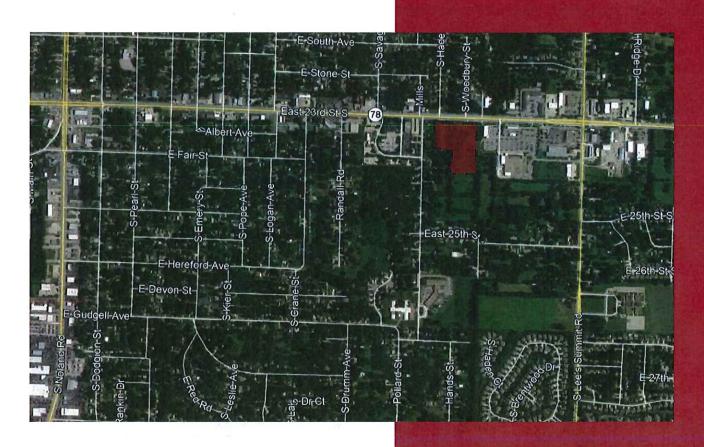
McBee Landing Traffic Impact Study

23rd Street at Haden Street Independence, Missouri







Prepared for:

McBee's Coffee 'n Car Wash

Prepared by TranSystems June 2020



June 22, 2020

Mr. Steven McBee

McBee's Coffee 'n Carwash 126 N. Market Street Gallatin, MO 64640

TranSystems

2400 Pershing Road Suite 400 Kansas City, MO 64108 Tel 816 329 8600 Fax 816 329 8601

www.transystems.com

Re: McBee Landing Traffic Impact Study

23rd Street and Haden Street

Independence, Missouri

Dear Mr. McBee:

In response to your request and authorization, TranSystems has completed a traffic impact study for the proposed commercial development to be generally located in the south side of 23rd Street at Haden Street in Independence, Missouri. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system.

Included in this study is a discussion of the anticipated impact of the proposed development on the adjacent street network and identified improvements to mitigate deficiencies for the following scenarios:

- Existing Conditions
- Existing plus Development Conditions
- Future Year 2040 Conditions

We trust that the enclosed information proves beneficial to you, the Missouri Department of Transportation, and the City of Independence in this phase of the development process. We appreciate the opportunity to be of service to you and will be available to review this study at your convenience.

Sincerely,
TRANSYSTEMS

leffrey Wilke, PE, PTOE

: Emma

Emma Martin, EIT

Martin

EHM:JJW/ehm/P101200135 Enclosure

Introduction

TranSystems has completed a traffic impact study for the proposed McBee Landing residential and commercial development to be generally located along the south side of 23rd Street at Haden Street in Independence, Missouri. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system. The location of the development site relative to the major streets in the area is shown on *Figure A-I* in *Appendix A*.

This study also contains a description of the proposed development and the surrounding transportation infrastructure along with trip generation estimates, trip distribution estimates, capacity analyses, and a summary of the findings.

Proposed Development Plan

The proposed development consists of both residential and commercial land uses. The commercial portion of the development consists of an automated car wash and office space located along the south side of 23rd Street. Multifamily residential units for senior living will be located to south of the commercial businesses. The current development plan is included on *Figure A-2* in *Appendix A* for reference.

Access to the site will be provided from two new drives along 23rd Street. The first driveway will be aligned across 23rd Street from Haden Street. This drive will provide access to the offices and senior living land uses. The second driveway will be aligned across 23rd Street from Woodbury Street, and will primarily be an access for the car wash. A new drive is also proposed to be constructed onto Kings Highway, providing an alternate access point for the development in the future.

Study Area

To assess the impacts of the proposed development, the intersections listed below were identified for study during the A.M. and P.M. peak periods.

- 23rd Street and Kings Highway
- 23rd Street and Haden Street
- 23rd Street and Woodbury Street

Traffic Counts

Traffic counts were not collected at the time of this study due to the COVID-19 pandemic. The Governor of Missouri issued a Stay-At-Home order for the entire state from April 6, 2020 through May 3, 2020 to limit the spread of the virus. Schools and many businesses were closed. The closures have significantly altered traffic patterns, and will continue to do so as many businesses continue to operate on a limited basis and many professionals continue to work from home.

Turning-movement traffic volume counts were obtained from the Missouri Department of Transportation (MoDOT) 2019 Average Annual Daily Traffic Map for the segment of 23rd Street near the development site. The maps provided the A.M. and P.M. peak hour traffic volumes by direction of travel. Turning

movement counts at the study intersections were estimated based on street network characteristics, land uses in the surrounding area, and engineering judgement. The existing lane configurations, traffic control devices, and estimated peak hour volumes have been illustrated in *Figures A-3* through *A-5*.

Surrounding Street Network and Land Uses

The development site is located on roughly 11 acres of undeveloped land. The site is bounded by 23rd Street on the north. The 23rd Street corridor is generally lined with commercial businesses, but there are also some single-family residences. To the east, south and west, the site is bounded by single-family residences, with some larger lot sizes. Along the northeast edge of the site there is a tire store and parking lot, which is part of a larger shopping center that includes a HyVee grocery store.

Adjacent to the development site, 23rd Street is a five-lane highway with a posted speed limit of 40 mph. Within the City of Independence, 23rd Street is part of the state highway system as MO-78 Highway, and is classified by MoDOT as a principal arterial roadway. The street is generally 68 feet wide, with five-lanes, including a center two-way left-turn lane. There are paved four-foot shoulders on each side of the street, along with curb and gutter. Sidewalks are provided along the north and south sides of the street. The alignment of the roadway is straight with some slight vertical curvature.

Kings Highway is classified by the City of Independence as a collector street. It is a 24-foot wide, two-lane street with a posted speed limit of 25 mph. South of 23rd Street there are curbs and gutters with sidewalk along only the west side of the street. The street provides access to the residential neighborhood to the south, including Hanthorn Early Education School, as well as some commercial businesses to the west of Kings Highway.

Haden Street is a two-lane local street that provides access to the residential neighborhood to the north of 23rd Street. It has no shoulders, curbs, or gutters. Woodbury Street is also a local street and has similar characteristics. Woodbury Street is not continuous to the north and provides local access only to the adjacent residences. There is no sidewalk and no posted speed limit on either local street.

Analysis

The scope of analysis for the assessment of the proposed development's impact on the surrounding transportation system is based in large part on the recommended practices of the Institute of Transportation Engineers (ITE), as outlined in their <u>Traffic Engineering Handbook</u>. ITE is a nationally-recognized organization of transportation professionals with members from both private and public sectors. The analysis of the proposed development's impact included development of trip generation and trip distribution estimates as well as a traffic operations assessment for each study scenario. The study also addresses access management criteria provided in MODOT's Engineering Policy Guide (EPG). Each of the analysis methodologies and findings are described in the subsequent sections.

Driveway Spacing

The MoDOT EPG provides recommended spacings between driveways based on the type of highway. For major non-freeway routes in urban areas, the minimum driveway spacing is 440 feet. The proposed site

driveways are spaced closer together than the minimum spacing. The driveway at the Haden Street intersection is 210 feet east of Kings Highway and 330 feet west of Woodbury Street. The driveway at the Woodbury Street intersection is 210 feet west of Slayton Street.

While the proposed driveway spacings are less than the minimum spacing recommendations in the EPG, it should be noted that the driveways are all aligned with existing intersections. The EPG states that driveways should be lined up across the public roadway from each other whenever possible.

Sight Distance

Sight distances and methods for measurement are provided in A Policy on Geometric Design of Highways and Streets (7th Edition), also referred to as the AASHTO Green Book published by the American Association of State Highway and Transportation Officials (AASHTO). Intersection sight distance is provided at intersections to allow the drivers of stopped vehicles to depart from their approach and enter or cross the uncontrolled street. These distances are generous, allowing enough distance for the stopped driver to complete their turning or crossing maneuver without requiring through traffic on the uncontrolled street to reduce their speed. Stopping sight distance is the minimum distance required to allow for a vehicle to stop before reaching a stationary object in its path.

Sight distances were measured in the field at each proposed site driveway intersection. The measurements and AASHTO recommended sight distances for each direction of travel are shown in *Table 1*.

	Inte	Table I ersection Sight Dist	ances	
Location	Direction Looking	Measured Sight Distance, feet	Recommended Intersection Sight Distance, feet	Recommended Stopping Sight Distance, feet
23rd Street at Haden	East	>600	500	305
Street	West	>600	385	305
23rd Street at	East	>600	500	305
Woodbury Street	West	500	385	305

The sight distance measurements indicate that sight distances are adequate at the both of the proposed site driveway intersections along 23rd Street. There is a slight crest vertical curve to the west of the intersection of Woodbury Street and 23rd Street that limits sight lines, however the measured sight distance exceeds the recommended sight distance for a right-turn movement from a stop controlled roadway.

Trip Generation

Trip generation estimates were prepared using the Institute of Transportation Engineer's <u>Trip Generation</u>, 10th Edition. The Automated Car Wash land use (ITE code 948) does not provide information regarding average weekday and A.M. peak hour data, however it was estimated using other similar auto-oriented

land uses and engineering judgement. **Table 2** shows the expected trips to be generated by the proposed development. Additional information related to trip generation is included in **Appendix B**.

	Proposed	l Devel	Table 2 opment Tr	rip Gen	eratio	n			
Land Use	Intensity	ITE	Average	A.M.	Peak	Hour	P.M.	Peak	Hour
Land Ose	Intensity	Code	Weekday	Total	In	Out	Total	In	Out
Automated Car Wash	5,200 sf	948	400	8	4	4	74	37	37
General Office Building	10,400 sf	710	168	36	31	5	14	2	12
Senior Adult Housing - Detached	68 units	251	401	31	10	21	36	22	14
T	otal Developme	nt Trips	969	75	45	30	124	61	63
Pass-	by Trips (40% of c	ar wash)	-	-	•	-	30	15	15
	Non-Pass	-by Trips	969	75	45	30	94	46	48
Total New	Development	t Trips	969	75	45	30	94	46	48

Pass-by traffic occurs when drivers stop at the proposed development while in route to their final destination. Pass-by traffic is common for car washes. A pass-by percentage of 40% was assumed for the car wash since it will be an auto-oriented business located along a heavily traveled corridor.

Trip Distribution

The estimated trips generated by the proposed development were distributed onto the surrounding street network based on the trip distributions summarized in *Table 3*. These distributions are based on traffic counts, the expected service area of the development and engineering judgment.

Table Trip Distri	
Direction To/From	Percentage
East on 23rd Street	50%
West on 23rd Street	50%
Total	100%

Traffic Operation Assessment

An assessment of traffic operations was made for the scenarios listed below.

- Existing Conditions
- Existing plus Development Conditions
- Future Year (2040)

The study intersections were evaluated using the Synchro traffic analysis software package. Calculations were performed based on the methodologies outlined in the <u>Highway Capacity Manual (HCM)</u>, 6th Edition, which is published by the Transportation Research Board. The operating conditions at an intersection are graded by the "level of service" experienced by drivers. Level of service (LOS) describes the quality of traffic operating conditions and is rated from "A" to "F". LOS A represents the least congested condition with free-flow movement of traffic and minimal delays. LOS F generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average delay per stopped vehicle. Delay is measured in seconds per vehicle. *Table 4* shows the upper limit of delay associated with each level of service for signalized and unsignalized intersections.

Intersection Leve	Table 4 el of Service Dela	y Thresholds
Level of Service (LOS)	Signalized	Unsignalized
Α	≤ 10 Seconds	≤ 10 Seconds
В	≤ 20 Seconds	≤ 15 Seconds
С	≤ 35 Seconds	≤ 25 Seconds
D	≤ 55 Seconds	≤ 35 Seconds
E	≤ 80 Seconds	≤ 50 Seconds
F	> 80 Seconds	> 50 Seconds

While LOS measurements apply to both signalized and unsignalized intersections, there are significant differences between how these intersections operate and how they are evaluated. LOS for signalized intersections reflects the operation of the intersection as a whole.

Unsignalized intersections, in contrast, are evaluated based on the movement groupings which are required to yield to other traffic. Typically, these are the left turns off of the major street and the side-street approaches for two-way stop-controlled intersections. At unsignalized intersections lower LOS ratings (D, E and F) do not, in themselves, indicate the need for additional improvements. Many times there are convenient alternative routes to avoid the longer delays. Other times the volumes on the unsignalized approaches are relatively minor when compared to the major street traffic, and improvements such as a traffic signal installation may increase the average delay to all users of the intersection.

The decision to install a traffic signal, which is often considered when lower LOS ratings are projected, should be based on engineering studies and the warrants for traffic signal installation as outlined in the Federal Highway Administration's <u>Manual on Uniform Traffic Control Devices</u> (MUTCD). Signals are typically not recommended in locations where there are convenient alternative paths, or if the installation of a traffic signal would have negative impacts on the surrounding transportation system.

The LOS rating deemed acceptable varies by community, facility type and traffic control device. Most communities in the region have identified LOS D as the minimum desirable goal for signalized intersections.

However, at unsignalized intersections LOS D, E, or even F are often considered acceptable for low to moderate traffic volumes where the installation of a traffic signal is not warranted by the conditions at the intersection, or the location has been deemed undesirable for signalization.

Traffic queues were also evaluated as part of the analyses. Long traffic queues which extend beyond the amount of storage available, either between intersections or within turn lanes, can have significant impacts on operations. The projected vehicular queues were analyzed to ensure the analyses are reflective of the physical constraints of the study intersections and to identify if additional storage is needed for turn lanes.

Existing Conditions

The results of the existing conditions intersection analyses are summarized in **Table 5**. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on **Figures A-3** through **A-5**. The Synchro output files are included in **Appendix C**.

	Table Intersection Opera Existing Co	ational An	alysis		
Intersection		A.M. Pe	ak Hour	P.M. Pe	eak Hour
	Movement	LOS	Delay ²	LOS	Delay ²
23rd Street and Kings Hig	ghway				
	Northbound	E	42.4	F	>100
	Westbound Left-Turn	Α	9.9	В	14.3
23rd Street and Haden St	reet				
	Southbound	D	28.1	C	21.8
	Eastbound Left-Turn	В	13.2	C B	11.4
23rd Street and Woodbu	ry Street				
	Southbound	D	25.0	С	11.3
	Eastbound Left-Turn	В	13.1	В	20.8

I - Level of Service

The results in *Table 5* indicate that two of the three study intersections currently operate at acceptable levels of service during the peak hours. The northbound movements at the Kings Highway intersection operate at LOS E and LOS F during the A.M. and P.M. peak hours, respectively. The lengthy delays are due to the high volume of through traffic on 23rd Street. While the delays are long, the 95th percentile queue lengths are three vehicles or less.

Existing plus Development Conditions

The MoDOT Engineering Policy Guide also provides guidance on the need for turn lanes at intersections. According to the EPG, an eastbound right-turn lane is warranted on 23rd Street at Haden Street with the addition of development traffic. The turn lane warrant analysis is shown in *Appendix C*. Although the traffic volumes do satisfy the warranting criteria during the P.M. peak hour, it should be noted that there are no right-turn lanes at any of the commercial driveways along the 23rd Street corridor in the vicinity of the site. The addition of a right-turn lane would have a nominal impact on the capacity analysis and LOS

^{2 -} Delay in seconds per vehicle

at the intersection. For these reasons, an eastbound right-turn lane was not included in the capacity analysis for the Existing plus Development Conditions scenario.

Due to the heavy volume of through traffic on 23rd Street, long delays can be expected for side street traffic exiting the site. Delays will be especially long for northbound left-turn traffic, which has to cross both directions of traffic on 23rd Street. Right-turn movements will experience less delay as they are only opposed by one direction of traffic on 23rd Street. The driveway that aligns with Haden Street is the main access to the development site. In order to separate these movements at the main access and minimize delays for right-turn traffic, a northbound right-turn lane is recommended at the site driveway that aligns with Haden Street.

The results of the Existing plus Development conditions intersection analyses are summarized on the following page in *Table 6*. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on *Figures A-6* through *A-8*. The Synchro output files are included in *Appendix C*.

Table Intersection Opera Existing plus Develop	ational An	the state of the s		
Intersection	A.M. Pe	eak Hour	P.M. Pe	eak Hour
Movement	LOS	Delay ²	LOS	Delay ²
23rd Street and Kings Highway				
Northbound	E	44.8	F	>100
Westbound Left-Turn	В	10.0	В	14.6
23rd Street and Haden Street				
Northbound Left-Turn/Through	F	93.8	F	>100
Northbound Right-Turn	В	11.6	C	16.3
Southbound	F	>100	F	>100
Eastbound Left-Turn	В	13.2	В	11.4
Westbound Left-Turn	В	10.0	В	14.0
23rd Street and Woodbury Street				
Northbound	E	39.7	F	>100
Southbound	F	86.0	F	84.2
Eastbound Left-Turn	В	13.2	В	11.3
Westbound Left-Turn	Α	9.9	В	14.2

I - Level of Service

The results in *Table 6* indicate that most of the side street movements are projected to operate at LOS E or LOS F with the addition of development traffic. The long delays are due to the high volume of through traffic on 23rd Street. The traffic signal on 23rd Street at the commercial driveway east of the site will interrupt the flow of through traffic and create gaps for drivers to enter 23rd Street. Although long delays are projected in this scenario, all 95th percentile queues are projected to be no more than four vehicles during each of the peak hours.

^{2 -} Delay in seconds per vehicle

While delays are projected to be long in this scenario, the side-street volumes are relatively low and are well below the minimum thresholds for signalization. As such, no further improvements are identified at this time to address the low levels of service. In the long-term a connection should eventually be made to the east of the site to allow site traffic to access the existing signalized intersection at 23rd Street and the commercial driveway to the east of the site. This connection would require easements from private property owners and reconfiguration of existing parking lots, so it will take extensive cooperation between several property owners for this to occur.

Future Year (2040) Conditions

This scenario provides an estimate of future traffic conditions in year 2040 by considering the addition of background traffic growth to the existing plus development traffic volumes. To estimate future background traffic growth, the existing traffic volumes at the study intersections were assumed to increase at a rate of 0.5% per year. This modest growth rate is consistent with a mature developed area.

The results of the Future Year (2040) Conditions intersection analyses are summarized in **Table 7**. The study intersections were evaluated with the lane configurations, traffic volumes, and traffic control devices shown on **Figures A-9** through **A-11**. The Synchro output files are included in **Appendix C**.

Table Intersection Opera Future Yea	ational An	alysis		
Intersection	A.M. Pe	ak Hour	P.M. Po	eak Hour
Movement	LOS	Delay ²	LOS	Delay ²
23rd Street and Kings Highway				
Northbound	F	66.1	F	>100
Westbound Left-Turn	В	10.4	F C	16.2
23rd Street and Haden Street				
Northbound Left-Turn/Through	F	>100	F	>100
Northbound Right-Turn	В	12.1	С	17.7
Southbound	F	>100	F	>100
Eastbound Left-Turn	В	14.4	В	12.2
Westbound Left-Turn	В	10.5	С	15.4
23rd Street and Woodbury Street				
Northbound	E	50.8	F	>100
Southbound	F	>100	F	>100
Eastbound Left-Turn	В -	14.4	В	12.1
Westbound Left-Turn	Α	10.2	В	15.7

I – Level of Service

The results in the table are similar to the previous scenario. Most side street movements are projected to operate at LOS F during the peak hours. All side street traffic volumes are anticipated to remain below the minimum thresholds for traffic signal installation.

^{2 -} Delay in seconds per vehicle

Summary

TranSystems has completed a traffic impact study for the proposed residential and commercial development to be generally located along the south side of 23rd Street at Haden Street in Independence, Missouri. The purpose of this study was to assess the impact of the proposed development on the surrounding transportation system.

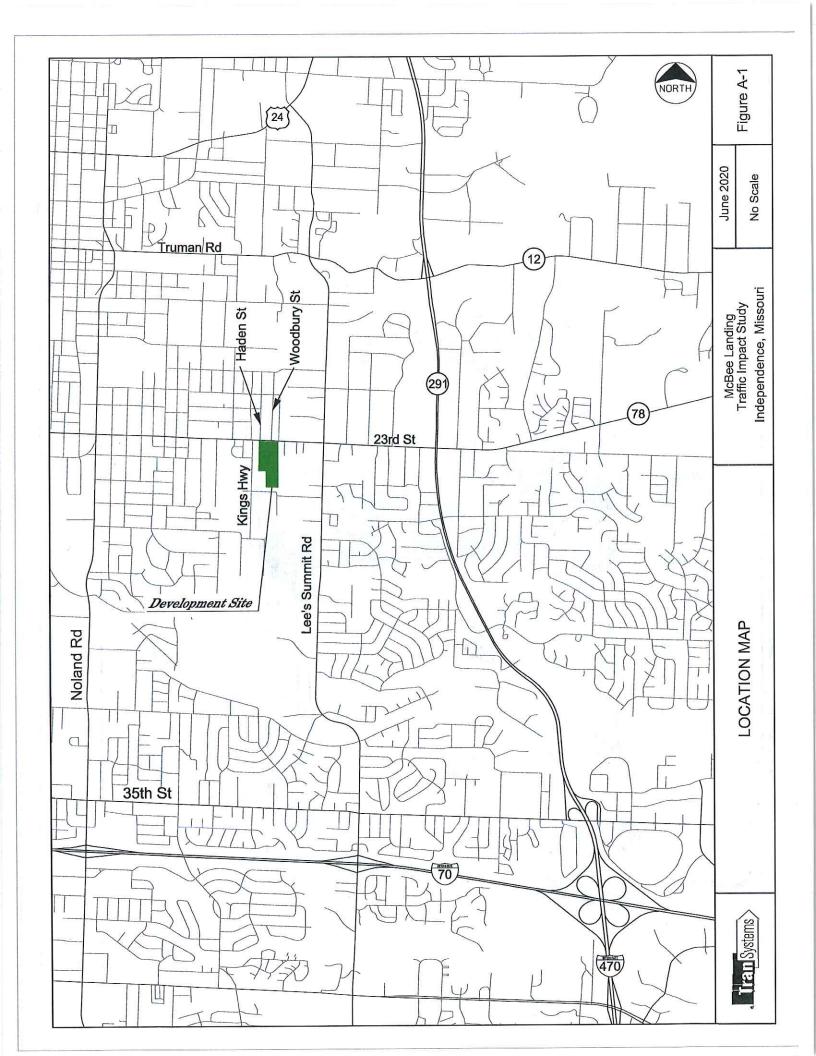
The proposed development plan includes two new site driveways on 23rd Street. Each driveway is aligned across 23rd Street from an existing intersection on the north side of the road. Sight distances are adequate from each proposed site driveway.

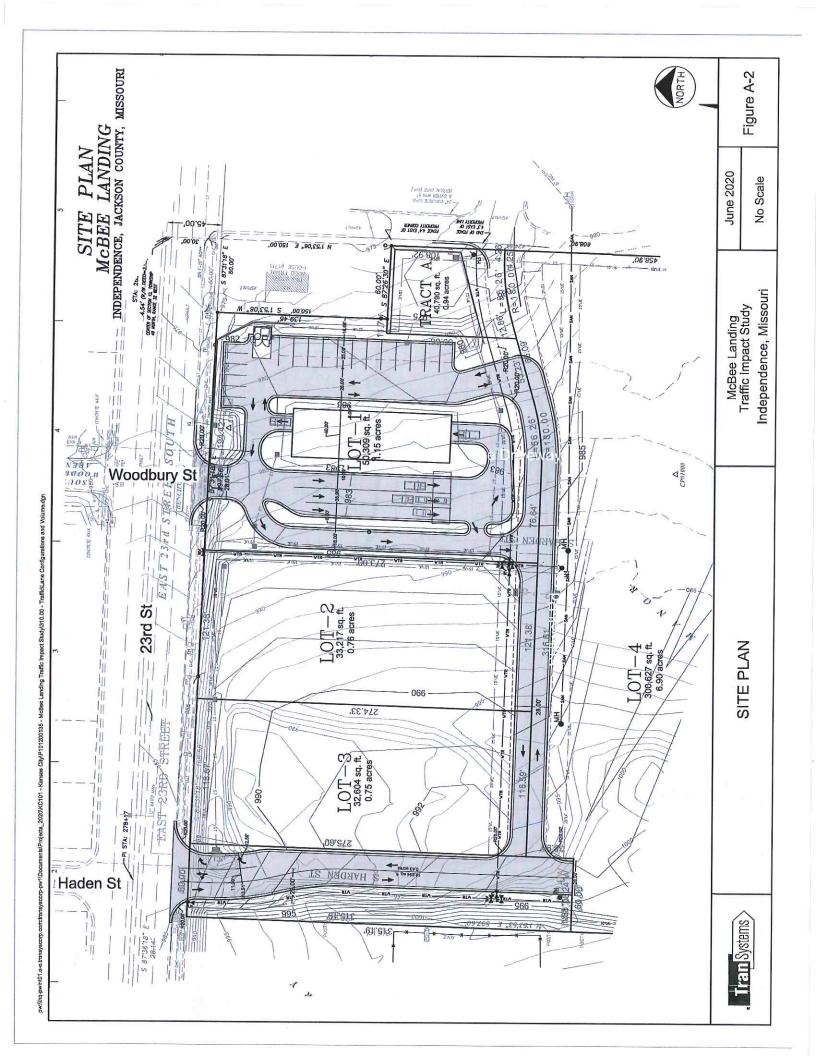
With the addition of development traffic, most side street movements at the study intersections are projected to operate at level of service E or F during the peak hours. This is due mostly to the high volume of through traffic on 23rd Street. To reduce delays for northbound traffic existing the site, the site driveway that aligns with Haden Street should be constructed with two outbound lanes to allow northbound right-turn traffic to bypass queued left-turning vehicles.

While delays are projected to be long with the addition of development traffic, the side-street volumes are relatively low and are well below the minimum thresholds for signalization. As such, no further improvements are identified at this time to address the low levels of service. In the long-term a connection should eventually be made to the east of the site to allow site traffic to access the existing signalized intersection at 23rd Street and the commercial driveway to the east of the site.

Appendix A - Figures

Figure A-I	Location Map
Figure A-2	Site Plan
Figure A-3	Existing Lane Configurations and Traffic Controls
Figure A-4	Existing A.M. Peak Hour Traffic Volumes
Figure A-5	Existing P.M. Peak Hour Traffic Volumes
Figure A-6	Existing plus Development Lane Configurations and Traffic Controls
Figure A-7	Existing plus Development A.M. Peak Hour Traffic Volumes
Figure A-8	Existing plus Development P.M. Peak Hour Traffic Volumes
Figure A-9	Future Year (2040) Lane Configurations and Traffic Controls
Figure A-10	Future Year (2040) A.M. Peak Hour Traffic Volumes
Figure A-II	Future Year (2040) P.M. Peak Hour Traffic Volumes





23rd St

Woodbury St

Haden St -

June 2020

No Scale

Independence, Missouri McBee Landing Traffic Impact Study

Kings Hwy

Legend



- Traffic Signal



- Stop Sign

- Lane Configuration

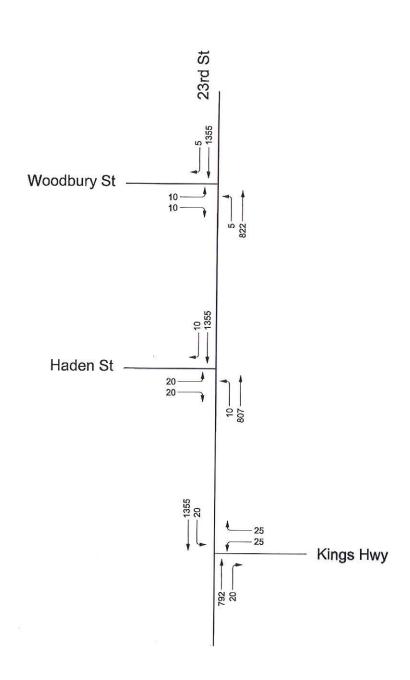


June 2020 No Scale

McBee Landing Traffic Impact Study

Independence, Missouri

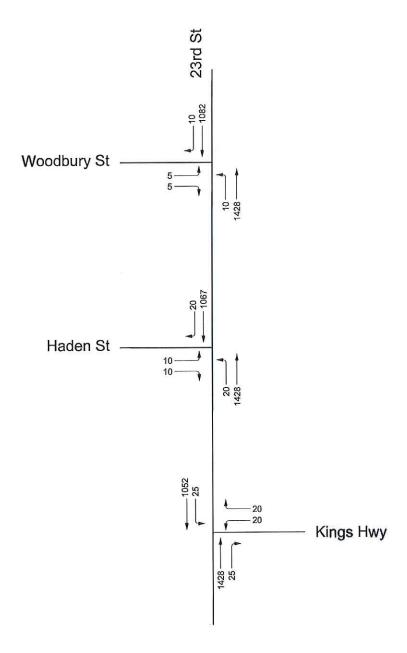
EXISTING CONDITIONS A.M. PEAK HOUR TRAFFIC VOLUMES



Legend

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EXISTING CONDITIONS P.M. PEAK HOUR TRAFFIC VOLUMES

Figure A-5

No Scale

McBee Landing Traffic Impact Study Independence, Missouri

June 2020



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23rd St Woodbury St Haden St Kings Hwy

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- Traffic Signal



- Stop Sign

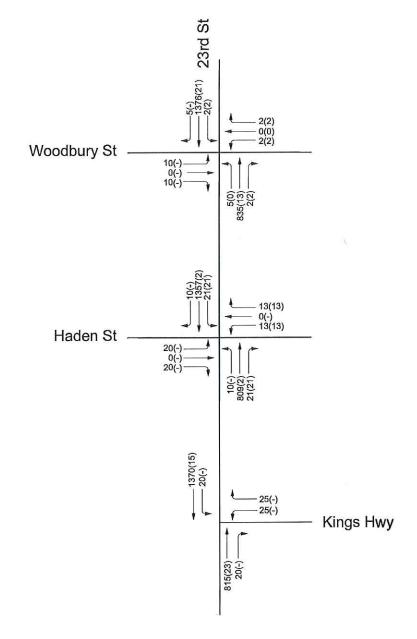


- Lane Configuration

June 2020

Independence, Missouri McBee Landing Traffic Impact Study

EXISTING PLUS DEVELOPMENT CONDITIONS A.M. PEAK HOUR TRAFFIC VOLUMES







Proposed Development Traffic

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10(-) 1087(12) 23rd St 19(19) 0(-) 18(18) Woodbury St 5(-) 0(-) 5(-) 13(13) 0(-) 13(13) Haden St ---1079(27)--25(-)20(-) 20(-) Kings Hwy

Legend



Proposed Development Traffic

23rd St

Woodbury St

Haden St -

Figure A-9

June 2020

No Scale

Independence, Missouri McBee Landing Traffic Impact Study

Kings Hwy

Legend



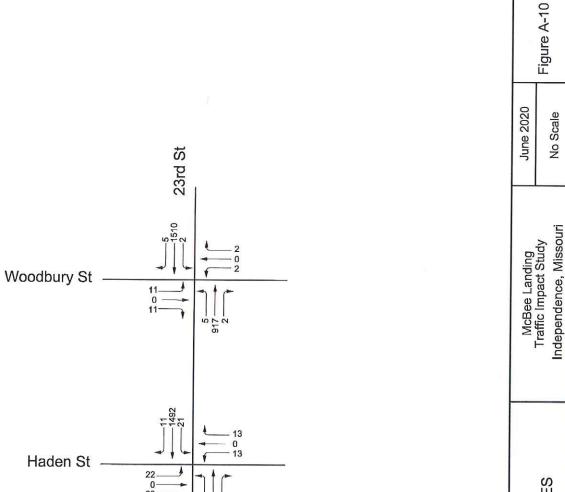
- Traffic Signal



- Stop Sign



- Lane Configuration



Kings Hwy

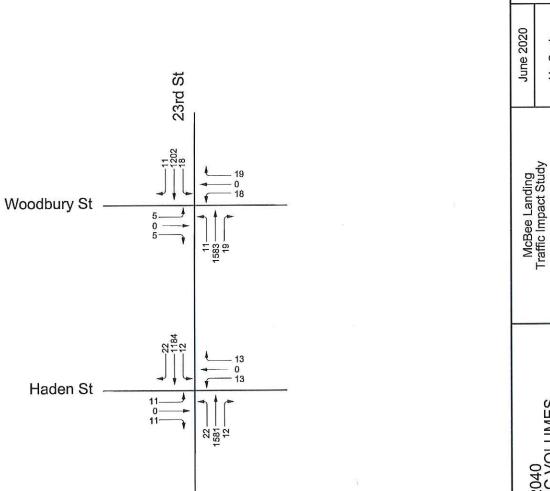
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FUTURE YEAR 2040 ".M. PEAK HOUR TRAFFIC VOLUME



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Kings Hwy

FUTURE YEAR 2040 P.M. PEAK HOUR TRAFFIC VOLUMES

Figure A-11

No Scale

Independence, Missouri



Legend

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McBee Landing Traffic Impact Study
23rd Street at Haden Street
Independence, Missouri

Appendix B - Trip Generation and Distribution

See attached worksheets.

McBee Landing TIS Independence, Missouri Trip Generation

		ITE			A.M.	A.M. Peak Hour	'n			P.M.	P.M. Peak Hour	Ŀ	
Land Use		Code	Daily	Total	% In	% In % Out In	<u>l</u>	Out	Total	% In	% Out	'n	Out
Automated Car Wash	5,200 sf	948	400	80	20%	20%	4.	4	74		20%	37	37
Office Building	10,400 sf	710	891	36	%98	14%	3	Ŋ	4		84%	7	17
Senior Adult Housing - Detachated	68 units		401	31	33%	%29	01	21	36	%19	39%	22	4
Total Proposed L	Sevelopment	Trips	696	7.5			45	30	124			19	63
	Pass-by Trips	Trips		1			ı	ī	30			15	15
	Non-Pass by Trips	y Trips	1000	7.5			45	30	94			46	48
Total New Proposed Dev	bosed Development Trips	Trips	696	75			45	30	94			46	48

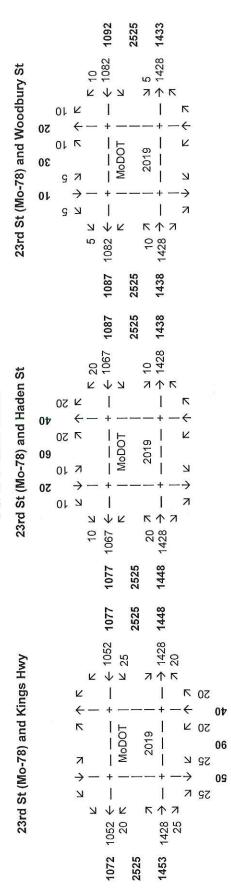
Notes - - Trip generation estimates were developed using ITE's Trip Generation, 10th Edition.

Independence, Missouri McBee Landing TIS

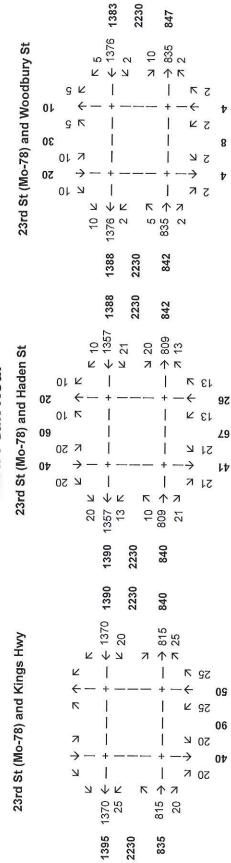
R 5 - ← 1355 1360 L 23rd St (Mo-78) and Woodbury St + _ _ MoDOT | 2019 01 7 > 01 \underset 23rd St (Mo-78) and Haden St Existing Conditions A.M. Peak Hour 01 K 20 k | 1375 1355 6 -- + --10 7 807 1 1 1 817 2192 — ← 1355 **1375** 2192 817 + --- + - - 792 23rd St (Mo-78) and Kings Hwy 7 OZ Z 3 7 OZ 2019 792 Y 2192 812

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Existing Conditions P.M. Peak Hour

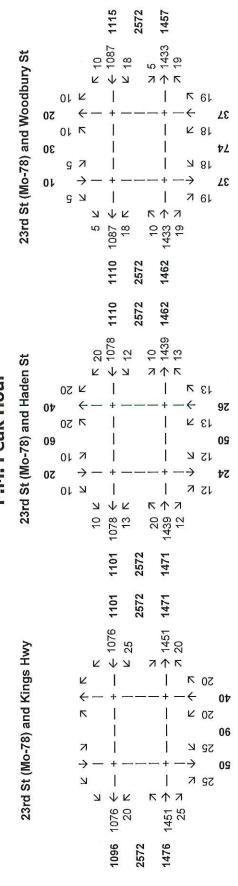


Existing plus Development Conditions A.M. Peak Hour



McBee Landing TIS Independence, Missouri

Existing plus Development Conditions P.M. Peak Hour



Trip Distribution Inbound

23rd St (Mo-78) and Kings Hwy

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23rd St (Mo-78) and Woodbury St

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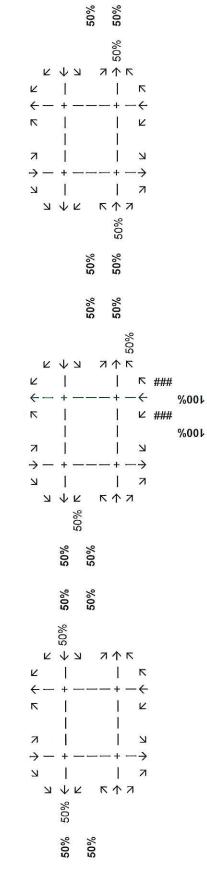
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Trip Distribution Outbound

23rd St (Mo-78) and Haden St

23rd St (Mo-78) and Kings Hwy

23rd St (Mo-78) and Woodbury St



Trip Distribution Inbound

23rd St (Mo-78) and Kings Hwy

20% %09 23rd St (Mo-78) and Woodbury St オイト N ### 7 ### 7 个 オ 20% 20% 20% %05 %05 K — . 20% 23rd St (Mo-78) and Haden St я 1 г | 20% 20% 20% 20% 20% 20%

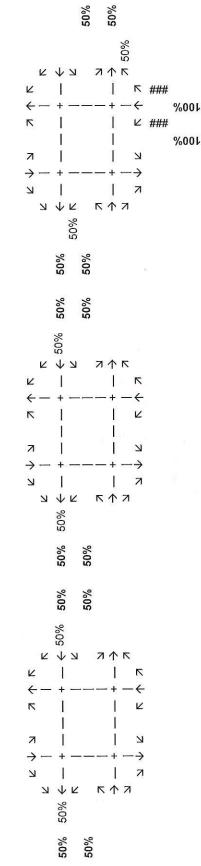
%001

400k

Trip Distribution Outbound

23rd St (Mo-78) and Haden St

23rd St (Mo-78) and Woodbury St



Independence, Missouri McBee Landing TIS

Development Trips A.M. Peak Hour

23rd St (Mo-78) and Haden St

7 →

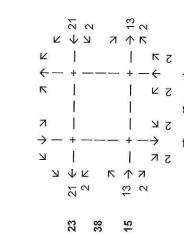
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α5 7 4 K

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23rd St (Mo-78) and Woodbury St



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← L 61 K 81

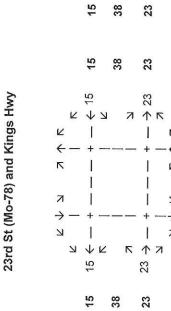
21 k2 → 21 K

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38

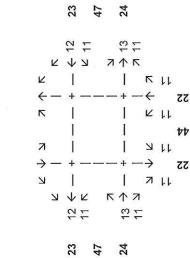
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Development Trips P.M. Peak Hour

23rd St (Mo-78) and Haden St

23rd St (Mo-78) and Woodbury St



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23

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09

23rd St (Mo-78) and Kings Hwy

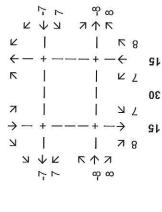
24

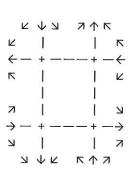
23

Pass-by Trips P.M. Peak Hour

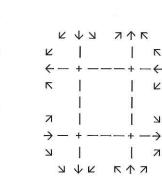
23rd St (Mo-78) and Haden St





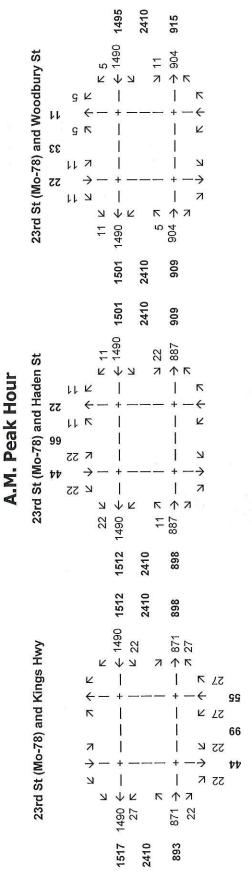


23rd St (Mo-78) and Kings Hwy



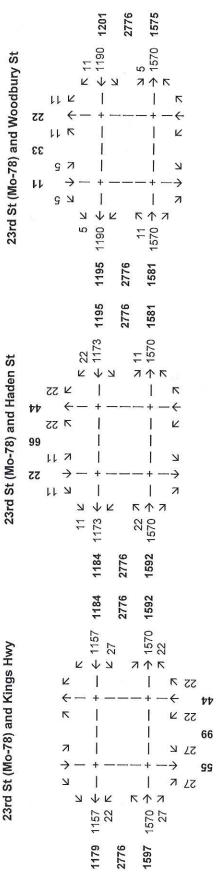
McBee Landing TIS Independence, Missouri

Future Year 2040



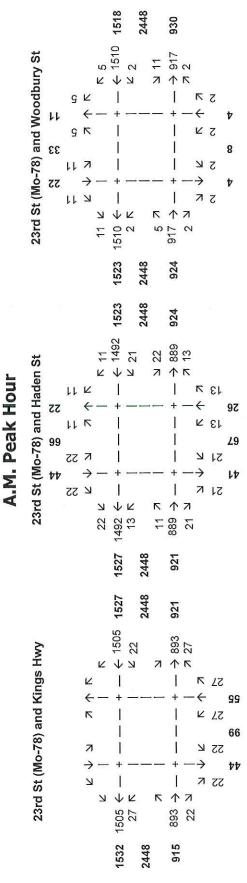
McBee Landing TIS Independence, Missouri

Future Year 2040 P.M. Peak Hour



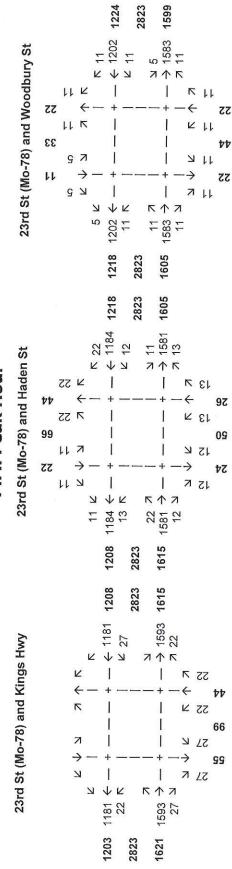
Independence, Missouri McBee Landing TIS





McBee Landing TIS Independence, Missouri





McBee Landing Traffic Impact Study 23rd Street at Haden Street Independence, Missouri

Appendix C - Capacity Analysis Reports

See attached worksheets.

\$2						
Intersection			1 V/S	May :	9.31	
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	EDI1	ሻ			NON
Traffic Vol, veh/h	792	20	20	1355		25
Future Vol, veh/h	792	20	20	1355	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	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
Mymt Flow	861	22	22	1473	27	27
	001	LL	LL	1710	<i>L</i> 1	21
	1ajor1		/lajor2		Minor1	FF
Conflicting Flow All	0	0	883	0		442
Stage 1				9	872	
Stage 2	:	-	-		781	
Critical Hdwy	-		4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	•	-	5.84	/ - 1
Critical Hdwy Stg 2	71	+			5.84	
Follow-up Hdwy	-		2.22		3.52	3.32
Pot Cap-1 Maneuver	Tari		762	Table &	89	563
Stage 1	(2)	-		2	369	-
Stage 2		-	ě		412	
Platoon blocked, %	44	-		-	- 1	
Mov Cap-1 Maneuver	=1	-	762	-	86	563
Mov Cap-2 Maneuver		÷	-	_	86	-
Stage 1	-	#			369	
Stage 2	_	-	-		400	
otago L	3155		- 120 E		700	
No.			20.10			
Approach	EB		WB	7.50	NB	
HCM Control Delay, s	0		0.1		42.4	
HCM LOS					E	
Minor Lane/Major Mvmt	NI	BLn1	EDT	EBR	/A/DI	WDT
	IN		EBT		WBL	WBT
Capacity (veh/h)		149		-	762	*
HCM Captral Delay (a)	(0.365	**		0.029	-
HCM Long LOS		42.4	-		9.9	-
HCM Lane LOS HCM 95th %tile Q(veh)		E	-	-	A	-
HOW SOUL WILLS (Ven)		1.5	-		0.1	12.

Intersection						
Int Delay, s/veh	0.6			-		
· ·	EBL	EPT	WBT	WBR	SBL	SBR
Movement		EBT		WOR	SBL	Mac
Lane Configurations	10	^	↑ ↑	10		20
Traffic Vol, veh/h	10	807		10	20	
Future Vol, veh/h	10	807	1355	10	20	20
Conflicting Peds, #/hr	0	_ 0	0	100	0	
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage,		0	0		0	-
Grade, %	-	0	0	- 00	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	877	1473	11	22	22
Major/Minor M	lajor1	N	//ajor2	A	Ainor2	
	1484	0	-	0	1940	742
Stage 1	-				1479	F. 9 W
Stage 2	_		_		461	-
Critical Hdwy	4.14				6.84	6.94
Critical Hdwy Stg 1	-	-			5.84	-
Critical Hdwy Stg 2	-	ne ilea			5.84	
Follow-up Hdwy	2.22	-	_	-	3.52	3.32
Pot Cap-1 Maneuver	449			(1)(1) p	57	358
Stage 1	-		<u></u>		176	-
Stage 2					601	
Platoon blocked, %	9.	_	-	_	001	
	449				56	358
Mov Cap-1 Maneuver		•			138	330
Mov Cap-2 Maneuver	- 			alica Villa		
Stage 1	- 1	77.3			172	
Stage 2	-	-	-		601	
						Jarri
Approach	EB	17,54	WB		SB	
HCM Control Delay, s	0.2		0		28.1	THE P
HCM LOS					D	
Marie Ma						
Minor Lang/Major Musel		EBL	CDT	WBT	MPD	SBLn1
Minor Lane/Major Mymt	- 10		EBT			
Capacity (veh/h)		449				199
HCM Lane V/C Ratio		0.024	-			0.218
HCM Control Delay (s)	FSE	13.2	-	-	-	28.1
HCM Lane LOS		В	(4)	_	-	D
HCM 95th %tile Q(veh)		0.1		-	+	8.0

Intersection					G - 1	
Int Delay, s/veh	0.3					
0 2 000			MDT	MDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	7		1255	C	10	40
Traffic Vol, veh/h Future Vol, veh/h	5 5	822 822	1355 1355	5	10	10
Conflicting Peds, #/hr	0	0	1333	0	0	0
Sign Control	Free	Free	Free	Free	Stop	11.00
RT Channelized	1166		riee	None	Stop -	Stop
Storage Length	0	None	-	None -	0	
Veh in Median Storage		0	0	-	0	-
Grade, %	ο, π	0	0	-	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	5	893	1473	5	11	11
IVIVIII I IOVV	J	093	1473	0	- 11	- 11
Major/Minor	Major1	N	Major2	N	/linor2	
Conflicting Flow All	1478	0		0	1933	739
Stage 1		120			1476	· =
Stage 2	-		-	-	457	-
Critical Hdwy	4.14	-	-	100	6.84	6.94
Critical Hdwy Stg 1	-	/24	-	8	5.84	
Critical Hdwy Stg 2	-	4	-	£	5.84	-
Follow-up Hdwy	2.22	0 ≟98		- 4	3.52	3.32
Pot Cap-1 Maneuver	452				58	360
Stage 1	4	120	12	â	176	
Stage 2	-		YET		604	4
Platoon blocked, %		<u> 12</u> 00	-	-		
Mov Cap-1 Maneuver	452	-	_		57	360
Mov Cap-2 Maneuver	-	21	<u> </u>	-	140	-
Stage 1			- 1 - 2	-	174	-
Stage 2	_	-	2	_	604	-
					001	
A			NAME OF THE PARTY		<u> </u>	
Approach	EB	95,81	WB		SB	
HCM Control Delay, s	0.1		0		25	
HCM LOS					D	
CONTRACTOR OF THE PARTY OF THE						11.1
Minor Lane/Major Mvm	1	EBL	EBT	WBT	WBR S	Bl n1
Capacity (veh/h)		452	LDI -	1101	TYDIXC	202
HCM Lane V/C Ratio		0.012			1004	0.108
HCM Control Delay (s)		13.1	-		-	25
HCM Lane LOS		В	-	-	_	D
HCM 95th %tile Q(veh)		0	_		-	0.4
HOM JOHN JOHN Q(VOII)		U				0.4

Interception	1000				-4j.54	
Intersection	2.2	No.		LV LVI		
Int Delay, s/veh	Section 2	91				
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		1	^	N/N	
	1428	25	25	1052	20	20
Future Vol, veh/h	1428	25	25	1052	20	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	1	None	2	None	The second	None
Storage Length	-	-	0	-	0	=
Veh in Median Storage,	# 0	1	11 1/2	0	0	11 -
Grade, %	0	<u>-</u>	1/2/	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
	1552	27	27	1143	22	22
WORLD TWO BILLS	10.		The second second			
	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	1579	0	2192	790
Stage 1	T. F.		-	-	1566	
Stage 2	-	-	-	-	626	-
Critical Hdwy	· 1	100	4.14		6.84	6.94
Critical Hdwy Stg 1	-	-		-	5.84	-
Critical Hdwy Stg 2	-	7		-	5.84	
Follow-up Hdwy	-	-	2.22		3.52	3.32
Pot Cap-1 Maneuver		-	413		39	333
Stage 1		-	-	-	158	-
Stage 2		3 44.	_ ving		495	_
Platoon blocked, %		_		-	100	
Mov Cap-1 Maneuver			413		36	333
Mov Cap-1 Maneuver	-	_	410	Hym 7	36	-
					158	S VIII
Stage 1			-		463	
Stage 2	-		-	·-	403	-
	500			52,45	THE CASE OF	W. J.
Approach	EB	171	WB	#37t	NB	
HCM Control Delay, s	0		0.3		135	
HCM LOS	•		0.0		F	
THOM EGG		10.00			ı	100
				- North		
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		65			413	
HCM Lane V/C Ratio		0.669	-	-	0.066	-
HCM Control Delay (s)		135	Chief.		14.3	
HCM Lane LOS		F	-	÷	В	-
HCM 95th %tile Q(veh)		2.9			0.2	TEN E
,						

Intersection						
Int Delay, s/veh	0.3	ž				
Movement	EBL	EBT	WBT	WBR	CDI	CDD
	EBL	Control State of Laboratory	- Little-Mill	WER	SBL	SBR
Lane Configurations Traffic Vol, veh/h			1007	20		40
Future Vol, veh/h	20 20	1428 1428	1067	20	10	10
	20	1428	1067	20	10	10
Conflicting Peds, #/hr Sign Control	11/24		0	0	0	0
RT Channelized	Free	Free	Free	Free	Stop	Stop
CONTRACTOR OF THE PROPERTY OF		20.4082010000	deal w	None	-	
Storage Length	0	-	_	-	0	
Veh in Median Storage		0	0	*	0	-
Grade, %	-	0	0	-	0	
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	1552	1160	22	11	11
Major/Minor	Majord	No.	Aniora	20	dinova	
	Major1		Major2		Minor2	504
Conflicting Flow All	1182	0	-	0	1991	591
Stage 1			-	-	1171	-
Stage 2	<u>.</u>	-	-	-	820	2.00
Critical Hdwy	4.14			1 5	6.84	6.94
Critical Hdwy Stg 1	-	-	Ξ.	=	5.84	<u></u>
Critical Hdwy Stg 2		- 1		4-15	5.84	
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	587			17-14	53	450
Stage 1	-	+	ä		257	
Stage 2		-	-	1.5	393	
Platoon blocked, %		-	_	1,4		
Mov Cap-1 Maneuver	587		-	-	51	450
Mov Cap-2 Maneuver		9	÷	-	160	-
Stage 1				14114	247	
Stage 2		B	-	-	393	-
Olago Z			أسري		080	1 .31
Approach	EB		WB		SB	
HCM Control Delay, s	0.2	N. I.	0		21.8	
HCM LOS					С	
Mind		EDI	Ep.	11/1-	LA CENTRAL	
Minor Lane/Major Mvm	ľ.	EBL	EBT	WBT	WBR S	- III- Jillian -
Capacity (veh/h)		587	_		-	236
HCM Lane V/C Ratio		0.037	-	-	-	0.092
HCM Control Delay (s)		11.4	-	=	-	21.8
HCM Lane LOS		В	_			С
HCM 95th %tile Q(veh)		0.1	100	444		0.3

Intersection				4.51		
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	19	44	↑ ↑		W	
Traffic Vol, veh/h	10	1428	1082	10	5	5
Future Vol, veh/h	10	1428	1082	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized		None			-	
Storage Length	0	1/4	-	-	0	-
Veh in Median Storage,	# -	0	0	16 -	0	NAME OF
Grade, %	-	0	0		0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	1552	1176	11	5	5
Major/Minor M	lajor1	٨	Major2	N	Minor2	
	1187	0	najuiz -		1980	594
Conflicting Flow All Stage 1	1187	U	-	U	1182	594
Stage 1 Stage 2	<u>-</u>				798	<u>.</u>
Critical Hdwy	4.14		-		6.84	6.94
Critical Hdwy Stg 1	4.14			-	5.84	0.94
Critical Hdwy Stg 2		10			5.84	
Follow-up Hdwy	2.22			_	3.52	3.32
Pot Cap-1 Maneuver	584				5.52	448
	004		_		254	440
Stage 1					404	
Stage 2	-	1			404	
Platoon blocked, %	584	-		-	53	448
Mov Cap-1 Maneuver				100	163	440
Mov Cap-2 Maneuver				-	249	
Stage 1			-	-	404	<u>.</u>
Stage 2				_	404	
				N. Carlo		
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		20.8	
HCM LOS					С	
144 C 16 11 11 1		1 - 1			FFIG.	
Minor Lane/Major Mvmt	,	EBL	EBT	WBT	WBR:	SRI n1
		ALC: A CASE III		-	VVDIX -	239
Capacity (veh/h)	LULLAN,	584	h - 1			0.045
HCM Lane V/C Ratio HCM Control Delay (s)	G-45-0	0.019	- 11 A	1 <u>4</u>)		20.8
HCM Lane LOS		11.3 B	_		-	20.8 C
HCM 95th %tile Q(veh)		0.1	Engly#			0.1
HOW BOTH WITH CHAPTER		0.1				0.1

Intersection Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr	1 EBT ↑ ;	EBR	WDI			
Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr	EBT	EBR	WDI			
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr	1	EBR		TATALLE COM		
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr			WBL	WBT	NBL	NBR
Future Vol, veh/h Conflicting Peds, #/hr	815		٦	^	W	
Conflicting Peds, #/hr		20	20	1370	25	25
	815	20	20	1370	25	25
		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	-	None
Storage Length	-	-	0	140	0	
Veh in Median Storag		-		0	0	2
Grade, %	0	() -	-	0	0	2
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	886	22	22	1489	27	27
Major/Minor	Major1	T.	/lajor2	N	Minor1	aye beng
Conflicting Flow All	0	0	908	0	1686	454
Stage 1	U	U	900	U	897	404
Stage 2	-	-	= = = = = = = = = = = = = = = = = = = =	-	789	
Critical Hdwy		-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	4.14		5.84	0.94
Critical Hdwy Stg 2					5.84	
Follow-up Hdwy			2.22		3.52	
Pot Cap-1 Maneuver		-	745	-		3.32
				- 1	85	553
Stage 1		•	_		358	55
Stage 2 Platoon blocked, %			7	-	408	
	*	*)	715		0.0	rro
Mov Cap-1 Maneuver	•	9	745		82	553
Mov Cap-2 Maneuver	-	9)			82	-
Stage 1	•		ř		358	
Stage 2	9			-	396	-
Approach	EB		WB		NB	The Paris
HCM Control Delay, s	0		0.1		44.8	
HCM LOS	<u> </u>		***		E	
		1151	12 17			N. I
			-			
Minor Lane/Major Mvm	nt N	BLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		143			745	
HCM Lane V/C Ratio		0.38	12	-	0.029	ě
HCM Control Delay (s)		44.8			10	
HCM Lane LOS		Е		- 2	Α	¥
HCM 95th %tile Q(veh))	1.6	11152		0.1	-

Intersection	T146				8, 5, 5	71271	750			41.31	31 %		a live the
Int Delay, s/veh	3.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	र्वीक	1	19	1			4	7		4	7	,
Traffic Vol., veh/h	10	809	21	21	1357	10	13	0	13	20	0	20	THE STATE OF
Future Vol, veh/h	10	809	21	21	1357	10	13	0	13	20	0	20	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	HE SECTION
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized		4	None	H- The		None		14	None			None	
Storage Length	0	-	-	0	2	2	72	141	0	-	-	14	
Veh in Median Storage,	# -	0	-		0			0		14.0	0		
Grade, %	-	0	-	21	0	_	72	0	-	-	0	5 4 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	11	879	23	23	1475	11	14	0	14	22	0	22	
Major/Minor M	lajor1		- 10 EVB	Major2			Minor1		1	Minor2		8/15/16	Sales GAST
Conflicting Flow All	1486	0	0	902	0	0	1697	2445	451	1989	2451	743	
Stage 1	1400	-		-			913	913	-	1527	1527	-	13511111111
Stage 2				-	-	5.5	784	1532	-	462	924		
Critical Hdwy	4.14		MIN.	4.14			7.54	6.54	6.94	7.54	6.54	6.94	the second second
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	448			749		-	60	31	556	36	31	358	
Stage 1	-		-	-	-	-	294	350		123	178	-	
Stage 2	-						352	177		549	346		100
Platoon blocked, %		3#	-		-	-							
Mov Cap-1 Maneuver	448			749		Fy b	54	29	556	34	29	358	
Mov Cap-2 Maneuver	-	(+	-	-	-	-	54	29	-	34	29	-	
Stage 1	-						287	341		120	172) (
Stage 2	-	-	-	-		-	320	172	-	522	337	-	
			1 - IN		şayılı	To ALL	183						
Approach	ЕВ	older.	Sen an	WB	15, 15, 15	T.W.	NB	1367	PAGE 1	SB	40.00	Section 1	
HCM Control Delay, s	0.4			0.2			52.7			147			THE REPORT OF
HCM LOS	JT			O.L.			F			F			
RIANGEMENT	i de	Tell's		I piki			ACE I				Alies !		
Minor Lane/Major Mvmt		NBLn11	NBI n2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		54	556	448		LDIN -	749	***	-	62			
HCM Lane V/C Ratio	- 1		0.025		-	-	0.03	-		0.701	to the		
HCM Control Delay (s)	- 40	93.8	11.6	13.2	0.2		10			117	Marie L		
HCM Lane LOS	Marie de la	55.6 F	В	В	A	•	A			F			
HCM 95th %tile Q(veh)	TE NO	0.9	0.1	0.1	7	11112	0.1				E	1811	
HOW JOHN JOHNE WINE	a result	0.0	0.1	0.1			0.1			9			

Int Delay, s/veh	Intersection	1000	V 4: P	1997		Extra		T A SEC					- 1
Movement		0.9											
Traffic Vol, veh/h	The state of the s	14/25/03	COT	EDD	WOL	MOT	MAIDE	Almi	KIPST	HDE	COL	0.55	-
Traffic Vol, veh/h Fiture Vol, veh/h 5 835 2 2 1376 5 2 0 2 10 0 10 Future Vol, veh/h 5 835 2 2 1376 5 2 0 2 10 0 10 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0						- In the second	WBR	NBL	0.000	NBR	SBL	STATE OF THE PARTY	SBR
Future Vol, veh/h Conflicting Peds, #hr O O O O O O O O O O O O O		-			- Cart		-	0	100		10	200	
Conflicting Peds, #/hr O O O O O O O O O							100					_	
Sign Control			1 7 7 7 1 1 1										1,000
RT Channelized		1000				1000							
Storage Length													
Veh In Median Storage, # - 0	Control of the Contro												-0.01.30%
Grade, % - 0 - 0 0 0 - 0 - 0 0 - 0 0 0 0 0		77/	_						7				-
Peak Hour Factor 92 92 92 92 92 92 92 9			100										
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	7 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1								- · · · ·				
Mynt Flow 5 908 2 2 1496 5 2 0 2 11 0 11 Major/Minor Major1 Major2 Minor1 Minor2 Minor2 Minor2 Conflicting Flow All 1501 0 0 910 0 0 1671 2424 455 1967 2423 751 Stage 1 - - - - 919 919 - 1503 1503 - Critical Hdwy 4.14 - - 4.14 - - 7.54 6.54 6.94 7.54 6.54 6.94 7.54 6.54 6.94 7.54 6.54 6.94 7.54 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 -	Commence of the Commence of th	- Alexandria											
Major/Minor Major1		0.000											
Conflicting Flow All 1501 0 0 910 0 0 1671 2424 455 1967 2423 751 Stage 1 919 919 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 - 1503 1503 1503 - 1503 1503 - 1503 1503 1503 - 1503 1503 1503 - 1503 1503 1503 - 1503 1503 1503 1503 - 1503 1503 1503 1503 1503 1503 1503 1503	WWITE FIOW	9	900	2	2	1490	5	2	U	2		0	11
Conflicting Flow All 1501 0 0 910 0 0 1671 2424 455 1967 2423 751													
Stage 1				1	Major2	THE N		Minor1	Ne di	1	Minor2		
Stage 2 - - - - 752 1505 - 464 920 - 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 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 <t< td=""><td>Conflicting Flow All</td><td>1501</td><td>0</td><td>0</td><td>910</td><td>0</td><td>0</td><td>1671</td><td>2424</td><td>455</td><td>1967</td><td>2423</td><td>751</td></t<>	Conflicting Flow All	1501	0	0	910	0	0	1671	2424	455	1967	2423	751
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 442 - - - - 2.92 348 - 127 183 - Stage 2 - - - - - - 368 182 - 548 348 - Platoon blocked, % - - - - - 60 32 552 36 32 353 Mov Cap-1 Maneuver - - - - - 60 32 552 36 32 353			1	-	-	-					1503	1503	- 1 / H
Critical Hdwy Stg 1 - - - - - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6			-	1177		-	-		1505			920	
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 442 - - 744 - - 63 32 552 37 32 353 Stage 1 - - - - - 292 348 - 127 183 - Stage 2 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -	Critical Hdwy	4.14	1	1.50	4.14					6.94			6.94
Follow-up Hdwy 2.22 2.22 3.52 4.02 3.32 3.52 4.02 3.32 Pot Cap-1 Maneuver 442 744 63 32 552 37 32 353 Stage 1 292 348 - 127 183 - 292 Stage 2 368 182 - 548 348 - 127 183 - 368 Platoon blocked, % 368 182 - 548 348 - 127 183 - 368 Mov Cap-1 Maneuver 442 - 744 60 32 552 36 32 353 Mov Cap-2 Maneuver 60 32 552 36 32 353 Mov Cap-2 Maneuver 289 344 - 126 182 - 368 Stage 1 356 181 - 540 344 - 126 182 - 368 Stage 2 356 181 - 540 344 - 126 Approach EB WB NB SB HCM Control Delay, s 0.1 0 39.7 86 HCM LOS E F Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 108 442 - 744 - 65 HCM Lane V/C Ratio 0.04 0.012 - 0.003 - 0.334 HCM Control Delay (s) 39.7 13.2 - 9.9 - 86 HCM Lane LOS E B - A - F			-		-		-				6.54	5.54	(/44)
Pot Cap-1 Maneuver											6.54	5.54	1
Stage 1 - - - - 292 348 - 127 183 - Stage 2 - - - - - 368 182 - 548 348 - Platoon blocked, % - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -<			(1)	-								4.02	3.32
Stage 2 - - - - 368 182 - 548 348 - Platoon blocked, % - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - <	Pot Cap-1 Maneuver	442			744					552			353
Platoon blocked, %			170	-	-	-				*		183	3 4)
Mov Cap-1 Maneuver 442 - 744 - - 60 32 552 36 32 353 Mov Cap-2 Maneuver - - - - - 60 32 - 36 32 - Stage 1 - - - - - 289 344 - 126 182 - Stage 2 - - - - - 356 181 - 540 344 - Approach EB WB NB SB - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -		(6	170		=	-	100	368	182	*	548	348	
Mov Cap-2 Maneuver 60 32 - 36 32 - Stage 1 289 344 - 126 182 - Stage 2 356 181 - 540 344 Approach EB WB NB SB HCM Control Delay, s 0.1 0 39.7 86 HCM LOS E F Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 108 442 744 65 HCM Lane V/C Ratio 0.04 0.012 - 0.003 - 0.334 HCM Control Delay (s) 39.7 13.2 - 9.9 - 86 HCM Lane LOS E B A - F			-	454		-							
Stage 1 - - - - 289 344 - 126 182 - Stage 2 - - - - - 356 181 - 540 344 - Approach EB WB NB SB HCM Control Delay, s 0.1 0 39.7 86 HCM LOS E F Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 108 442 - 744 - 65 HCM Lane V/C Ratio 0.04 0.012 - 0.003 - 0.334 HCM Control Delay (s) 39.7 13.2 - 9.9 - 86 HCM Lane LOS E B - A - F		442	- 4	-	744		-			552			353
Stage 2 - - - - - 356 181 - 540 344 - Approach EB WB NB SB HCM Control Delay, s 0.1 0 39.7 86 HCM LOS E F Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 108 442 - 744 - 65 HCM Lane V/C Ratio 0.04 0.012 - 0.003 - 0.334 HCM Control Delay (s) 39.7 13.2 - 9.9 - 86 HCM Lane LOS E B - A - F		-	-		-	-	-			-			-
Approach EB WB NB SB HCM Control Delay, s 0.1 0 39.7 86 HCM LOS E F Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 108 442 744 65 HCM Lane V/C Ratio 0.04 0.012 0.003 0.334 HCM Control Delay (s) 39.7 13.2 9.9 - 86 HCM Lane LOS E B A - F				20	- F		T - 1						
Capacity (veh/h)	Stage 2	-	-	-		-		356	181	-	540	344	-
Capacity (veh/h)								* <u>-</u> _ *	,				THE R
Capacity (veh/h)	Approach	EB			WB			NB			SB		
HCM LOS E F Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 108 442 -									MIN.				
Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 108 442 744 65 HCM Lane V/C Ratio 0.04 0.012 0.003 0.334 HCM Control Delay (s) 39.7 13.2 9.9 86 HCM Lane LOS E B A F	HCM LOS	CEMBA)								-			
Capacity (veh/h) 108 442 - - 744 - - 65 HCM Lane V/C Ratio 0.04 0.012 - - 0.003 - - 0.334 HCM Control Delay (s) 39.7 13.2 - - 9.9 - - 86 HCM Lane LOS E B - - A - F					NATIONAL PROPERTY.					374		100	
Capacity (veh/h) 108 442 - - 744 - - 65 HCM Lane V/C Ratio 0.04 0.012 - - 0.003 - - 0.334 HCM Control Delay (s) 39.7 13.2 - - 9.9 - - 86 HCM Lane LOS E B - - A - F	Minor Land/Malay M	6.1	IDI A	EDI		EDD	VAIDI	1AUST	IA/DE -	ND1 - 1			No.
HCM Lane V/C Ratio 0.04 0.012 0.003 0.334 HCM Control Delay (s) 39.7 13.2 9.9 86 HCM Lane LOS E B A F		N		and the second second									168
HCM Control Delay (s) 39.7 13.2 9.9 86 HCM Lane LOS E B A F													
HCM Lane LOS E B A F													
						A							
16NI 95th 76the Q(ven) 0.1 0 1.2													
	HOW YOUR WINE Q(Veh)		0.1	0			0	150		1.2		- T	

Intersection			14, 18			
Int Delay, s/veh	2.4				-	
7		EDD	/A/DI	MOT	NBL	NBR
	EBT	EBR	WBL	WBT		NDK
	1	0.5	7	4070	Y	00
A CONTRACTOR OF THE PROPERTY O	1451	25	25	1079	20	20
STATE OF THE PROPERTY OF THE P	1451	25	25	1079	20	20
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	-	None
Storage Length		-	0	100	0	:=8
Veh in Median Storage,		-		0	0	- 1
Grade, %	0			0	0	170
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1577	27	27	1173	22	22
NA - Saul All - Saul A	_1_4		1-10		Almond.	
	ajor1		Major2		Minor1	000
Conflicting Flow All	0	0	1604		2232	802
Stage 1		*		-	1591	-
Stage 2	-		-	192	641	420
Critical Hdwy	-	-	4.14	2 <u>4</u> 4	6.84	6.94
Critical Hdwy Stg 1	-		70		5.84	-
Critical Hdwy Stg 2	(4)	+		-	5.84	-
Follow-up Hdwy	_	_	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-		404	5 11 12	36	327
Stage 1	-	4	1/2/	-	153	-
Stage 2		4 12	- 11		487	TATE
Platoon blocked, %	-	12		-		
Mov Cap-1 Maneuver	-	414	404	700	34	327
Mov Cap-2 Maneuver	_	4	101		34	-
Stage 1	4 2		14 17 2		153	
7					454	_
Stage 2	-				404	A ASSESSMENT
				10,000	457	70 J. S.
Approach	EB		WB	14	NB	
HCM Control Delay, s	0		0.3		147	The sto
HCM LOS					F	
		81 6 1	V TH		Hagira.	"3
					10000	101/45545
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		62			The latest and the	
HCM Lane V/C Ratio		0.701	_	74	0.067	-
HCM Control Delay (s)		147		-	14.6	
HCM Lane LOS		F	-	-	В	
HCM 95th %tile Q(veh)	S AS	3	Supra.	RV 14	0.2	-
1						

Intersection				15-34	435	201		N = F	18 3		45	3313
Int Delay, s/veh	2.7										-	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7			*	1		.,,,,,	4		752	4	CDIV
Traffic Vol, veh/h	20	1439			1078	20	13		13	10	0	10
Future Vol, veh/h	20	1439	12		1078	20	13	0	13	10	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-		None	-		None	-	TE P	None		-	None
Storage Length	0	-		0	-	-	-	- 4	0	-	2	20
Veh in Median Storage,	,# -	0		-	0	-	-	0	-	*	0	-
Grade, %		0		14	0	-	-	0		**	0	21
Peak Hour Factor	92	92		92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1564	13	13	1172	22	14	0	14	11	0	11
Major/Minor N	Najor1			Major2			Minor1			Minor2		
Conflicting Flow All	1194	0	0	1577	0	0	2227	2835	789	2035	2830	597
Stage 1	-	-			=	8	1615	1615		1209	1209	
Stage 2	-	-		4	-		612	1220	170	826	1621	-
Critical Hdwy	4.14	-	-	4.14			7.54	6.54	6,94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-		120	+	ē	6.54	5.54	7-20	6.54	5.54	-
Critical Hdwy Stg 2			-	*	+	-	6.54	5.54	i	6.54	5.54	
Follow-up Hdwy	2.22	-	-	2.22	,	- 9	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	580	-	-	414	181		24	17	333	33	17	446
Stage 1	32	(<u>-</u>	-	20	-	-	108	161	+	194	254	\ -
Stage 2	: : : : : : : : : : : : : : : : : : :	100		-	5 6		447	251	V-F	332	160	-
Platoon blocked, %	F00	121	-		-	-			2200	2002	22000	1372339903
Mov Cap-1 Maneuver	580	-	-	414	- 1	-	22	16	333	30	16	446
Mov Cap-2 Maneuver	-	1 2 / 12 / 12 / 12 / 12 / 12 / 12 / 12 /	-	2	-		22	16	-	30	16	
Stage 1	-	-	-			*	104	155	-	187	246	8 2 .
Stage 2			-	_	12	-	422	243	-	306	154	
			E-17									
Approach	EB			WB			NB	Shirt		SB	To A M	
HCM Control Delay, s	0.2			0.2			168.2		4	105.4		
HCM LOS							F			F		
						En.		-121				
Minor Lane/Major Mvmt	1	VBLn11	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	BLn1	le fall	n a
Capacity (veh/h)		22	333	580	-		414		2	56		
HCM Lane V/C Ratio			0.042				0.032			0.388		
HCM Control Delay (s)	= 1	\$ 320	16.3	11.4	-	1 2	14	*		105.4		- E
HCM Lane LOS		F	С	В	244	_	В	2	-	F		
HCM 95th %tile Q(veh)		1.9	0.1	0.1	-	-	0.1	1	N/A	1.4		

Intersection		New S			W 141		<u> </u>					
Int Delay, s/veh	4											
2.5	EDI	EDT	EDD	WDI	MPT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	MON	IVDL	C Marie	INDIA		ODT	JUIC
Lane Configurations	4	44	10	7	1007	40	40	4	40	٦	0	E
Traffic Vol, veh/h	10	1433	19	18	1087	10	18	0	19	5	0	5
Future Vol, veh/h	10	1433	19	18	1087	10	18	0	19	5	0	5
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		- 1	None	201	- 1	None			None
Storage Length	0	-	1	0	-	28	2	-	700	0	-	**
Veh in Median Storage,	# -	0			0	140	-	0	-	-	0	*
Grade, %	(5.5	0	-	-	0	21	-	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	11	1558	21	20	1182	11	20	0	21	5	0	5
Major/Minor M	lajor1	W. Bruss	1	Major2		7	Minor1		H. S	Minor2		F. V F.
The state of the s	1193	0	0	1579	0	0	2222	2824	790	2029	_	597
enter esta de la mantantian de la companya del la companya de la c	1193		U	1018	-	-	1591	1591	730	1228	in 2	001
Stage 1		•		-	-	-	631	1233	-	801	_	
Stage 2	4.14		-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94
Critical Hdwy	100000000000000000000000000000000000000			4,14	-	-	6.54	5.54	0,34	6.54	-	0.07
Critical Hdwy Stg 1	-	-	-				6.54	5.54		6.54		
Critical Hdwy Stg 2	2.22			2.22		*	3.52	4.02	3.32	3.52	-	3.32
Follow-up Hdwy	2.22					-	3.52	4.02	333	34	0	446
Pot Cap-1 Maneuver	581	+	77 D 2 ,	413	-		112	166	333	189	0	440
Stage 1	-	-	-		\ -		The state of the s	247	HENRY I	344	0	-
Stage 2	: - :	-		1 2	(A)	180	436	241		344	U	
Platoon blocked, %	E04) 4 ()	-	440	7. 4	V Pro	00	40	222	20	. 3 2	446
Mov Cap-1 Maneuver	581	-		413	, e		23	16	333	30	-	
Mov Cap-2 Maneuver	-	-	-			\ *	23	16	-	30	-	-
Stage 1	-	100					110	163		185	*	
Stage 2	3=		-	-	-	-	410	235	-	317	-	-
		THE P	105	V 5 1 .					1200			
Approach	EB	100	1000	WB			NB		113 619	SB		
HCM Control Delay, s	0.1			0.2			251.9			84.2		
HCM LOS	0.1			UIL			F			F		
TIOWI LOO	2/6151			EST V				15,124	50 m	خبيا		Mark Ti
trace in the three delivery in		4-4-1		The state					- XIII			
Minor Lane/Major Mvml	t	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		44	581			- COLUMN	-				7 Jak	
HCM Lane V/C Ratio		0.914	0.019	-	-	0.047	-		0.194			
HCM Control Delay (s)	VIZ	251.9	11.3			14.2			84.2			
HCM Lane LOS		F	В		-	В	/4	-	F			
HCM 95th %tile Q(veh)	La Pe	3.7	0.1			7247.0	Belle	-	0.6			
		75.71	- Control of									

Intersection	72 25			L'INVIEL		7
	1 [A CV
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		7	44	Y	
Traffic Vol, veh/h	893	22	22	1505	27	27
Future Vol, veh/h	893	22	22	1505	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	7 1/8	None		None
Storage Length	4		0	-	0	-50
Veh in Median Storage,	# 0	-	10/2	0	0	-
Grade, %	0	2	-	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	971	24	24	1636	29	29
AMAZON MACO PAROTO				10.00		20
M. C. INP.	1 0 0			7.0		
	lajor1		/lajor2		Minor1	
Conflicting Flow All	0	0	995	0	1849	498
Stage 1	7.7	-	-	3 /	983	(æ.
Stage 2	-	151	-	- 22	866	-
Critical Hdwy	-		4.14	-	6.84	6.94
Critical Hdwy Stg 1	(5	15		-	5.84	3 = 3
Critical Hdwy Stg 2				-	5.84	-
Follow-up Hdwy	-	(7.)	2.22	-	3.52	3.32
Pot Cap-1 Maneuver			691		66	518
Stage 1	-	-		-	323	
Stage 2		-			372	:#:
Platoon blocked, %	(75)	-		-		
Mov Cap-1 Maneuver	(5)		691	-	64	518
Mov Cap-2 Maneuver		-	-		64	-
Stage 1	-		-	T.E.	323	
Stage 2		-	S-	-	359	-
			decision in			VI.S
Annroach	ED		IAID		NID	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		66.1	
HCM LOS					F	
Minor Lane/Major Mvmt	N	BLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		114	-	and the state of t	691	7/12/
HCM Lane V/C Ratio	().515	_		0.035	# -
HCM Control Delay (s)	THE	66.1	-		10.4	
HCM Lane LOS		F	_	95/11	В	
HCM 95th %tile Q(veh)		2.4			0.1	
HOW BOTH TOTHE CONTROL		2.4	320		0.1	in _

Intersection		in the							In solid				
Int Delay, s/veh	6.7						-						
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	19	नी		7	1			4	7		4		
Traffic Vol, veh/h	11	889	21	33	1492	11	13	0	13	22	0	22	
Future Vol, veh/h	11	889	21	33	1492	11	13	0	13	22	0	22	
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	-	W	None		100	None			None	
Storage Length	0	-	-	0		-	=	=	0	100	=	-	
Veh in Median Storage	,# -	0	Aug	US .	0	**************************************		0	-		0	70.5	
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	
Mymt Flow	12	966	23	36	1622	12	14	0	14	24	0	24	
mmer lot		000											
Major/Minor	Major1	Black S	1	Major2		alle	Minor1		N	Minor2			
Conflicting Flow All	1634	0	0	989	0	0	1885	2708	495	2207	2713	817	
Stage 1	1004	U	U	909	0		1003	1002	433	1700	1700	017	
Stage 2				200	10 5		883	1706		507	1013		
	4.14	-1 17 100		4.14	_		7.54	6.54	6.94	7.54	6.54	6.94	de la company
Critical Howy				4.14			6.54	5.54	0,34	6.54	5.54	0.04	
Critical Howy Stg 1	= 0.01			-	-		6.54	5.54	-	6.54	5.54		
Critical Hdwy Stg 2	0.00	.	-	2.22	1 7/4		3.52	4.02	3.32	3.52	4.02	3.32	A STATE OF THE STA
Follow-up Hdwy	2.22	-			-	-		21	520	25	21	320	
Pot Cap-1 Maneuver	393			695		-	43			96	146		
Stage 1	-	-	- II - 	15	-	-	260	318	_		100 107 640 707	-	
Stage 2		÷.	9_			-	307	145	4-16	516	315	<u>"</u>	
Platoon blocked, %	24020	-	-		•	-		10	500	00	10	000	
Mov Cap-1 Maneuver	393			695		-	37	19	520	~ 23	19	320	
Mov Cap-2 Maneuver		-		-	-	-	37	19	-	~ 23	19		
Stage 1				- 1			252	308	100	93	138	-	
Stage 2	•	-	8		-	-	269	137	- 4	487	305	-	
Approach	EB	35.55		WB			NB	1 10 5 1	V	SB			
HCM Control Delay, s	0.4			0.2	1		82.6		¢	320.2			
HCM LOS	0.4	N. Valley	-19	0.2	Any (S)	H-8-8	62.0 F		Ψ	520.2 F			
ncivi LOS		, Table 1		-1-7						CETTO	V 107	1	
NU LANGE NA		NIDI41	uni - A	EDI	EDT		MAIDI	MADT	MDD	201 54	STATE OF THE PARTY.	-	
Minor Lane/Major Mvm	11	NBLn11		EBL	EBT	EBR	WBL	WBT	WBR				
Capacity (veh/h)		37	520	393			695	*	Van *	43	والباريو	in the	
HCM Lane V/C Ratio		0.382		0.03	-			-		1.112			
HCM Control Delay (s)		153.1	12.1	14.4	0.2	-	10.5	-		320.2	16.5	186	25
HCM Lane LOS	200	F	В	В	Α	; <u>=</u> 1	В	-	=	F			
HCM 95th %tile Q(veh)	1.3	0.1	0.1		-	0.2		*	4.5	10.5	ALC: Y	
Notes			47-14	THE S	1			No.				100	
~: Volume exceeds ca	pacity	\$: De	elay exc	eeds 3	00s	+: Com	putation	n Not D	efined	*: All	major	volume	in platoon
		18,51	SSEVERAL SECTION				Marie Control				,		,

Intersection		1198			N9.54	SI PER		3,50	The same				
Int Delay, s/veh	1.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	44		7	1			4		3000	4	No. of the last of	
Traffic Vol, veh/h	5	917	2	2	1510	5	2		2	11	0	11	
Future Vol, veh/h	5	917	2	2	1510	5	2	0	2	11	0	11	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized			None	-	-	None	-	- 10	None			None	
Storage Length	0	_	-	0	-	-	_	. <u>.</u>	-	-		-	
Veh in Median Storage	,# -	0			0	=	2	0	-		0	-	
Grade, %	-	0	-	-	0	-	-	0	# <u>2</u>		0	S	
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	5	997	2	2	1641	5	2	0	2	12	0	12	
Major/Minor N	Major1		1	Major2	13.6	1	Minor1			Minor2	256		
Conflicting Flow All	1646	0	0	999	0	0	1833	2658	500	2157	2657	823	
Stage 1	1010	0	0	-	-		1008	1008	500	1648	1648	023	
Stage 2		- 102	-	-		_	825	1650	-	509	1009	-	
Critical Hdwy	4.14		-	4.14			7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-		a, 13	_	_	6.54	5.54	0.34	6.54	5.54	0.94	
Critical Hdwy Stg 2	115			F Car	10.00		6.54	5.54		6.54	5.54	-	
Follow-up Hdwy	2.22		-	2.22		- IA	3.52	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	389	_		689			47	22	516	27	22	317	
Stage 1	-	_		003		-	258	316	310	103	155	317	
Stage 2		-				-	333	155		515	316		
Platoon blocked, %		_	-	- 5			333	199		919	310		
Mov Cap-1 Maneuver	389	-		689	YEIE		45	22	516	27	22	317	
Mov Cap-1 Maneuver	-		_	- 009		_	45	22	310	27	22	311	
Stage 1			CHO AL		-		255	312	 1000 (1000)	102	155		
Stage 2	-	-				-	320	155	-	506	312		
Olugo 2						=1, 1	320	100		500	312	-	
Annroach	ED			IMP			A III		-	65			
Approach	EB			WB			NB		12917	SB			
HCM Control Delay, s	0.1			0	7,0		50.8			130.7	345		
HCM LOS				-			F			F			
		V 0 145 N											
Minor Lane/Major Mvmt	t N	IBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	- Control of the Cont		1,500		
Capacity (veh/h)		83	389	14		689		÷	50				
HCM Lane V/C Ratio		0.052		2		0.003	-		0.478				
HCM Control Delay (s)		50.8	14.4	74	-	10.2	-		130.7				
HCM Lane LOS		F	В	2	121	В	-	ė	F				
HCM 95th %tile Q(veh)		0.2	0	1/2	-	0		-	1.8				

ntersection								
nt Delay, s/veh	4.9							
ovement	EBT	EBR	WBL	WBT	NBL	NBR		
ane Configurations	↑ ↑		4	44	W			
raffic Vol, veh/h	1593	27	27	1181	22	22		
iture Vol, veh/h	1593	27	27	1181	22	22		
onflicting Peds, #/hr	0	0	0	0	0	0		
gn Control	Free	Free	Free	Free	Stop	Stop		
T Channelized	CEST .	None	-	None		None		
orage Length	-	: =	0	-	0	-		
eh in Median Storag	je,# 0	-		0	0			
ade, %	0	L.	-	0	0	-		
ak Hour Factor	92	92	92	92	92	92		
avy Vehicles, %	2	2	2	2	2	2		
mt Flow	1732	29	29	1284	24	24		
jor/Minor	Major1		Major2		Minor1			
nflicting Flow All	0	0	1761	0	2447	881		
Stage 1			-	-	1747	₩X.		
Stage 2	2		-	120	700	2		
ical Hdwy	1 July 20	14	4.14		6.84	6.94		
tical Hdwy Stg 1	9	_ =	12	S=1	5.84	48		
tical Hdwy Stg 2		-	-		5.84	-		
llow-up Hdwy		2	2.22	12	3.52	3.32		
t Cap-1 Maneuver	2	1712	351	-	26	290		
Stage 1	27	2	:-	(-	125	-		
Stage 2		4		S	454	-		
atoon blocked, %	21	2		12				
ov Cap-1 Maneuver		-	351		24	290		
ov Cap-2 Maneuver	r -	2	-	2	24	_		
Stage 1	System of		-		125			
Stage 2	2/	2			416	2		
							S District Confession	
proach	EB		WB		NB		[5] [1] [1] [1] [1] [1] [1] [1] [1] [1] [1	
CM Control Delay, s	s 0		0.4	\$	307.4	de 1		الراب البليز الأكاف إوا
CM LOS					F			
4 1 2 2 2 2 3				17/1				
nor Lane/Major Mv	mt l	NBLn1	EBT	EBR	WBL	WBT		
apacity (veh/h)		44		74	351	100		
CM Lane V/C Ratio		1.087	-	-	0.084	-		
CM Control Delay (s) \$	307.4	7,717	7	16.2	-		
CM Lane LOS		F	-	-	С	-		
CM 95th %tile Q(ve	h)	4.5	-		0.3			
otes			-	14.25				
Volume exceeds c	apacity	\$ D	elav ev	ceeds 3	00s	+: Com	outation Not Defined	*: All major volume in platoon
Volumo oxocodo C	apaoity	φ. υ	old on	00000		1 3011	Salation 100 Bollinou	

Int Delay, s/veh	Intersection					50.75-5		9-6	n Far		TOR 1	0.05	
Traffic Vol, veh/h		4.2											
Traffic Vol, veh/h	Movement	FBI	FRT	FRR	WRI	WRT	WRR	NRI	NRT	NRR	SRI	CRT	CRD
Traffic Vol, veh/h			Backbantig				VVDI	NOL			ODL		ODN
Future Vol, veh/h 22 1581 12 118 22 13 0 13 11 0 11		The second second		12	ALCOHOL:		22	13			11	Table 1	11
Conflicting Peds, #/hr O O O O O O O O O							2000	31 A 44					
Sign Control Free Rate Pree Rate Rate Rate Rate Rate Rate Rate Ra	Conflicting Peds, #/hr	0	10 KC C C C C C C C C C C C C C C C C C C	-577	100.000	400000000	120,50	341998	25420	(5,104)			
RT Channelized	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop		Stop
Veh in Median Storage, # 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 0 243 311 0 0 243 3110 866 2232 3104 656 Stage 1 - - - - - 670 1337 - 007 1779 - 1779 - 1779 - 1779 - 1779 - 1779 - 1779	The state of the s			None	-	-	None			None	-	-	
Grade, % - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - 0 - 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92 92		0.75	-	3 -	0	-	-	-	-	0	127	2	-
Peak Hour Factor		# -		s .	7.	0			0	-	1 3	0	2
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2									177				
Mynt Flow 24 1718 13 13 1287 24 14 0 14 12 0 12 Major/Minor Major1 Major2 Minor1 Minor2 Minor2 Conflicting Flow All 1311 0 0 2443 3110 866 2232 3104 656 Stage 1 - - - - - 1773 1773 - 1325 - Stage 2 - - - - 670 1337 - 907 1779 - Critical Hdwy Stg 1 - - - - 6.54 6.54 6.94 7.54 6.54 6.94 7.54 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>A.79601164</td><td></td><td></td><td></td><td></td><td></td></td<>								A.79601164					
Major/Minor Major1									510				
Conflicting Flow All	Mvmt Flow	24	1718	13	13	1287	24	14	0	14	12	0	12
Conflicting Flow All													
Conflicting Flow All 1311 0 0 1731 0 0 2443 3110 866 2232 3104 656 Stage 1	Major/Minor N	1ajor1			Major2			Minor1		1	Minor2		TE SHEET
Stage 1 - - - - - - 1773 1773 - 1325 1325 - Stage 2 - - - - - 670 1337 - 907 1779 - Critical Hdwy 4.14 - 4.14 - - 6.54 6.54 6.94 7.54 6.54 6.94 Critical Hdwy Stg 1 - - - - - 6.54 5.54 - 6.64 5.54 - Follow-up Hdwy 2.22 - - 2.22 - 3.52 4.02 3.32 3.52 4.02 3.32 Pollow-up Hdwy 2.22 - 2.22 - - 3.60 - 16 11 297 23 11 408 Stage 1 - - - 360 - - 13 20 297 133 - Plation blocked, % - - - - 15 10 297 21 10 40	Conflicting Flow All	1311	0			0			3110			3104	656
Stage 2 - - - - 670 1337 - 907 1779 - 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 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 <		3 4 C	17	-					1773				100 100 100
Critical Hdwy 4.14 - 4.14 - - 7.54 6.54 6.94 7.54 6.54 5.94 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 5.54 - 6.54 6.94 7.02 <td></td> <td></td> <td>-</td> <td>2</td> <td></td> <td>72</td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td>			-	2		72	-			-			-
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 524 - - 360 - - 16 11 297 23 11 408 Stage 1 - - - - - 413 220 - 297 133 - Platoon blocked, % - - - - - - - 207 21 10 408 Mov Cap-1 Maneuver 524 - - 360 - - 15 10 297 21 10 - 21 10 - 21 10 - 21 10 - 21 10 - 21 10 - 21 10 - 21	the second secon	4.14	141	_	4.14	72	-	7.54	6.54	6.94	7.54		6.94
Follow-up Hdwy 2.22 - 2.22 - 3.52 4.02 3.32 3.52 4.02 3.32 Pot Cap-1 Maneuver 524 - 360 - 16 11 297 23 11 408 Stage 1 86 134 - 164 223 - Stage 2 360 - 413 220 - 297 133 - Platoon blocked, % 413 220 - 297 133 - Platoon blocked, % 15 10 297 21 10 408 Mov Cap-1 Maneuver 524 - 360 - 15 10 297 21 10 408 Mov Cap-2 Maneuver 82 128 - 156 215 - Stage 1 82 128 - 156 215 - Stage 2 82 128 - 156 215 - Minor Lane/Major Mvmt NBLn1 NBLn2 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 15 297 524 - 360 - 40 HCM Lane V/C Ratio 0.942 0.048 0.046 - 0.036 - 0.598 HCM Control Delay (s) \$551.2 17.7 12.2 - 15.4 - 184.5 HCM Lane LOS F C B - C - F		-	(4)			72	-	6.54	5.54	4	6.54		151
Pot Cap-1 Maneuver 524						-	-	6.54	5.54	ě	6.54	5.54	-
Stage 1 - - - - 86 134 - 164 223 - Stage 2 - - - - 413 220 - 297 133 - Platoon blocked, % - - - - - - - - 297 21 10 408 Mov Cap-1 Maneuver 524 - 360 - - 15 10 297 21 10 408 Mov Cap-2 Maneuver - - - - 15 10 - 21 10 - Stage 1 - - - - 82 128 - 156 215 - Stage 2 - - - - 386 212 - 270 127 - Approach EB WB WB NB SB SB - - F F Mi		101-101-111-11	43			123		3.52	4.02	3.32	3.52	4.02	3.32
Stage 2 - - - - 413 220 - 297 133 - Platoon blocked, % - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - <	7	524		-	360	-	-			297	23	11	408
Platoon blocked, %		-	148	-		-	-		134	-	164	223	
Mov Cap-1 Maneuver 524 - 360 - - 15 10 297 21 10 408 Mov Cap-2 Maneuver - - - - - 15 10 - 21 10 - Stage 1 - - - - - 82 128 - 156 215 - Stage 2 - - - - - 386 212 - 270 127 - Approach EB WB NB SB SB HCM Control Delay, s 0.2 0.2 284.5 184.5 TE F F F F F F F F F F F F F F F F Au		-	-	=	-	-	-	413	220	9-14	297	133	
Mov Cap-2 Maneuver - - - - - 15 10 - 21 10 - Stage 1 - - - - 82 128 - 156 215 - Stage 2 - - - - - 386 212 - 270 127 - Approach EB WB NB	A CONTRACTOR OF THE CONTRACTOR		-	-		12	-						
Stage 1 - - - - 82 128 - 156 215 - Stage 2 - - - - - 386 212 - 270 127 - Approach EB WB NB NB SB HCM Control Delay, s 0.2 0.2 284.5 184.5 HCM LOS F F F Minor Lane/Major Mvmt NBLn1 NBLn2 EBL EBR WBL WBT WBR SBLn1 Capacity (veh/h) 15 297 524 - - 360 - - 40 HCM Lane V/C Ratio 0.942 0.048 0.046 - - 0.036 - - 0.598 HCM Control Delay (s) \$551.2 17.7 12.2 - 15.4 - - 184.5 HCM Lane LOS F C B - C - - F		524		1 2 -	360	74	-			297			408
Stage 2 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - </td <td>Control of the Control of the Contro</td> <td></td> <td>2</td> <td>_</td> <td>82</td> <td>-</td> <td>(2)</td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td>	Control of the Contro		2	_	82	-	(2)			-			
Approach EB WB NB SB HCM Control Delay, s 0.2 0.2 284.5 184.5 HCM LOS F F F Minor Lane/Major Mvmt NBLn1 NBLn2 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 15 297 524 - - 360 - - 40 HCM Lane V/C Ratio 0.942 0.048 0.046 - - 0.036 - - 0.598 HCM Control Delay (s) \$ 551.2 17.7 12.2 - - 15.4 - - 184.5 HCM Lane LOS F C B - C - - F				-		=							
HCM Control Delay, s 0.2 0.2 284.5 184.5 HCM LOS F F	Stage 2	-		94	-	-	120	386	212	-	270	127	-
HCM Control Delay, s 0.2 0.2 284.5 184.5 HCM LOS F F F			BW								11		
HCM Control Delay, s 0.2 0.2 284.5 184.5 HCM LOS F F F Minor Lane/Major Mvmt NBLn1 NBLn2 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 15 297 524 - - 360 - - 40 HCM Lane V/C Ratio 0.942 0.048 0.046 - - 0.036 - - 0.598 HCM Control Delay (s) \$ 551.2 17.7 12.2 - - 15.4 - - 184.5 HCM Lane LOS F C B - C - - F	Approach	EB	San	1	WB	Jan Jan		NB			SB	Maria I	# 19 E
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HCM Lane LOS F C B C F						-			_				
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1101V1 3011 701116 Q(VCII) 2.2 0.1 0.1 0.1 2.2							_			_		- A	
	HOW SOUL WILLE Q(VEN)		2.2	0,1	0.1	-	-	0.1	-	-	2.2	.0	1.16

Intersection	3550	pa j	1150						W. S.					ALC: US
Int Delay, s/veh	7.1										***			and the Superior
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		1 198
Lane Configurations	1	44		7	1			4		*				
Traffic Vol, veh/h	11	1583	19	18	1202	11	18	0	19	5	0	5		177
Future Vol, veh/h	11	1583	19	18	1202	11	18	0	19	5	0	5		
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		1114	None	-	- 10	None	-	-	None		170000
Storage Length	0		-	0		-	1	_	-	0	-	-		
Veh in Median Storage		0			0			0			0		1000	
Grade, %	-	0	-	-	0	_	_	0	_	-	0	_		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	Ser Front	7 1 2 3 4
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	THE R. P. LEWIS CO., LANSING	
Mymt Flow	12	1721	21	20	1307	12	20	0	21	5	0	5		
IVIVIII I IOW	12	1/21	21	20	1007	12	20	U	21	U	U	J		
Major/Minor	Major1			Major2	411.4		Minor1		N	Minor2		E-04-61		-100-20
	1319	0	1000	1742	0		2450	3115	871			660	S. 1111E	
Conflicting Flow All	(1) (1) (1) (1) (1)		0		0	0				2238	-	UOO	TENESTINE	OLS SEL
Stage 1	-	*	, II / 5.				1756	1756		1353				
Stage 2		-	-	- 4.4	-	-	694	1359	- 0.04	885		0.04		
Critical Hdwy	4.14	5	-	4.14	-		7.54	6.54	6.94	7.54		6.94		
Critical Hdwy Stg 1	-	=	5050	-	-	-	6.54	5.54		6.54		-		
Critical Hdwy Stg 2	- -		-				6.54	5.54		6.54		-		
Follow-up Hdwy	2.22	17		2.22	-	-	3.52	4.02	3.32	3.52	-	3.32		
Pot Cap-1 Maneuver	520			357	1		~ 16	11	294	23	0	406		
Stage 1	=	-	157	()	7.7%	E	88	137		158	0	U.S.		
Stage 2		+	-	-	73		399	215	W	306	0	-		
Platoon blocked, %		-	-		-	-								
Mov Cap-1 Maneuver	520	-		357		- 2	~ 15	10	294	20	<u>.</u>	406		
Mov Cap-2 Maneuver	-	ě	-	9	-	=	~ 15	10	-	20	-)/ E)		
Stage 1	-			SALE.	-11-	-	86	134		154				
Stage 2	-	+	-	-	-	-	372	203	-	278	-			
				357			A. E.		u arti					
Approach	EB	- N - 1415		WB	M) Li	21-12	NB	200		SB	1			おりな
HCM Control Delay, s	0.1			0.2		\$	507.8			134	PERM		1,0,000	Tribal M
HCM LOS	VII			VIL	The State of	Ψ	F	1000	. 15.15.	F			UNITED STATE	
THE COURT OF THE C					W	1.0 kg	yrail.	لعراد	ract		an a post			1 30 0
Minor Lane/Major Mvm	† N	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBI n1	TOEs	34-56	88 FLB		الاخراب
Capacity (veh/h)	!	29	520	-	LDIN_	357	-	TIDING	38					****
HCM Lane V/C Ratio			0.023			0.055	######################################		0.286	DATE:				-
HCM Control Delay (s)	0	507.8	12.1			15.7			134		and the same			-
HCM Lane LOS	Þ			-	-	15.7 C	/ <u>~</u>		134 F		-			
		F	B	_	<u>-</u> /					TAPETO .	and also		Totals, and	
HCM 95th %tile Q(veh)		4.6	0.1			0.2		-	0.9		127	-		
Notes														
~: Volume exceeds cap	acity	\$: De	elay exc	eeds 30)0s	+: Com	putation	Not De	efined	*: All major volume in platoon				