

Traffic Impact Study

for

Developing Potential

227 & 235 NW Executive Way

Lee's Summit, Missouri

Prepared By:

Jason Sommerer, PE, PTOE

MO PE-2008002211

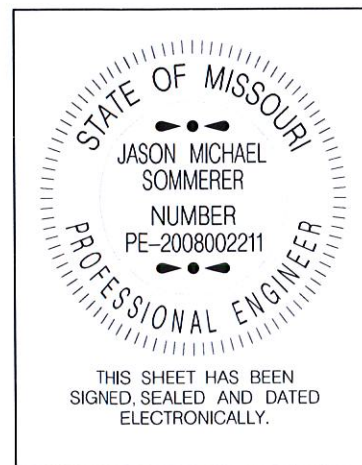
Bartlett & West, Inc.

544 Columbia Drive

Lawrence, KS 66049

(785) 749 – 9452

August 2018



Sealed 08/29/2018

Bartlett & West, Inc.

Certificate of Authority No. 000167

(Engineering)

Bartlett & West

1.0 Introduction

This Traffic Impact Study (TIS) will assess the impacts for the proposed site improvements to Lots 11 and 12 of Parkway Plaza 2nd Plat, located along NW Executive Way, Lee's Summit, Missouri. In the near future, **a minor plat will be filed in order to combine Lots 11 and 12, as well as vacate the existing 15' ingress/egress easement along the shared property line.** Because of this, the following traffic study is provided to discuss these lots as one combined property.

1.1 Project Location

As noted above, the proposed site is located along NW Executive Way, which lies between Blue Parkway and O'Brien Road, as shown in the figures below.

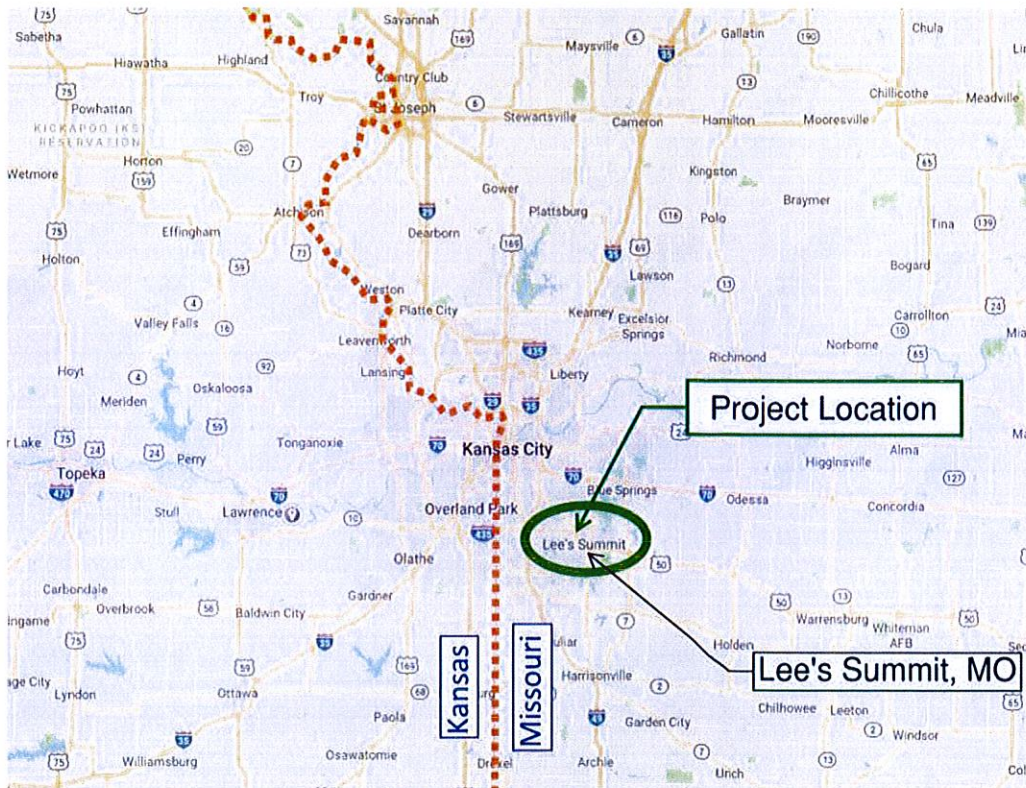


Figure 1: Project Location

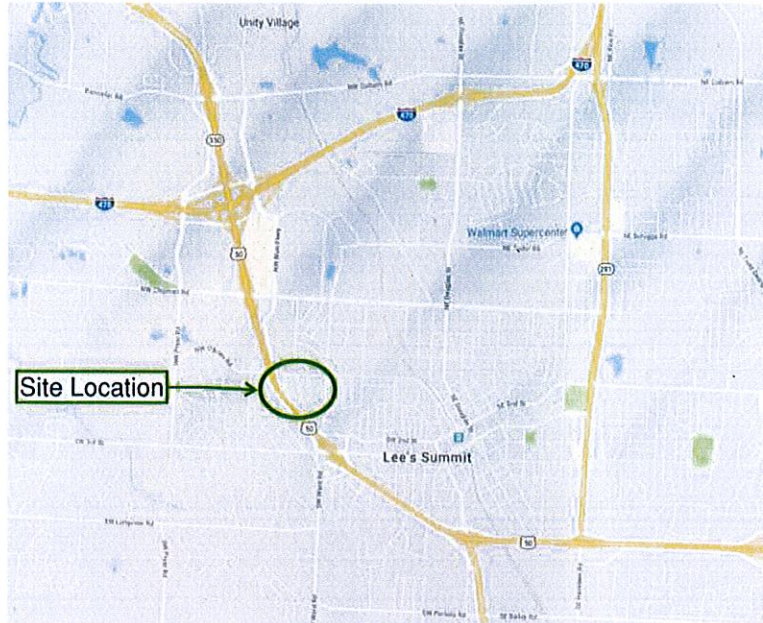


Figure 2: Site Location

1.2 Study Area

The Study Area for the TIS includes the proposed site and the intersections on either end of Executive Parkway at O'Brien Road and at Blue Parkway, as shown in the figure below.

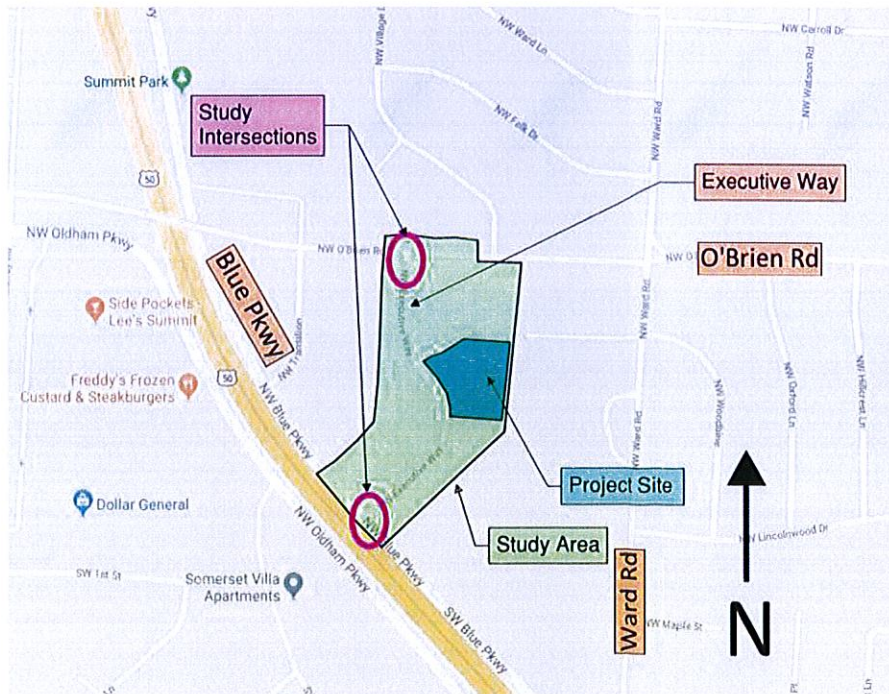


Figure 3: Study Area

2.0 Existing & Proposed Conditions

The following data is outlined to address the requirements of Section 9.2 (Extend of Study Required) of the City of Lee's Summit's Access Management Code (AMC), as noted in Section 9.2.A (All Applications)

1. *Identify the specific development plan under study and any existing development on and/or approved plans for the site (land use types and intensities and the arrangement of buildings, parking and access). Also, identify land uses (including types and the arrangement of buildings, parking and access) on property abutting the proposed development site, including property across public streets.*

The existing property is a vacant lot consisting of 2.34 acres, and is currently zoned PO (Planned Office). No change in zoning is requested.

Existing Building on Site:

None

Proposed Building on Site:

The proposed building is a 1 story building with a building footprint of approximately 19,725 square feet. The subject property will be developed with a building and associated parking lot, lighting, landscaping, utilities, etc. A detailed site plan is included in Appendix A.

The adjacent properties surrounding the site are:

South: Directly adjacent to the south of the subject property is an established Dialysis Clinic with associated parking and site development. This property is also zoned PO-Planned Office.

East: Two properties neighbor the subject property to the east. Along the north third of the east property line is an established single-family home, facing NW Woodbine Avenue. This property is zoned R-1 Single Family Residential. Along the south two-thirds of the east property line is Westview Elementary School with associated parking, drop-offs and site development. This property is zoned R-1 Single Family Residential.

West: West of the subject property, across NW Executive Way, is an established office building, with associated parking and site development. This building currently has multiple tenants and space for lease. This property is zoned PO- Planned office.

North: Two properties neighbor the subject property to the north. Along the west half, is an established Vocational Rehabilitation Center with associated parking and site development. Along the east half, is an office building with associated parking and site development. This building is currently occupied by Dermatology and Canine Medicine tenants. Both properties are zoned PO- Planned Office.

2. *Identify the land uses for the proposed development site under study, as well as the ultimate arterial and collector street network in the vicinity of the site. Identify the functional classification of the public street(s) bordering the site and those streets on which access for the development is proposed.*

This property is zoned as PO- Planned Office, with the intended use as a daytime learning and habilitation center for Developing Potential. The tenants will access the property from NW Executive Way, which is classified as a **local road** according to the Lee's Summit Road Classification maps. NW Executive Way intersects with NW Blue Parkway to the south, and with NW O'Brien Road to the north. According to the Lee's Summit Road Classification Maps, NW Blue Parkway is a **commercial collector road** and NW O'Brien Road is a **residential collector road**.

3. *Identify allowable access to the development site as defined by the City Design and Construction Manual, Unified Development Ordinance and/or Access Management criteria.*

According to the City's Design and Construction Manual, stopping sight distance for a commercial local road is 155 feet.

Sight distance was measured at the proposed entrance and found to be approximately 250 for southbound traffic (the controlling direction). As the available sight distance is greater than the minimum stopping

sight distance for the subject roadway, the proposed driveway meets sight distance requirements. See Appendix B for additional sight distance information

4. *Document current public street characteristics adjacent to the site, including the nearest arterial and collector streets (number and type of lanes, speed limits or 85th percentile speeds, and intersection conditions from the proposed site access.)*

The streets near the subject property include:

NW Executive Way is a 2-lane local road. There is no posted speed limit, so it is assumed to be 25 mph based on the Lee's Summit Speed Limit Maps, updated in March of 2018. Based on observation as well as discussions with office tenants in the area, NW Executive Way is extremely underutilized for the good condition of the existing infrastructure. There is a controlled stop (with signs) to the north, at the intersection with NW O'Brien Road, as well as to the south, at the intersection with NW Blue Parkway.

NW O'Brien Road is a 2-lane, striped, residential collector road. The posted speed limit is 30 mph in the vicinity of the subject property. NW O'Brien Road has no stop signs at the intersection of NW Executive Way.

- Beyond the subject block, to the east is a controlled stop (4-way stop signs) at the intersection of NW O'Brien Road with NW Ward Road (also a residential collector road at that intersection).
 - o The nearest arterial road to the east/south is 2nd Street (minor arterial), approximately 1.2 miles east of Executive Way Road. Toward 2nd Street, O'Brien Road turns into NW Main Street at the railroad tracks that run between NW and NE Main Street. Continuing south, NW Main Street turns into Market Street before the intersection of 2nd Street.
- Beyond the subject block, to the west, crossing over US-50 (with no direct access at this location) is a controlled stop (with signs) at the intersection NW O'Brien Road with NW Murray Road (a commercial/residential collector road).
 - o The nearest arterial road to the west is Pryor Road (major arterial), approximately 0.9 miles west of Executive Way.

NW Blue Parkway is a 2-lane, striped, commercial collector road. The posted speed limit is 35 mph in the vicinity of the subject property. NW Blue Parkway has no stop signs at the intersection of NW Executive Way.

- Beyond the subject block, to the south along NW Blue Parkway, is a right turn lane, with a “yielding right” at the transition of NW Blue Parkway to SW Blue Parkway and SW 2nd Street, approximately 0.4 miles to the southeast.
 - o Both SW Blue Parkway and SW 2nd Street are minor arterials.
- Beyond the subject block, to the north along NW Blue Parkway (crossing underneath O’Brien Road) is a signalized intersection at the intersection with NW Chipman Road, which is the nearest arterial road (major arterial), approximately 0.8 miles to the north.

5. *Compare proposed access with AASHTO established design criteria (driveway spacing, alignment with other streets and driveways, city driveway standards, and minimum sight distances.) Assess the feasibility of access connections to abutting properties, including shared access with the public street system.*

Primary access into the subject property to be developed is one entrance, located within the 15’ shared ingress/egress easement along the north property line. This entrance has direct access to and from NW Executive Way. The entry drive is located so that it properly aligns with the entry drive on the west side of NW Executive Way. As described above, the proposed driveway meets minimum stopping sight distance requirements.

Because the proposed access point is located within the shared ingress/egress easement along the north property line, shared access with the neighboring property to the north will be feasible. An access connection to the southern abutting property is not feasible because the subject property will have a detention pond located on the south end of the property.

NOTE: Please refer to the submitted site plan document for further details on the above described entry drive.

6. *Estimate the number of trips generated by existing and proposed development on the site for a typical weekday and weekday peak hours using the latest edition of Trip Generation published by the Institute of Transportation Engineers. Local trip generation characteristics may be used if deemed to be properly collected and*

consistent with the subject development application. Calculate the net difference in trips between existing and proposed uses. If the development site already has an approved plan, also estimate the number of trips that would be generated by the approved land uses.

Details of the trip generation and trip distribution are discussed in the following section.

2.1 Traffic Count Data

Existing traffic counts were collected for the two study intersections (listed below) on Tuesday, August 28, 2018, during the AM Peak.

1. O'Brien Road at Executive Way
2. Blue Pkwy at Executive Way

The existing traffic volumes are summarized in the table below and shown in the figures the following page. Data collection sheets for the traffic counts are included in Appendix C.

Existing Turning Movements AM Peak	EB			WB			NB			SB		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
O'Brien Road at Executive Way		114	9	5	77		7		3			
Blue Pkwy at Executive Way				5		6		150	16	12	42	

Table 1: Existing Turning Movements - AM Peak



Figure 4: Existing Traffic Volumes - AM Peak

3.0 Trip Generation & Trip Distribution

3.1 Trip Generation

As the existing property is vacant, there are no trips currently generated by the property during either AM or PM peak hours.

The proposed development is a 19,725 square foot, 1 story building on the 2.34 acre lot. The site will have approximately 79 total parking stalls, with 8 of those stalls being ADA accessible. The intended tenant for the foreseeable future of this property is Developing Potential.

In discussions of the proposed building, and calculations from the Office Manager and Owner of Developing Potential, the following vehicle counts have been provided:

42 staff vehicles

- Arrive and park between 7-7:30 AM, leave between 2-3 PM

7 eitas vehicles/buses (empowering individuals through advocacy and support – Developmental Disability Services of Jackson County)

- Drop-off up to 25 individuals between 7:30-8 AM, pick-up between 1-2 PM

3 vehicles/vans from various care centers

- Drop-off up to 9 individuals between 7:30-8 AM, pick-up between 1-2 PM

45 individual vehicles

- Drop-off up to 45 individuals between 7:30-8 AM, pick-up between 1-2 PM

Based on the impact times of drop-off and pick-up for this facility, the PM peak time will not be studied. However, the AM peak time (7-8) will be discussed below.

Trips during peak AM time: 152 trips

Additional relevant information on traffic generation for the proposed development is below:

- Developing Potential currently occupies the building at the intersection of NW Executive Way and NW O'Brien road and has caused no traffic congestion issues or concerns to the surrounding neighbors during drop off & pick up times.
- The multi-purpose room within the proposed building has the potential to be used for community events, yoga classes, etc. These events would occur on evenings or weekends, therefore not impacting AM or PM peak traffic generation.
- The subject property is zoned PO- Planned Office, which means that shall the intended occupant (Developing Potential) ever sell their property, other office use businesses would likely create significantly less traffic (according to ITE trip generation charts, for both the AM and PM peaks) than accounted for in this study.
- Trip generation rates for other potential property uses within the Office category of the ITE Trip Generation Manual are as follows for a 19,725 square foot building:
 - o General Office Building (ITE Code 710)

- Peak Hour of Adjacent Street Traffic
 - AM Peak 45 trips
 - PM Peak 24 trips
- Peak Hour of Generator
 - AM Peak 40 trips
 - PM Peak 87 trips
- Corporate Headquarters (ITE Code 714)
 - Peak Hour of Adjacent Street Traffic
 - AM Peak 38 trips
 - PM Peak 48 trips
- Single Tenant Office Building (ITE Code 715)
 - Peak Hour of Generator
 - AM Peak 50 trips
 - PM Peak 58 trips
- Medical-Dental Office Building (ITE Code 720)
 - Peak Hour of Adjacent Street Traffic
 - AM Peak 55 trips
 - PM Peak 69 trips
 - Peak Hour of Generator
 - AM Peak 70 trips
 - PM Peak 80 trips
- Day Care Center (ITE Code 565)
 - Peak Hour of Adjacent Street Traffic
 - AM Peak 217 trips
 - PM Peak 219 trips
 - Peak Hour of Generator
 - AM Peak 231 trips
 - PM Peak 233 trips
 - The data for the Day Care Center land use in the ITE Manual was obtained from site locations with an average building footprint of 4,000 to 5,000 square feet, compared to the 19,725 square foot layout for the proposed building. This suggest the property would most likely not redevelop into a Day Care Center land use in the future.

3.2 Trip Distribution

The trip distribution was calculated from the existing counts, which were described in the Traffic Count Data section. The distributions are shown in the table and figure below.

	west of Exec	east of Exec	north of Exec	south of Exec	
O'Brien Road at Executive Way	29%	19%			100%
Blue Pkwy at Executive Way			39%	13%	

Table 2: Trip Distributions - by Direction

	EB			WB			NB			SB			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
exiting													
O'Brien Road at Executive Way							29%			19%			100%
Blue Pkwy at Executive Way			13%		39%								
entering													
O'Brien Road at Executive Way			29%	19%									100%
Blue Pkwy at Executive Way								39%	13%				

Table 3: Trip Distributions - by Turning Movement

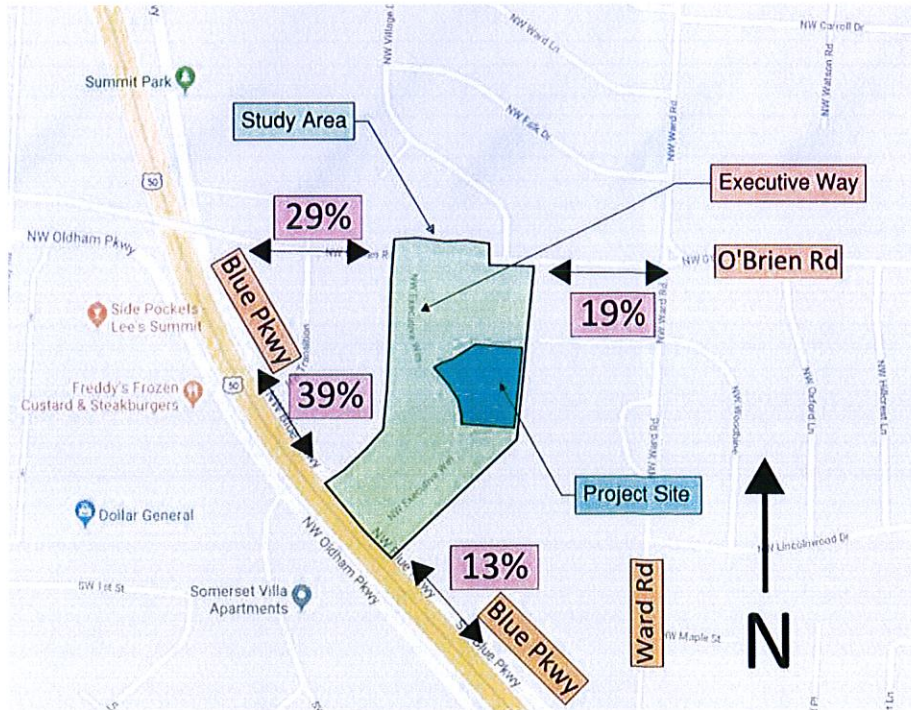


Figure 5: Trip Distributions

3.3 Proposed Traffic

For the proposed scenario, the 152 trips generated during the AM peak hour from the owner-provided data, and utilizing the same trip distribution as existing traffic, the generated traffic was added to the existing traffic for the purposes of analyzing intersection capacity after the proposed building is fully occupied (and assuming the existing building is re-occupied with similar traffic generation). The volumes associated with the proposed scenario are shown in the figure below.



Figure 6: Proposed Traffic Volumes - AM Peak

4.0 Traffic Analysis

The capacity of the two study intersections was analyzed using the Synchro traffic modeling software. The existing scenario volumes are comprised of the existing turning movement counts.

The existing and proposed intersection delay and Level of Service (LOS) is shown in the tables below for the two stop-controlled movements at the two study intersections. Additional traffic analysis data is included in Appendix D.

Intersection Delay - AM Peak (sec/veh)	Northbound Approach		Westbound Approach	
	Existing	Proposed	Existing	Proposed
O'Brien Road at Executive Way	0.6	1.9		
Blue Pkwy at Executive Way			1.2	1.8

Table 4: Intersection Delay - AM Peak

Level of Service - AM Peak	Northbound Approach		Westbound Approach	
	Existing	Proposed	Existing	Proposed
O'Brien Road at Executive Way	LOS A	LOS A		
Blue Pkwy at Executive Way			LOS A	LOS A

Table 5: Level of Service - AM Peak

The analysis shows the two study intersections maintaining a LOS A and thus no additional roadway improvements are recommended.

The next major intersections from the study area are listed below and shown in the figure on the following page.

- Along O'Brien Road
 - Murray Road to the west
 - O'Brien Road has an offset alignment through Murray Road, creating two intersections.
 - Stop controlled T-intersection at the north junction
 - Signalized four-legged intersection at the south junction
 - Ward Road to the east
 - All-way stop controlled; four-legged
- Along Blue Parkway
 - Chipman Road to the north
 - Signalized four-legged intersection with two through lanes, two left turn lanes, and a right turn lane in each direction

- 2nd Street to the south
 - Stop controlled T-intersection.
 - Blue Parkway comprises the west and south (stop controlled) legs of the intersection.

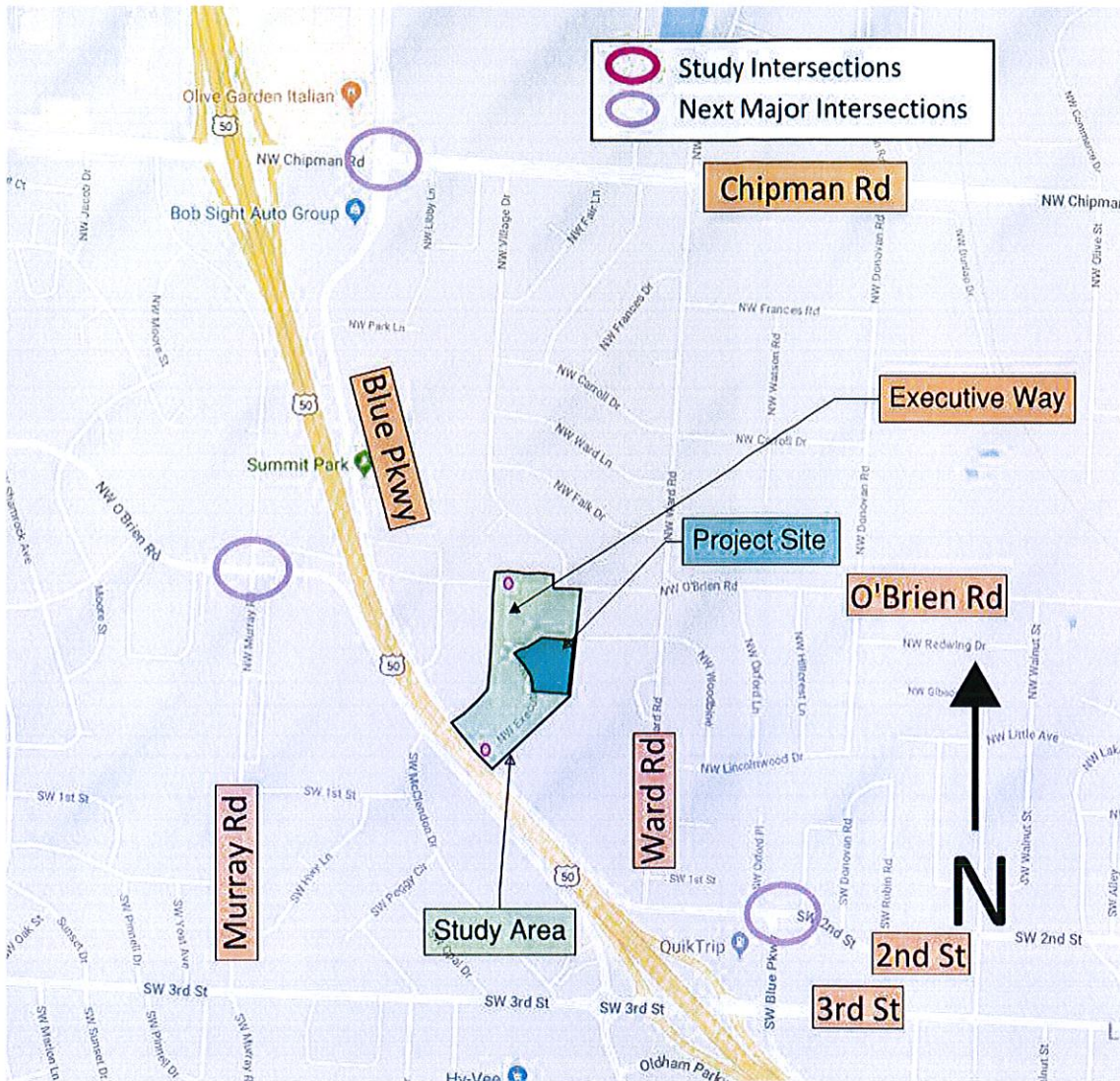


Figure 7: Next Major Intersections

Due to the minimal impact at the two study intersections, the impact to the next major intersections is expected to be negligible and no roadway improvements are recommended at those intersections.

5.0 Conclusion

The traffic analysis indicates that the two study intersections will continue to operate at an acceptable level and no additional roadway improvements are recommended.

If there are any specific questions or comments related to this study, please contact:



Jason Sommerer, PE, PTOE
Bartlett & West, Inc.
1719 Southridge Drive
Jefferson City, MO 65109
573.659.6745

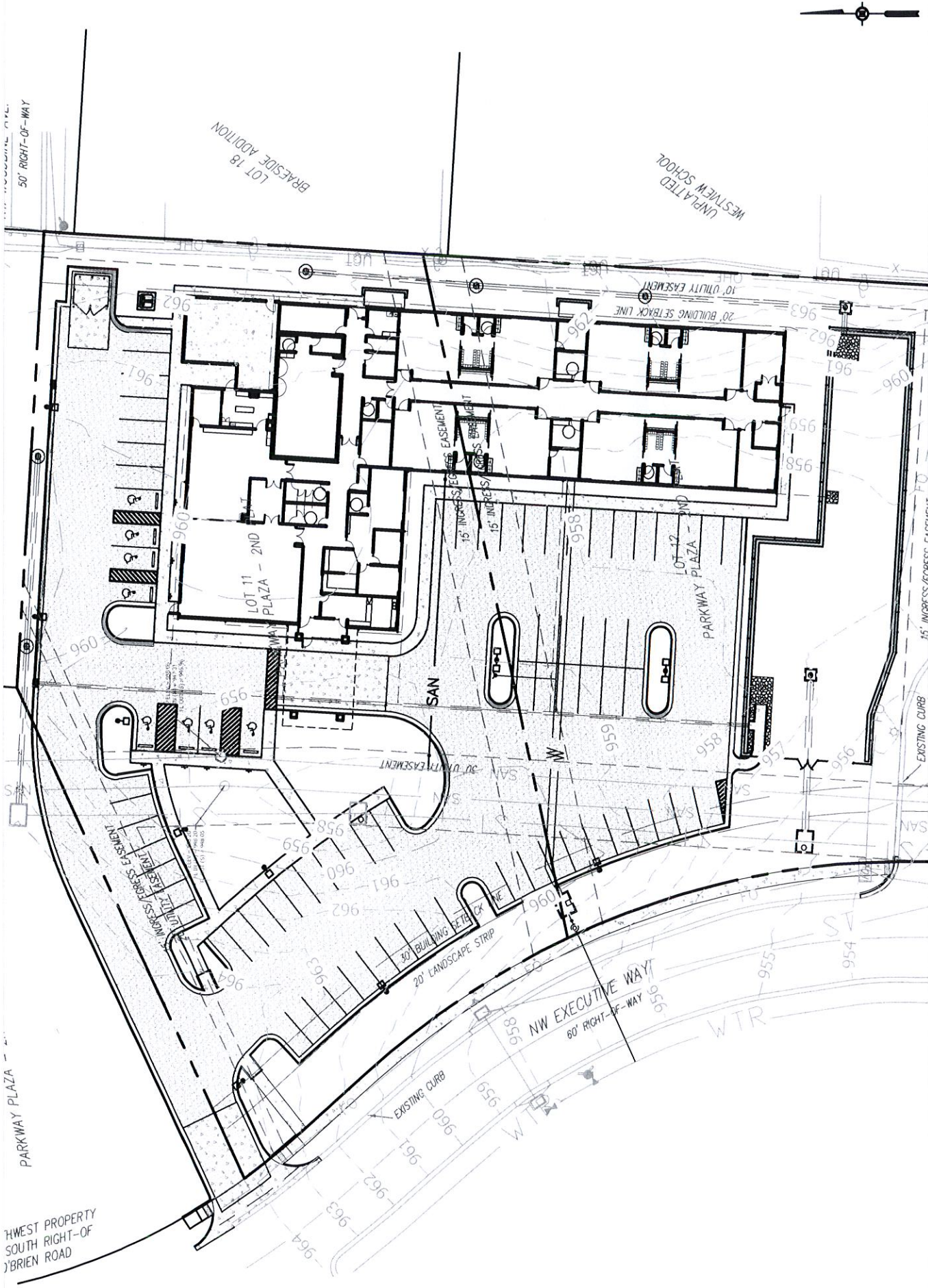


Darron R. Ammann, RLA, LEED AP
Bartlett & West, Inc.
544 Columbia Drive
Lawrence, KS 66049
785.749.9452

Appendices

Appendix A: Site Plan

(See following page)



Appendix B: Sight Distance

(See following page)

Appendix C: Data Collection Sheets

(See following pages)
[8 pages]

VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 7:00 to 7:15

N/S Street Executive Way

Date 8/28/18 Day Tuesday

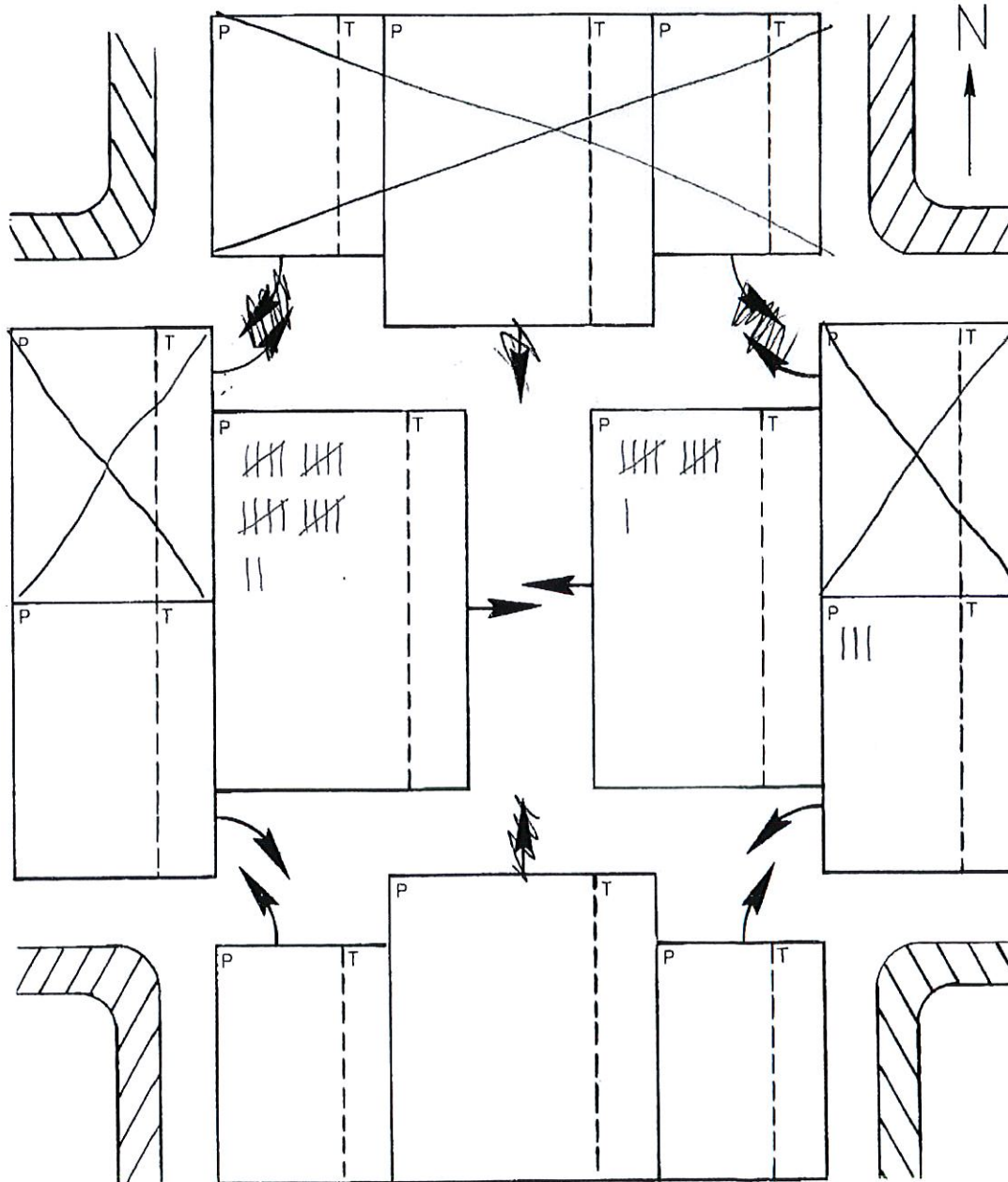
E/W Street O'Brien Road

Weather _____

P = passenger cars, station wagons, motorcycles, pick-up trucks.

Observer Dale Marshall

T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 7:15 to 7:30

N/S Street Executive Way

Date 8/28/18 Day Tuesday

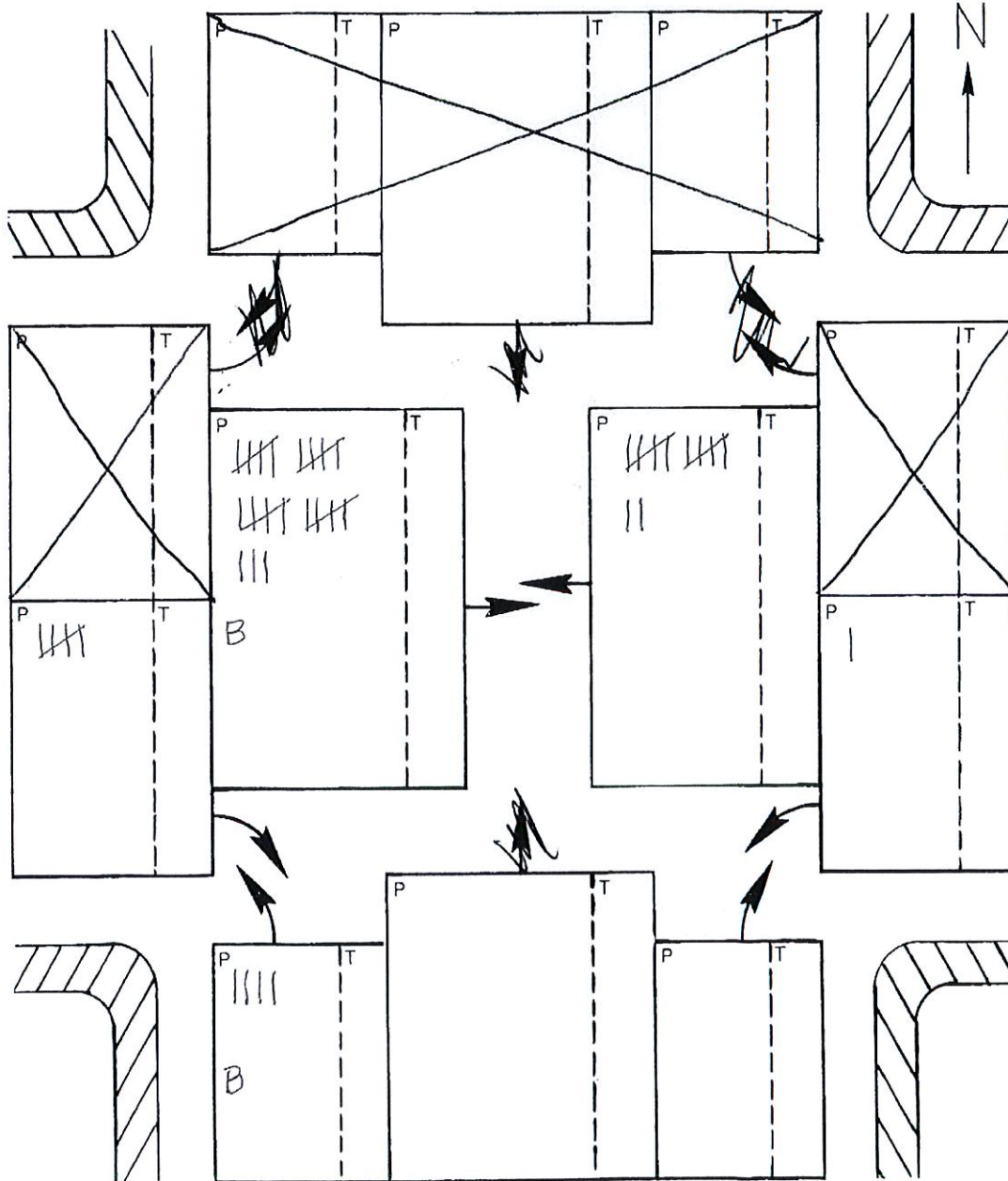
E/W Street O'Brien Road

Weather _____

P = passenger cars, station wagons, motorcycles, pick-up trucks.

Observer Dale Marshall

T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 7:30 to 7:45

N/S Street Executive Way

Date 8/28/18 Day Tuesday

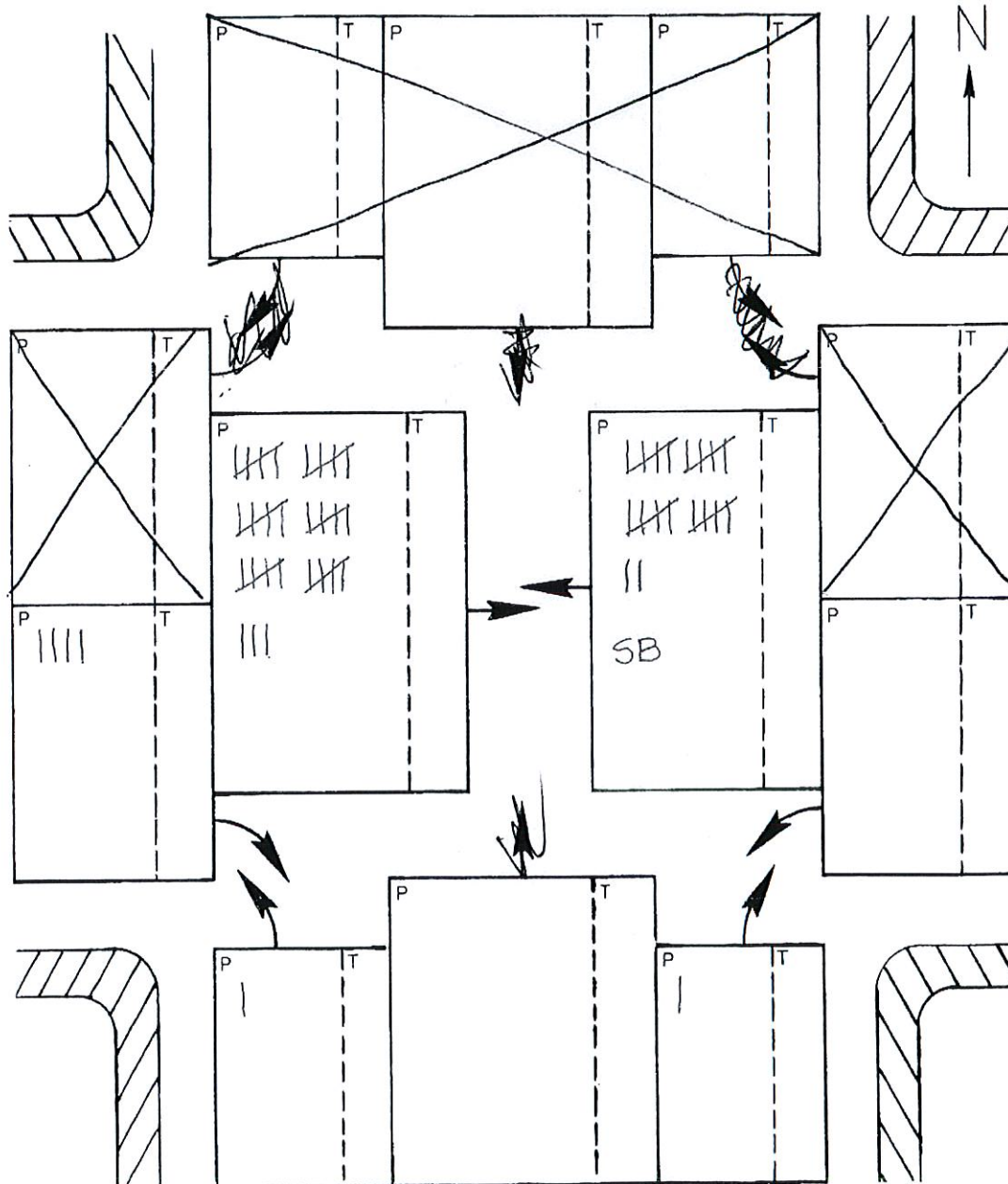
E/W Street O'Brien Road

Weather _____

P = passenger cars, station wagons, motorcycles, pick-up trucks.

Observer Dale Marshall

T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

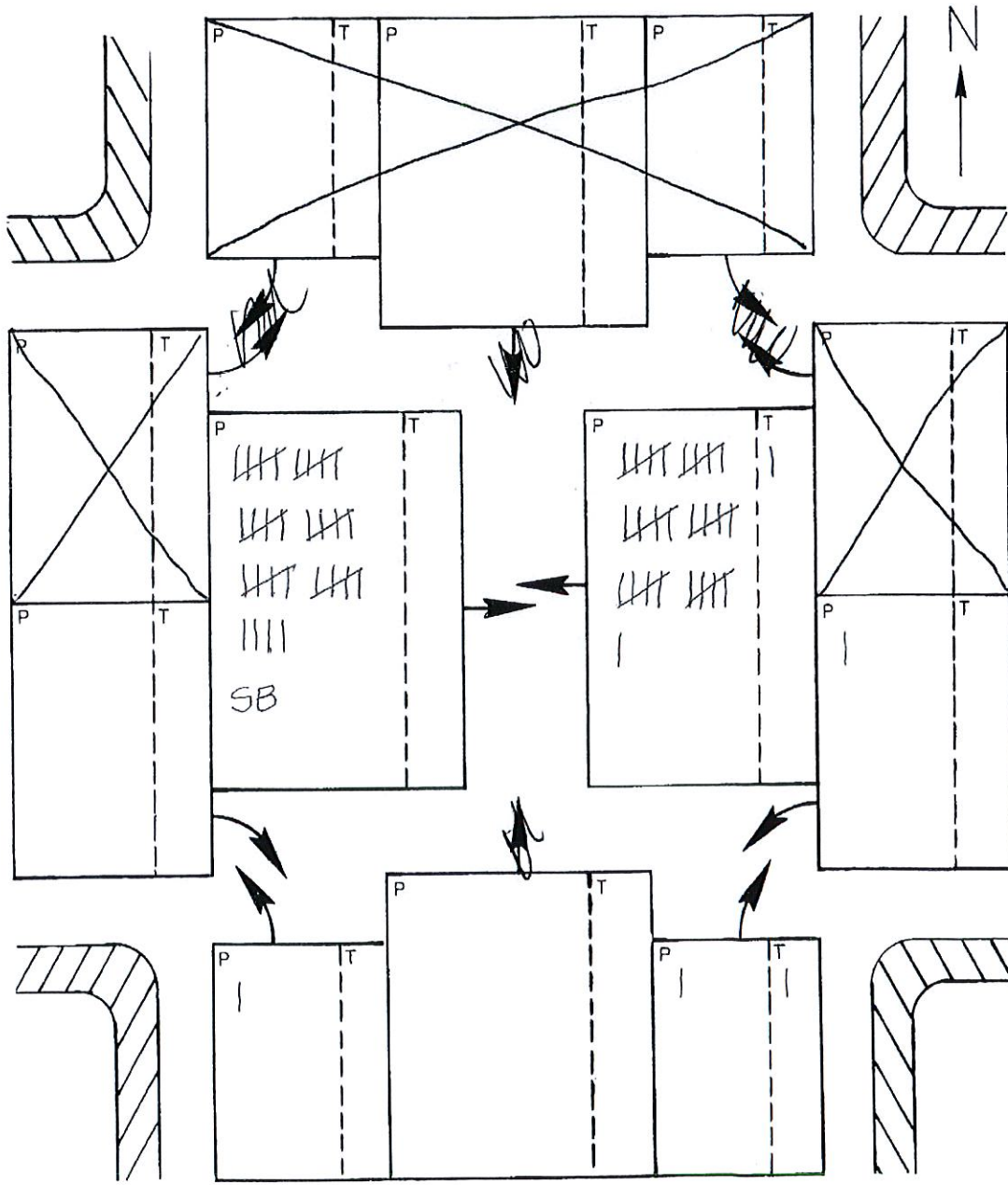
FOUR-APPROACH FIELD SHEET

N/S Street Executive Way
E/W Street O'Brien Road

Time 7:45 to 8:00
Date 8/28/18 Day Tuesday

Weather _____
Observer Dale Marshall

P = passenger cars, station wagons, motorcycles, pick-up trucks.
T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 7:40 to 7:55

N/S Street N W BLUE PKWY

Date 2013/08/28 Day TUESDAY

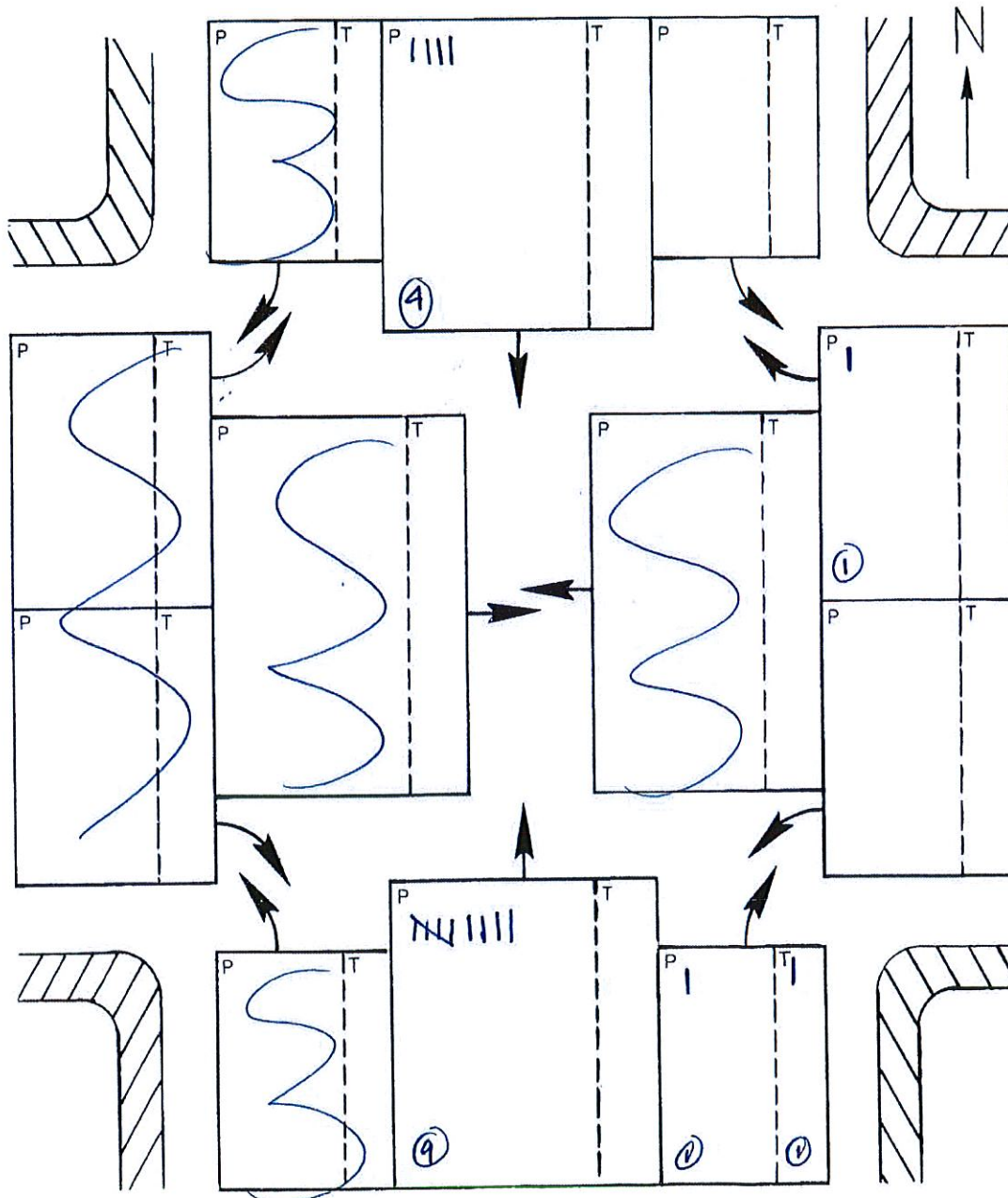
E/W Street NW EXECUTIVE WAY

Weather CLEAR 76°

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

Observer Atwell

T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 7¹⁵ to 7³⁰

N/S Street BLUE PKWY

Date 2014/08/28 Day Tuesday

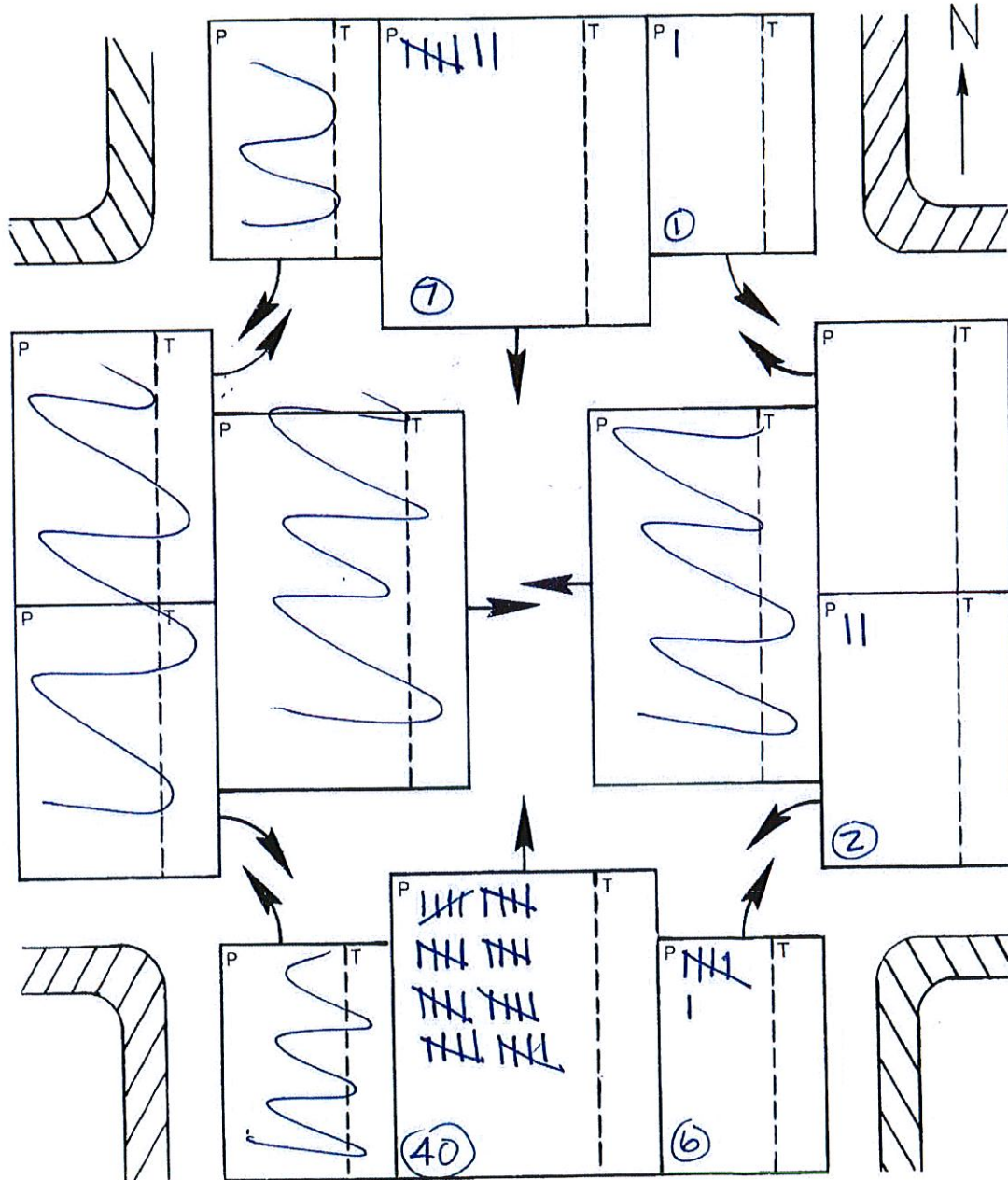
E/W Street EXECUTIVE WAY

Weather clear 76°

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

Observer ATWELL

T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 730 to 745

N/S Street BLUE PKWY

Date 2010/08/25 Day Tuesday

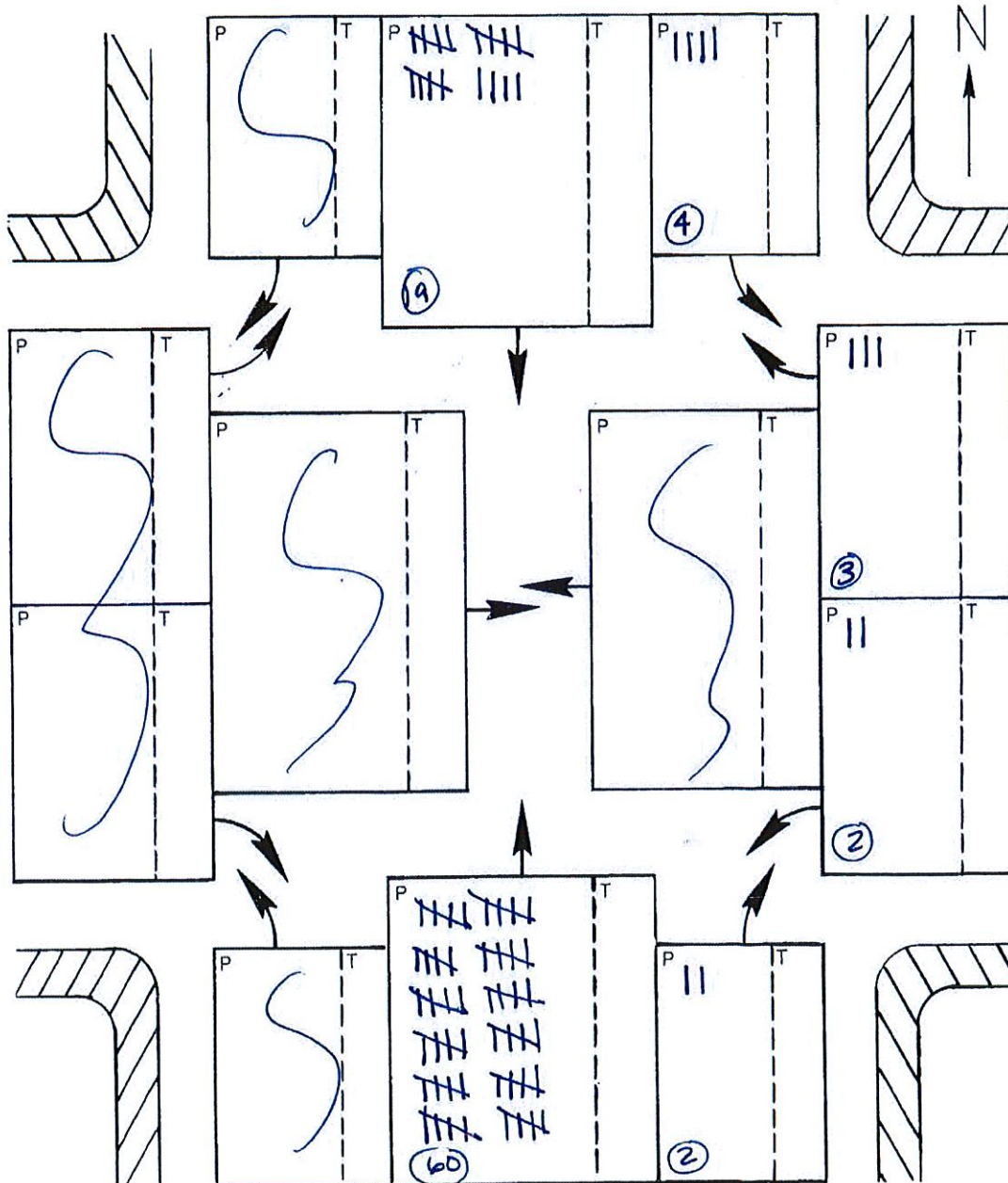
E/W Street EXECUTIVE WAY

Weather Clear 76°

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

Observer ATWELL

T = other trucks. (Record any school bus as SB; other buses as B).



VEHICLE TURNING MOVEMENT COUNT

FOUR-APPROACH FIELD SHEET

Time 745 to 800

N/S Street BLUE PKWY

Date 2014/08/23 Day Tuesday

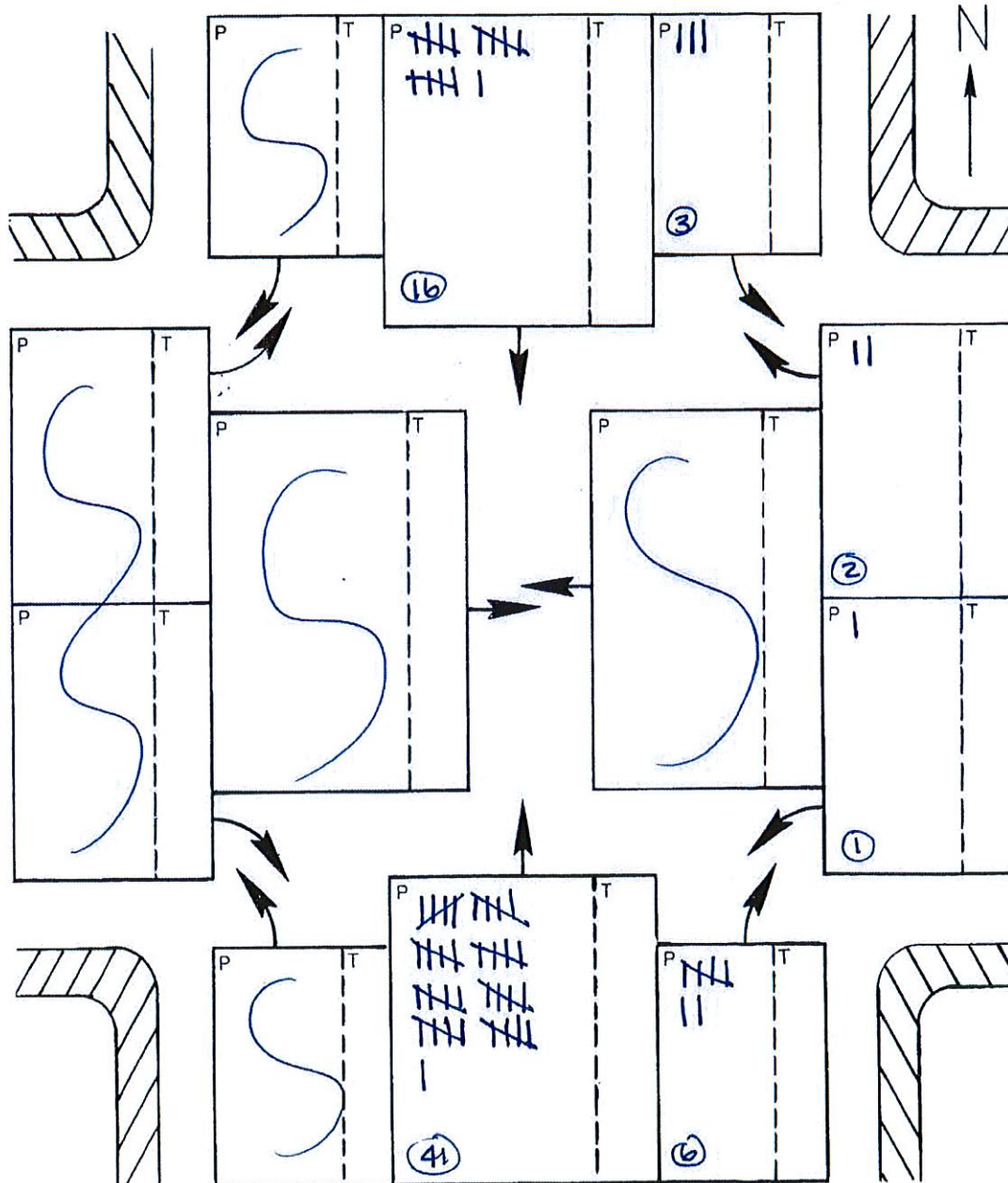
E/W Street EXECUTIVE WAY

Weather Clear 76°

P = passenger cars, stationwagons, motorcycles, pick-up trucks.

Observer ATWELL

T = other trucks. (Record any school bus as SB; other buses as B).



Appendix D: Traffic Analysis Reports

(See following pages)
[4 pages]

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	114	9	5	77	7	3
Future Vol, veh/h	114	9	5	77	7	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	10	5	84	8	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	134	0	223
Stage 1	-	-	-	-	129
Stage 2	-	-	-	-	94
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1451	-	765
Stage 1	-	-	-	-	897
Stage 2	-	-	-	-	930
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1451	-	762
Mov Cap-2 Maneuver	-	-	-	-	762
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	930

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	1451	-
HCM Lane V/C Ratio	0.014	-	-	0.004	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	12	42	150	16	5	15
Future Vol, veh/h	12	42	150	16	5	15
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	13	46	163	17	5	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	180	0	-	0	244
Stage 1	-	-	-	-	172
Stage 2	-	-	-	-	72
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1396	-	-	-	744
Stage 1	-	-	-	-	858
Stage 2	-	-	-	-	951
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1396	-	-	-	737
Mov Cap-2 Maneuver	-	-	-	-	737
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	951

Approach	SE	NW	SW
HCM Control Delay, s	1.7	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1396	-	834
HCM Lane V/C Ratio	-	-	0.009	-	0.026
HCM Control Delay (s)	-	-	7.6	0	9.4
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection

Int Delay, s/veh 1.9

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	114	37	24	77	23	14
Future Vol, veh/h	114	37	24	77	23	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	-	-	-	-	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	124	40	26	84	25	15

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	164	0	280	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	136	-
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	-	-	1414	-	710	903
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1414	-	697	903
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	890	-

Approach EB WB NB

HCM Control Delay, s	0	1.8	10
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	763	-	-	1414	-
HCM Lane V/C Ratio	0.053	-	-	0.018	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 1.8

Movement SEL SET NWT NWR SWL SWR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	24	42	150	54	12	27
Future Vol, veh/h	24	42	150	54	12	27
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	26	46	163	59	13	29

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	222	0	-	0	291	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	98	-
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	1347	-	-	-	700	849
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1347	-	-	-	686	849
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	926	-

Approach SE NW SW

HCM Control Delay, s	2.8	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h)	-	-	1347	-	791
HCM Lane V/C Ratio	-	-	0.019	-	0.054
HCM Control Delay (s)	-	-	7.7	0	9.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2