | 0 | - | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | - | 428 | - | - | 882 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 1.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBL | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 882 | - |
| HCM Lane V/C Ratio | - | - | 0.153 | - |
| HCM Ctrl Dly (s/v) | - | 0 | 9.8 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q (veh) | - | - | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | ↑↑ | ↱ | | ↱ |
| Traffic Vol, veh/h | 0 | 973 | 907 | 152 | 0 | 111 |
| Future Vol, veh/h | 0 | 973 | 907 | 152 | 0 | 111 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 340 | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1058 | 986 | 165 | 0 | 121 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 493 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 522 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 522 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 14 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 522 |
| HCM Lane V/C Ratio | - | - | - | 0.231 |
| HCM Ctrl Dly (s/v) | - | - | - | 14 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 22 | 93 | 0 | 0 | 180 | 104 | 0 | 1 | 0 | 123 | 1 | 45 |
| Future Vol, veh/h | 22 | 93 | 0 | 0 | 180 | 104 | 0 | 1 | 0 | 123 | 1 | 45 |
| 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 104 | 0 | 0 | 202 | 117 | 0 | 1 | 0 | 138 | 1 | 51 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 319 | 0 | 0 | 104 | 0 | 0 | 441 | 473 | 104 | 416 | 415 | 261 |
| Stage 1 | - | - | - | - | - | - | 154 | 154 | - | 261 | 261 | - |
| Stage 2 | - | - | - | - | - | - | 287 | 319 | - | 155 | 154 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1241 | - | - | 1488 | - | - | 527 | 490 | 951 | 547 | 528 | 778 |
| Stage 1 | - | - | - | - | - | - | 848 | 770 | - | 744 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 720 | 653 | - | 847 | 770 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1241 | - | - | 1488 | - | - | 484 | 480 | 951 | 537 | 517 | 778 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 484 | 480 | - | 537 | 517 | - |
| Stage 1 | - | - | - | - | - | - | 830 | 754 | - | 728 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 653 | - | 828 | 754 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.5 | 0 | 12.5 | 14.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 480 | 1241 | - | - | 1488 | - | - | 585 |
| HCM Lane V/C Ratio | 0.002 | 0.02 | - | - | - | - | - | 0.325 |
| HCM Ctrl Dly (s/v) | 12.5 | 8 | 0 | - | 0 | - | - | 14.1 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q (veh) | 0 | 0.1 | - | - | 0 | - | - | 1.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 616 | 3 | 4 | 920 | 17 | 1 | 6 | 3 | 16 | 9 | 8 |
| Future Vol, veh/h | 11 | 616 | 3 | 4 | 920 | 17 | 1 | 6 | 3 | 16 | 9 | 8 |
| 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 | 400 | - | 400 | 400 | - | 400 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 670 | 3 | 4 | 1000 | 18 | 1 | 7 | 3 | 17 | 10 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1018 | 0 | 0 | 673 | 0 | 0 | 1207 | 1720 | 335 | 1371 | 1705 | 500 |
| Stage 1 | - | - | - | - | - | - | 694 | 694 | - | 1008 | 1008 | - |
| Stage 2 | - | - | - | - | - | - | 513 | 1026 | - | 363 | 697 | - |
| Critical Hdwy | 4.14 | - | - | 4.14 | - | - | 7.54 | 6.54 | 6.94 | 7.54 | 6.54 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.32 | 3.52 | 4.02 | 3.32 |
| Pot Cap-1 Maneuver | 677 | - | - | 914 | - | - | 139 | 89 | 661 | 105 | 90 | 516 |
| Stage 1 | - | - | - | - | - | - | 399 | 442 | - | 258 | 316 | - |
| Stage 2 | - | - | - | - | - | - | 512 | 310 | - | 628 | 441 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 677 | - | - | 914 | - | - | 123 | 87 | 661 | 97 | 88 | 516 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 123 | 87 | - | 97 | 88 | - |
| Stage 1 | - | - | - | - | - | - | 392 | 434 | - | 253 | 315 | - |
| Stage 2 | - | - | - | - | - | - | 486 | 309 | - | 605 | 433 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0 | 37.4 | 48.8 |
| HCM LOS | | | E | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 122 | 677 | - | - | 914 | - | - | 117 |
| HCM Lane V/C Ratio | 0.089 | 0.018 | - | - | 0.005 | - | - | 0.307 |
| HCM Ctrl Dly (s/v) | 37.4 | 10.4 | - | - | 9 | - | - | 48.8 |
| HCM Lane LOS | E | B | - | - | A | - | - | E |
| HCM 95th %tile Q (veh) | 0.3 | 0.1 | - | - | 0 | - | - | 1.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 1137 | 1066 | 12 | 5 | 10 |
| Future Vol, veh/h | 16 | 1137 | 1066 | 12 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 25 | - | - | 375 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 1184 | 1110 | 13 | 5 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1123 | 0 | - | 0 | 1736 | 555 |
| Stage 1 | - | - | - | - | 1110 | - |
| Stage 2 | - | - | - | - | 626 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 618 | - | - | - | 79 | 475 |
| Stage 1 | - | - | - | - | 277 | - |
| Stage 2 | - | - | - | - | 495 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 618 | - | - | - | 77 | 475 |
| Mov Cap-2 Maneuver | - | - | - | - | 190 | - |
| Stage 1 | - | - | - | - | 269 | - |
| Stage 2 | - | - | - | - | 495 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.2 | 0 | 16.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 618 | - | - | - | 317 |
| HCM Lane V/C Ratio | 0.027 | - | - | - | 0.049 |
| HCM Ctrl Dly (s/v) | 11 | - | - | - | 16.9 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q (veh) | 0.1 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 26 | 28 | 32 | 780 | 691 | 53 |
| Future Vol, veh/h | 26 | 28 | 32 | 780 | 691 | 53 |
| 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 | - | 250 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 35 | 41 | 987 | 875 | 67 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1978 | 909 | 942 | 0 | - | 0 |
| Stage 1 | 909 | - | - | - | - | - |
| Stage 2 | 1069 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 68 | 333 | 728 | - | - | - |
| Stage 1 | 393 | - | - | - | - | - |
| Stage 2 | 330 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 64 | 333 | 728 | - | - | - |
| Mov Cap-2 Maneuver | 189 | - | - | - | - | - |
| Stage 1 | 371 | - | - | - | - | - |
| Stage 2 | 330 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 25.4 | 0.4 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 728 | - | 244 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | 0.28 | - | - |
| HCM Ctrl Dly (s/v) | 10.2 | - | 25.4 | - | - |
| HCM Lane LOS | B | - | D | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 1.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 22 | 0 | 22 | 0 | 0 | 0 | 39 | 785 | 0 | 0 | 726 | 39 |
| Future Vol, veh/h | 22 | 0 | 22 | 0 | 0 | 0 | 39 | 785 | 0 | 0 | 726 | 39 |
| 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 | - | - | - | - | - | - | 100 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 24 | 0 | 24 | 0 | 0 | 0 | 42 | 853 | 0 | 0 | 789 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1747 | 1747 | 810 | 1759 | 1768 | 853 | 831 | 0 | - | - | - | 0 |
| Stage 1 | 810 | 810 | - | 937 | 937 | - | - | - | - | - | - | - |
| Stage 2 | 937 | 937 | - | 822 | 831 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 67 | 86 | 380 | 66 | 84 | 359 | 801 | - | 0 | 0 | - | - |
| Stage 1 | 374 | 393 | - | 318 | 343 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 318 | 343 | - | 368 | 384 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | | | | | | | | - | | | - | - |
| Mov Cap-1 Maneuver | 64 | 82 | 380 | 59 | 80 | 359 | 801 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 178 | 199 | - | 165 | 189 | - | - | - | - | - | - | - |
| Stage 1 | 355 | 393 | - | 301 | 325 | - | - | - | - | - | - | - |
| Stage 2 | 301 | 325 | - | 345 | 384 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.5 | 0 | 0.5 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 801 | - | 242 | - | - | - |
| HCM Lane V/C Ratio | 0.053 | - | 0.198 | - | - | - |
| HCM Ctrl Dly (s/v) | 9.7 | - | 23.5 | 0 | - | - |
| HCM Lane LOS | A | - | C | A | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 0.7 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 2 | 597 | 9 | 5 | 775 |
| Future Vol, veh/h | 6 | 2 | 597 | 9 | 5 | 775 |
| 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 2 | 649 | 10 | 5 | 842 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1506 | 654 | 0 | 0 | 659 | 0 |
| Stage 1 | 654 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 133 | 467 | - | - | 929 | - |
| Stage 1 | 517 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 132 | 467 | - | - | 929 | - |
| Mov Cap-2 Maneuver | 132 | - | - | - | - | - |
| Stage 1 | 517 | - | - | - | - | - |
| Stage 2 | 414 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 28.6 | 0 | 0.1 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 161 | 929 | - |
| HCM Lane V/C Ratio | - | - | 0.054 | 0.006 | - |
| HCM Ctrl Dly (s/v) | - | - | 28.6 | 8.9 | 0 |
| HCM Lane LOS | - | - | D | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1178 | 1051 | 48 | 0 | 8 |
| Future Vol, veh/h | 0 | 1178 | 1051 | 48 | 0 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1280 | 1142 | 52 | 0 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | 0 | - | 597 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | - | - | 0 | 446 |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 446 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 13.2 |
| HCM LOS | | | B |

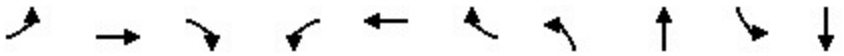
| Minor Lane/Major Mvmt | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 446 |
| HCM Lane V/C Ratio | - | - | - | 0.019 |
| HCM Ctrl Dly (s/v) | - | - | - | 13.2 |
| HCM Lane LOS | - | - | - | B |
| HCM 95th %tile Q (veh) | - | - | - | 0.1 |

HCM 6th Signalized Intersection Summary
1: Farmway Rd & Karcher Road (SH 55) 10/06/2025

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 291 | 532 | 61 | 161 | 648 | 130 | 304 | 160 | 90 | 352 | 164 | 230 |
| Future Volume (veh/h) | 291 | 532 | 61 | 161 | 648 | 130 | 304 | 160 | 90 | 352 | 164 | 230 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 310 | 566 | 65 | 171 | 689 | 138 | 323 | 170 | 96 | 374 | 174 | 245 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 335 | 956 | 426 | 351 | 861 | 384 | 366 | 314 | 177 | 488 | 189 | 265 |
| Arrive On Green | 0.12 | 0.28 | 0.28 | 0.09 | 0.25 | 0.25 | 0.15 | 0.29 | 0.29 | 0.14 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1739 | 3469 | 1547 | 1739 | 3469 | 1547 | 1739 | 1096 | 619 | 1739 | 686 | 966 |
| Grp Volume(v), veh/h | 310 | 566 | 65 | 171 | 689 | 138 | 323 | 0 | 266 | 374 | 0 | 419 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 1735 | 1547 | 1739 | 1735 | 1547 | 1739 | 0 | 1715 | 1739 | 0 | 1652 |
| Q Serve(g_s), s | 10.5 | 12.2 | 2.7 | 6.2 | 16.1 | 6.4 | 11.4 | 0.0 | 11.3 | 11.7 | 0.0 | 21.3 |
| Cycle Q Clear(g_c), s | 10.5 | 12.2 | 2.7 | 6.2 | 16.1 | 6.4 | 11.4 | 0.0 | 11.3 | 11.7 | 0.0 | 21.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.36 | 1.00 | | 0.58 |
| Lane Grp Cap(c), veh/h | 335 | 956 | 426 | 351 | 861 | 384 | 366 | 0 | 491 | 488 | 0 | 454 |
| V/C Ratio(X) | 0.93 | 0.59 | 0.15 | 0.49 | 0.80 | 0.36 | 0.88 | 0.00 | 0.54 | 0.77 | 0.00 | 0.92 |
| Avail Cap(c_a), veh/h | 335 | 1169 | 521 | 391 | 1153 | 514 | 366 | 0 | 518 | 488 | 0 | 480 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.6 | 27.1 | 23.7 | 21.4 | 30.5 | 26.8 | 20.9 | 0.0 | 26.0 | 21.7 | 0.0 | 30.4 |
| Incr Delay (d2), s/veh | 30.9 | 0.6 | 0.2 | 1.0 | 3.0 | 0.6 | 21.5 | 0.0 | 1.0 | 7.2 | 0.0 | 22.9 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.0 | 4.6 | 0.9 | 2.3 | 6.4 | 2.2 | 6.2 | 0.0 | 4.3 | 5.9 | 0.0 | 10.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 55.5 | 27.7 | 23.8 | 22.5 | 33.5 | 27.4 | 42.4 | 0.0 | 27.0 | 28.9 | 0.0 | 53.3 |
| LnGrp LOS | E | C | C | C | C | C | D | | C | C | | D |
| Approach Vol, veh/h | | 941 | | | 998 | | | 589 | | | 793 | |
| Approach Delay, s/veh | | 36.6 | | | 30.7 | | | 35.4 | | | 41.8 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.6 | 28.3 | 17.2 | 28.2 | 15.0 | 25.9 | 16.2 | 29.2 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 10.1 | 29.1 | 12.7 | 25.1 | 10.5 | 28.7 | 11.7 | 26.1 |
| Max Q Clear Time (g_c+I1), s | 8.2 | 14.2 | 13.4 | 23.3 | 12.5 | 18.1 | 13.7 | 13.3 |
| Green Ext Time (p_c), s | 0.1 | 3.0 | 0.0 | 0.4 | 0.0 | 3.3 | 0.0 | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 35.9 |
| HCM 6th LOS | D |

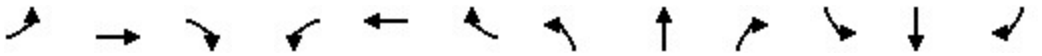


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 310 | 566 | 65 | 171 | 689 | 138 | 323 | 266 | 374 | 419 |
| v/c Ratio | 1.02 | 0.59 | 0.13 | 0.51 | 0.76 | 0.27 | 0.96 | 0.55 | 0.85 | 0.88 |
| Control Delay (s/veh) | 81.4 | 30.2 | 1.1 | 21.5 | 35.4 | 6.1 | 64.2 | 29.7 | 39.6 | 47.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 81.4 | 30.2 | 1.1 | 21.5 | 35.4 | 6.1 | 64.2 | 29.7 | 39.6 | 47.4 |
| Queue Length 50th (ft) | ~140 | 148 | 0 | 60 | 190 | 0 | 130 | 113 | 142 | 189 |
| Queue Length 95th (ft) | #306 | 201 | 5 | 102 | 253 | 42 | #324 | 201 | #310 | #369 |
| Internal Link Dist (ft) | | 5261 | | | 434 | | | 3327 | | 218 |
| Turn Bay Length (ft) | 450 | | 450 | 400 | | 400 | 250 | | 175 | |
| Base Capacity (vph) | 303 | 1162 | 600 | 351 | 1146 | 604 | 336 | 539 | 441 | 532 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.02 | 0.49 | 0.11 | 0.49 | 0.60 | 0.23 | 0.96 | 0.49 | 0.85 | 0.79 |

Intersection Summary

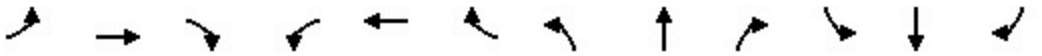
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 291 | 532 | 61 | 161 | 648 | 130 | 304 | 160 | 90 | 352 | 164 | 230 |
| Future Volume (vph) | 291 | 532 | 61 | 161 | 648 | 130 | 304 | 160 | 90 | 352 | 164 | 230 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1719 | 3438 | 1538 | 1719 | 3438 | 1538 | 1719 | 1712 | | 1719 | 1651 | |
| Flt Permitted | 0.18 | 1.00 | 1.00 | 0.31 | 1.00 | 1.00 | 0.17 | 1.00 | | 0.45 | 1.00 | |
| Satd. Flow (perm) | 335 | 3438 | 1538 | 565 | 3438 | 1538 | 311 | 1712 | | 811 | 1651 | |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 310 | 566 | 65 | 171 | 689 | 138 | 323 | 170 | 96 | 374 | 174 | 245 |
| RTOR Reduction (vph) | 0 | 0 | 47 | 0 | 0 | 101 | 0 | 22 | 0 | 0 | 54 | 0 |
| Lane Group Flow (vph) | 310 | 566 | 18 | 171 | 689 | 37 | 323 | 244 | 0 | 374 | 365 | 0 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Actuated Green, G (s) | 34.9 | 24.3 | 24.3 | 32.5 | 23.1 | 23.1 | 36.1 | 23.3 | | 34.1 | 22.3 | |
| Effective Green, g (s) | 34.9 | 24.3 | 24.3 | 32.5 | 23.1 | 23.1 | 36.1 | 23.3 | | 34.1 | 22.3 | |
| Actuated g/C Ratio | 0.40 | 0.28 | 0.28 | 0.37 | 0.27 | 0.27 | 0.42 | 0.27 | | 0.39 | 0.26 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 303 | 962 | 430 | 336 | 914 | 409 | 336 | 459 | | 442 | 424 | |
| v/s Ratio Prot | c0.12 | 0.16 | | 0.06 | 0.20 | | c0.14 | 0.14 | | 0.12 | 0.22 | |
| v/s Ratio Perm | c0.29 | | 0.01 | 0.14 | | 0.02 | c0.26 | | | 0.22 | | |
| v/c Ratio | 1.02 | 0.59 | 0.04 | 0.51 | 0.75 | 0.09 | 0.96 | 0.53 | | 0.85 | 0.86 | |
| Uniform Delay, d1 | 21.1 | 26.9 | 22.8 | 19.2 | 29.2 | 23.9 | 21.1 | 27.1 | | 21.9 | 30.8 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 57.8 | 0.9 | 0.0 | 1.2 | 3.6 | 0.1 | 38.7 | 1.2 | | 13.9 | 16.1 | |
| Delay (s) | 78.9 | 27.9 | 22.8 | 20.4 | 32.8 | 24.0 | 59.7 | 28.3 | | 35.7 | 46.9 | |
| Level of Service | E | C | C | C | C | C | E | C | | D | D | |
| Approach Delay (s/veh) | | 44.3 | | | 29.5 | | | 45.5 | | | 41.6 | |
| Approach LOS | | D | | | C | | | D | | | D | |

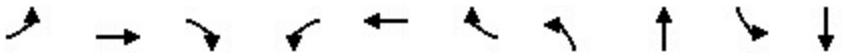
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 39.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.02 | | |
| Actuated Cycle Length (s) | 86.8 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 88.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 113 | 1004 | 9 | 52 | 974 | 533 | 20 | 161 | 31 | 405 | 210 | 101 |
| Future Volume (veh/h) | 113 | 1004 | 9 | 52 | 974 | 533 | 20 | 161 | 31 | 405 | 210 | 101 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 119 | 1057 | 9 | 55 | 1025 | 561 | 21 | 169 | 33 | 426 | 221 | 106 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 253 | 1374 | 613 | 253 | 1312 | 585 | 211 | 227 | 44 | 350 | 282 | 135 |
| Arrive On Green | 0.06 | 0.39 | 0.39 | 0.05 | 0.37 | 0.37 | 0.02 | 0.15 | 0.15 | 0.11 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1520 | 297 | 1781 | 1194 | 573 |
| Grp Volume(v), veh/h | 119 | 1057 | 9 | 55 | 1025 | 561 | 21 | 0 | 202 | 426 | 0 | 327 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1817 | 1781 | 0 | 1767 |
| Q Serve(g_s), s | 2.9 | 18.3 | 0.2 | 1.3 | 18.0 | 24.3 | 0.7 | 0.0 | 7.5 | 7.8 | 0.0 | 12.2 |
| Cycle Q Clear(g_c), s | 2.9 | 18.3 | 0.2 | 1.3 | 18.0 | 24.3 | 0.7 | 0.0 | 7.5 | 7.8 | 0.0 | 12.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.32 |
| Lane Grp Cap(c), veh/h | 253 | 1374 | 613 | 253 | 1312 | 585 | 211 | 0 | 271 | 350 | 0 | 417 |
| V/C Ratio(X) | 0.47 | 0.77 | 0.01 | 0.22 | 0.78 | 0.96 | 0.10 | 0.00 | 0.75 | 1.22 | 0.00 | 0.78 |
| Avail Cap(c_a), veh/h | 265 | 1374 | 613 | 296 | 1312 | 585 | 302 | 0 | 764 | 350 | 0 | 806 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.7 | 18.9 | 13.3 | 14.7 | 19.7 | 21.7 | 24.6 | 0.0 | 28.7 | 25.7 | 0.0 | 25.2 |
| Incr Delay (d2), s/veh | 1.4 | 2.7 | 0.0 | 0.4 | 3.1 | 27.1 | 0.2 | 0.0 | 4.1 | 121.0 | 0.0 | 3.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.0 | 6.5 | 0.1 | 0.5 | 6.6 | 11.6 | 0.3 | 0.0 | 3.4 | 13.7 | 0.0 | 5.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 17.0 | 21.6 | 13.3 | 15.1 | 22.8 | 48.8 | 24.8 | 0.0 | 32.7 | 146.7 | 0.0 | 28.5 |
| LnGrp LOS | B | C | B | B | C | D | C | | C | F | | C |
| Approach Vol, veh/h | | 1185 | | | 1641 | | | 223 | | | 753 | |
| Approach Delay, s/veh | | 21.1 | | | 31.4 | | | 32.0 | | | 95.4 | |
| Approach LOS | | C | | | C | | | C | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.0 | 15.7 | 8.5 | 33.2 | 6.9 | 21.8 | 9.7 | 32.0 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 7.8 | 29.6 | 5.0 | 26.0 | 5.3 | 32.1 | 5.0 | 26.0 |
| Max Q Clear Time (g_c+I1), s | 9.8 | 9.5 | 3.3 | 20.3 | 2.7 | 14.2 | 4.9 | 26.3 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | 0.0 | 3.0 | 0.0 | 1.8 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 40.9 |
| HCM 6th LOS | D |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 119 | 1057 | 9 | 55 | 1025 | 561 | 21 | 202 | 426 | 327 |
| v/c Ratio | 0.56 | 0.74 | 0.01 | 0.26 | 0.83 | 0.61 | 0.07 | 0.56 | 1.13 | 0.57 |
| Control Delay (s/veh) | 25.1 | 25.9 | 0.0 | 15.1 | 31.3 | 5.4 | 15.2 | 31.6 | 112.1 | 24.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 25.1 | 25.9 | 0.0 | 15.1 | 31.3 | 5.4 | 15.2 | 31.6 | 112.1 | 24.8 |
| Queue Length 50th (ft) | 27 | 227 | 0 | 12 | 217 | 0 | 6 | 80 | ~189 | 103 |
| Queue Length 95th (ft) | #88 | #420 | 0 | 37 | #401 | 74 | 19 | 141 | #386 | 214 |
| Internal Link Dist (ft) | | 2276 | | | 1488 | | | 483 | | 1197 |
| Turn Bay Length (ft) | 300 | | 425 | 275 | | 400 | 225 | | 250 | |
| Base Capacity (vph) | 212 | 1436 | 733 | 212 | 1229 | 916 | 309 | 725 | 376 | 776 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.56 | 0.74 | 0.01 | 0.26 | 0.83 | 0.61 | 0.07 | 0.28 | 1.13 | 0.42 |

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

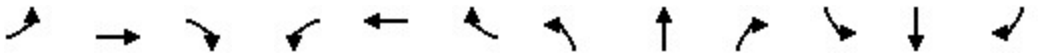
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 113 | 1004 | 9 | 52 | 974 | 533 | 20 | 161 | 31 | 405 | 210 | 101 |
| Future Volume (vph) | 113 | 1004 | 9 | 52 | 974 | 533 | 20 | 161 | 31 | 405 | 210 | 101 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | 1770 | 1817 | | 1770 | 1772 | |
| Flt Permitted | 0.13 | 1.00 | 1.00 | 0.14 | 1.00 | 1.00 | 0.51 | 1.00 | | 0.41 | 1.00 | |
| Satd. Flow (perm) | 244 | 3539 | 1583 | 262 | 3539 | 1583 | 952 | 1817 | | 772 | 1772 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 119 | 1057 | 9 | 55 | 1025 | 561 | 21 | 169 | 33 | 426 | 221 | 106 |
| RTOR Reduction (vph) | 0 | 0 | 6 | 0 | 0 | 364 | 0 | 9 | 0 | 0 | 21 | 0 |
| Lane Group Flow (vph) | 119 | 1057 | 3 | 55 | 1025 | 197 | 21 | 193 | 0 | 426 | 306 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Actuated Green, G (s) | 35.5 | 30.5 | 30.5 | 31.3 | 28.4 | 28.4 | 19.9 | 17.9 | | 30.9 | 23.7 | |
| Effective Green, g (s) | 35.5 | 30.5 | 30.5 | 31.3 | 28.4 | 28.4 | 19.9 | 17.9 | | 30.9 | 23.7 | |
| Actuated g/C Ratio | 0.44 | 0.38 | 0.38 | 0.39 | 0.35 | 0.35 | 0.25 | 0.22 | | 0.38 | 0.29 | |
| Clearance Time (s) | 5.2 | 6.0 | 6.0 | 5.2 | 6.0 | 6.0 | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 201 | 1337 | 598 | 155 | 1245 | 557 | 255 | 403 | | 392 | 520 | |
| v/s Ratio Prot | c0.04 | c0.30 | | 0.01 | 0.29 | | 0.00 | 0.11 | | c0.11 | 0.17 | |
| v/s Ratio Perm | 0.22 | | 0.00 | 0.12 | | 0.12 | 0.02 | | | c0.31 | | |
| v/c Ratio | 0.59 | 0.79 | 0.01 | 0.35 | 0.82 | 0.35 | 0.08 | 0.48 | | 1.09 | 0.59 | |
| Uniform Delay, d1 | 16.2 | 22.3 | 15.6 | 17.0 | 23.9 | 19.4 | 23.2 | 27.3 | | 24.3 | 24.3 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.6 | 3.3 | 0.0 | 1.4 | 4.5 | 0.4 | 0.1 | 0.9 | | 70.8 | 1.7 | |
| Delay (s) | 20.8 | 25.5 | 15.7 | 18.4 | 28.4 | 19.8 | 23.3 | 28.2 | | 95.1 | 26.0 | |
| Level of Service | C | C | B | B | C | B | C | C | | F | C | |
| Approach Delay (s/veh) | | 25.0 | | | 25.1 | | | 27.8 | | | 65.1 | |
| Approach LOS | | C | | | C | | | C | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay (s/veh) | 33.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 1.00 | | |
| Actuated Cycle Length (s) | 80.7 | Sum of lost time (s) | 21.6 |
| Intersection Capacity Utilization | 84.0% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

# 2040 With Project and Mitigations

HCM 6th Signalized Intersection Summary
1: Farmway Rd & Karcher Road (SH 55) 10/06/2025

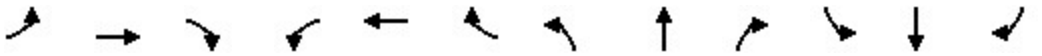


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 310 | 567 | 104 | 226 | 362 | 200 | 92 | 136 | 42 | 456 | 216 | 107 |
| Future Volume (veh/h) | 310 | 567 | 104 | 226 | 362 | 200 | 92 | 136 | 42 | 456 | 216 | 107 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 330 | 603 | 111 | 240 | 385 | 213 | 98 | 145 | 45 | 485 | 230 | 114 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 505 | 819 | 365 | 412 | 676 | 302 | 224 | 200 | 62 | 612 | 305 | 151 |
| Arrive On Green | 0.18 | 0.24 | 0.24 | 0.14 | 0.19 | 0.19 | 0.07 | 0.15 | 0.15 | 0.18 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1739 | 3469 | 1547 | 1739 | 3469 | 1547 | 3374 | 1336 | 415 | 3374 | 1152 | 571 |
| Grp Volume(v), veh/h | 330 | 603 | 111 | 240 | 385 | 213 | 98 | 0 | 190 | 485 | 0 | 344 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 1735 | 1547 | 1739 | 1735 | 1547 | 1687 | 0 | 1751 | 1687 | 0 | 1723 |
| Q Serve(g_s), s | 8.9 | 9.8 | 3.6 | 6.5 | 6.1 | 7.8 | 1.7 | 0.0 | 6.3 | 8.4 | 0.0 | 11.2 |
| Cycle Q Clear(g_c), s | 8.9 | 9.8 | 3.6 | 6.5 | 6.1 | 7.8 | 1.7 | 0.0 | 6.3 | 8.4 | 0.0 | 11.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.24 | 1.00 | | 0.33 |
| Lane Grp Cap(c), veh/h | 505 | 819 | 365 | 412 | 676 | 302 | 224 | 0 | 262 | 612 | 0 | 457 |
| V/C Ratio(X) | 0.65 | 0.74 | 0.30 | 0.58 | 0.57 | 0.71 | 0.44 | 0.00 | 0.72 | 0.79 | 0.00 | 0.75 |
| Avail Cap(c_a), veh/h | 507 | 1182 | 527 | 426 | 1063 | 474 | 337 | 0 | 803 | 790 | 0 | 1022 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.3 | 21.6 | 19.2 | 16.4 | 22.3 | 22.9 | 27.4 | 0.0 | 24.7 | 23.9 | 0.0 | 20.6 |
| Incr Delay (d2), s/veh | 3.0 | 1.4 | 0.5 | 1.9 | 0.8 | 3.0 | 1.3 | 0.0 | 3.8 | 4.2 | 0.0 | 2.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 3.4 | 1.1 | 2.3 | 2.2 | 2.7 | 0.6 | 0.0 | 2.5 | 3.2 | 0.0 | 4.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 18.3 | 23.0 | 19.7 | 18.3 | 23.0 | 26.0 | 28.7 | 0.0 | 28.5 | 28.1 | 0.0 | 23.1 |
| LnGrp LOS | B | C | B | B | C | C | C | | C | C | | C |
| Approach Vol, veh/h | | 1044 | | | 838 | | | 288 | | | 829 | |
| Approach Delay, s/veh | | 21.1 | | | 22.4 | | | 28.6 | | | 26.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.9 | 18.9 | 8.6 | 20.7 | 15.4 | 16.4 | 15.6 | 13.6 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 8.9 | 20.8 | 6.1 | 36.2 | 11.0 | 18.7 | 14.3 | 28.0 |
| Max Q Clear Time (g_c+I1), s | 8.5 | 11.8 | 3.7 | 13.2 | 10.9 | 9.8 | 10.4 | 8.3 |
| Green Ext Time (p_c), s | 0.0 | 2.6 | 0.0 | 1.8 | 0.0 | 1.9 | 0.7 | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 23.6 |
| HCM 6th LOS | C |

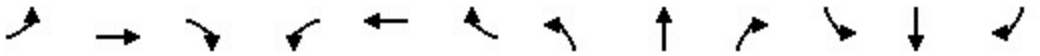
HCM 6th Signalized Intersection Summary
1: Farmway Rd & Karcher Road (SH 55) 10/06/2025



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 291 | 532 | 61 | 161 | 648 | 130 | 304 | 160 | 90 | 352 | 164 | 230 |
| Future Volume (veh/h) | 291 | 532 | 61 | 161 | 648 | 130 | 304 | 160 | 90 | 352 | 164 | 230 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 | 1826 |
| Adj Flow Rate, veh/h | 310 | 566 | 65 | 171 | 689 | 138 | 323 | 170 | 96 | 374 | 174 | 245 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Cap, veh/h | 369 | 1022 | 456 | 372 | 867 | 387 | 397 | 289 | 163 | 449 | 191 | 269 |
| Arrive On Green | 0.14 | 0.29 | 0.29 | 0.09 | 0.25 | 0.25 | 0.12 | 0.26 | 0.26 | 0.13 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1739 | 3469 | 1547 | 1739 | 3469 | 1547 | 3374 | 1096 | 619 | 3374 | 686 | 966 |
| Grp Volume(v), veh/h | 310 | 566 | 65 | 171 | 689 | 138 | 323 | 0 | 266 | 374 | 0 | 419 |
| Grp Sat Flow(s),veh/h/ln | 1739 | 1735 | 1547 | 1739 | 1735 | 1547 | 1687 | 0 | 1715 | 1687 | 0 | 1652 |
| Q Serve(g_s), s | 10.9 | 11.6 | 2.6 | 6.0 | 15.6 | 6.2 | 7.9 | 0.0 | 11.4 | 9.1 | 0.0 | 20.6 |
| Cycle Q Clear(g_c), s | 10.9 | 11.6 | 2.6 | 6.0 | 15.6 | 6.2 | 7.9 | 0.0 | 11.4 | 9.1 | 0.0 | 20.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.36 | 1.00 | | 0.58 |
| Lane Grp Cap(c), veh/h | 369 | 1022 | 456 | 372 | 867 | 387 | 397 | 0 | 452 | 449 | 0 | 461 |
| V/C Ratio(X) | 0.84 | 0.55 | 0.14 | 0.46 | 0.79 | 0.36 | 0.81 | 0.00 | 0.59 | 0.83 | 0.00 | 0.91 |
| Avail Cap(c_a), veh/h | 369 | 1230 | 548 | 425 | 1180 | 526 | 413 | 0 | 510 | 469 | 0 | 519 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 20.8 | 25.0 | 21.8 | 20.5 | 29.5 | 26.0 | 36.2 | 0.0 | 27.0 | 35.5 | 0.0 | 29.3 |
| Incr Delay (d2), s/veh | 15.7 | 0.5 | 0.1 | 0.9 | 2.7 | 0.6 | 11.4 | 0.0 | 1.4 | 11.8 | 0.0 | 18.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.3 | 4.3 | 0.9 | 2.2 | 6.1 | 2.1 | 3.6 | 0.0 | 4.4 | 4.2 | 0.0 | 9.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 36.5 | 25.5 | 22.0 | 21.4 | 32.2 | 26.5 | 47.6 | 0.0 | 28.4 | 47.4 | 0.0 | 48.0 |
| LnGrp LOS | D | C | C | C | C | C | D | | C | D | | D |
| Approach Vol, veh/h | | 941 | | | 998 | | | 589 | | | 793 | |
| Approach Delay, s/veh | | 28.9 | | | 29.6 | | | 38.9 | | | 47.7 | |
| Approach LOS | | C | | | C | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.5 | 29.3 | 14.4 | 27.9 | 16.2 | 25.5 | 15.7 | 26.7 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 10.5 | 29.8 | 10.3 | 26.4 | 11.7 | 28.6 | 11.7 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 8.0 | 13.6 | 9.9 | 22.6 | 12.9 | 17.6 | 11.1 | 13.4 |
| Green Ext Time (p_c), s | 0.1 | 3.1 | 0.1 | 0.8 | 0.0 | 3.4 | 0.1 | 1.0 |

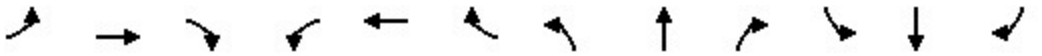
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 35.4 |
| HCM 6th LOS | D |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 114 | 900 | 20 | 19 | 813 | 463 | 13 | 167 | 42 | 419 | 111 | 86 |
| Future Volume (veh/h) | 114 | 900 | 20 | 19 | 813 | 463 | 13 | 167 | 42 | 419 | 111 | 86 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 120 | 947 | 21 | 20 | 856 | 487 | 14 | 176 | 44 | 441 | 117 | 91 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 282 | 1285 | 573 | 234 | 1117 | 753 | 31 | 233 | 58 | 556 | 298 | 231 |
| Arrive On Green | 0.07 | 0.36 | 0.36 | 0.02 | 0.31 | 0.31 | 0.02 | 0.16 | 0.16 | 0.16 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1444 | 361 | 3456 | 975 | 759 |
| Grp Volume(v), veh/h | 120 | 947 | 21 | 20 | 856 | 487 | 14 | 0 | 220 | 441 | 0 | 208 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1805 | 1728 | 0 | 1734 |
| Q Serve(g_s), s | 2.7 | 14.3 | 0.5 | 0.5 | 13.4 | 14.3 | 0.5 | 0.0 | 7.2 | 7.6 | 0.0 | 5.8 |
| Cycle Q Clear(g_c), s | 2.7 | 14.3 | 0.5 | 0.5 | 13.4 | 14.3 | 0.5 | 0.0 | 7.2 | 7.6 | 0.0 | 5.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.20 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 282 | 1285 | 573 | 234 | 1117 | 753 | 31 | 0 | 291 | 556 | 0 | 529 |
| V/C Ratio(X) | 0.42 | 0.74 | 0.04 | 0.09 | 0.77 | 0.65 | 0.45 | 0.00 | 0.75 | 0.79 | 0.00 | 0.39 |
| Avail Cap(c_a), veh/h | 301 | 1285 | 573 | 337 | 1242 | 809 | 145 | 0 | 557 | 646 | 0 | 719 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.4 | 17.1 | 12.7 | 14.7 | 19.1 | 12.2 | 29.9 | 0.0 | 24.6 | 24.8 | 0.0 | 16.9 |
| Incr Delay (d2), s/veh | 1.0 | 2.3 | 0.0 | 0.2 | 2.6 | 1.6 | 10.1 | 0.0 | 4.0 | 5.9 | 0.0 | 0.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 4.8 | 0.2 | 0.2 | 4.8 | 3.8 | 0.3 | 0.0 | 3.1 | 3.3 | 0.0 | 2.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 15.4 | 19.4 | 12.7 | 14.9 | 21.7 | 13.9 | 40.0 | 0.0 | 28.6 | 30.7 | 0.0 | 17.4 |
| LnGrp LOS | B | B | B | B | C | B | D | | C | C | | B |
| Approach Vol, veh/h | | 1088 | | | 1363 | | | 234 | | | 649 | |
| Approach Delay, s/veh | | 18.8 | | | 18.8 | | | 29.3 | | | 26.4 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.4 | 14.4 | 5.9 | 26.7 | 5.6 | 23.3 | 8.9 | 23.8 |
| Change Period (Y+Rc), s | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Max Green Setting (Gmax), s | 11.5 | 19.0 | 5.0 | 21.5 | 5.0 | 25.5 | 5.0 | 21.5 |
| Max Q Clear Time (g_c+I1), s | 9.6 | 9.2 | 2.5 | 16.3 | 2.5 | 7.8 | 4.7 | 16.3 |
| Green Ext Time (p_c), s | 0.4 | 0.8 | 0.0 | 2.6 | 0.0 | 1.0 | 0.0 | 3.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 21.0 |
| HCM 6th LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 113 | 1004 | 9 | 52 | 974 | 533 | 20 | 161 | 31 | 405 | 210 | 101 |
| Future Volume (veh/h) | 113 | 1004 | 9 | 52 | 974 | 533 | 20 | 161 | 31 | 405 | 210 | 101 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 119 | 1057 | 9 | 55 | 1025 | 561 | 21 | 169 | 33 | 426 | 221 | 106 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 239 | 1235 | 551 | 226 | 1172 | 748 | 43 | 228 | 45 | 491 | 320 | 154 |
| Arrive On Green | 0.07 | 0.35 | 0.35 | 0.05 | 0.33 | 0.33 | 0.02 | 0.15 | 0.15 | 0.14 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 1520 | 297 | 3456 | 1194 | 573 |
| Grp Volume(v), veh/h | 119 | 1057 | 9 | 55 | 1025 | 561 | 21 | 0 | 202 | 426 | 0 | 327 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 0 | 1817 | 1728 | 0 | 1767 |
| Q Serve(g_s), s | 3.0 | 19.1 | 0.3 | 1.4 | 18.8 | 20.0 | 0.8 | 0.0 | 7.3 | 8.3 | 0.0 | 11.5 |
| Cycle Q Clear(g_c), s | 3.0 | 19.1 | 0.3 | 1.4 | 18.8 | 20.0 | 0.8 | 0.0 | 7.3 | 8.3 | 0.0 | 11.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.32 |
| Lane Grp Cap(c), veh/h | 239 | 1235 | 551 | 226 | 1172 | 748 | 43 | 0 | 273 | 491 | 0 | 474 |
| V/C Ratio(X) | 0.50 | 0.86 | 0.02 | 0.24 | 0.87 | 0.75 | 0.49 | 0.00 | 0.74 | 0.87 | 0.00 | 0.69 |
| Avail Cap(c_a), veh/h | 252 | 1235 | 551 | 271 | 1184 | 753 | 137 | 0 | 806 | 491 | 0 | 899 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.0 | 20.9 | 14.8 | 16.4 | 21.8 | 14.9 | 33.3 | 0.0 | 28.0 | 29.0 | 0.0 | 22.7 |
| Incr Delay (d2), s/veh | 1.6 | 6.1 | 0.0 | 0.6 | 7.5 | 4.2 | 8.5 | 0.0 | 3.9 | 15.2 | 0.0 | 1.8 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 7.4 | 0.1 | 0.5 | 7.6 | 6.2 | 0.4 | 0.0 | 3.3 | 4.3 | 0.0 | 4.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 18.6 | 27.0 | 14.8 | 16.9 | 29.3 | 19.1 | 41.7 | 0.0 | 32.0 | 44.2 | 0.0 | 24.5 |
| LnGrp LOS | B | C | B | B | C | B | D | | C | D | | C |
| Approach Vol, veh/h | | 1185 | | | 1641 | | | 223 | | | 753 | |
| Approach Delay, s/veh | | 26.1 | | | 25.4 | | | 32.9 | | | 35.6 | |
| Approach LOS | | C | | | C | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 15.0 | 15.6 | 8.5 | 30.0 | 6.9 | 23.7 | 9.7 | 28.8 |
| Change Period (Y+Rc), s | 5.2 | 5.2 | 5.2 | 6.0 | 5.2 | 5.2 | 5.2 | 6.0 |
| Max Green Setting (Gmax), s | 9.8 | 30.6 | 5.0 | 23.0 | 5.3 | 35.1 | 5.0 | 23.0 |
| Max Q Clear Time (g_c+I1), s | 10.3 | 9.3 | 3.4 | 21.1 | 2.8 | 13.5 | 5.0 | 22.0 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | 0.0 | 1.2 | 0.0 | 1.9 | 0.0 | 0.8 |

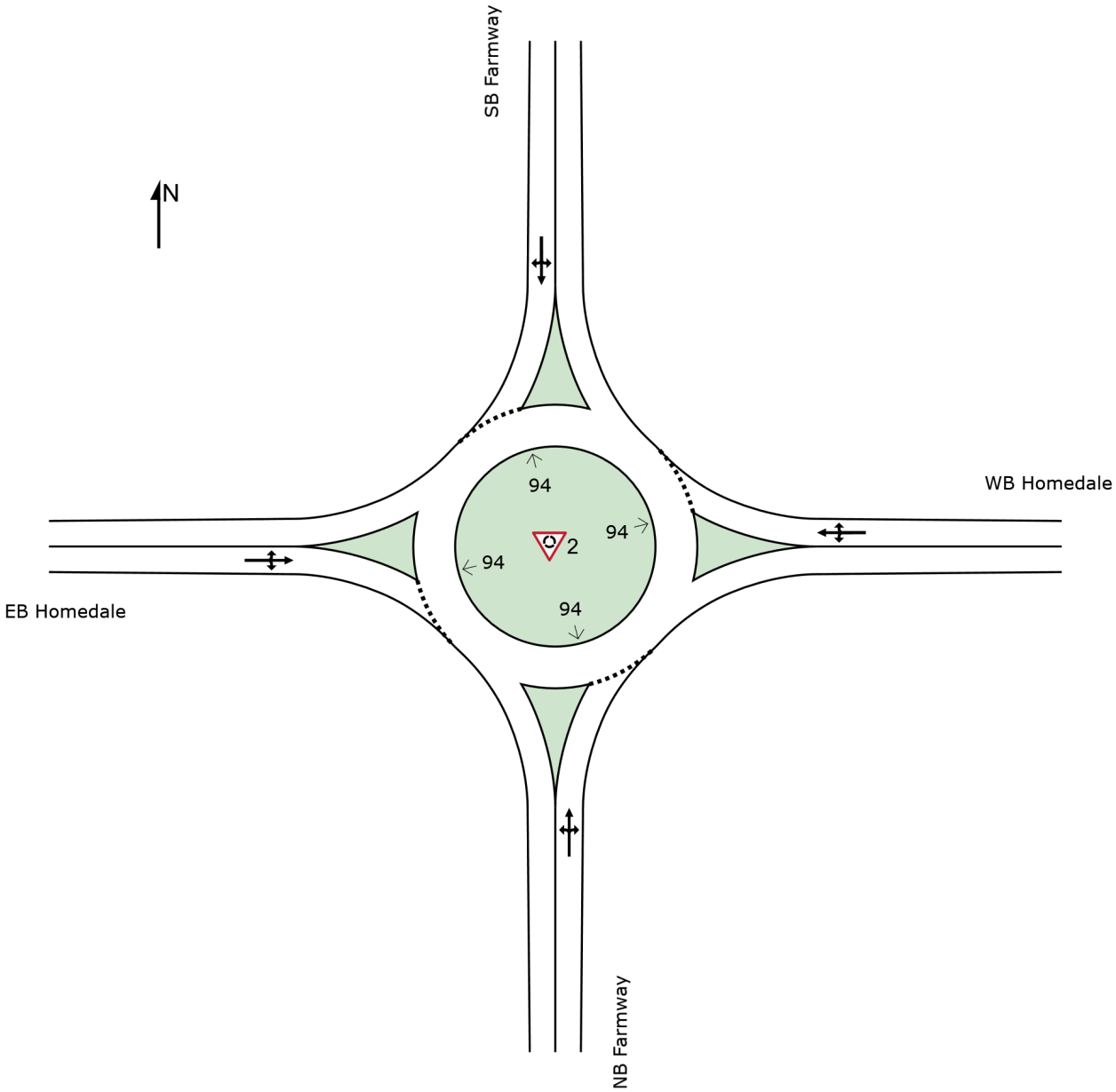
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay, s/veh | 28.1 |
| HCM 6th LOS | C |

# SITE LAYOUT

## Site: [2] Farmway at Homedale (PM 2040 FWP)

2040 PM FWP
Site Category: Future Conditions 1
Roundabout
**Site Scenario: 1 | Local Volumes**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.




**SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: ARDURRA | Licence: NETWORK / FLOATING | Created: Wednesday, October 8, 2025 5:43:27 PM
Project: L:\210209\20_Planning\Traffic Impact Study - 2025\SIDRA\Granite Crest Mitigations.sipx

# MOVEMENT SUMMARY

**Site: [2 AM] Farmway at Homedale** (AM 2040 FWP)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

2040 AM FWP
Site Category: Future Conditions 1
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Qued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB Farmway | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 52 | 2.0 | 52 | 2.0 | 0.730 | 17.4 | LOS B | 9.4 | 238.4 | 0.89 | 0.77 | 1.08 | 35.9 |
| 8 | T1 | All MCs | 628 | 2.0 | 628 | 2.0 | 0.730 | 11.5 | LOS B | 9.4 | 238.4 | 0.89 | 0.77 | 1.08 | 36.8 |
| 18 | R2 | All MCs | 52 | 2.0 | 52 | 2.0 | 0.730 | 11.3 | LOS B | 9.4 | 238.4 | 0.89 | 0.77 | 1.08 | 36.4 |
| Approach | | | 733 | 2.0 | 733 | 2.0 | 0.730 | 11.9 | LOS B | 9.4 | 238.4 | 0.89 | 0.77 | 1.08 | 36.7 |
| East: WB Homedale | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 27 | 2.0 | 27 | 2.0 | 0.399 | 17.6 | LOS B | 3.0 | 77.1 | 0.92 | 0.78 | 0.94 | 36.6 |
| 6 | T1 | All MCs | 135 | 2.0 | 135 | 2.0 | 0.399 | 11.8 | LOS B | 3.0 | 77.1 | 0.92 | 0.78 | 0.94 | 37.5 |
| 16 | R2 | All MCs | 80 | 2.0 | 80 | 2.0 | 0.399 | 11.5 | LOS B | 3.0 | 77.1 | 0.92 | 0.78 | 0.94 | 37.1 |
| Approach | | | 242 | 2.0 | 242 | 2.0 | 0.399 | 12.3 | LOS B | 3.0 | 77.1 | 0.92 | 0.78 | 0.94 | 37.3 |
| North: SB Farmway | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 82 | 2.0 | 82 | 2.0 | 0.507 | 13.1 | LOS B | 4.2 | 106.4 | 0.61 | 0.57 | 0.61 | 38.2 |
| 4 | T1 | All MCs | 451 | 2.0 | 451 | 2.0 | 0.507 | 7.3 | LOS A | 4.2 | 106.4 | 0.61 | 0.57 | 0.61 | 39.3 |
| 14 | R2 | All MCs | 39 | 2.0 | 39 | 2.0 | 0.507 | 7.0 | LOS A | 4.2 | 106.4 | 0.61 | 0.57 | 0.61 | 38.8 |
| Approach | | | 572 | 2.0 | 572 | 2.0 | 0.507 | 8.1 | LOS A | 4.2 | 106.4 | 0.61 | 0.57 | 0.61 | 39.1 |
| West: EB Homedale | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 107 | 2.0 | 107 | 2.0 | 0.455 | 15.8 | LOS B | 3.4 | 87.3 | 0.80 | 0.73 | 0.83 | 36.9 |
| 2 | T1 | All MCs | 163 | 2.0 | 163 | 2.0 | 0.455 | 9.9 | LOS A | 3.4 | 87.3 | 0.80 | 0.73 | 0.83 | 37.9 |
| 12 | R2 | All MCs | 108 | 2.0 | 108 | 2.0 | 0.455 | 9.7 | LOS A | 3.4 | 87.3 | 0.80 | 0.73 | 0.83 | 37.4 |
| Approach | | | 377 | 2.0 | 377 | 2.0 | 0.455 | 11.5 | LOS B | 3.4 | 87.3 | 0.80 | 0.73 | 0.83 | 37.5 |
| All Vehicles | | | 1924 | 2.0 | 1924 | 2.0 | 0.730 | 10.8 | LOS B | 9.4 | 238.4 | 0.79 | 0.71 | 0.87 | 37.6 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

**Site: [2] Farmway at Homedale** (PM 2040 FWP)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

2040 PM FWP
Site Category: Future Conditions 1
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Qued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB Farmway | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 121 | 2.0 | 121 | 2.0 | 0.677 | 15.1 | LOS B | 7.6 | 192.9 | 0.79 | 0.67 | 0.87 | 36.8 |
| 8 | T1 | All MCs | 574 | 2.0 | 574 | 2.0 | 0.677 | 9.3 | LOS A | 7.6 | 192.9 | 0.79 | 0.67 | 0.87 | 37.8 |
| 18 | R2 | All MCs | 30 | 2.0 | 30 | 2.0 | 0.677 | 9.0 | LOS A | 7.6 | 192.9 | 0.79 | 0.67 | 0.87 | 37.4 |
| Approach | | | 725 | 2.0 | 725 | 2.0 | 0.677 | 10.3 | LOS B | 7.6 | 192.9 | 0.79 | 0.67 | 0.87 | 37.6 |
| East: WB Homedale | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 49 | 2.0 | 49 | 2.0 | 0.463 | 18.3 | LOS B | 3.8 | 96.6 | 0.92 | 0.81 | 1.01 | 36.0 |
| 6 | T1 | All MCs | 185 | 2.0 | 185 | 2.0 | 0.463 | 12.5 | LOS B | 3.8 | 96.6 | 0.92 | 0.81 | 1.01 | 36.9 |
| 16 | R2 | All MCs | 63 | 2.0 | 63 | 2.0 | 0.463 | 12.2 | LOS B | 3.8 | 96.6 | 0.92 | 0.81 | 1.01 | 36.5 |
| Approach | | | 297 | 2.0 | 297 | 2.0 | 0.463 | 13.4 | LOS B | 3.8 | 96.6 | 0.92 | 0.81 | 1.01 | 36.7 |
| North: SB Farmway | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 98 | 2.0 | 98 | 2.0 | 0.904 | 25.0 | LOS C | 20.0 | 508.6 | 1.00 | 1.07 | 1.60 | 32.2 |
| 4 | T1 | All MCs | 693 | 2.0 | 693 | 2.0 | 0.904 | 19.1 | LOS B | 20.0 | 508.6 | 1.00 | 1.07 | 1.60 | 32.9 |
| 14 | R2 | All MCs | 114 | 2.0 | 114 | 2.0 | 0.904 | 18.8 | LOS B | 20.0 | 508.6 | 1.00 | 1.07 | 1.60 | 32.6 |
| Approach | | | 905 | 2.0 | 905 | 2.0 | 0.904 | 19.7 | LOS B | 20.0 | 508.6 | 1.00 | 1.07 | 1.60 | 32.8 |
| West: EB Homedale | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 61 | 2.0 | 61 | 2.0 | 0.553 | 21.7 | LOS C | 5.2 | 132.0 | 1.00 | 0.89 | 1.22 | 34.0 |
| 2 | T1 | All MCs | 117 | 2.0 | 117 | 2.0 | 0.553 | 15.9 | LOS B | 5.2 | 132.0 | 1.00 | 0.89 | 1.22 | 34.8 |
| 12 | R2 | All MCs | 110 | 2.0 | 110 | 2.0 | 0.553 | 15.6 | LOS B | 5.2 | 132.0 | 1.00 | 0.89 | 1.22 | 34.5 |
| Approach | | | 288 | 2.0 | 288 | 2.0 | 0.553 | 17.0 | LOS B | 5.2 | 132.0 | 1.00 | 0.89 | 1.22 | 34.5 |
| All Vehicles | | | 2215 | 2.0 | 2215 | 2.0 | 0.904 | 15.4 | LOS B | 20.0 | 508.6 | 0.92 | 0.88 | 1.23 | 35.0 |

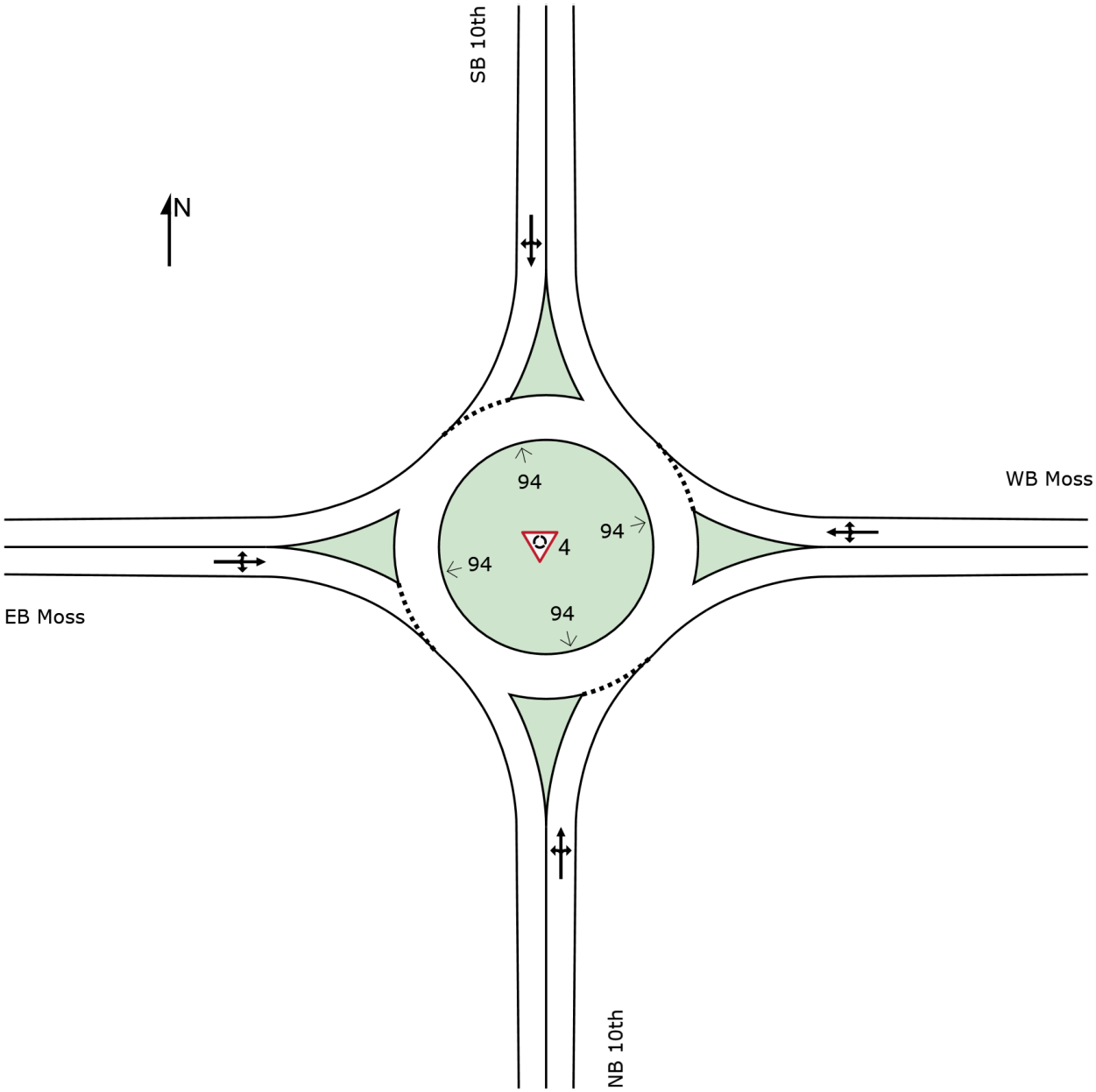
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# SITE LAYOUT

## Site: [4] 10th at Moss (PM 2040 FWP)

2040 PM FWP
Site Category: Future Conditions 1
Roundabout
**Site Scenario: 1 | Local Volumes**

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.

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Organisation: ARDURRA | Licence: NETWORK / FLOATING | Created: Wednesday, October 8, 2025 5:43:27 PM
Project: L:\210209\20_Planning\Traffic Impact Study - 2025\SIDRA\Granite Crest Mitigations.sipx

# MOVEMENT SUMMARY

**Site: [4 AM] 10th at Moss** (AM 2040 FWP)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

2040 AM FWP
Site Category: Future Conditions 1
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Qued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB 10th | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 16 | 2.0 | 16 | 2.0 | 0.708 | 9.8 | LOS A | 8.1 | 206.9 | 0.57 | 0.43 | 0.57 | 31.1 |
| 8 | T1 | All MCs | 823 | 2.0 | 823 | 2.0 | 0.708 | 4.1 | LOS A | 8.1 | 206.9 | 0.57 | 0.43 | 0.57 | 31.6 |
| 18 | R2 | All MCs | 63 | 2.0 | 63 | 2.0 | 0.708 | 4.4 | LOS A | 8.1 | 206.9 | 0.57 | 0.43 | 0.57 | 31.4 |
| Approach | | | 902 | 2.0 | 902 | 2.0 | 0.708 | 4.2 | LOS A | 8.1 | 206.9 | 0.57 | 0.43 | 0.57 | 31.6 |
| East: WB Moss | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 28 | 2.0 | 28 | 2.0 | 0.123 | 14.4 | LOS B | 0.8 | 20.6 | 0.83 | 0.74 | 0.83 | 29.1 |
| 6 | T1 | All MCs | 5 | 2.0 | 5 | 2.0 | 0.123 | 8.7 | LOS A | 0.8 | 20.6 | 0.83 | 0.74 | 0.83 | 29.6 |
| 16 | R2 | All MCs | 40 | 2.0 | 40 | 2.0 | 0.123 | 9.0 | LOS A | 0.8 | 20.6 | 0.83 | 0.74 | 0.83 | 29.4 |
| Approach | | | 74 | 2.0 | 74 | 2.0 | 0.123 | 11.1 | LOS B | 0.8 | 20.6 | 0.83 | 0.74 | 0.83 | 29.3 |
| North: SB 10th | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 77 | 2.0 | 77 | 2.0 | 0.493 | 8.9 | LOS A | 4.4 | 112.7 | 0.31 | 0.37 | 0.31 | 31.5 |
| 4 | T1 | All MCs | 571 | 2.0 | 571 | 2.0 | 0.493 | 3.2 | LOS A | 4.4 | 112.7 | 0.31 | 0.37 | 0.31 | 32.1 |
| 14 | R2 | All MCs | 7 | 2.0 | 7 | 2.0 | 0.493 | 3.5 | LOS A | 4.4 | 112.7 | 0.31 | 0.37 | 0.31 | 31.9 |
| Approach | | | 654 | 2.0 | 654 | 2.0 | 0.493 | 3.9 | LOS A | 4.4 | 112.7 | 0.31 | 0.37 | 0.31 | 32.0 |
| West: EB Moss | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 17 | 2.0 | 17 | 2.0 | 0.081 | 12.4 | LOS B | 0.5 | 11.9 | 0.68 | 0.67 | 0.68 | 30.1 |
| 2 | T1 | All MCs | 5 | 2.0 | 5 | 2.0 | 0.081 | 6.7 | LOS A | 0.5 | 11.9 | 0.68 | 0.67 | 0.68 | 30.7 |
| 12 | R2 | All MCs | 41 | 2.0 | 41 | 2.0 | 0.081 | 7.0 | LOS A | 0.5 | 11.9 | 0.68 | 0.67 | 0.68 | 30.4 |
| Approach | | | 64 | 2.0 | 64 | 2.0 | 0.081 | 8.5 | LOS A | 0.5 | 11.9 | 0.68 | 0.67 | 0.68 | 30.4 |
| All Vehicles | | | 1695 | 2.0 | 1695 | 2.0 | 0.708 | 4.6 | LOS A | 8.1 | 206.9 | 0.48 | 0.43 | 0.48 | 31.6 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

**Site: [4] 10th at Moss** (PM 2040 FWP)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

2040 PM FWP
Site Category: Future Conditions 1
Roundabout
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] ft | Prop. Qued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed mph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: NB 10th | | | | | | | | | | | | | | | |
| 3 | L2 | All MCs | 45 | 2.0 | 45 | 2.0 | 0.631 | 8.9 | LOS A | 7.1 | 179.3 | 0.29 | 0.33 | 0.29 | 31.7 |
| 8 | T1 | All MCs | 805 | 2.0 | 805 | 2.0 | 0.631 | 3.2 | LOS A | 7.1 | 179.3 | 0.29 | 0.33 | 0.29 | 32.3 |
| 18 | R2 | All MCs | 5 | 2.0 | 5 | 2.0 | 0.631 | 3.5 | LOS A | 7.1 | 179.3 | 0.29 | 0.33 | 0.29 | 32.0 |
| Approach | | | 855 | 2.0 | 855 | 2.0 | 0.631 | 3.5 | LOS A | 7.1 | 179.3 | 0.29 | 0.33 | 0.29 | 32.3 |
| East: WB Moss | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 26 | 2.0 | 26 | 2.0 | 0.097 | 14.4 | LOS B | 0.6 | 15.2 | 0.77 | 0.73 | 0.77 | 29.1 |
| 6 | T1 | All MCs | 5 | 2.0 | 5 | 2.0 | 0.097 | 8.7 | LOS A | 0.6 | 15.2 | 0.77 | 0.73 | 0.77 | 29.6 |
| 16 | R2 | All MCs | 33 | 2.0 | 33 | 2.0 | 0.097 | 9.0 | LOS A | 0.6 | 15.2 | 0.77 | 0.73 | 0.77 | 29.4 |
| Approach | | | 64 | 2.0 | 64 | 2.0 | 0.097 | 11.1 | LOS B | 0.6 | 15.2 | 0.77 | 0.73 | 0.77 | 29.3 |
| North: SB 10th | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 17 | 2.0 | 17 | 2.0 | 0.607 | 9.3 | LOS A | 6.0 | 153.6 | 0.42 | 0.38 | 0.42 | 31.4 |
| 4 | T1 | All MCs | 754 | 2.0 | 754 | 2.0 | 0.607 | 3.6 | LOS A | 6.0 | 153.6 | 0.42 | 0.38 | 0.42 | 32.0 |
| 14 | R2 | All MCs | 17 | 2.0 | 17 | 2.0 | 0.607 | 3.9 | LOS A | 6.0 | 153.6 | 0.42 | 0.38 | 0.42 | 31.7 |
| Approach | | | 789 | 2.0 | 789 | 2.0 | 0.607 | 3.7 | LOS A | 6.0 | 153.6 | 0.42 | 0.38 | 0.42 | 32.0 |
| West: EB Moss | | | | | | | | | | | | | | | |
| 5 | L2 | All MCs | 9 | 2.0 | 9 | 2.0 | 0.066 | 13.5 | LOS B | 0.4 | 10.3 | 0.76 | 0.70 | 0.76 | 29.8 |
| 2 | T1 | All MCs | 5 | 2.0 | 5 | 2.0 | 0.066 | 7.9 | LOS A | 0.4 | 10.3 | 0.76 | 0.70 | 0.76 | 30.4 |
| 12 | R2 | All MCs | 30 | 2.0 | 30 | 2.0 | 0.066 | 8.1 | LOS A | 0.4 | 10.3 | 0.76 | 0.70 | 0.76 | 30.2 |
| Approach | | | 45 | 2.0 | 45 | 2.0 | 0.066 | 9.1 | LOS A | 0.4 | 10.3 | 0.76 | 0.70 | 0.76 | 30.1 |
| All Vehicles | | | 1753 | 2.0 | 1753 | 2.0 | 0.631 | 4.0 | LOS A | 7.1 | 179.3 | 0.38 | 0.38 | 0.38 | 31.9 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# Appendix G

## Turn Lane Warrant Worksheets

**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

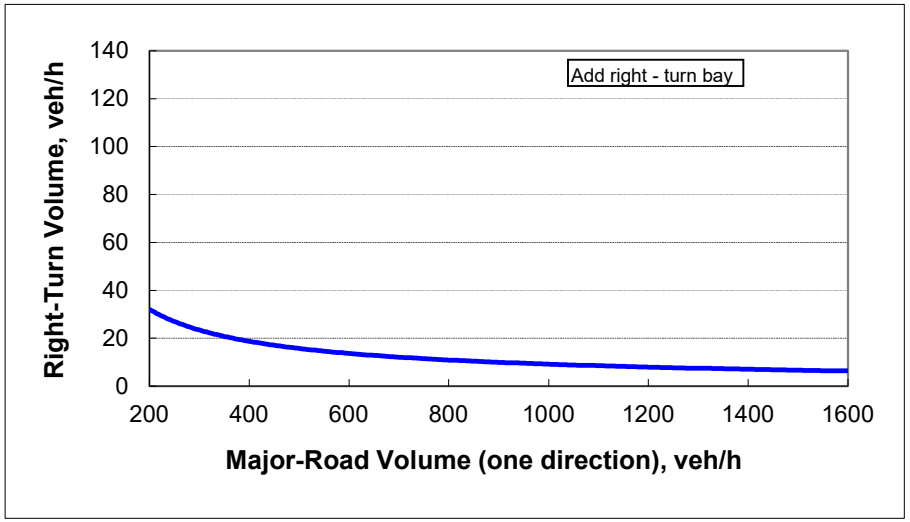
INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 55 |
| Major-road volume (one direction), veh/h: | 635 |
| Right-turn volume, veh/h: | 147 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 13 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Add right-turn bay.** | |



| Variable | Value |
|---|---|
| Major-road speed, mph: | 55 |

| | AM Peak | PM Peak |
|---|---|---|
| Major-road volume (one direction), veh/h: | 910 | 1047 |
| Right-turn volume, veh/h: | 19 | 48 |

Year 2035
SH-55 (Karcher) / Bear Lane

**Figure 3B-1. Right-Turn Lane Warrant**

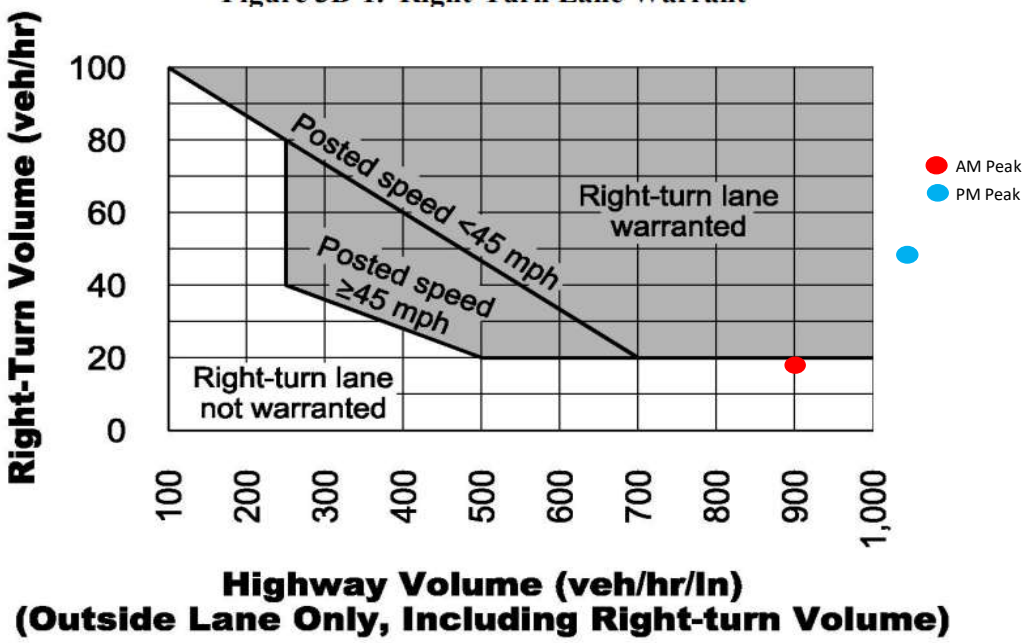


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

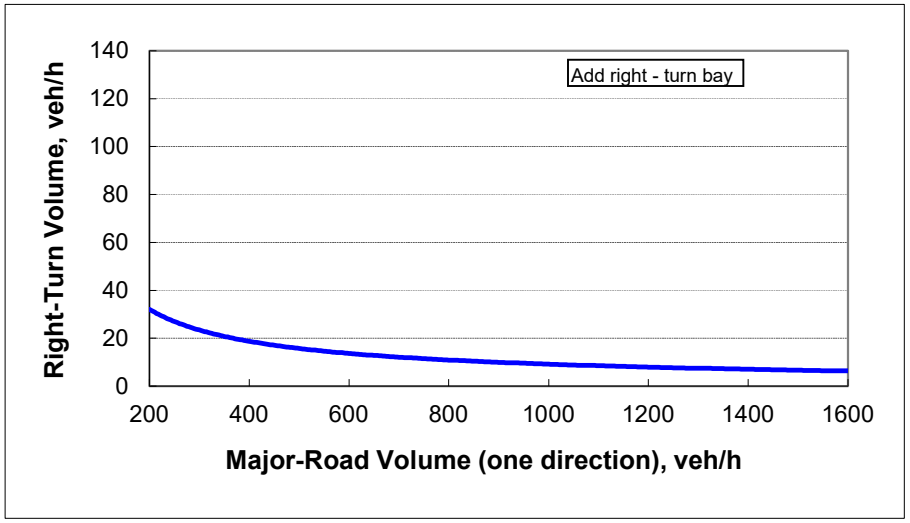
INPUT

| Roadway geometry: | 2-lane roadway |
|---|---|

| Variable | Value |
|---|---|
| Major-road speed, mph: | 55 |
| Major-road volume (one direction), veh/h: | 619 |
| Right-turn volume, veh/h: | 152 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting right-turn volume, veh/h: | 13 |
| **Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:** | |
| **Add right-turn bay.** | |



# PROPERTY OWNER ACKNOWLEDGEMENT

COMMUNITY DEVELOPMENT – PLANNING & ZONING – 205 S 6TH AVE, CALDWELL ID

I, Brock Obendorf for Grey Obendorf, the recorded owner for real property addressed as Owner of G&A, Suite #_____, City Caldwell State ID Zip 83605, am aware of, in agreement with, and give my permission to Arduna, to submit the accompanying application(s) pertaining to this property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 17th day of September, 20 25

Brock O for Grey Obendorf
(Signature) (POA)

---

## CERTIFICATE OF VERIFICATION

STATE OF IDAHO )
) ss.
)

I, Sally Orr, a Notary Public, do hereby certify that on this 17th day of September, in the year, 2025, personally appeared before me Brock Obendorf (For Grey Obendorf), known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that he/she/they signed the foregoing document, and that the statements therein contained are true.

Sally Orr
NOTARY PUBLIC FOR IDAHO
Residing at Nampa, ID
My Commission Expires 2-27-30

SALLY ORR
Comm. No. 20180368
NOTARY PUBLIC
Expires: 02/27/2030
STATE OF IDAHO

# PROPERTY OWNER ACKNOWLEDGEMENT

COMMUNITY DEVELOPMENT – PLANNING & ZONING – 205 S 6TH AVE, CALDWELL ID

I, Brock Obendorf (G & G investments) the recorded owner for real property addressed as Managing Member/Owner (G & G investments), Suite #_____, City Caldwell State ID Zip 83605, am aware of, in agreement with, and give my permission to Arkwrra, to submit the accompanying application(s) pertaining to this property.

1. I agree to indemnify, defend and hold the City of Caldwell and its employees harmless from any claim or liability resulting from any dispute as to the statement(s) contained herein or as to the ownership of the property which is the subject of the application.
2. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspection(s) related to processing said application(s).

Dated this 17th day of September, 20 25

(Signature)

## CERTIFICATE OF VERIFICATION

STATE OF IDAHO )
) ss.
)

I, Sally Orr, a Notary Public, do hereby certify that on this 17th day of September, in the year, 2025, personally appeared before me Brock Obendorf, known or identified to me to be the person whose name is subscribed to the foregoing instrument, who, being by me first duly sworn, declared that he/she/they signed the foregoing document, and that the statements therein contained are true.

Sally Orr

NOTARY PUBLIC FOR IDAHO

Residing at Nampa, ID

My Commission Expires 2-27-30

SALLY ORR Comm. No. 20180368 NOTARY PUBLIC Expires: 02/27/2030 STATE OF IDAHO

**2021-065151**
RECORDED
**09/17/2021 02:31 PM**
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=2 PBRIDGES $15.00
TYPE: DEED
PIONEER TITLE CANYON - CALDWELL
*ELECTRONICALLY RECORDED*

# WARRANTY DEED

For value received, Low Down, L.L.C., an Idaho limited liability company ("Grantor") hereby grant, bargain, sell and convey to Gregory R. Obendorf and Ann Obendorf, husband and wife (collectively "Grantee") whose current address is 23299 Fargo Road, Parma, Idaho 83660, the following real property located in Canyon County, Idaho (the "Property"):

*See Exhibit A attached hereto and incorporated herein by this reference.*

This conveyance includes any and all water rights located on or appurtenant to the Property, including but not limited to all rights to use ground or surface water whether evidenced by any permit, license, transfer, order, exchange, claim, decree or otherwise, or pursuant to any lease or other agreement; and including all wells and other improvements, well rights, and any and all oil, gas and mineral rights.

This conveyance further includes any and all appurtenances, easements, rights of way, reversions, and all building rights, permits, approvals or other authority authorizing construction on the Property.

Grantor covenants to Grantee that Grantor is the owner of the Property in fee simple; that the Property is free from all encumbrances, except those set forth herein, and except those of record as of the date hereof, and that Grantor will warrant and defend the same from all lawful claims.

Executed this 17th day of September, 2021.

Low Down, L.L.C

By: _____
Larry J. Dowen, Manager

State of Idaho
County of Canyon

This record was acknowledged before me on September 17, 2021, by Larry J. Dowen as Manager of Low Down, L.L.C.

(SEAL)
MARISELA PESINA
COMMISSION #41908
NOTARY PUBLIC
STATE OF IDAHO

_____
Signature of notary public
My commission expires: 04/02/2022

LOW DOWN, L.L.C., Parcel No. 32686

EXHIBIT A

The Southwest quarter of the Southwest quarter of Section 9, Township 3 North, Range 3 West of the Boise Meridian, Canyon County, Idaho.

EXCEPTING THEREFROM the following described land:

A parcel of land being on the Northerly side of SH-55, and a portion of the SW1/4 of the SW1/4 of Section 9, Township 3 North, Range 3 West, Boise Meridian, described as follows, to wit:

Commence at a PK nail marking the section corner common to Sections 8, 9, 16, 17, Township 3 North, Range 3 West, Boise Meridian;
thence N 0°37'54" E along the line between said Sections 8 and 9, a distance of 33.00 feet to the Northerly right-of-way of said SH-55, and the POINT OF BEGINNING;
thence N 89°33'57" E along the said Northerly right-of-way, a distance of 101.30 feet to a 5/8" rebar with an orange plastic cap, marked "Idaho Transportation Department", said point being 33.00 feet left of Station 424+69.31;
thence N 58°09'08" W along the Northeasterly boundary of said parcel, a distance of 79.84 feet to a 5/8" rebar with orange plastic cap, marked "Idaho Transportation Department", and a point of intersection with the Easterly right-of-way of "Farmway Road";
thence N 89°22'06" W a distance of 33.00 feet to a point of intersection with the said line between sections 8 and 9, and the centerline of said "Farmway Road";
thence S 0°37'54" W along the said section line, a distance of 43.26 feet, to the POINT OF BEGINNING.

As set forth in Warranty Deed recorded January 5, 2005 as Instrument No. 200500720.

A portion of this property will be relinquished in the exchange (File No. 20467-ID)

**2021-065107**
RECORDED
**09/17/2021 01:07 PM**
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=3 MKEYES $15.00
TYPE: DEED
PIONEER TITLE CANYON - CALDWELL
*ELECTRONICALLY RECORDED*

ELECTRONICALLY RECORDED - DO NOT REMOVE THE COUNTY STAMPED FIRST PAGE AS IT IS NOW INCORPORATED AS PART OF THE ORIGINAL DOCUMENT.

78581 TK

# WARRANTY DEED

For value received, Tad J. Dowen and Regina M. Dowen, husband and wife (collectively "Grantor") hereby grant, bargain, sell and convey to Gregory R. Obendorf and Ann Obendorf, husband and wife (collectively "Grantee") whose current address is 23299 Fargo Road, Parma, Idaho 83660, the following real property located in Canyon County, Idaho (the "Property"):

*See Exhibit A attached hereto and incorporated herein by this reference.*

This conveyance includes any and all water rights located on or appurtenant to the Property, including but not limited to all rights to use ground or surface water whether evidenced by any permit, license, transfer, order, exchange, claim, decree or otherwise, or pursuant to any lease or other agreement; and including all wells and other improvements, well rights, and any and all oil, gas and mineral rights.

This conveyance further includes any and all appurtenances, easements, rights of way, reversions, and all building rights, permits, approvals or other authority authorizing construction on the Property.

Grantor covenants to Grantee that Grantor is the owner of the Property in fee simple; that the Property is free from all encumbrances, except those set forth herein, and except those of record as of the date hereof, and that Grantor will warrant and defend the same from all lawful claims.

Executed this 17th day of September, 2021.

Tad J. Dowen

Regina M. Dowen

State of Idaho
County of Canyon

This record was acknowledged before me on September 17th, 2021, by Tad J. Dowen.

(SEAL)

MARISELA PESINA
COMMISSION #41908
NOTARY PUBLIC
STATE OF IDAHO

Signature of notary public
My commission expires: 04/02/2022

State of Idaho
County of Canyon

This record was acknowledged before me on September 17th, 2021, by Regina N. Dowen.

(SEAL)

MARISELA PESINA
COMMISSION #41908
NOTARY PUBLIC
STATE OF IDAHO

Signature of notary public
My commission expires: 04/02/2022

DOWEN PROPERTY - PARCEL NO. 32684011A0
EXHIBIT A

This parcel consists of a portion of the Southeast quarter Southwest quarter of Section 9, Township 3 North, Range 3 West of the Boise Meridian, Canyon County, Idaho, and is more particularly described as follows:

Beginning at the Southeast corner of said Southeast quarter Southwest quarter, a found 5/8 inch diameter rebar;
Thence South 88° 54' 16" West along the South boundary of said Southeast quarter Southwest quarter a distance of 574.31 feet to a point witnessed by a 5/8 x 30 inch rebar set with a plastic cap stamped L.S. 3627 bearing North 2° 36' 32" East a distance of 30.00 feet;
Thence traversing the centerline of an existing irrigation canal as follows:
North 2° 36' 32" East a distance of 35.06 feet;
Thence North 5° 02' 58" East a distance of 301.10 feet;
Thence North 5° 53' 51" East a distance of 70.29 feet to a point on the North boundary of the parcel described in the Deed recorded as Instrument No. 9713547, said point witnessed by a 5/8 x 30 inch rebar set with a plastic cap stamped L.S. 3627 bearing North 88° 54' 16" East a distance of 23.50 feet;
Thence North 88° 54' 16" East a distance of 538.39 feet to a point on the East boundary of said Southeast quarter Southwest quarter, a found 5/8 inch diameter rebar;
Thence South 0°05' 04" East along said East boundary, a distance of 404.19 feet to the POINT OF BEGINNING.

A portion of this Property will be relinquished in the exchange (File No. 20467-ID)

7706581FK

ELECTRONICALLY RECORDED - DO NOT REMOVE THE COUNTY STAMPED FIRST PAGE AS IT IS NOW INCORPORATED AS PART OF THE ORIGINAL DOCUMENT.

**2021-065094**
RECORDED
**09/17/2021 12:56 PM**
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=3 EHOWELL $15.00
TYPE: DEED
PIONEER TITLE CANYON - CALDWELL
*ELECTRONICALLY RECORDED*

## WARRANTY DEED

For value received, Canyon County Investments, LLC, an Idaho limited liability company, ("Grantor") hereby grants, bargains, sells and conveys to Gregory R. Obendorf and Ann Obendorf, husband and wife (collectively "Grantee") whose current address is 23299 Fargo Road, Parma, Idaho 83660, the following real property located in Canyon County, Idaho (the "Property"):

*See Exhibit A attached hereto and incorporated herein by this reference.*

This conveyance includes any and all water rights located on or appurtenant to the Property, including but not limited to all rights to use ground or surface water whether evidenced by any permit, license, transfer, order, exchange, claim, decree or otherwise, or pursuant to any lease or other agreement; and including all wells and other improvements, well rights, and any and all oil, gas and mineral rights.

This conveyance further includes any and all appurtenances, easements, rights of way, reversions, and all building rights, permits, approvals or other authority authorizing construction on the Property.

Grantor covenants to Grantee that Grantor is the owner of the Property in fee simple; that the Property is free from all encumbrances, except those set forth herein, and except those of record as of the date hereof, and that Grantor will warrant and defend the same from all lawful claims.

Executed this 17th day of September, 2021.

Canyon County Investments, LLC

By: _____
Larry J. Dowen, Member-Manager

State of Idaho
County of Canyon

This record was acknowledged before me on September 17th, 2021, by Larry J. Dowen, as Member – Manager of Canyon County Investments, LLC.

(SEAL)
MARISELA PESINA
COMMISSION #41908
NOTARY PUBLIC
STATE OF IDAHO

_____
Signature of notary public
My commission expires: 04/02/2022

EXHIBIT A

The East half of the Southwest Quarter of Section 9, Township 3 North, Range 3 West of the Boise Meridian, in Canyon County, Idaho.

EXCEPTING THEREFROM:

This parcel is a portion of the SE1/4 SW1/4 of Section 9, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, and is more particularly described as follows:

BEGINNING at the Southwest corner of said SE1/4 SW1/4;

Thence North 0° 04' 35" West along the West boundary of said SE1/4 SW1/4 a distance of 404.19 feet;

Thence North 88° 54' 00" East parallel with the South boundary of said SE1/4 SW1/4 a distance of 299.81 feet;

Thence South 0° 44' 35" East a distance of 116.07 feet to a point on the North boundary of the parcel described in the deed recorded as Instrument 687823 (687283 of Record), Records of Canyon County, Idaho;

Thence South 88° 54' 00" West along said boundary a distance of 228.09 feet;

Thence South 0° 06' 00" East along the West boundary of said parcel a distance of 288.10 feet to a point on said South boundary of said SE1/4 SW1/4;

Thence South 88° 54' 00" West along said South boundary a distance of 73.19 feet to the POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM:

This parcel is a portion of the SE1/4 SW1/4 of Section 9, and of the NE1/4 NW1/4 and NW1/4 NE1/4 of Section 16, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

COMMENCING at the Southwest corner of said SE1/4 SW1/4;

Thence North 88° 54' 00" East along the South boundary of said SE1/4 SW1/4 a distance of 375.58 feet to the Southeast corner of the parcel described in the deed recorded as Instrument No. 687823 (687283 of Record), records of Canyon County, Idaho, which point is the TRUE POINT OF BEGINNING;

Thence North 0° 06' 00" West along the East boundary of said parcel a distance of 288.10 feet;

Thence South 88° 54' 00" West along the North boundary of said parcel a distance of 74.30 feet;

Thence North 0° 44' 35" West a distance of 116.07 feet;

Thence North 88° 54' 00" East parallel with said South boundary a distance of 1,027.82 feet to a point on the East boundary of said SE1/4 SW1/4;

Thence South 0° 05' 04" East along said East boundary a distance of 404.19 feet to the Southeast corner of said SE1/4 SW1/4;

Thence North 88° 51' 19" East along the North boundary of said NW1/4 NE1/4 of Section 16 a distance of 377.00 feet;

Thence South 0° 43' 44" West a distance of 188.00 feet;

Thence South 89° 08' 53" West a distance of 752.88 feet;

Thence North 0° 43' 44" East a distance of 184.44 feet to a point on the North boundary of said NE1/4 NW1/4;

Thence South 88° 54' 00" West along said North boundary a distance of 576.12 feet to the TRUE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM:

A part of the SE1/4 of the SW1/4 of Section 9, Township 3 North, Range 3 West of the Boise Meridian, Canyon County, Idaho, more particularly described as follows:

Commencing at the Southwest corner of Section 9, Township 3 North, Range 3 West of the Boise Meridian, thence North 88°54' East 1400.65 feet along the South line of said Section 9 to the INITIAL POINT;

Thence continuing North 88°54' East along the said South line 302.39 feet;

Thence North 0°06' West 288.1 feet;

Thence South 88°54' West 302.39 feet;

Thence South 0°06' East 288.1 feet to the INITIAL POINT.

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Project No: 210209
Date: October 14, 2025


**EXHIBIT "A"**
ANNEXATION DESCRIPTION

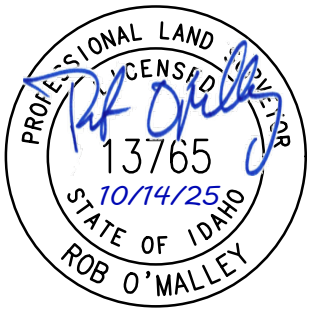
A parcel of land located in the E1/2 of the SW1/4 and the SW1/4 of the SW1/4 of Section 9, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, being more particularly described as follows:

**BEGINNING** at the Center One-Quarter corner of said Section 9; thence, along the east line of the NE1/4 of the SW1/4 of said Section 9,

1) S.00°29'27"W., 1326.13 feet to the Center-South One-Sixteenth corner of said section 9; thence, along the east line of the SE1/4 of the SW1/4 of said Section 9,
2) S.00°37'39"W., 1327.10 feet to the South One-Quarter corner of said Section 9; thence, along the south line of the SE1/4 of the SW1/4 of said Section 9,
3) S.89°36'50"W., 567.15 feet; thence, leaving said south line,
4) N.00°23'10"W., 80.11 feet; thence,
5) N.05°45'29"E., 255.73 feet; thence,
6) N.06°36'22"E., 70.29 feet; thence,
7) S.89°36'47"W., 789.21 feet; thence,
8) S.00°38'01"W., 404.19 feet to the West One-Sixteenth corner of said Section 9; thence, along the south line of the SW1/4 of the SW1/4 of said Section 9,
9) S.89°33'50"W., 1327.52 feet to the southwest corner of said Section 9; thence, along the west line of said SW1/4 of the SW1/4,
10) N.00°37'57"E., 1327.20 feet to the South One-Sixteenth corner of said Section 9; thence, along the north of said SW1/4 of the SW1/4,
11) N.89°36'15"E., 1327.52 feet to the South-West One-Sixteenth corner of said Section 9; thence, along the west line of the NE1/4 of the SW1/4 of said Section 9,
12) N.00°33'14"E., 1326.84 feet to the Center-West One-Sixteenth corner of said Section 9; thence, along the north line of said NE1/4 of the SW1/4,
13) N.89°36'28"E., 1326.03 feet to the **POINT OF BEGINNING**.

**CONTAINING**: 114.097 total acres.

**EXHIBIT B**: attached and made a part hereof.



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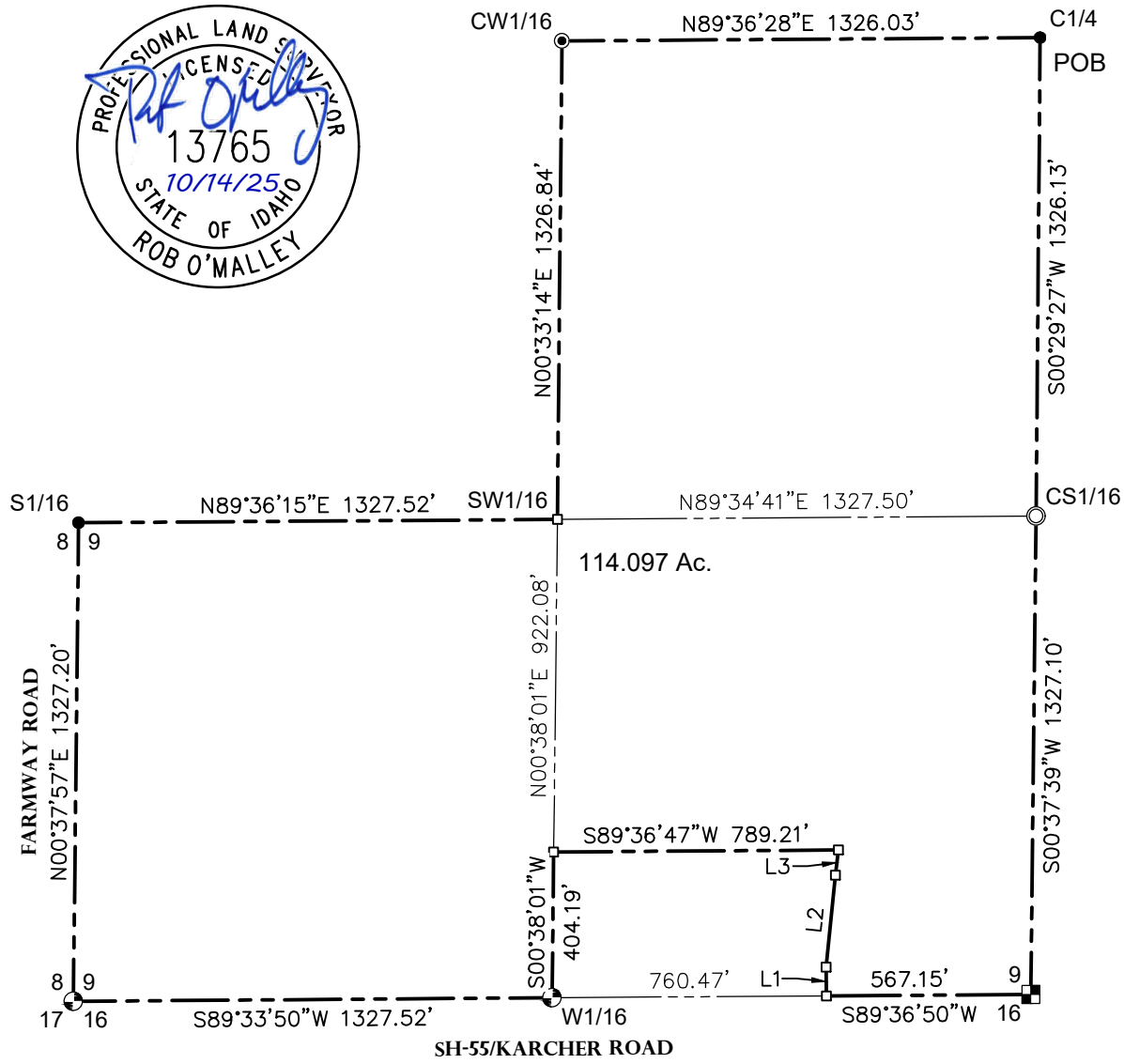
# EXHIBIT B - ANNEXATION SKETCH

LOCATED IN A PORTION OF THE E1/2 OF THE SW1/4 AND THE SW1/4 OF THE SW1/4 OF SECTION 9,
TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO
2025

PROFESSIONAL LAND SURVEYOR
LICENSED
13765
10/14/25
STATE OF IDAHO
ROB O'MALLEY




| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | DISTANCE |
| L1 | N00°23'10"W | 80.11' |
| L2 | N05°45'29"E | 255.73' |
| L3 | N06°36'22"E | 70.29' |

## LEGEND

- PARCEL BOUNDARY
- SECTION LINE
- FOUND BRASS CAP
- FOUND ALUMINUM CAP
- FOUND IRON PIPE
- FOUND 5/8" REBAR
- FOUND 1/2" REBAR
- CALCULATED POINT

N

0' 250' 500' 1000'

210209-Annexation Exhibit.dwg SEPT. 2025 210209

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Date: October 14, 2025


**EXHIBIT "A"**
C-3 ZONING DESCRIPTION

A parcel of land located in the SW1/4 of the SW1/4 of Section 9, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, being more particularly described as follows:

**COMMENCING** at the Section corner common to sections 8, 9, 16, and 17 of said Township 3 North, Range 3 west, from which the South One-Sixteenth corner of said Section 9, bears N.00°37'57"E., 1327.20 feet; thence, along the west line of the SW1/4 of the SW1/4 of said Section 9,

A) N.00°37'57"E., 241.18 feet; thence, leaving said west line,

B) S.89°22'03"E., 50.00 to the **POINT OF BEGINNING**, also being the east right-of-way of Farmway Rd.; thence, along said east right-of-way,

1) N.00°37'57"E., 58.83 feet; thence, leaving said east right-of-way,

2) N.00°24'53"W., 1027.92 feet to the north line of the SW1/4 of the SW1/4 of said Section 9; thence, along said north line,

3) N.89°36'15"E., 275.52 feet; thence, leaving said north line,

4) S.00°29'23"W., 878.40 feet; thence,

5) S.89°58'15"W., 10.88 feet; thence,

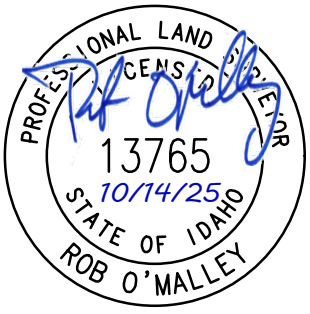
6) S.00°24'31"E., 207.66 feet; thence,

7) S.89°38'47"W., 52.09 feet to the north right-of-way of SH-55/Karcher Rd.; thence, along said north right-of-way,

8) S.89°20'53"W., 199.75 feet to the **POINT OF BEGINNING**.

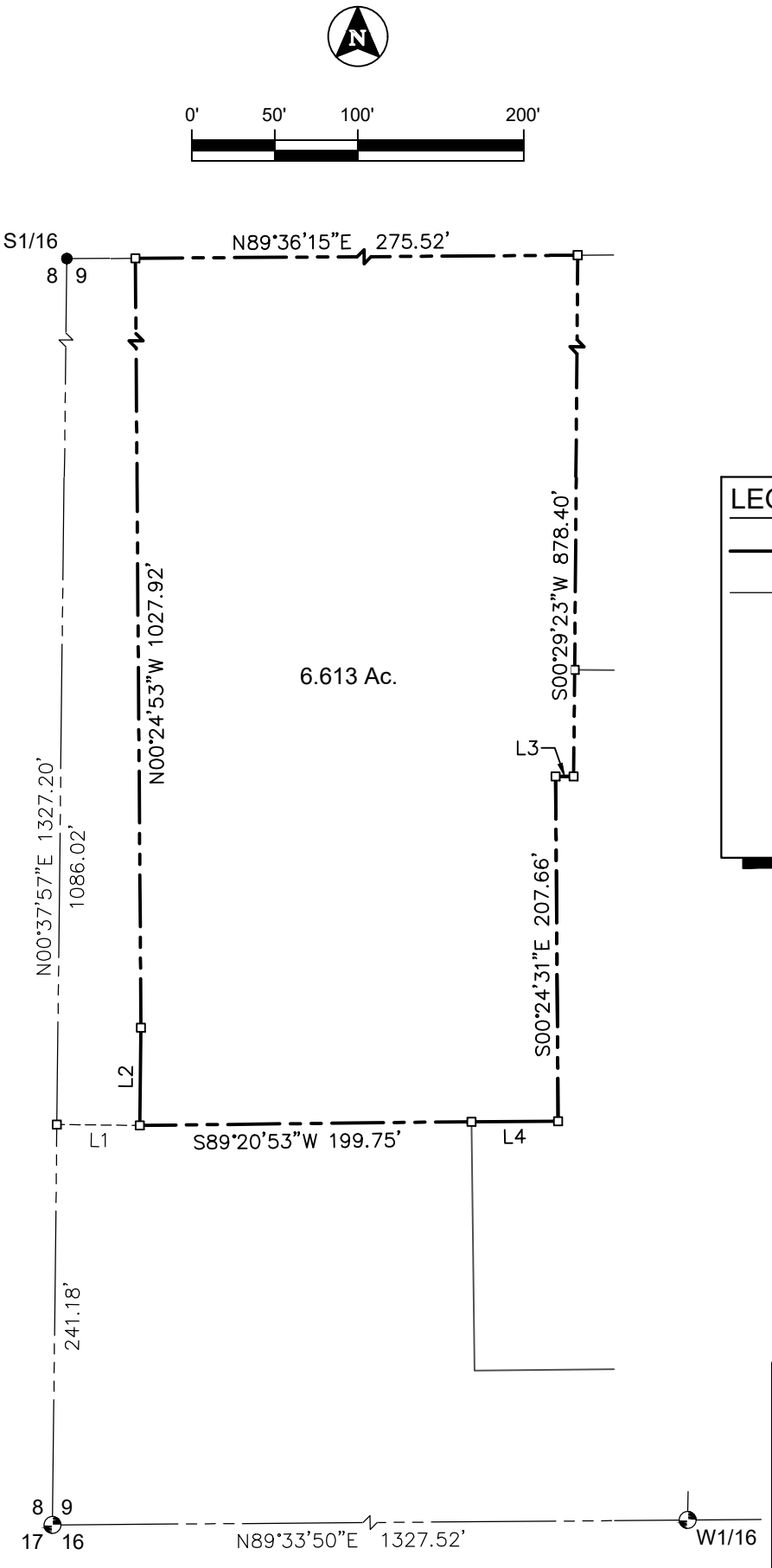
**CONTAINING**: 6.613 total acres.

**EXHIBIT B**: attached and made a part hereof.



# EXHIBIT B - C-3 ZONING SKETCH

LOCATED IN A PORTION OF THE SW1/4 OF THE SW1/4 OF SECTION 9,
TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO
2025




| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | DISTANCE |
| L1 | S89°22'03"E | 50.00' |
| L2 | N00°37'57"E | 58.83' |
| L3 | S89°58'15"W | 10.88' |
| L4 | S89°38'47"W | 52.09' |

## LEGEND

- PARCEL BOUNDARY
- SECTION LINE
- FOUND BRASS CAP
- FOUND ALUMINUM CAP
- FOUND IRON PIPE
- FOUND 5/8" REBAR
- FOUND 1/2" REBAR
- CALCULATED POINT

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210209-C-3 Zoning Exhibit.dwg Oct. 2025 210209


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Project No: 210209
Date: October 14, 2025


**EXHIBIT "A"**
HC ZONING DESCRIPTION

A parcel of land located in the SW1/4 of the SW1/4 of Section 9, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, being more particularly described as follows:

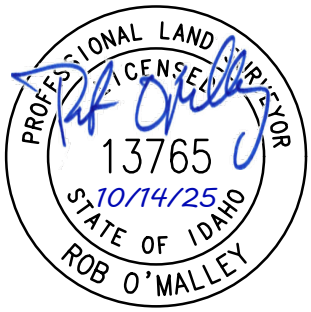
**COMMENCING** at the West One-Sixteenth corner of said Section 9, from which the Section corner common to sections 8, 9, 16, and 17 bears S.89°33'50"W., 1327.52 feet; thence, along the east line of the SW1/4 of the SW1/4 of said Section 9,

A) N.00°38'01"E., 105.03 feet to the **POINT OF BEGINNING,** also being the north right-of-way of SH-55/Karcher Rd; thence, leaving said east line, along said north right-of-way the following four courses,

1) S.89°20'53"W., 654.61 feet; thence,
2) S.00°39'07"E., 10.00 feet; thence,
3) S.89°20'53"W., 420.00 feet; thence,
4) N.00°41'50"W., 150.00 feet; thence, leaving said north right-of-way,
5) N.89°38'47"E., 52.09 feet; thence,
6) N.00°24'31"W., 207.66 feet; thence,
7) N.89°58'15"E., 10.88 feet; thence,
8) N.00°29'23"E., 64.07 feet; thence,
9) S.89°30'36"E., 33.00 feet to the beginning of a non-tangent curve; thence,
10) Northeasterly along said curve to the right, having a radius of 22.15 feet, with an arc length of 36.35 feet, through a central angle of 94°01'31", of which the long chord bears N.42°26'10"E., 32.41 feet, to a point of tangency; thence,
11) N.89°36'29"E., 950.47 feet to beginning of a tangent curve; thence,
12) Northeasterly along said curve to the left, having a radius of 116.50 feet, with an arc length of 13.71 feet, through a central angle of 6°44'25", of which the long chord bears N.86°14'16"E., 13.70 feet to said east line; thence, along said east line,
13) S.00°38'01"W., 430.87 feet to the **POINT OF BEGINNING**.

**CONTAINING**: 10.413 total acres.

**EXHIBIT B**: attached and made a part hereof.



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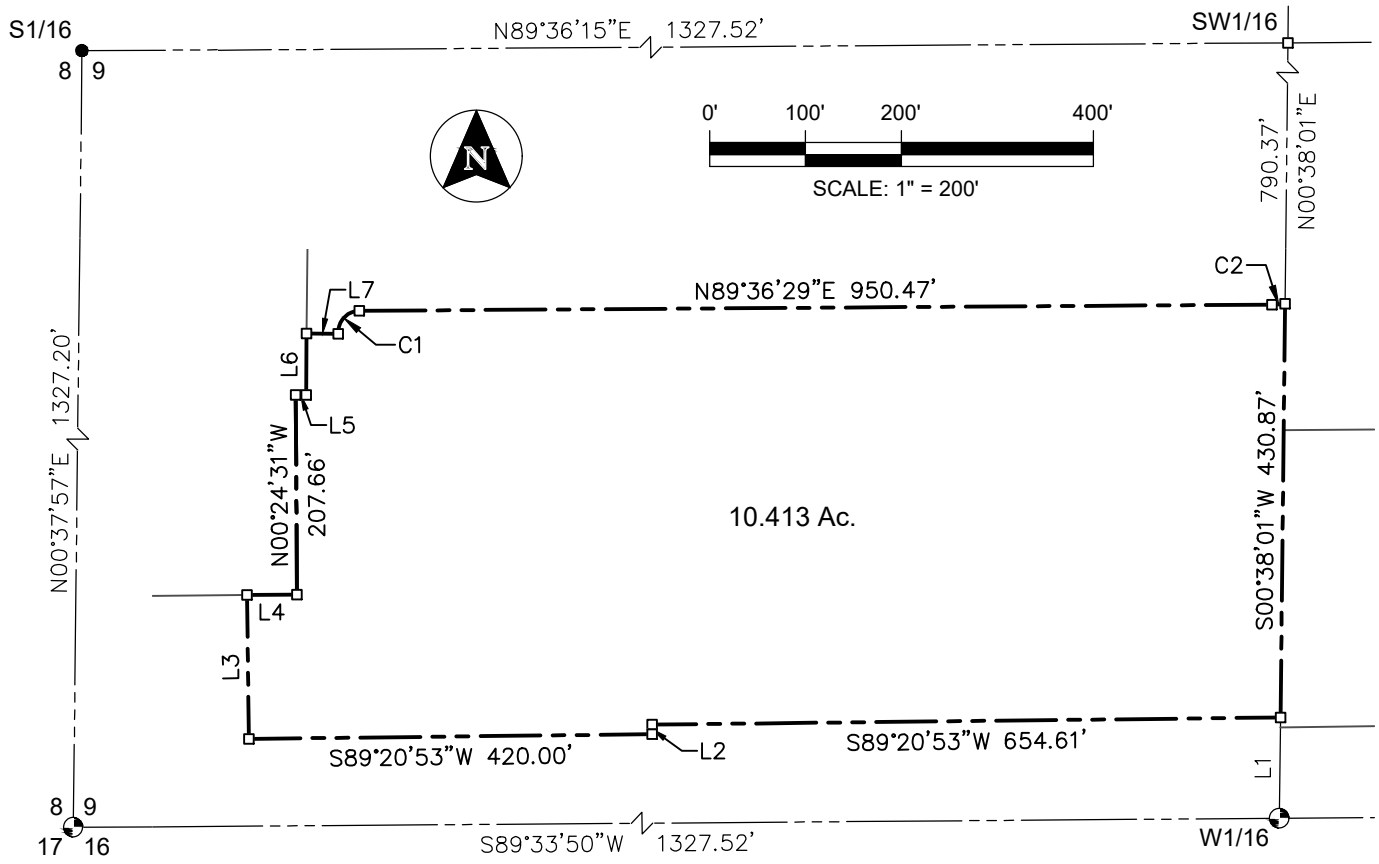
# EXHIBIT B - HC ZONING SKETCH

LOCATED IN A PORTION OF THE SW1/4 OF THE SW1/4 OF SECTION 9,
TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO
2025




| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | DISTANCE |
| L1 | N00°38'01"E | 105.03' |
| L2 | S00°39'07"E | 10.00' |
| L3 | N00°41'50"W | 150.00' |
| L4 | N89°38'47"E | 52.09' |
| L5 | N89°58'15"E | 10.88' |
| L6 | N00°29'23"E | 64.07' |
| L7 | S89°30'36"E | 33.00' |

## LEGEND

- PARCEL BOUNDARY
- SECTION LINE
- FOUND BRASS CAP
- FOUND ALUMINUM CAP
- FOUND IRON PIPE
- FOUND 5/8" REBAR
- FOUND 1/2" REBAR
- CALCULATED POINT

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | LENGTH | DELTA | BEARING | CHORD |
| C1 | 22.15' | 36.35' | 94°01'31" | N42°26'10"E | 32.41' |
| C2 | 116.50' | 13.71' | 6°44'25" | N86°14'16"E | 13.70' |

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October 2025

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Project No: 210209
Date: October 14, 2025
Page 1 of 2

**EXHIBIT "A"**
PRE-PLAT BOUNDARY DESCRIPTION

A parcel of land located in the E1/2 of the SW1/4 and the SW1/4 of the SW1/4 of Section 9, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, being more particularly described as follows:

**BEGINNING** at the Center One-Quarter corner of said Section 9; thence, along the east line of the NE1/4 of the SW1/4 of said Section 9,

1) S.00°29'27"W., 1326.13 feet to the Center-South One-Sixteenth corner of said section 9; thence, along the east line of the SE1/4 of the SW1/4 of said Section 9,
2) S.00°37'39"W., 1276.02 feet to the beginning of a non-tangent curve, being the north right-of-way of SH-55/Karcher Rd.; thence, leaving said east line, along said north right-of-way the following three courses:
3) Northwesterly along said curve to the right, having a radius of 11910.00 feet, with an arc length of 377.65 feet, through a central angle of 1°49'00", of which the long chord bears N.87°40'03"W., 377.63 feet, to a point of tangency; thence,
4) N.86°45'32"W., 38.06 feet to the beginning of a tangent curve; thence,
5) Northwesterly along said curve to the left, having a radius of 12090.00 feet, with an arc length of 153.11 feet through a central angle of 0°43'32", of which the long chord bears N.87°07'19"W., 153.11 feet, to a point of non-tangency; thence, leaving said north right-of-way,
6) N.05°45'29"E., 255.73 feet; thence,
7) N.06°36'22"E., 70.29 feet; thence,
8) S.89°36'47"W., 789.21 feet; thence,
9) S.00°38'01"W., 299.16 feet to said north right-of-way; thence, along said north right-of-way the following seven courses,
10) S.89°20'53"W., 654.61 feet; thence,
11) S.00°39'07"E., 10.00 feet; thence,
12) S.89°20'53"W., 420.00 feet; thence,
13) N.00°41'50"W., 150.00 feet; thence,
14) S.89°20'53"W., 199.75 feet; thence,
15) N.00°37'57"E., 58.83 feet; thence,

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16) N.89°22’57”W., 50.00 feet to the intersection point of said north right-of-way and the east right-of-way of Farmway Rd.; thence, leaving said north right-of-way, along said east right-of-way,

17) N.00°37’57”E., 1027.20 feet to the South One-Sixteenth corner of said Section 9; thence, leaving said east right-of-way, along the north line of the SW1/4 of the SW1/4 of said Section 9;

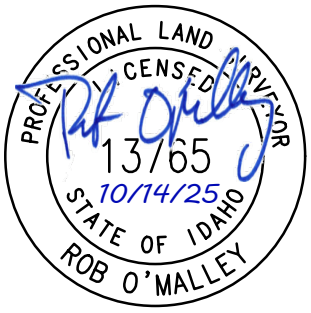
18) N.89°36’15”E., 1327.52 feet to the South-West One-Sixteenth corner of said Section 9; thence, leaving said north line, along the west line of the NE1/4 of the SW1/4 of said Section 9.

19) N.00°33’14”E., 1326.84 feet to the Center-West One-Sixteenth corner of said Section 9; thence, leaving said west line, along the north line of the NE1/4 of the SW1/4 of said Section 9,

20) N.89°36’28”E., 1326.03 feet to the **POINT OF BEGINNING**.

**CONTAINING**: 109.354 total acres.

**EXHIBIT B**: attached and made a part hereof.



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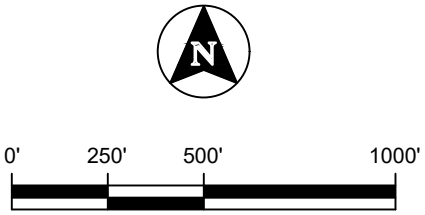
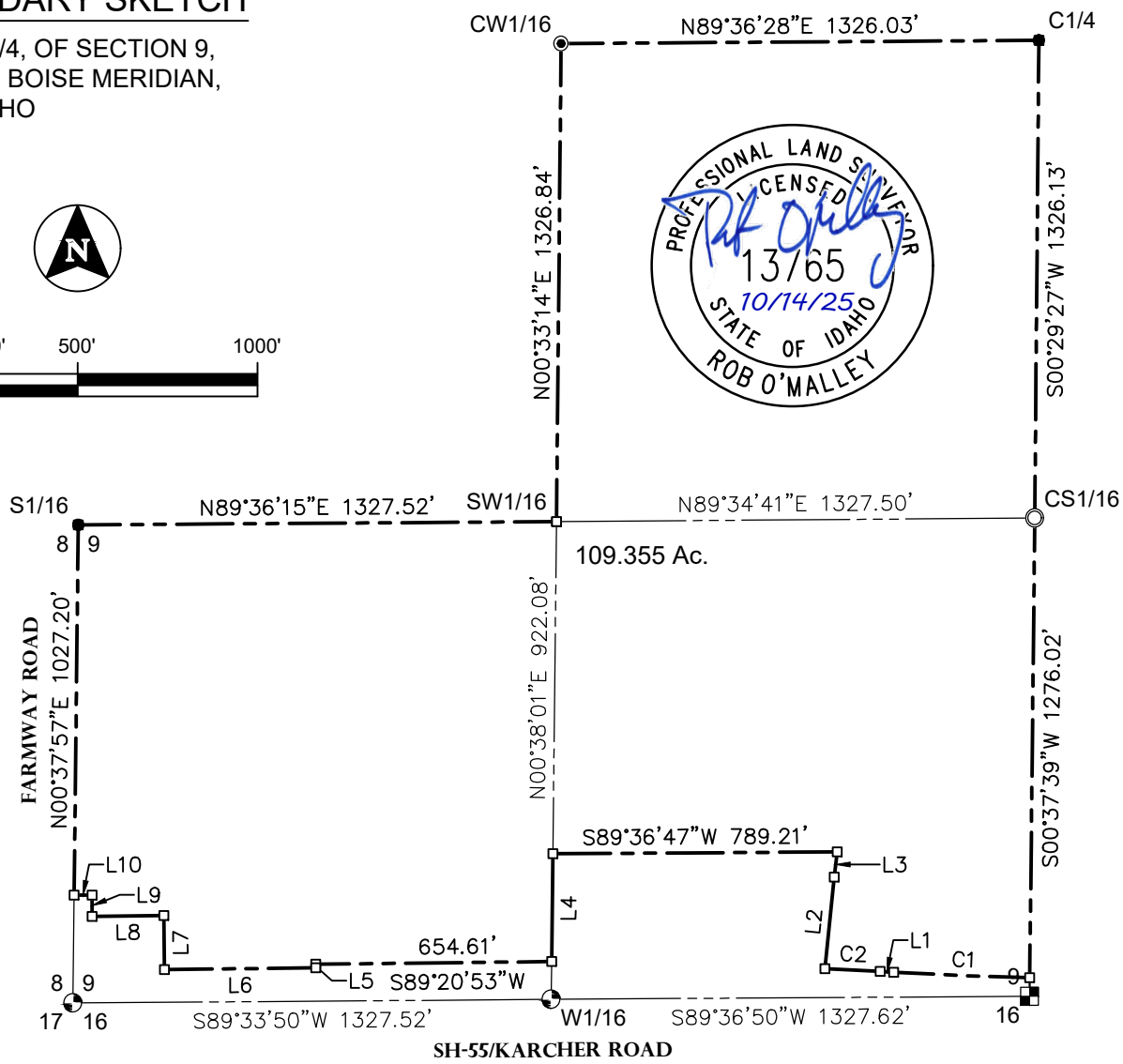
# EXHIBIT B - PRE-PLAT BOUNDARY SKETCH

LOCATED IN A PORTION OF THE SW1/4, OF SECTION 9,
TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN,
CANYON COUNTY, IDAHO
2025

| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | DISTANCE |
| L1 | N86°45'32"W | 38.06' |
| L2 | N05°45'29"E | 255.73' |
| L3 | N06°36'22"E | 70.29' |
| L4 | S00°38'01"W | 299.16' |
| L5 | S00°39'07"E | 10.00' |
| L6 | S89°20'53"W | 420.00' |
| L7 | N00°41'50"W | 150.00' |
| L8 | S89°20'53"W | 199.75' |
| L9 | N00°37'57"E | 58.83' |
| L10 | N89°22'57"W | 50.00' |




## LEGEND

- PARCEL BOUNDARY
- SECTION LINE
- FOUND BRASS CAP
- FOUND ALUMINUM CAP
- FOUND IRON PIPE
- FOUND 5/8" REBAR
- FOUND 1/2" REBAR
- CALCULATED POINT

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | LENGTH | DELTA | BEARING | CHORD |
| C1 | 11910.00' | 377.65' | 1°49'00" | N87°40'03"W | 377.63' |
| C2 | 12090.00' | 153.11' | 0°43'32" | N87°07'19"W | 153.11' |

210209-Pre-Plat Boundary Exhibit.dwg SEPT. 2025 210209

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Date: October 14, 2025
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**EXHIBIT "A"**
R-2 ZONING DESCRIPTION

A parcel of land located in the E1/2 of the SW1/4 and the SW1/4 of the SW1/4 of Section 9, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, being more particularly described as follows:

**BEGINNING** at the Center One-Quarter corner of said Section 9; thence, along the east line of the NE1/4 of the SW1/4 of said Section 9,

1) S.00°29'27"W., 1326.13 feet to the Center-South One-Sixteenth corner of said section 9; thence, along the east line of the SE1/4 of the SW1/4 of said Section 9,
2) S.00°37'39"W., 1276.02 feet to the beginning of a non-tangent curve, being the north right-of-way of SH-55/Karcher Rd.; thence, leaving said east line, along said north right-of-way the following three courses:
3) Northwesterly along said curve to the right, having a radius of 11910.00 feet, with an arc length of 377.65 feet, through a central angle of 1°49'00", of which the long chord bears N.87°40'03"W., 377.63 feet, to a point of tangency; thence,
4) N.86°45'32"W., 38.06 feet to the beginning of a tangent curve; thence,
5) Northwesterly along said curve to the left, having a radius of 12090.00 feet, with an arc length of 153.11 feet through a central angle of 0°43'32", of which the long chord bears N.87°07'19"W., 153.11 feet, to a point of non-tangency; thence, leaving said north right-of-way,
6) N.05°45'29"E., 255.73 feet; thence,
7) N.06°36'22"E., 70.29 feet; thence,
8) S.89°36'47"W., 789.21 feet to the west line of SE1/4 of the SW1/4 of said Section 9; thence, along said west line,
9) N.00°38'01"E., 131.70 feet to the beginning of a non-tangent curve; thence, leaving said west line,
10) Southwesterly along said curve to the right, having a radius of 116.50 feet, with an arc length of 13.71 feet, through a central angle of 6°44'25", of which the long chord bears S.86°14'16"W., 13.70 feet, to a point of tangency; thence,
11) S.89°36'29"W., 950.47 feet to beginning of a tangent curve; thence,
12) Southwesterly along said curve to the left, having a radius of 22.15 feet, with an arc length of 36.35 feet, through a central angle of 94°01'31", of which the long chord bears S.42°26'10"W., 32.41 feet, to a point of non-tangency; thence,
13) N.89°30'36"W., 33.00 feet; thence,

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Project No: 210209
Date: October 14, 2025
Page 2 of 2

14) N.00°29’23”E., 814.34 feet to the north line of the SW1/4 of the SW1/4 of said Section 9; thence, along said north line,

15) N.89°36’15”E., 1020.78 feet to the South-West One-Sixteenth corner of said Section 9; thence, leaving said north line, along the west line of the NE1/4 of the SW1/4 of said Section 9.

16) N.00°33’14”E., 1326.84 feet to the Center-West One-Sixteenth corner of said Section 9; thence, leaving said west line, along the north line of the NE1/4 of the SW1/4 of said Section 9,

17) N.89°36’28”E., 1326.03 feet to the **POINT OF BEGINNING**.

**CONTAINING**: 91.370 total acres.

**EXHIBIT B**: attached and made a part hereof.

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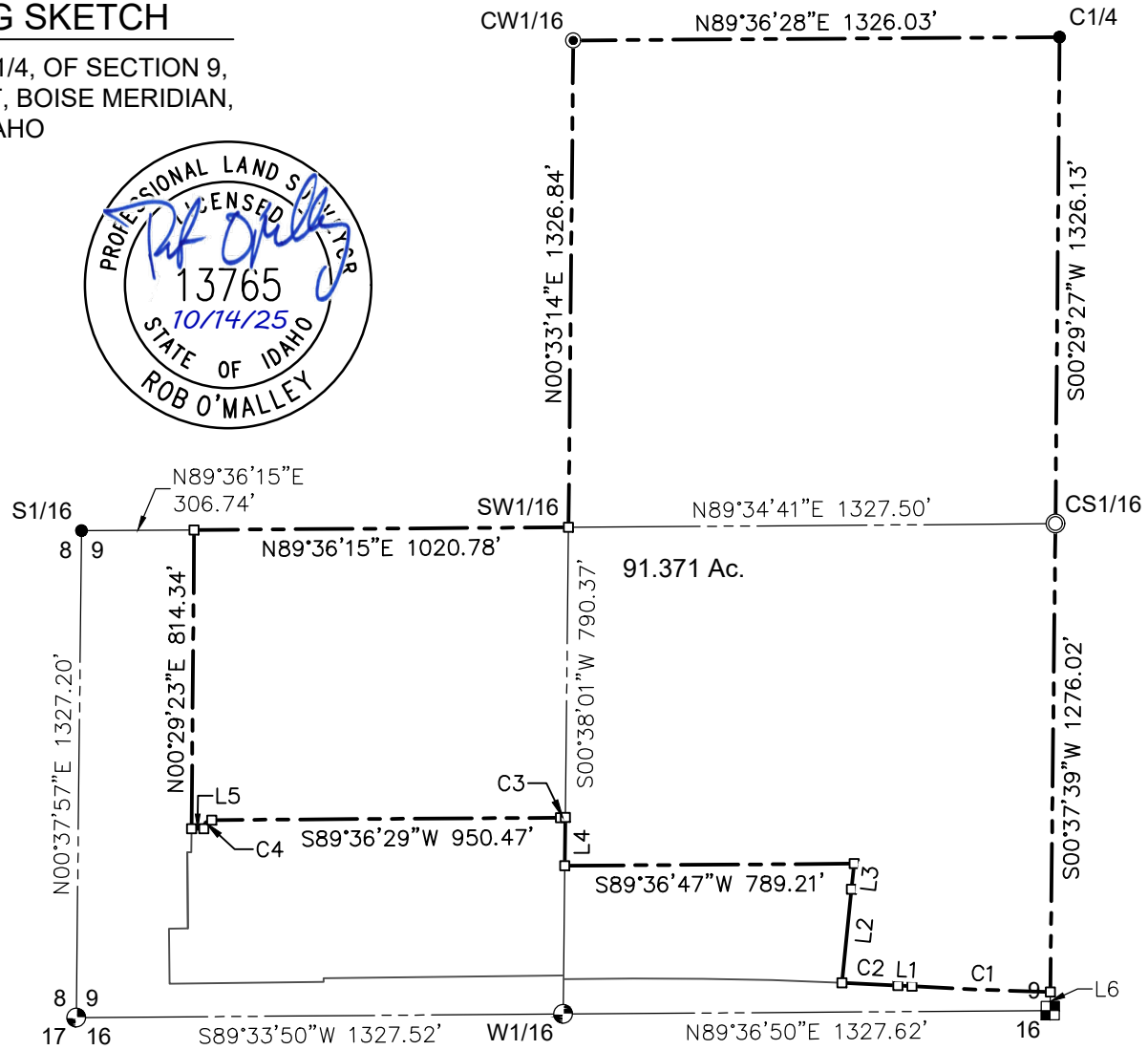
# EXHIBIT B - R-2 ZONING SKETCH

LOCATED IN A PORTION OF THE SW1/4, OF SECTION 9,
TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN,
CANYON COUNTY, IDAHO
2025

PROFESSIONAL LAND SURVEYOR LICENSED 13765 10/14/25 STATE OF IDAHO ROB O'MALLEY

## LEGEND

- PARCEL BOUNDARY
- SECTION LINE
- FOUND BRASS CAP
- FOUND ALUMINUM CAP
- FOUND IRON PIPE
- FOUND 5/8" REBAR
- FOUND 1/2" REBAR
- CALCULATED POINT




## LINE TABLE

| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | N86°45'32"W | 38.06' |
| L2 | N05°45'29"E | 255.73' |
| L3 | N06°36'22"E | 70.29' |
| L4 | N00°38'01"E | 131.70' |
| L5 | N89°30'36"W | 33.00' |
| L6 | S00°37'39"W | 51.08' |

## CURVE TABLE

| CURVE | RADIUS | LENGTH | DELTA | BEARING | CHORD |
|---|---|---|---|---|---|
| C1 | 11910.00' | 377.65' | 1°49'00" | N87°40'03"W | 377.63' |
| C2 | 12090.00' | 153.11' | 0°43'32" | N87°07'19"W | 153.11' |
| C3 | 116.50' | 13.71' | 6°44'25" | S86°14'16"W | 13.70' |
| C4 | 22.15' | 36.35' | 94°01'31" | S42°26'10"W | 32.41' |

N

0' 250' 500' 1000'

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