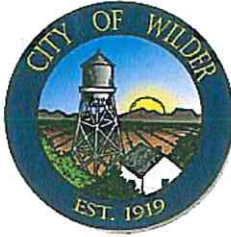


SUB 2021-03  
Rose Pointe  
Subdivision



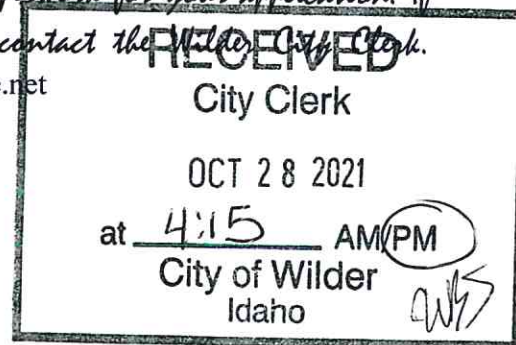
**LAND USE APPLICATION FORM**

**Information to Applicant:**

1. All applications to the City of Wilder for land use and development, and/or zoning ordinance, and/or comprehensive plan text amendments, must complete this form. Applications for subdivision of land are not included in this form.
2. All relevant information and attachments must be supplied. Please mark non- applicable portions of the application form "N.A." The information on the application for completeness shall be determined by the City Clerk's office, which shall include a determination of the application/s fee/s. No application shall be considered filed by the City unless the application form is completed, and the application/s fee/s have been received by the Clerk's Office.
3. Relevant proportions of the application requirements of the Wilder City Code are attached to this form for ease of reference by applicants.
4. This form includes relevant initial routing information which is completed by city staff.
5. All applications provided in this form are filed with the City Clerk's office.
6. All applications for land use are first considered by the City of Wilder Planning and Zoning Commission. The Commission meets regularly on the second Tuesday of each month at 6:00 P.M. at the Wilder City Hall. Please submit completed applications to the City Clerk at least two (2) weeks BEFORE the Planning and Zoning Commission meeting at which the application is to be presented. The time is needed for all city staff (Clerk, Public Works, Engineer) to complete review tasks prior to the applicable meeting.

*Thank you for your time and patience in completing the required paperwork for your application. If you need further information or otherwise have questions, please contact the*

Phone: 482-6204 Fax: 482-7890 e-mail: cityofwilder@cableone.net



**APPLICANT'S NAME:** Subdivision Maker LLC on behalf of TV Group1 LLC

**APPLICANT'S ADDRESS AND CONTACT INFORMATION:**

Mailing Address: 1434 New York Street, Middleton, ID 83644

Phone: N.A.

Fax: N.A.

Cell Phone: 208-899-9556

E-mail: darin.taylor@subdivisionmaker.com

**1. Application Request:** [Please marks only the appropriate application/s being made]

<input type="checkbox"/> Comprehensive Plan Amendment	<input type="checkbox"/> Planned Unit Development
<input type="checkbox"/> Annexation and Zoning Designation	<input type="checkbox"/> Variance
<input type="checkbox"/> Zoning Boundary Change	<input type="checkbox"/> Zoning Permit
<input type="checkbox"/> Zoning Ordinance Text Amendment	<input type="checkbox"/> Special Use Permit
<input checked="" type="checkbox"/> Preliminary Plat	<input type="checkbox"/> Other

**2. Attach the Legal Description of the Real Property that is the Subject of This Application:**

Description Attached:  OK'd By \_\_\_\_\_ Date: \_\_\_\_\_

**3. Attach Certificate of Secretary of State if the Applicant is a Legal Entity (Company or Business):**

Certificate from Secretary of State:  OK'd By \_\_\_\_\_ Date: \_\_\_\_\_

**4. If the Applicant Plans to Develop the Real Property Described in this Application, please Attach a Description of the Proposed Development Plans and Intended Uses of the Property:**

Description Attached:  OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**5. In the Event the Application is for an Amendment of the Text of the City of Wilder Zoning Ordinance and/or Comprehensive Plan, Please provide the Text if the Requested Amendment that Identifies the Appropriate Section(s) to be Amended:**

Description Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**6. If the Application includes an Annexation and/or Zoning Designation or Zoning Re-designation or Special Use Permit, Please the following:**

Proof of Applicant's Ownership of Subject Real Property: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_  
Legal Description That Has Been Reviewed and Approved by Applicant's Engineer and/or Surveyor  
Description: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_  
Approved Legal Description Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**7. If the Application Includes Annexation and/or a Zoning Designation or Zoning Change, please include a vicinity map at a scale approved by the City Engineer showing parcel boundaries, highways and roadways.**

Map Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_



**8. If the Application is for a Special Use Permit this application packet must also include all information required as set forth in Section 9-8-2 of the Wilder City Code.**

Information Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**9. If the Application is for a Planned Unit Development this Application must include all information set forth in Section 9-10-9 of the Wilder City Code.**

Information Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**10. If the Application is for or includes a Variance this Application must also include all information required as set forth in Section 9-11-2 of the Wilder City Code.**

Information Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**11. If the Application is for or includes a Zoning Permit this Application must also include all information required as set forth in Section 9-12-2 of the Wilder City Code.**

Information Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**12. If the Application is for or includes a Zoning Ordinance Amendment, whether it involves new zoning upon annexation or amendment of zoning boundary designation or zoning ordinance test amendment, this Application must also include all information required as set forth in Section 9-13-3 of the Wilder City Code.**

Information Attached: N.A. OK'd By: \_\_\_\_\_ Date: \_\_\_\_\_

**13. If the Application includes Development and/or use that will require additional city services, please attach a document outlining the need for the services:**

- Sewer Needed
- Domestic Water Needed
- Irrigation Water Needed
- Highway Access or Improvements Needed
- Police Protection Needed
- Other \_\_\_\_\_

**14. Please attach this application to a Letter of Explanation or Description addressed to:**

City of Wilder  
Planning and Zoning Commission  
P.O. Box 687  
Wilder, Idaho 83676

VERIFICATION

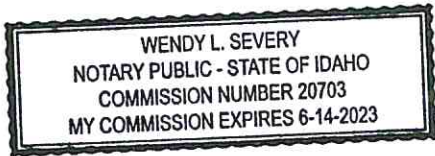
STATE OF IDAHO )
: ss.
County of Canyon )

DARIN TAYLOR, being first duly sworn under oath, deposes and says

That he /she is the Applicant in the above and foregoing Application. That he/she has read the same and knows the contents thereof and verily believes the facts stated therein to be true and correct.

Darin Taylor (handwritten signature)

Subscribed and sworn to before me this 28 day of October, 2001.



(Handwritten signature)
Notary Public for Idaho
Residing at: Caldwell, ID
Commission Expires: 6-14-2023

For Use by City of Wilder Staff

ALL ACTIONS OF THE PLANNING AND ZONING COMMISSION AND CITY COUNCIL AS REQUIRED ARE PART OF THE OFFICIAL RECORDS OF THE PLANNING AND ZONING COMMISSION AND THE CITY COUNCIL AS THE CASE MAY BE AND NOT INCLUDED IN THIS ROUTING FORM.

Application/s received and reviewed by City Clerk's office for completeness: WBS Initials / Date: 10/28/21

Application/s fee/s determined by City Clerk's office and paid by applicant: WBS Initials / Date: 10/28/21

Application/s routed to appropriate city official for review:

City Engineer: WBS Initials /Date: 10/29/21
Public Works: WBS Initials /Date: 10/29/21
Building Official: WBS Initials /Date: 10/29/21

Application/s routed to P & Z Commission for review and action: Initials /Date:



# Subdivision Maker LLC

1434 New York Street, Middleton, Idaho 83644

208-899-9556

[darin.taylor@subdivisionmaker.com](mailto:darin.taylor@subdivisionmaker.com)

---

October 28, 2021

City of Wilder  
Planning and Zoning Commission  
P.O. Box 687  
Wilder, Idaho 83676

Re: Application –Preliminary Plat for Rose Pointe Subdivision  
Canyon County Assessor’s Parcel No.: R37034

Planning and Zoning Commission:

Subdivision Maker LLC respectfully submits the above-referenced application on behalf of landowner TV Group1 LLC, an Idaho limited liability company, owner of the 16.19-acre subject real property located on the west side of State Highway 95 and Big Valley Tractor Supply in downtown Wilder, Idaho, commonly referred to as Canyon County Assessor’s Parcel No. R37034.

Attached is the \$1,490 filing fee and Traffic Impact Study dated August 11, 2021 prepared by CR Engineering, Inc. Rose Pointe Subdivision consists of 22 lots for single family dwellings, 26 lots for two-unit townhouses (13 buildings), 13 lots for four-unit townhouses (52 total units), and eight common lots (Subdivision).

It is proposed that the Subdivision be served by the City of Wilder’s municipal water, sewer, stormwater and irrigation systems that the developer will extend to the site from adjacent properties.

We are successfully coordinating with the dissolving Rosehaven Homeowners’ Association Inc. for right-of-way allowing the developer to extend Prince Avenue westward and connect to Batt Corner Road.

We are successfully coordinating with the Tom and Catherine Page Trust to obtain a non-interference agreement assuring access to maintain the city’s sewer manhole the Trust’s fenced into its backyard.

We are successfully coordinating with Canyon County magistrate court and 24 heirs of Cecil Trunnell to reopen the 1974 probate and clean-up title to the strip of land along the north boundary of

City of Wilder  
Planning and Zoning Commission  
October 28, 2021  
Page 2 of 2

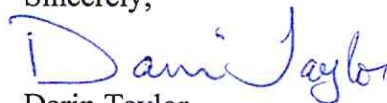
the Rose Pointe subdivision property, and we anticipate accomplishing this, including conveying the city an easement for its sewer manhole fenced in the Trust's backyard.

We applied on September 17, 2021 with Idaho Transportation Department for an approach permit connecting proposed Desert Rose Street to State Highway 95. The application meets the District's standards and we anticipate approval of the intersection permit.

Thank you for your consideration of our application, and we request that it be approved with the following conditions:

1. Obtain a permit from the Idaho Transportation Department for public vehicle and pedestrian access through and from Rose Pointe Subdivision to State Highway 95.
2. Connect Prince Avenue to Batt Corner Road.
3. Clean-up title to the strip of land along the north boundary of Rose Pointe Subdivision.
4. Comply with all terms of the Development Agreement entered into with the City when the subject real property was annexed.

Sincerely,



Darin Taylor  
Subdivision Maker, LLC





0004051116



**STATE OF IDAHO**  
 Office of the secretary of state, Lawrence Denney  
**ANNUAL REPORT**  
 Idaho Secretary of State  
 PO Box 83720  
 Boise, ID 83720-0080  
 (208) 334-2301  
 Filing Fee: \$0.00

For Office Use Only  
**-FILED-**  
 File #: 0004051116  
 Date Filed: 11/3/2020 3:57:38 PM

Entity Name and Mailing Address:  
 Entity Name: Subdivision Maker LLC  
 The file number of this entity on the records of the Idaho Secretary of State is: 0003714977  
 Address: 1434 NEW YORK ST  
 MIDDLETON, ID 83644-5822

Entity Details:  
 Entity Status: Active-Existing  
 This entity is organized under the laws of: IDAHO  
 If applicable, the old file number of this entity on the records of the Idaho Secretary of State was:

The registered agent on record is:  
 Registered Agent: DARIN J TAYLOR  
 Registered Agent  
 Physical Address: 1434 NEW YORK STREET  
 MIDDLETON, ID 83644  
 Mailing Address: 1434 NEW YORK ST  
 MIDDLETON, ID 83644-5822

Limited Liability Company Managers and Members

Name	Title	Business Address
+ DARIN TAYLOR	Manager	1434 NEW YORK STREET MIDDLETON, ID 83644

The annual report must be signed by an authorized signer of the entity.

*Darin Taylor* \_\_\_\_\_ 11/03/2020  
 Sign Here \_\_\_\_\_ Date \_\_\_\_\_

Job Title: President

B0548-0571 11/03/2020 3:57 PM Received by ID Secretary of State Lawrence Denney



0004377447



**STATE OF IDAHO**  
 Office of the secretary of state, Lawrence Denney  
**ANNUAL REPORT**  
 Idaho Secretary of State  
 PO Box 83720  
 Boise, ID 83720-0080  
 (208) 334-2301  
 Filing Fee: \$0.00

For Office Use Only

**-FILED-**

File #: 0004377447

Date Filed: 8/10/2021 3:58:52 PM

B0633-5615 08/10/2021 3:58 PM Received by ID Secretary of State Lawrence Denney

Entity Name and Mailing Address:			
Entity Name:	TV GROUP1, LLC		
The file number of this entity on the records of the Idaho Secretary of State is:	0000203259		
Address	9509 DEER FLAT RD NAMPA, ID 83686-9215		
Entity Details:			
Entity Status	Active-Existing		
This entity is organized under the laws of:	IDAHO		
If applicable, the old file number of this entity on the records of the Idaho Secretary of State was:	W64068		
The registered agent on record is:			
Registered Agent	VICTOR THOMPSON Registered Agent Physical Address 9509 DEER FLAT RD. NAMPA, ID 83686 Mailing Address		
Agent or Address Change			
<input type="checkbox"/> Select if you are appointing a new agent.			
Limited Liability Company Managers and Members			
	Name	Title	Business Address
	Victor Thompson	Manager	9509 DEER FLAT RD. NAMPA, ID 83686
	+ Teresa Thompson	Member	9509 DEER FLAT RD. NAMPA, ID 83686
	+ Sean Connor	Member	11476 WOODGATE ST. CALDWELL, ID 83605
The annual report must be signed by an authorized signer of the entity.			
Job Title: Manager			
<i>Victor Thompson</i>			08/10/2021
Sign Here			Date





775 S. Rivershore Ln., Ste. 120  
Eagle, ID 83616

ELECTRONICALLY RECORDED-DO NOT  
REMOVE THE COUNTY STAMPED FIRST  
PAGE AS IT IS NOW INCORPORATED AS  
PART OF THE ORIGINAL DOCUMENT

File No. 737339 MC/SM

**2021-002508**  
RECORDED  
**01/12/2021 11:16 AM**  
CHRIS YAMAMOTO  
CANYON COUNTY RECORDER  
Pgs=3 SCARDENAS \$15.00  
TYPE: DEED  
PIONEER TITLE CANYON - CALDWELL  
ELECTRONICALLY RECORDED

**WARRANTY DEED**

For Value Received Sundowner, Inc., an Idaho corporation  
hereinafter referred to as Grantor, does hereby grant, bargain, sell, warrant and convey unto

TV Group I, LLC, an Idaho Limited Liability Company  
hereinafter referred to as Grantee, whose current address is 9509 Deer Flat Rd Nampa, ID 83687

The following described premises, to-wit:

See Exhibit A attached hereto and made a part hereof.

To HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee(s), and Grantees(s) heirs and assigns forever. And the said Grantor(s) does (do) hereby covenant to and with the said Grantee(s), the Grantor(s) is/are the owner(s) in fee simple of said premises; that said premises are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee(s); and subject to U.S. Patent reservations, restrictions, dedications, easements, rights of way and agreements, (if any) of record, and current years taxes, levies, and assessments, includes irrigation and utility assessments, (if any) which are not yet due and payable, and that Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

Dated: January 5, 2021

Sundowner, Inc., an Idaho Corporation

By: Robert Pilote, Vice President  
Robert Pilote, Vice President  
State of Idaho County of Canyon

This record was acknowledged before me on 1/12/2021 by Robert Pilote, as Vice President of Sundowner Inc.

Marisela Pesina  
Signature of notary public  
Commission Expires: 04/02/2022

MARISELA PESINA  
COMMISSION #41908  
NOTARY PUBLIC  
STATE OF IDAHO

EXHIBIT A

PARCEL 1

That part of the Northwest Quarter of the Northeast Quarter of Section 22, Township 4 North, Range 5 West, Boise Meridian, Canyon County, Idaho, described as follows:

BEGINNING at the Southeast corner of the Northwest Quarter of the Northeast Quarter of Section 22, Township 4 North, Range 5 West, Boise Meridian, Canyon County, Idaho; and run thence  
West along the South boundary line thereof a distance of 660 feet; thence  
North on a line parallel with the East boundary line of said Northwest Quarter of the Northeast Quarter a distance of 1,015 feet, more or less, to a point which is 305 feet South of the North boundary line of said Northwest Quarter of the Northeast Quarter; thence  
East on a line parallel with said North boundary line a distance of 660 feet to a point in said East boundary line;  
thence South along said East boundary line a distance of 1,015 feet, more or less, to the POINT OF BEGINNING.

EXCEPTING THEREFROM that portion lying within the Plat of ROSEHAVEN SUBDIVISION, recorded in Book 33 of Plats, Page 3, records of Canyon County, Idaho

AND ALSO EXCEPTING THEREFROM that portion lying within the Plat of ROSEHAVE SUBDIVISION NO. 2, recorded in Book 40 of Plats, Page 31, records of Canyon County, Idaho

PARCEL 2

The South Half of the Northeast Quarter of the Northeast Quarter of Section 22, Township 4 North, Range 5 West, Boise Meridian, Canyon County, Idaho.

EXCEPTING THEREFROM:

BEGINNING at a point 669.25 feet South of the Northeast corner of said Section 22, Township 4 North, Range 5 West, Boise Meridian, Canyon County, Idaho; and running thence  
West a distance of 430 feet; thence  
South a distance of 190 feet; running thence  
East a distance of 430 feet; running thence North a distance of 190 feet to the POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM:

BEGINNING at a point in the Southeast corner of the Northeast Quarter of the Northeast Quarter of said Section 22; running thence  
North along said Section line a distance of 470 feet; running thence  
West a distance of 200 feet; running thence  
South a distance of 470 feet; running thence  
East a distance of 200 feet to the POINT OF BEGINNING.

Parcel 3

The West One-Half of the Northwest Quarter of the Northeast Quarter of Section 22, Township 4 North, Range 5 West, Boise Meridian, Canyon County, Idaho.

EXCEPTING THEREFROM the following described parcel:

BEGINNING at the Northeast corner of said West One-Half of said Northwest Quarter of the Northeast Quarter; thence  
South a distance of 280 feet; thence  
West a distance of 158 feet; thence  
North a distance of 280 feet; thence  
East a distance of 158 feet to the POINT OF BEGINNING.



AND ALSO EXCEPTING THEREFROM that portion lying within the Plat of ROSEHAVEN SUBDIVISION,  
recorded in Book 33 of Plats, Page 3, records of Canyon County, Idaho

AND ALSO EXCEPTING THEREFROM that portion lying within the Plat of ROSEHAVE SUBDIVISION NO. 2,  
recorded in Book 40 of Plats, Page 31, records of Canyon County, Idaho

Project No: 210021  
Date: January 21, 2021  
Page 1 of 1

**ANNEXATION DESCRIPTION  
ROSEHAVEN EAST**

Located in the S1/2 of the NE1/4 of the NE1/4 of section 22, Township 4 North, Range 5 West, Boise Meridian, City of Wilder, Canyon County, Idaho and more particularly described as follows:

**COMMENCING** at a brass cap monument marking the northwest corner of said NE1/4 of the NE1/4; thence, along the west boundary of said NE1/4 of the NE1/4,

- A. S.00°29'09"W., 668.25 feet to the northwest corner of said S1/2 of the NE1/4 of the NE1/4 and the **POINT OF BEGINNING**; thence along the north boundary of said S1/2 of the NE1/4 of the NE1/4
1. S.89°42'34"E., 887.87 feet; thence parallel with and 430.00 feet west of the east boundary of said NE1/4 of the NE1/4,
  2. S.00°38'04"W., 190.00 feet; thence parallel with the north boundary of said S1/2 of the NE1/4 of the NE1/4,
  3. S.89°42'34"E., 230.00 feet; thence parallel with and 200.00 feet west of the east boundary of said NE1/4 of the NE1/4,
  4. S.00°38'04"W., 478.66 feet to the south boundary of said S1/2 of the NE1/4 of the NE1/4; thence along said south boundary,
  5. N.89°41'26"W., 1116.14 feet to the southwest corner of said S1/2 of the NE1/4 of the NE1/4; thence along the west boundary of said S1/2 of the NE1/4 of the NE1/4,
  6. N.00°29'09"E., 668.29 feet to the **POINT OF BEGINNING**.

**CONTAINING:** 16.138 acres.  
**SUBJECT TO:** Record Documents.

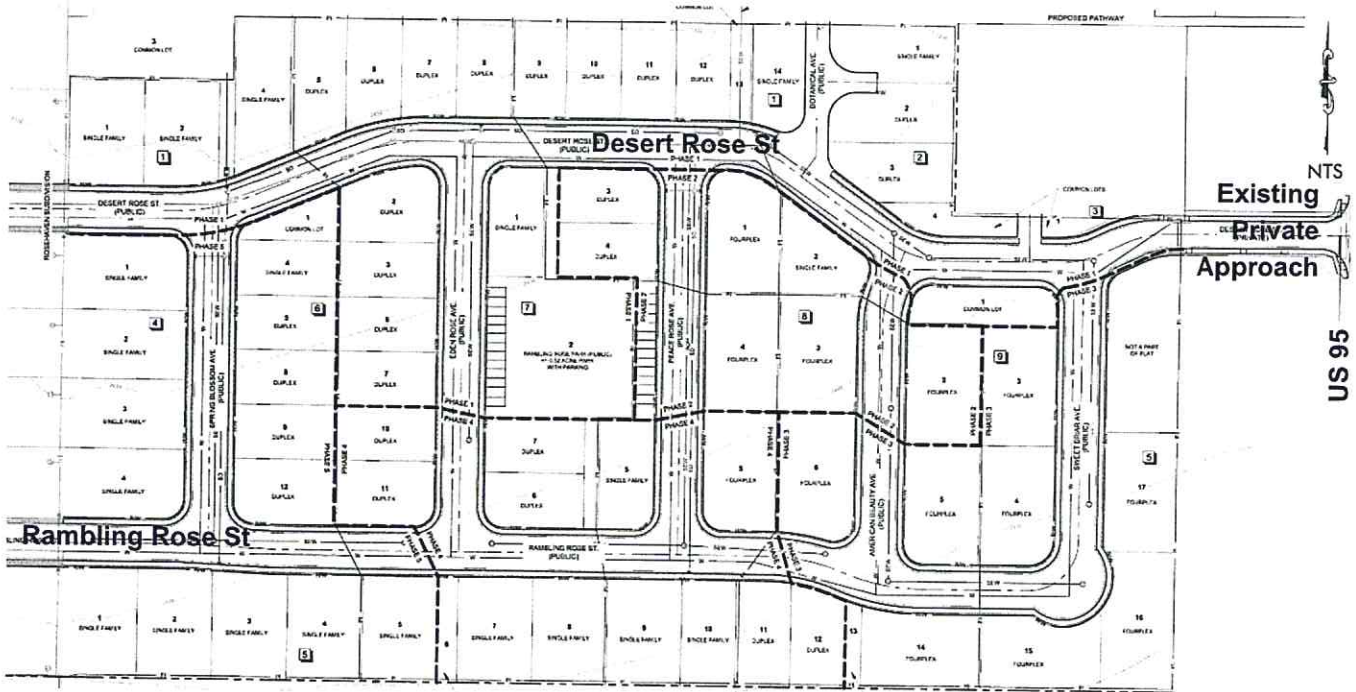
This description is not intended to be used for the conveyance or transference of property, but for City Annexation purposes only.



# TRAFFIC IMPACT STUDY

## ROSE POINTE SUBDIVISION

Wilder, Idaho  
August 11, 2021



Prepared For:

**TV GROUP1, LLC**

Prepared By:

**GR ENGINEERING, INC.**

181 East 50<sup>th</sup> Street  
Garden City, ID 83714  
(208) 841-4996



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## EXECUTIVE SUMMARY

CR Engineering, Inc. has been retained to prepare a traffic impact study (TIS) for the proposed Rose Pointe Subdivision located south of Peckham Road between Batt Corner Road and US 95 (5<sup>th</sup> Street) in Wilder, Idaho, as shown in **Figure 1.1**. The scope of this report was determined through coordination with the Idaho Transportation Department (ITD) and Golden Gate Highway District No. 3 (GGHD3) and was prepared in accordance with their requirements.

The TIS evaluates the potential traffic impacts resulting from background traffic growth and the proposed development, and makes recommendations for mitigating the impacts if needed. **Table 1** summarizes the improvements needed to mitigate the traffic impacts for the following analysis years traffic conditions:

- 2021 Existing traffic
- 2026 Build-out year background traffic
- 2026 Build-out year total traffic

**Table 1 – Proposed Intersection Improvements Summary**

Intersection		2021 Existing	2026 Build-Out Year	
			Background	Total
①	Peckham Rd and Batt Corner Rd	None	None	None
②	Peckham Rd and US 95	Northbound and southbound left-turn lanes <sup>1</sup> or US 95 road diet	None beyond prior improvements <sup>1</sup>	None beyond prior improvements <sup>1</sup>
③	Sunshine Ave and Batt Corner Rd	None	None	None
④	Private/Shell Access and US 95	None <sup>2</sup>	None <sup>2</sup>	Northbound left-turn lane <sup>1</sup> or US 95 road diet
⑤	SH 19 and US 95	Northbound left-turn and right-turn lanes <sup>1</sup>	Single-lane roundabout or signal	None beyond prior improvements

<sup>1</sup> Meets minimum operational thresholds without turn lanes

<sup>2</sup> Meets minimum operational thresholds with US 95 road diet (3-lane section)

### 1.0 Proposed Development, Site Access, and Circulation

- 1.1 Rose Pointe Subdivision is a proposed residential development estimated to contain 22 single-family lots and 104 multifamily dwelling units. The expected build-out year is 2026 but may change depending on the market conditions.
- 1.2 Based on the procedures outlined in the *Trip Generation Handbook, 3<sup>rd</sup> Edition* and the *Trip Generation Manual, 10<sup>th</sup> Edition*, both published by the Institute of Transportation Engineers (ITE), the proposed development is estimated to generate approximately 1,003 trips per weekday with 70 trips during the AM peak hour and 85 trips during the PM peak hour.
  - Based on the proposed land uses, the development is not expected to attract pass-by trips or retain trips internally within the site
  - All trips generated by the development were assumed to be made by personal or commercial vehicles



- 1.3 The estimated site traffic distribution patterns are:
- 10% with origins/destinations west of the site
  - 60% with origins/destinations east of the site
  - 15% with origins/destinations north of the site
  - 15% with origins/destinations south of the site
- 1.4 Rose Pointe Subdivision is proposing to construct Desert Rose Street connecting to an existing two-lane private road on US 95 for site access. Additionally, Rose Pointe Subdivision is connecting to two stub roads to the west in Rosehaven Subdivision, which has connectivity to Batt Corner Road:
- Desert Rose Street connection to existing private road on US 95
    - Aligns with the existing Shell Access to the east
    - Anticipated to warrant a northbound left-turn lane under 2026 total traffic conditions based on the AASHTO turn lane guidelines
    - Anticipated to operate acceptably under 2026 total traffic conditions

## 2.0 2021 Existing Traffic Conditions

- 2.1 With 2021 existing traffic conditions, all study area intersections currently meet minimum operational thresholds analyzed with the existing intersection control and lane configuration:
- Peckham Road and Batt Corner Road : LOS A / LOS A (northbound / southbound movements)
  - Peckham Road and US 95 : LOS B / LOS C (eastbound / westbound movements)
  - Sunshine Avenue and Batt Corner Road : LOS A (westbound movements)
  - Private/Shell Access and US 95 : LOS B / LOS B (eastbound / westbound movements)
  - SH 19 and US 95 : LOS C / LOS E (eastbound / westbound movements)
- 2.2 The most current five-year crash data (2015-2019) for the study area intersections was obtained from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>):
- Peckham Road and Batt Corner Road : Two (2) reported crashes
  - Peckham Road and US 95 intersection : Six (6) reported crashes
  - Sunshine Avenue and Batt Corner Road : No reported crashes
  - Private/Shell Access and US 95 : No reported crashes
  - SH 19 and US 95 : Thirteen (13) reported crashes
    - 7 (54%) angle crashes and 9 crashes in westbound direction are potentially due to higher delays at the intersection. These findings match with those reported in the 2020 *US 95, US 20/26, SH 19 Corridor Studies Traffic Report*.
- 2.3 Two study area intersections warrant turn lanes under 2021 existing traffic conditions based on ITD right-turn and AASHTO left-turn lane guidelines. The intersections and turn lanes warranted are:
- Peckham Road and US 95
    - Southbound left-turn lane
    - Northbound left-turn lane
  - SH 19 and US 95
    - Northbound left-turn lane
    - Northbound right-turn lane

- 2.4 Constructing additional left-turn lanes on US 95 within the City of Wilder while maintaining two travel lanes in direction will impact the existing residents and businesses along US 95. Implementing a road diet on US 95 within the City of Wilder would be an alternative solution for adding left-turn lanes on US 95 without roadway widening. With a road diet, US 95 would be restriped with one travel lane in direction plus a center turn lane. The remaining pavement could be striped for on-street parking and bicycle lanes.
- The intersections on US 95 are anticipated to meet minimum operational thresholds with a US 95 road diet
  - Road diets have a potential crash reduction rate of 47% (Crash Modification Factor ID:2841)

### 3.0 2026 Build-Out Year Background Traffic Conditions

- 3.1 2026 build-out year background traffic was estimated by extrapolating the existing traffic counts with the following annual growth rates:
- Batt Corner Road – 2.0%
  - Peckham Road – 3.0%
  - US 95 and SH 19 – 4.0%
  - Private/Shell Access and Sunshine Avenue – No growth
- 3.2 In addition to the annual traffic growth, off-site traffic from two in-process developments was included in the 2026 background traffic volumes:
- Rosehaven Subdivision
    - 41-dwelling units remain to be constructed immediately west of Rose Pointe Subdivision
    - The remaining 41 dwelling units will utilize existing access points and are anticipated to be fully built and occupied by 2023
  - Peckham Road Feedlot Expansion
    - Existing cattle operation located in the southwest corner of the Rodeo Lane and Peckham Road intersection
    - Expansion will allow the feedlot to accommodate 12,000 cattle and is anticipated to be in full operation by 2023
- 3.3 With 2026 build-out year background traffic, one study area intersection is expected to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration and with the turn lanes warranted under 2021 existing traffic conditions:
- Peckham Road and Batt Corner Road : LOS A / LOS A (northbound / southbound movements)
  - Peckham Road and US 95 : LOS C / LOS C (eastbound / westbound movements)
    - With US 95 Road Diet : LOS C / LOS C (eastbound / westbound movements)
  - Sunshine Avenue and Batt Corner Road : LOS A (westbound movements)
  - Private/Shell Access and US 95 : LOS B / LOS C (eastbound / westbound movements)
    - With US 95 Road Diet : LOS B / LOS C (eastbound / westbound movements)
  - SH 19 and US 95 : LOS C / LOS F (eastbound / westbound movements)
- 3.4 Two improvements options are proposed to mitigate the SH 19 and US 95 intersection operations:
- Option 1 – Single-lane roundabout
  - Option 2 – Traffic signal with one left-turn lane and one shared through/right-turn lane on all approaches
- 3.5 No additional study area intersection is anticipated to require turn lanes under 2026 build-out year background traffic conditions beyond the turn lanes warranted under 2021 existing traffic conditions.



## 4.0 2026 Build-Out Year Total Traffic Conditions

4.1 With 2026 build-out total traffic, all study area intersections are anticipated to continue to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration with and without the proposed access on Main Street:

- Peckham Road and Batt Corner Road : LOS A / LOS A (northbound / southbound movements)
- Peckham Road and US 95
  - Without US 95 Road Diet : LOS C / LOS C (eastbound / westbound movements)
  - With US 95 Road Diet : LOS C / LOS D (eastbound / westbound movements)
- Sunshine Avenue and Batt Corner Road : LOS A (westbound movements)
- Private/Shell Access and US 95
  - Without US 95 Road Diet : LOS B / LOS C (eastbound / westbound movements)
  - With US 95 Road Diet : LOS C / LOS C (eastbound / westbound movements)
- SH 19 and US 95
  - Single-lane roundabout : LOS A (overall intersection)
  - Signal : LOS C (overall intersection)

4.2 One study area intersection is anticipated to require turn lanes under 2026 build-out year total traffic conditions based on AASHTO guidelines:

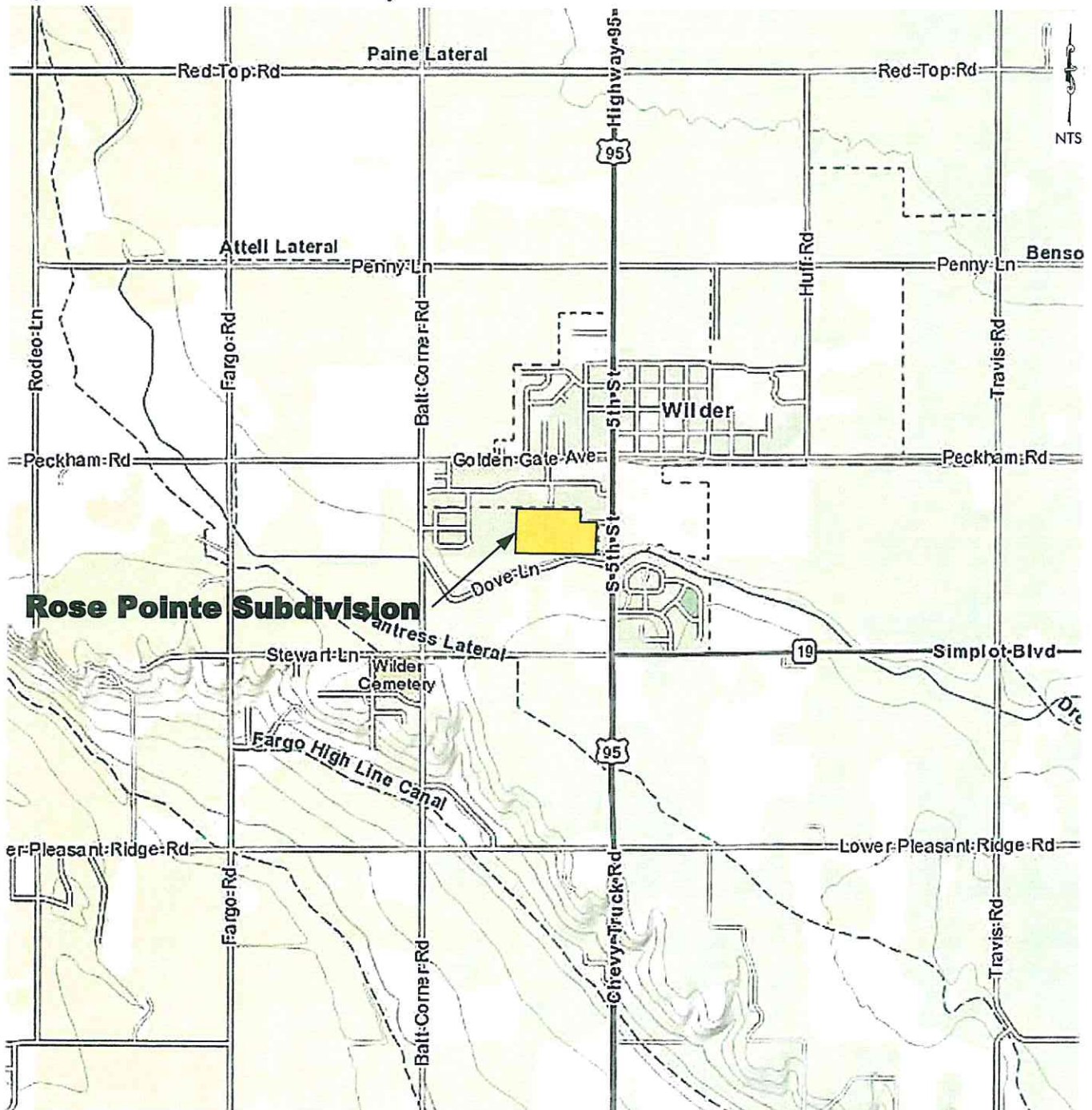
- Private/Shell Access and US 95
  - Northbound left-turn lane
    - US 95 road diet is an alternative mitigation option



## 1.0 INTRODUCTION

CR Engineering, Inc. has been retained to prepare a traffic impact study (TIS) for the proposed Rose Point Subdivision located south of Peckham Road between Batt Corner Road and US 95 (5<sup>th</sup> Street) in Wilder, Idaho. **Figure 1.1** shows the site location and its vicinity. The TIS evaluates the potential traffic impacts resulting from background traffic growth and the proposed development, and identifies improvements to mitigate the impacts if needed. The scope of this report was determined through coordination with the Idaho Transportation Department (ITD) and Golden Gate Highway District No. 3 (GGHD3), and was prepared in accordance with their requirements.

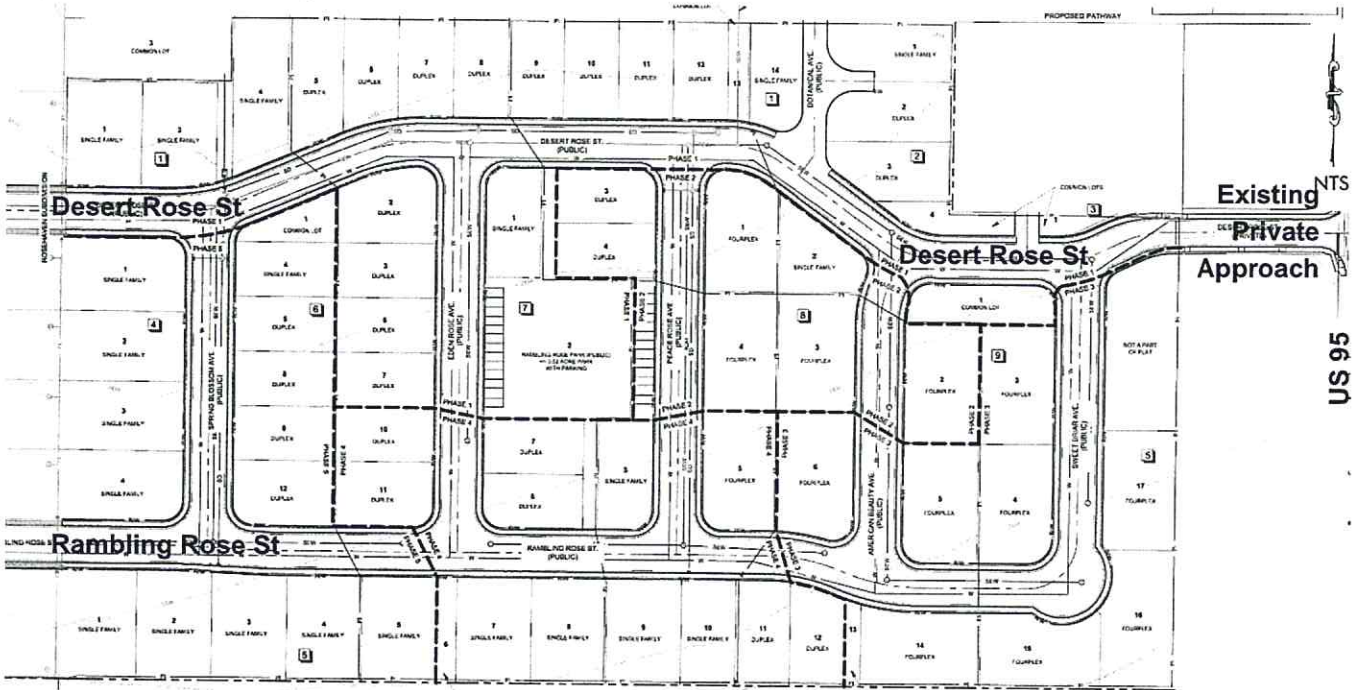
**Figure 1.1 – Site Location and Vicinity**



### 1.1 Proposed Development

Figure 1.2 shows the preliminary site plan with the proposed site access locations. Rose Pointe Subdivision is a proposed residential development estimated to contain 22 single-family and 104 multifamily dwelling units. The development is proposing to construct Desert Rose Street connecting to the existing private two-lane road to the east and two connections to Rose Haven Subdivision to the west via Desert Rose Street and Rambling Rose Street. The estimated build-out year is 2026 but may change depending on the market conditions.

Figure 1.2 – Preliminary Site Plan



### 1.2 Study Approach

The study area, specific parameters, and requirements for the study were coordinated with ITD. No response from GGHD3 was available at the time of this TIS submittal. The TIS scoping correspondence is included in the appendix.

### 1.3 Study Area

Based on the development proposed land use and coordination with ITD, the following study area intersections adjacent to the site were included in the traffic impact analysis:

- Peckham Road and Batt Corner Road intersection
- Peckham Road and US 95 (5<sup>th</sup> Street) intersection
- Sunshine Avenue and Batt Corner Road intersection
- Private/Shell Access and US 95 intersection (site access)
- Stewart Lane / SH 19 (Simplot Boulevard) and US 95 intersection



## 1.4 Study Period

The analysis peak periods are general weekday (Tuesday-Thursday) AM and PM peak hours of operation of the transportation system. The analysis years and traffic conditions are:

- 2021 Existing traffic
- 2026 Build-out year background traffic
- 2026 Build-out year total traffic

## 1.5 Analysis Methods and Performance Measure Thresholds

Intersection capacity analysis was performed using the Synchro 10 (Version 10.3.151.0), which utilizes the HCM 6<sup>th</sup> Edition (HCM6) methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. The level of service (LOS) for intersections is based on the average delay of vehicles traveling through the intersection on a scale of A (best) to F (worst).

The study area roadways and intersections fall under the jurisdiction of the City of Wilder, GGHD3, and ITD. For this study, the minimum operational thresholds for ITD intersections are LOS E with a v/c of 0.90 for the overall intersection and critical movement based on District 3 Operational Procedures Memo No. 39. Mitigation improvements are required for any individual movement exceeding LOS F or v/c of 0.90. For the remaining intersections, the minimum acceptable level of service is LOS D.

Turn lane analysis for intersections on US 95 was based on the turn lane guidelines from the ITD Traffic Manual and the American Association of State Highway and Transportation Officials (AASHTO). For other intersections, the turn lane guidelines from the NCHRP Report 457 “*Evaluating Intersection Improvements: An Engineering Study Guide*” were used.



## 2.0 EXISTING CONDITIONS

### 2.1 Roadway Network, Intersection Control, and Lane Configuration

A brief description of the existing roadways within the study area is summarized in **Table 2.1** below. The roadway functional classification is based on the GGHD3 Functional Classification Map and the ITD Access Control Map. **Figure 2.1** summarizes the existing intersection control and lane configuration at the study area intersections.

US 95 north of Golden Gate Canal has two lanes in each direction with on-street parking. During the traffic count collection period, no on-street parking was observed on US 95 at the Shell access as the parking area for Shell is underutilized. Also, there is a railroad crossing on US 95 south of Peckham Road, resulting in no on-street parking permitted south of the Peckham Road and US 95 intersection. The railroad is the western branch of the 11-mile, Class III “short-line” Wilder Branch railroad line serving low, local-based volumes. The tracks end immediately west of US 95 and there are no gates/traffic control devices for the railroad crossing on US 95 immediately south of Peckham Road. No train crossings were observed during the AM and PM peak periods during the traffic count collection period. Due to the low speed and volume of railroad crossings, the existing signage is anticipated to be appropriate.

**Table 2.1 – Existing Roadway Characteristics**

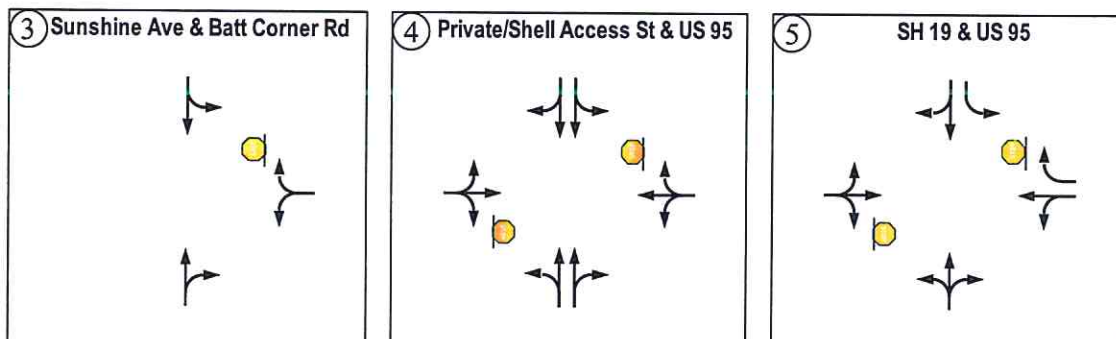
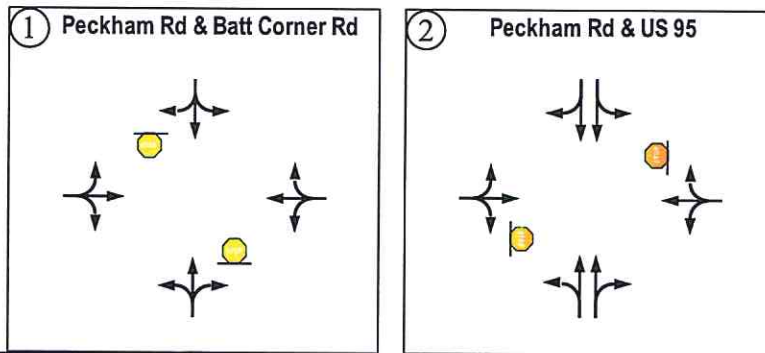
Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (mph)	Additional Information
Peckham Rd	Major Collector	2	50 west / 35 east of Batt Corner	• No sidewalks or bicycle lanes
Batt Corner Rd	Minor Collector	2	Unposted (35)	• No sidewalks or bicycle lanes
US 95 (5 <sup>th</sup> St)	Principal Arterial (Statewide Route)	2-4	35	• No sidewalks or bicycle lanes
Sunshine Ave	Local Road	2	25	• Sidewalk on both sides
Stewart Ln	Local Road	2	Unposted (35)	• No sidewalks or bicycle lanes
Simplot Blvd (SH 19)	Principal Arterial (Regional Route)	3	45	• No sidewalks or bicycle lanes

### 2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic counts were collected at the study area intersections on June 9-16, 2021. The peak hour intersection turning movement counts were collected on a typical weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak hour and between 4:00 and 6:00 PM during the PM peak hour. Existing turning movement counts are included in the appendix. Existing AM and PM peak hour traffic volumes are summarized in **Figure 2.2**.

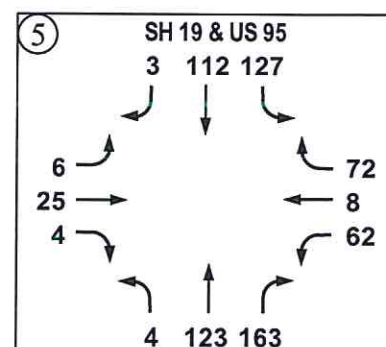
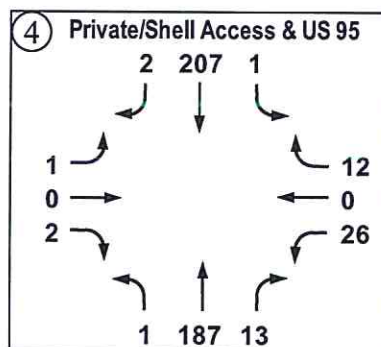
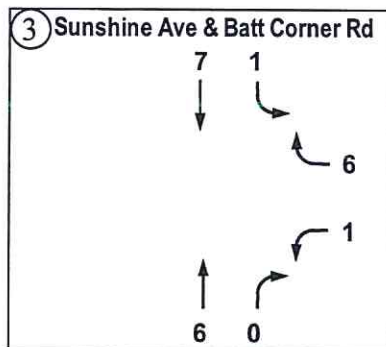
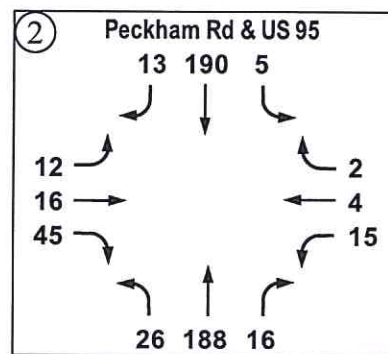
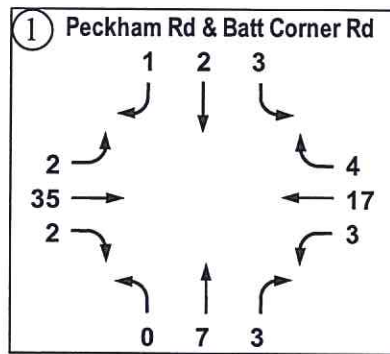
The existing traffic counts were reviewed and compared to historical traffic counts obtained from Automatic Traffic Recorder (ATR) Station 137, “Homedale WIM”, located on US 95 1.35 miles south of SH 19. The 2021 counts were higher compared to the historical counts with approximately a 4% annual growth rate from 2019 to 2021. As a result, no adjustments were made to the 2021 counts to account for potential travel demand reduction due to the COVID-19 pandemic.

**Figure 2.1 – 2021 Existing Intersection Control and Lane Configuration**



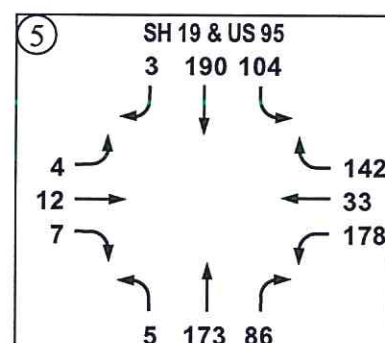
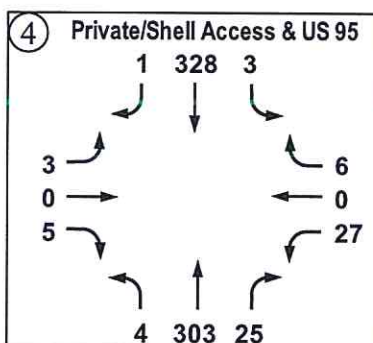
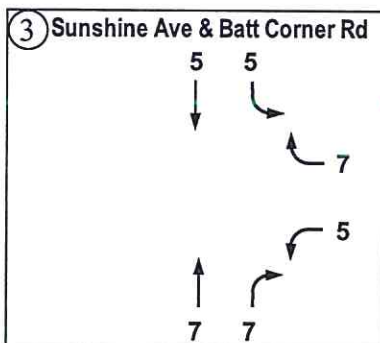
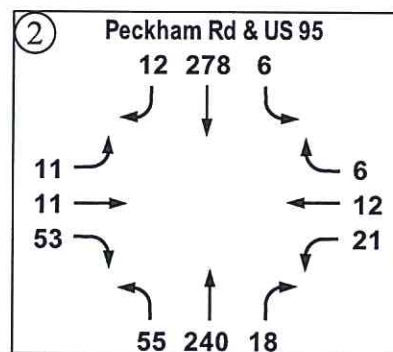
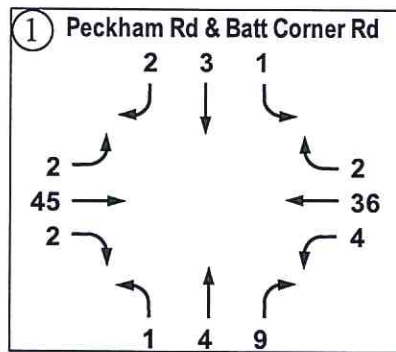


**Figure 2.2 – 2021 Existing AM Peak Hour Traffic**





**Figure 2.3 – 2021 Existing PM Peak Hour Traffic**



### 2.3 Intersection Crash Data

The most current five-year crash data (2015-2019) for the study area intersections was obtained from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety/>). **Table 2.2** summarizes the intersection crash data over the five-year period. The SH 19 and US 95 intersection experienced a high rate of angle-turning crashes as well as westbound crashes relative to the daily traffic entering the intersection. This matches the same findings from the 2020 *US 95, US 20/26, SH 19 Corridor Studies Traffic Report*, which also showed 13 crashes in a five-year period from 2013-2017.

**Table 2.2 – Intersection Crash Data (2015-2019)**

Intersection	Total Crashes	Crash Severity			Notes
		PDO	Injury	Fatal	
① Peckham Rd and Batt Corner Rd	2	2	1	0	• Both are angle-turning crashes in NB direction in 2019
② Peckham Rd and US 95	6	3	3	0	• 2 (33%) Head-on crashes, 1 (17%) angle crash • 3 crashes with no reported contributing factor • 4 crashes in NB direction, 2 crashes in SB direction
③ Sunshine Ave and Batt Corner Rd	NO REPORTED CRASHES				
④ Private/Shell Access and US 95	NO REPORTED CRASHES				
⑤ SH 19 and US 95	13	7	6	0	• 7 (54%) angles crashes, 3 (23%) rear-end crashes • 9 crashes in WB direction, 6 due to failure to yield or inattention • 4 (31%) crashes during PM peak period (4-6 PM)

### 2.4 Intersection Operations

To determine the 2021 existing traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration with the existing peak hour traffic. Copies of the analysis reports are included in the appendix. **Table 2.3** summarizes the intersection capacity analysis results. All study area intersections currently meet minimum operational thresholds.

**Table 2.3 – 2021 Intersection Operations – 2021 Existing Traffic**

Intersection	Control / Lane	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① Peckham Rd and Batt Corner Rd		EB	A	7	< 0.01	A	7	< 0.01
		WB	A	7	< 0.01	A	7	< 0.01
		NB	A	9	0.01	A	9	0.02
		SB	A	9	0.01	A	9	0.01
② Peckham Rd and US 95		EB	B	11	0.13	B	12	0.14
		WB	B	13	0.05	C	16	0.12
		NBTL	A	8	0.03	A	8	0.05
		NBTR	-	-	-	-	-	-
		SBTL	A	8	< 0.01	A	8	0.01
		SBTR	-	-	-	-	-	-
③ Sunshine Ave and Batt Corner Rd		WB	A	9	0.01	A	9	0.02
		NB	-	-	-	-	-	-
		SB	A	7	< 0.01	A	7	< 0.01
④ Private/Shell Access and US 95		EB	A	10	0.01	B	11	0.02
		WB	B	11	0.07	B	14	0.09
		NBTL	A	8	< 0.01	A	8	< 0.01
		NBTR	-	-	-	-	-	-
		SBTL	A	8	< 0.01	A	8	< 0.01
		SBTR	-	-	-	-	-	-
⑤ SH 19 and US 95		EB	C	18	0.13	C	16	0.07
		WBTL	C	21	0.26	E	40	0.71
		WBR	B	10	0.11	B	11	0.19
		NB	A	8	< 0.01	A	8	< 0.01
		SBL	A	8	0.12	A	8	0.09
		SBTR	-	-	-	-	-	-



## 2.5 Intersection Mitigation

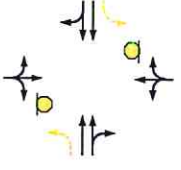

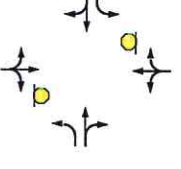
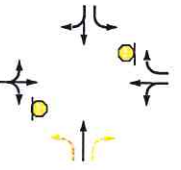
All study area intersections currently meet minimum operational thresholds under 2021 existing traffic conditions analyzed with the existing intersection control and lane configuration. Based on ITD, AASHTO, and NCHRP Report 457 guidelines, two study area intersections require turn lanes under 2021 existing traffic conditions:

- Peckham Road and US 95 intersection
  - Southbound left-turn lane
  - Northbound left-turn lane
- SH 19 and US 95 intersection
  - Northbound left-turn lane
  - Northbound right-turn lane

The Peckham Road and US 95 intersection is located within the City of Wilder where the adjacent areas are mostly built. Adding a left-turn lane on the southbound and northbound approaches may require additional roadway widening, impacting the existing businesses and on-street parking. An alternative option is a road diet, reducing US 95 to a three-lane section with one through lane in each direction and a center turn lane. Reducing US 95 to three lanes is currently not included in the US 95 corridor plan. However, ITD staff suggested evaluating a US 95 road diet scenario and is included in the TIS. **Table 2.3** summarizes the intersection mitigation analysis results.

The Peckham Road and US 95 intersection is the critical intersection on US 95 within the City of Wilder, and is anticipated to meet minimum operational thresholds with a US 95 road diet. Therefore, all other intersections and driveways on US 95 are expected to also operate acceptably with the US 95 road diet.

**Table 2.4 – 2021 Intersection Operations – 2021 Existing Traffic Mitigation**

Intersection	Control / Lane Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
② Peckham Rd and US 95		EB	B	11	0.13	B	12	0.14
		WB	B	13	0.05	C	16	0.12
		NBL	A	8	0.03	A	8	0.05
		NBT	-	-	-	-	-	-
		NBTR	-	-	-	-	-	-
		SBL	A	8	< 0.01	A	8	0.01
		SBT	-	-	-	-	-	-
		SBTR	-	-	-	-	-	-
		EB	B	12	0.14	B	13	0.16
		WB	B	14	0.06	C	18	0.13
		NBL	A	8	0.02	A	8	0.05
		NBTR	-	-	-	-	-	-
		SBL	A	8	< 0.01	A	8	0.01
		SBTR	-	-	-	-	-	-
④ Private/Shell Access and US 95		EB	B	11	0.01	B	13	0.02
		WB	B	12	0.08	C	17	0.11
		NBL	A	8	< 0.01	A	8	< 0.01
		NBTR	-	-	-	-	-	-
		SBL	A	8	< 0.01	A	8	< 0.01
		SBTR	-	-	-	-	-	-
⑤ SH 19 and US 95		EB	C	18	0.13	C	16	0.07
		WBTL	C	18	0.23	D	34	0.66
		WBR	A	10	0.09	B	10	0.18
		NBL	A	8	< 0.01	A	8	< 0.01
		NBT	-	-	-	-	-	-
		NBR	-	-	-	-	-	-
		SBL	A	8	0.12	A	8	0.09
		SBTR	-	-	-	-	-	-

## **3.0 2026 BUILD-OUT YEAR BACKGROUND TRAFFIC CONDITIONS**

### **3.1 Roadway Network**

The 2026 background roadway network is expected to remain the same as the existing conditions unless a road diet is implemented on US 95. The proposed mitigation improvements for 2021 existing traffic were included in the 2026 background traffic analysis.

There are no planned funded plans for the study area roadways or intersections. In the 2020 *US 95, US 20/26, SH 19 Corridor Studies Traffic Report*, a signal or roundabout was needed at the SH 19 and US 95 intersection to prevent excessive delay for the westbound through/left-turn lane group as well as a potential safety improvement.

### **3.2 Background Traffic**

Background traffic growth from 2021 to 2026 was estimated by extrapolating the existing traffic counts with the following annual growth rates:

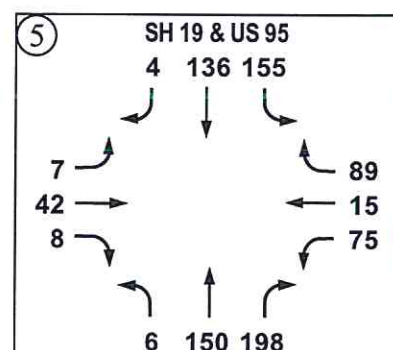
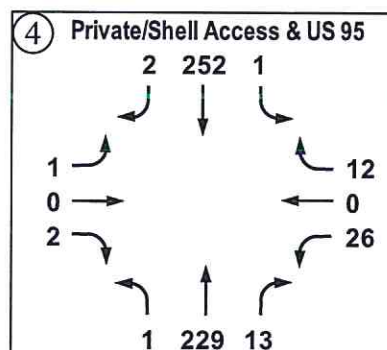
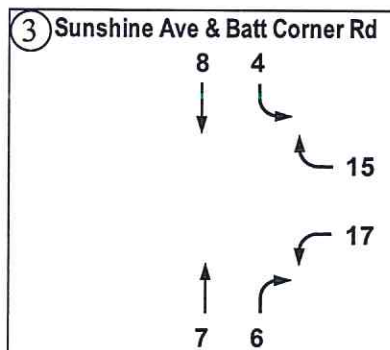
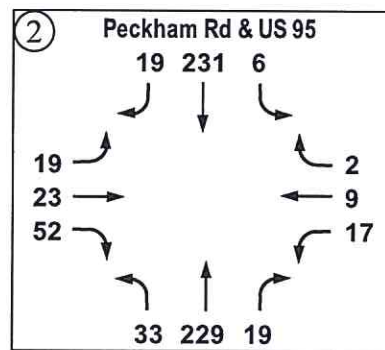
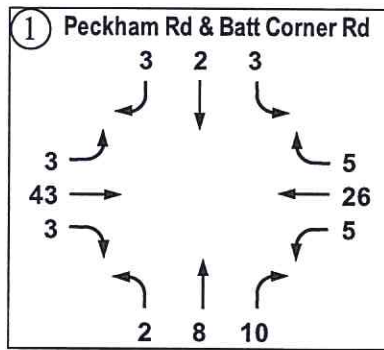
- 2.0% on Batt Corner Road
- 3.0% on Peckham Road
- 4.0% on US 95 and SH 19
- No growth on Sunshine Avenue or Shell Access

The 4.0% annual growth rate on US 95 and SH 19 was based on data from ITD Automatic Traffic Recorder (ATR) Station 137, “Homedale WIM”, located on US 95 1.35 miles south of SH 19. A 2.0% annual growth rate was assumed on Batt Corner Road. A 3.0% annual growth rate was assumed on Peckham Road, which matches with the Peckham Road Feedlot TIS growth rate.

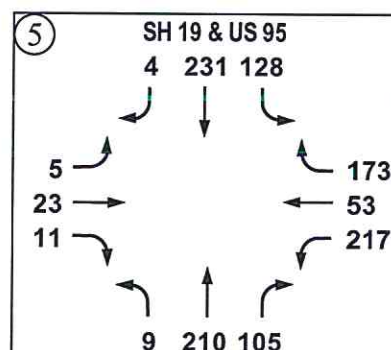
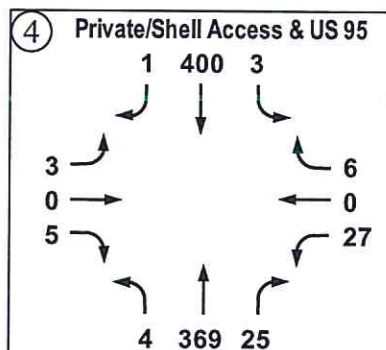
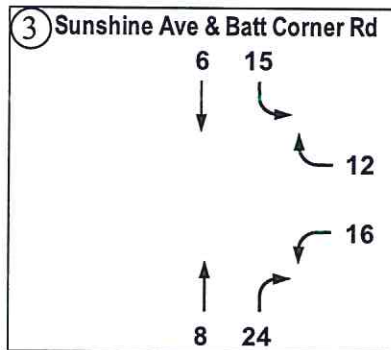
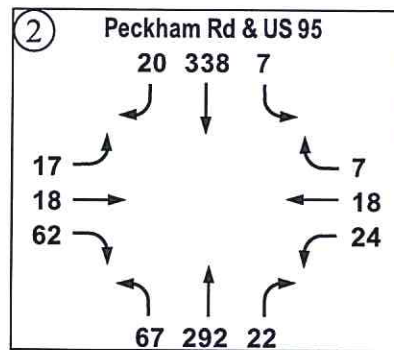
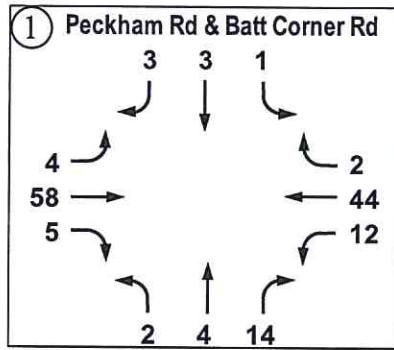
In addition to the annual traffic growth, off-site traffic from two in-process developments was included. The Peckham Road Feedlot expansion, which will accommodate 12,000 cattle head, is located southwest of the Rodeo Lane and Peckham Road intersection. The feedlot was included as off-site traffic and assumed to be completed by 2023. In addition, the remaining 41 single-family dwelling units in Rosehaven Subdivision immediately west of Rose Pointe Subdivision were assumed in this TIS as off-site traffic. Based on field review, construction is underway for these homes and they are assumed to be constructed and occupied by 2023. **Figure 3.1** shows the 2026 background traffic for the AM and PM peak hours.



**Figure 3.1 – 2026 Build-Out Year AM Peak Hour Background Traffic**



**Figure 3.2 – 2026 Build-Out Year PM Peak Hour Background Traffic**



### 3.3 Intersection Operations

To determine the 2026 background traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration and 2026 background traffic volumes or with the improvements warranted under 2021 existing traffic conditions. Copies of the analysis reports are included in the appendix. **Table 3.1** summarizes the intersection capacity analysis results. One study area intersection is expected to exceed minimum operational thresholds under 2026 background traffic conditions:

- SH 19 and US 95 intersection

**Table 3.1 – Intersection Operations – 2026 Build-Out Year Background Traffic**

Intersection	Control / Lane 2021 Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① Peckham Rd and Batt Corner Rd		EB	A	7	<0.01	A	7	<0.01
		WB	A	7	<0.01	A	7	0.01
		NB	A	9	0.02	A	9	0.02
		SB	A	9	0.01	A	9	0.01
② Peckham Rd and US 95	No-Build 	EB	B	13	0.19	C	16	0.24
		WB	C	15	0.08	C	21	0.19
		NBTL	A	8	0.03	A	8	0.06
		NBTR	-	-	-	-	-	-
		SBTL	A	8	0.01	A	8	0.01
		SBTR	-	-	-	-	-	-
		EB	B	13	0.19	C	16	0.24
		WB	C	15	0.08	C	20	0.19
		NBL	A	8	0.03	A	8	0.06
		NBT	-	-	-	-	-	-
		NBTR	-	-	-	-	-	-
		SBL	A	8	0.01	A	8	0.01
	Road Diet 	EB	B	14	0.21	C	17	0.27
		WB	C	17	0.09	C	24	0.22
		NBL	A	8	0.03	A	8	0.06
		NBTR	-	-	-	-	-	-
		SBL	A	8	0.01	A	8	0.01
		SBTR	-	-	-	-	-	-
③ Sunshine Ave and Batt Corner Rd		WB	A	9	0.04	A	9	0.03
		NB	-	-	-	-	-	-
		SB	A	7	<0.01	A	7	0.01



**Table 3.1 – Intersection Operations – 2026 Build-Out Year Background Traffic (Continued)**

Intersection	Control / Lane 2021 Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
4 Private/Shell Access and US 95	No-Build 	EB	B	10	0.01	B	12	0.02
		WB	B	12	0.07	C	16	0.10
		NBTL	A	8	< 0.01	A	8	0.01
		NBTR	-	-	-	-	-	-
		SBTL	A	8	< 0.01	A	8	< 0.01
		SBTR	-	-	-	-	-	-
	Road Diet 	EB	B	11	0.01	B	14	0.02
		WB	B	13	0.09	C	20	0.13
		NBL	A	8	< 0.01	A	8	0.01
		NBTR	-	-	-	-	-	-
5 SH 19 and US 95	No-Build 	EB	C	24	0.25	C	21	0.16
		WBTL	D	34	0.45	F	187	1.25
		WBR	B	11	0.14	B	11	0.25
		NB	A	8	0.01	A	8	0.01
		SBL	A	9	0.15	A	8	0.12
		SBTR	-	-	-	-	-	-
		EB	C	23	0.25	C	21	0.16
		WBTL	D	27	0.39	F	143	1.15
		WBR	A	10	0.12	B	11	0.23
		NBL	A	8	0.01	A	8	0.01
	NBT	-	-	-	-	-	-	
	NBR	-	-	-	-	-	-	
	SBL	A	9	0.15	A	8	0.12	
	SBTR	-	-	-	-	-	-	

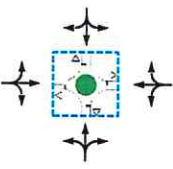
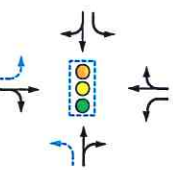
### 3.4 Intersection Mitigation

The SH 19 and US 95 intersection is expected to exceed ITD minimum operational thresholds under 2026 background traffic conditions analyzed as a two-way stop-controlled intersection. Additional turn lanes are not anticipated to mitigate 2026 background traffic conditions at the intersection. Two improvement options are proposed to mitigate 2026 background traffic operations.

- Option 1 – Single-lane roundabout
- Option 2 – Traffic signal with left-turn and shared through/right-turn lanes on all approaches

Table 3.2 summarizes the capacity analysis results with the mitigation options. Either improvement is anticipated to mitigate the intersection operations to meet minimum operational thresholds.

**Table 3.2 – Intersection Operations – 2026 Build-Out Year Background Traffic Mitigation**

Intersection	Control / Lane 2026 Background Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
5 SH 19 and US 95		Intersection	A	7	-	A	8	-
		EB	A	5	0.08	A	6	0.06
		WB	A	6	0.20	A	9	0.47
		NB	A	8	0.39	A	7	0.34
		SB	A	6	0.30	A	9	0.41
		Intersection	B	18	0.50	B	20	0.58
		EBL	C	22	0.03	C	24	0.02
		EBTR	C	24	0.34	C	25	0.24
		WBL	C	21	0.26	B	19	0.49
		WBTR	C	23	0.53	C	22	0.65
		NBL	B	13	0.01	B	15	0.03
		NBTR	C	21	0.80	C	24	0.80
		SBL	B	13	0.45	B	15	0.41
		SBTR	B	11	0.25	B	15	0.42



## 4.0 2026 BUILD-OUT YEAR TOTAL TRAFFIC CONDITIONS

### 4.1 Site Traffic

#### 4.1.1 Trip Generation

Site trip generation is estimated using the procedures recommended in the latest edition of the Trip Generation Manual (10<sup>th</sup> Edition), published by the Institute of Transportation Engineers (ITE). **Table 4.1** summarizes the site trip generation for the full build-out of Rose Pointe Subdivision. The proposed development is estimated to generate 1,003 trips per weekday, 70 trips during the AM peak hour, and 85 trips during the PM peak hour.

**Table 4.1 – Site Trip Generation Summary**

Land Use	ITE Code	Size	Unit	Total Trips	Primary Trips			
					Entering	Exiting		
<b>Weekday Daily (vpd)</b>								
Single-Family Detached Housing	210	22	DU	258	50%	129	50%	129
Multifamily Housing (Low-Rise)	220	104	DU	745	50%	372	50%	373
<b>Weekday Daily Total Trips</b>				<b>1,003</b>		<b>501</b>		<b>502</b>
<b>Weekday AM Peak Hour (vph)</b>								
Single-Family Detached Housing	210	22	DU	20	25%	5	75%	15
Multifamily Housing (Low-Rise)	220	104	DU	50	23%	11	77%	39
<b>Weekday AM Peak Hour Total Trips</b>				<b>70</b>		<b>16</b>		<b>54</b>
<b>Weekday PM Peak Hour (vph)</b>								
Single-Family Detached Housing	210	22	DU	24	63%	15	37%	9
Multifamily Housing (Low-Rise)	220	104	DU	61	63%	38	37%	23
<b>Weekday PM Peak Hour Total Trips</b>				<b>85</b>		<b>53</b>		<b>32</b>

#### 4.1.2 Trip Capture

Based on the proposed land uses, no site-generated trips are expected to be captured internally within the site.

#### 4.1.3 Pass-By Trips

Based on the proposed land uses, no pass-by trips are expected to be attracted to the site.

#### 4.1.4 Modal Split

For traffic analysis purposes, all trips generated by the development were assumed to be made by personal and commercial vehicles. The site could generate some pedestrian and bicycle trips to nearby commercial or institutional land uses, but none were assumed.

#### 4.1.5 Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on current travel patterns, site layout, and the general location of the site within the area. **Figure 4.1** summarizes the expected site traffic distribution patterns. **Figure 4.2** and **Figure 4.3** summarize the estimated build-out AM and PM peak hour site traffic at the study area intersections.

### 4.2 Total Traffic

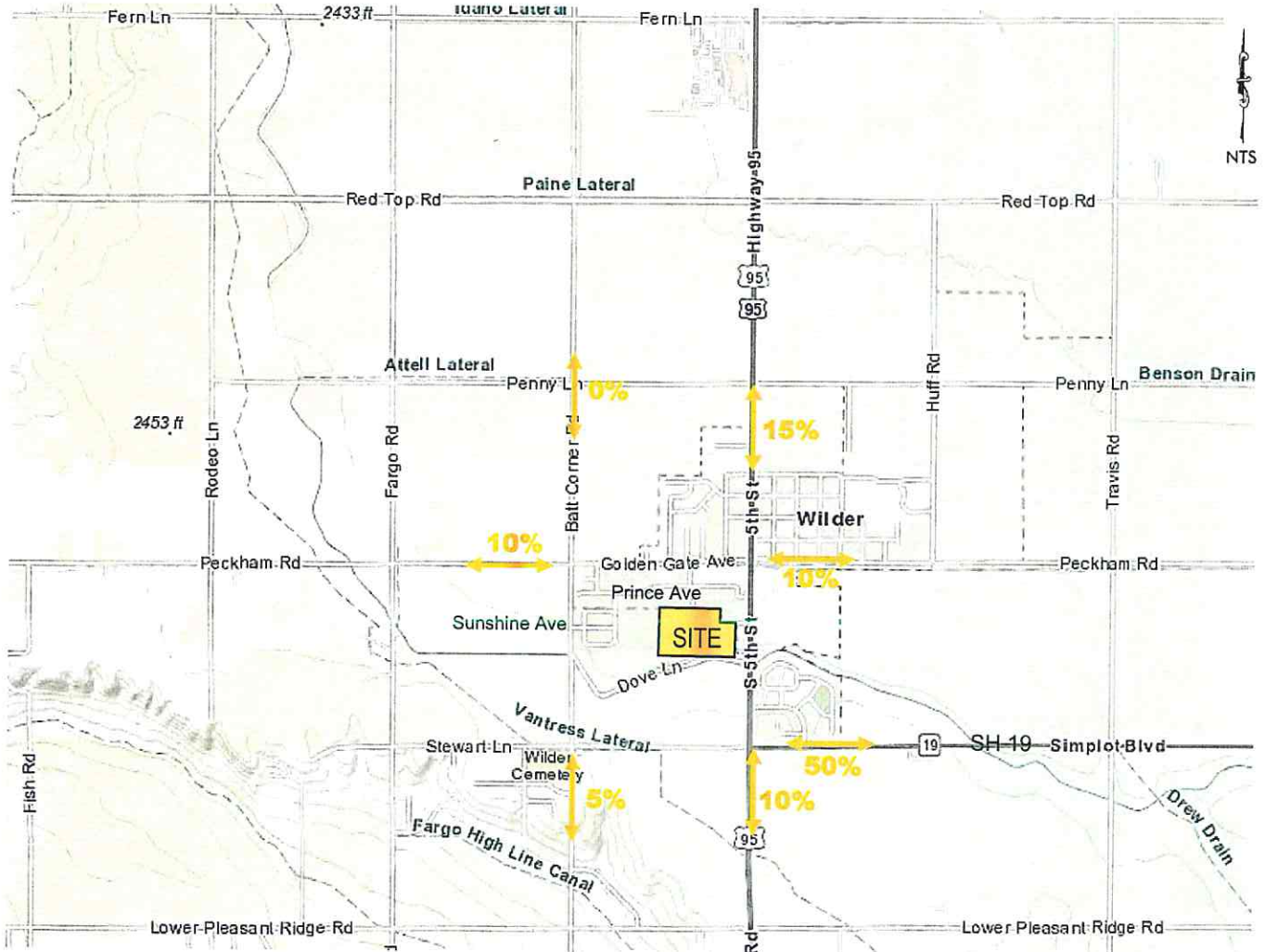
The build-out site traffic is then added to the 2026 background traffic as determined in Section 3.2 to obtain the 2026 build-out year total traffic. **Figure 4.4** and **Figure 4.5** summarize the estimated 2026 peak hour total traffic at the study area intersections during the AM and PM peak hours. **Table 4.2** summarizes the build-out year site traffic percentage estimate at each study area intersection in the 2026 build-out year.



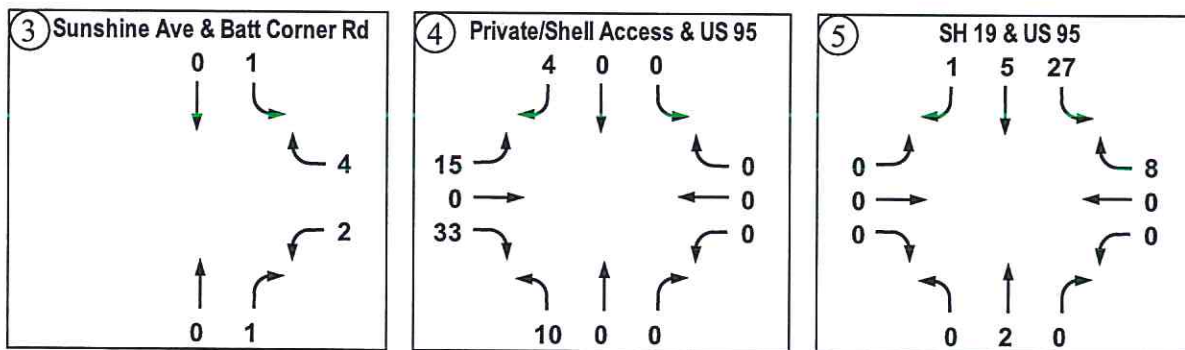
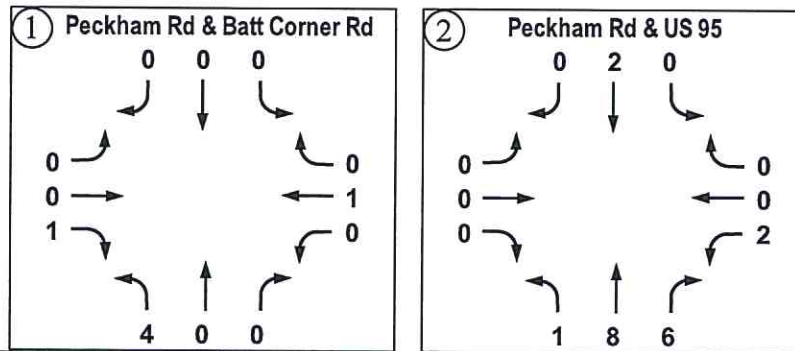
**Table 4.2 – Site Traffic Percentage of 2026 Build-Out Year Total Traffic**

Intersection	% Site Traffic of 2026 Build-Out Year Total Traffic		
	AM Peak	PM Peak	Average
① Peckham Rd and Batt Corner Rd	5.0%	5.0%	5.0%
② Peckham Road and US 95	2.8%	2.6%	2.7%
③ Sunshine Ave and Batt Corner Rd	12.3%	10.0%	11.2%
④ Private/Shell Access and US 95	10.3%	8.4%	9.3%
⑤ SH 19 and US 95	4.6%	4.3%	4.5%

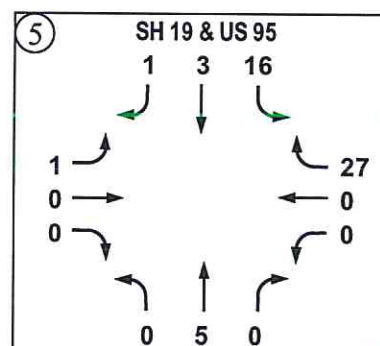
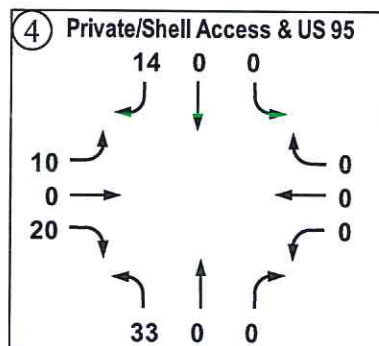
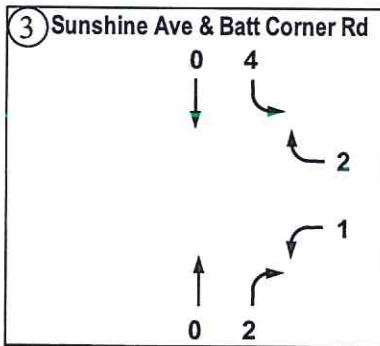
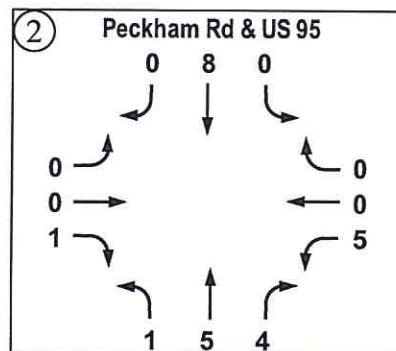
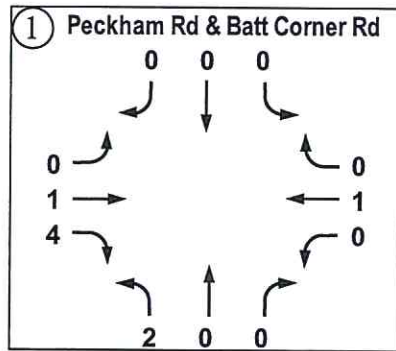
**Figure 4.1 – Site Traffic Distribution Patterns**



**Figure 4.2 – 2026 Build-Out Year AM Peak Hour Site Traffic**

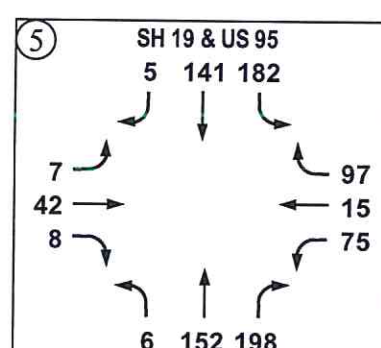
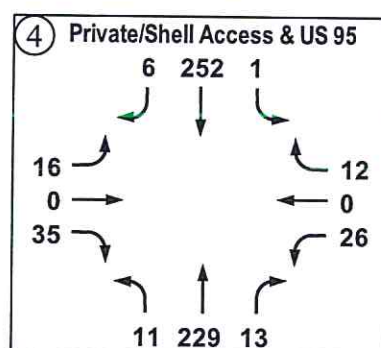
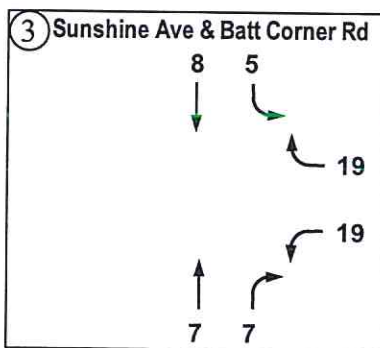
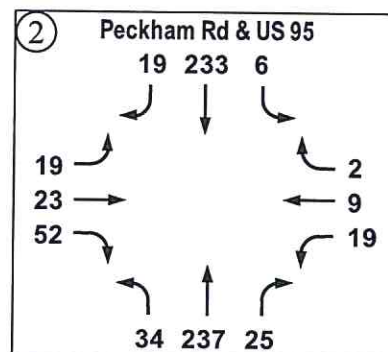
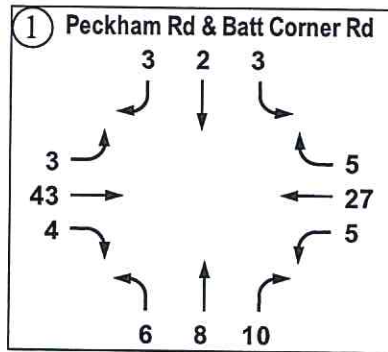


**Figure 4.3 – 2026 Build-Out Year PM Peak Hour Site Traffic**

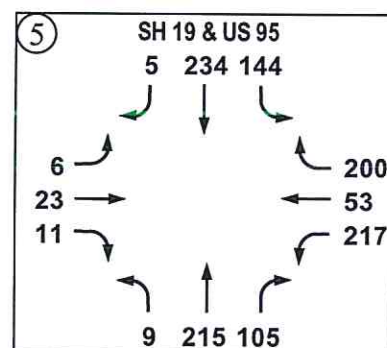
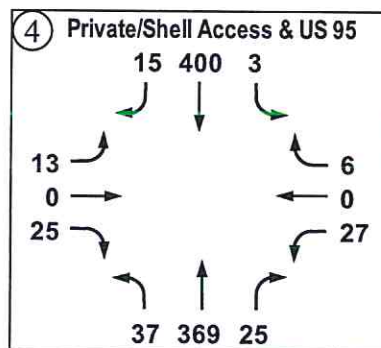
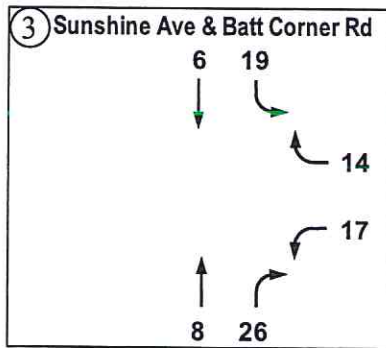
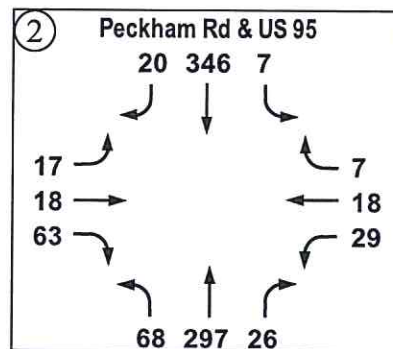
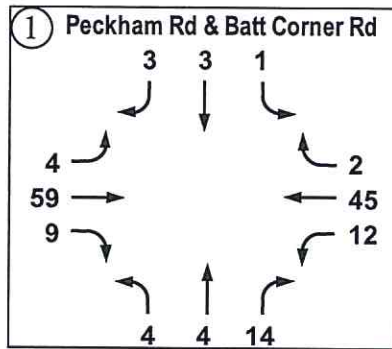




**Figure 4.4 – 2026 Build-Out Year AM Peak Hour Total Traffic**



**Figure 4.5 – 2026 Build-Out Year PM Peak Hour Total Traffic**



### 4.3 Intersection Operations

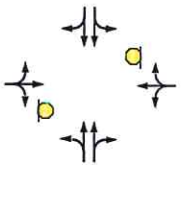

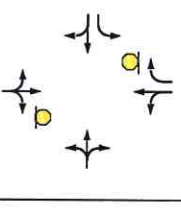
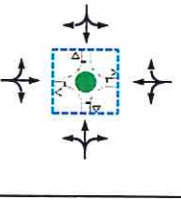
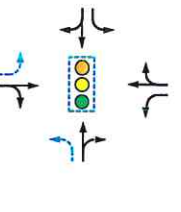
To determine the 2026 total traffic operations, the study area intersections were analyzed with the existing intersection control and lane configuration and with the improvements needed to mitigate prior traffic analysis scenario conditions. Copies of the calculations are included in the appendix. **Table 4.3** summarizes the intersection capacity analysis results. All study area intersections are anticipated to meet the minimum operational thresholds under 2026 build-out year total traffic conditions with the prior improvements.

**Table 4.3 – Intersection Operations – 2026 Build-Out Year Total Traffic**

Intersection	Control / Lane 2021 Mitigation 2026 Background Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① Peckham Rd and Batt Corner Rd		EB	A	7	< 0.01	A	7	< 0.01
		WB	A	7	< 0.01	A	7	0.01
		NB	A	9	0.03	A	9	0.03
		SB	A	9	0.01	A	9	0.01
② Peckham Rd and US 95	No-Build 	EB	B	13	0.19	C	16	0.25
		WB	C	15	0.09	C	22	0.22
		NBTL	A	8	0.03	A	8	0.07
		NBTR	-	-	-	-	-	-
		SBTL	A	8	0.01	A	8	0.01
		SBTR	-	-	-	-	-	-
		EB	B	13	0.19	C	16	0.24
		WB	C	15	0.09	C	21	0.21
		NBL	A	8	0.03	A	8	0.07
		NBT	-	-	-	-	-	-
		NBTR	-	-	-	-	-	-
		SBL	A	8	0.01	A	8	0.01
	Road Diet 	EB	B	14	0.21	C	18	0.28
		WB	C	17	0.10	D	26	0.26
		NBL	A	8	0.03	A	8	0.07
		NBTR	-	-	-	-	-	-
		SBL	A	8	0.01	A	8	0.01
		SBTR	-	-	-	-	-	-
③ Sunshine Ave and Batt Corner Rd		WB	A	9	0.05	A	9	0.04
		NB	-	-	-	-	-	-
		SB	A	7	< 0.01	A	7	0.01



**Table 4.3 – Intersection Operations – 2026 Build-Out Year Total Traffic (Continued)**

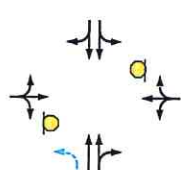
Intersection	Control / Lane 2021 Mitigation 2026 Background Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
4 Private/Shell Access and US 95		EB	B	11	0.08	B	13	0.09
		WB	B	12	0.08	C	19	0.12
		NBTL	A	8	0.01	A	8	0.04
		NBTR	-	-	-	-	-	-
		SBTL	A	8	< 0.01	A	8	< 0.01
		SBTR	-	-	-	-	-	-
		EB	B	12	0.10	C	16	0.11
		WB	B	14	0.09	C	24	0.16
		NBL	A	8	0.01	A	8	0.04
		NBTR	-	-	-	-	-	-
		SBL	A	8	< 0.01	A	8	< 0.01
		SBTR	-	-	-	-	-	-
5 SH 19 and US 95		EB	D	27	0.28	C	24	0.18
		WBTL	E	44	0.53	F	237	1.37
		WBR	B	11	0.15	B	12	0.29
		NB	A	8	0.01	A	8	0.01
		SBL	A	9	0.17	A	9	0.13
		SBTR	-	-	-	-	-	-
		Intersection	A	7	-	A	9	-
		EB	A	5	0.08	A	6	0.07
		WB	A	6	0.21	A	10	0.50
		NB	A	8	0.40	A	7	0.35
		SB	A	7	0.33	A	9	0.44
		Intersection	B	19	0.51	C	20	0.59
		EBL	C	23	0.03	C	24	0.03
		EBTR	C	25	0.35	C	26	0.25
		WBL	B	19	0.26	B	19	0.49
		WBTR	C	21	0.58	C	24	0.74
		NBL	C	25	0.01	B	16	0.02
		NBTR	C	21	0.81	C	24	0.81
SBL		B	13	0.51	B	15	0.45	
SBTR		B	11	0.26	B	15	0.42	

### 4.4 Intersection Mitigation

All study area intersections are anticipated to meet minimum operational thresholds under 2026 total traffic if the improvements needed to mitigate the existing and 2026 background traffic are constructed. The Private/Shell Access and US 95 intersection is anticipated to warrant a northbound left-turn lane if the road diet is not implemented on US 95. **Table 4.4** summarizes the analysis result with the additional left-turn lane. The additional northbound left-turn lane is not expected to significantly reduce vehicle delay but would reduce vehicle conflicts.

Constructing additional northbound left-turns on US 95 while maintaining four lanes on US 95 would impact the existing adjacent businesses. Implementing a road diet on US 95 would be an alternative solution for adding left-turn lanes on US 95 without roadway widening. As summarized in Table 4.3 above, the study area intersections on US 95 are anticipated to meet minimum operational thresholds with the US 95 road diet. Additionally, a road diet has a potential crash reduction rate of 47% (Crash Modification Factor ID: 2841).

**Table 4.4 – Intersection Operations – 2026 Build-Out Year Total Traffic Mitigation**

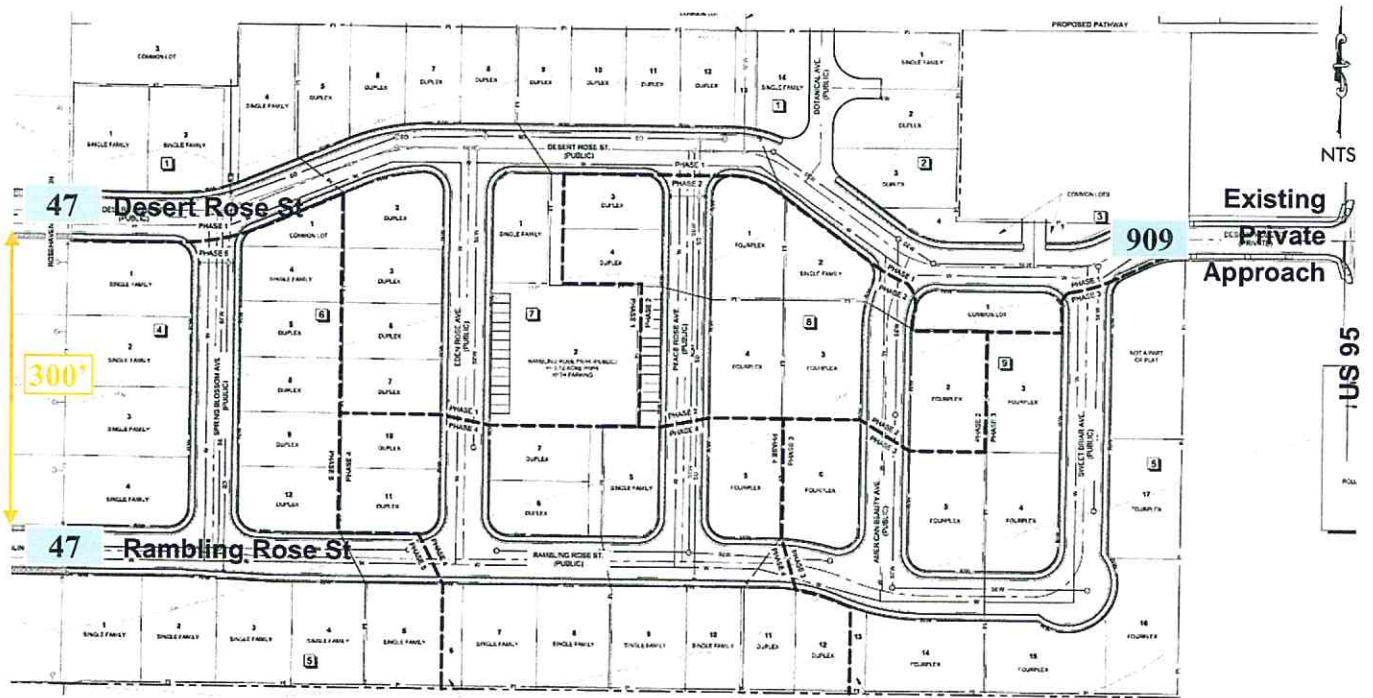
Intersection	Control / Lane Mitigation	Intersection or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
④ Private/Shell Access and US 95		EB	B	11	0.08	B	13	0.09
		WB	B	12	0.08	C	16	0.12
		NBL	A	8	0.01	A	8	0.04
		NBT	-	-	-	-	-	-
		NBTR	-	-	-	-	-	-
		SBTL	A	8	<0.01	A	8	<0.01
		SBTR	-	-	-	-	-	-

### 4.5 Site Access and Circulation

**Figure 4.6** shows the site access location and internal circulation. Rose Pointe Subdivision is proposing to extend Rosehaven Subdivision’s eastern stub roads, Desert Rose Street and Rambling Rose Street, into the site for site access. In addition, the development is constructing Desert Rose Street to the east, connecting to the existing two-lane private approach aligning with the Shell Access (intersection 4) on US 95. Rose Pointe Subdivision does not own the private road within 160 feet west of US 95 and will require a cross-access agreement to use Desert Rose Street to the east.

Field review was conducted at the private road’s intersection on US 95. Field review photos are included in the appendix. Adequate sight distance was confirmed in excess of 390 feet for the posted 35-mph speed limits on US 95. Currently, Desert Rose Street and Rambling Rose Street were not fully constructed to the Rosehaven Subdivision property line as the dwelling units are being constructed at this time.

Figure 4.6 – Site Access, Internal Circulation, and ADT





## **APPENDIX A: Scope of Work**



Chhang Ream <chhream@gmail.com>

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## FW: [EXTERNAL] Rose Pointe Subdivision, Wilder - Traffic Impact Study Scope

1 message

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**Erika Bowen** <Erika.Bowen@itd.idaho.gov>  
To: "Chhang Ream (chhream@gmail.com)" <chhream@gmail.com>

Thu, Apr 8, 2021 at 9:20 AM

Hi Chhang-

I found out the US-95 Dra. corridor plan does not call out for a 3 lane section in Wilder...nor has ITD continued initial discussions with the city. I would say that if your analysis shows a left turn lane is needed, perhaps see if a three lane section will work and provide that as a recommendation. Then I can get the Wilder/ITD parties to the table to discuss.

Thanks,

*Erika R. Bowen, P.E.*

ITD District 3 (Acting) Development Services Manager

---

**From:** Erika Bowen <Erika.Bowen@itd.idaho.gov>  
**Sent:** Wednesday, April 07, 2021 10:44 AM  
**To:** Chhang Ream <chhream@gmail.com>; gordonb@gghd3.org  
**Cc:** Sarah Arjona <Sarah.Arjona@itd.idaho.gov>; 'Wendy Burrows-Severy' <wsevery@cityofwilder.org>; Mark Wasdahl <Mark.Wasdahl@itd.idaho.gov>  
**Subject:** RE: [EXTERNAL] Rose Pointe Subdivision, Wilder - Traffic Impact Study Scope

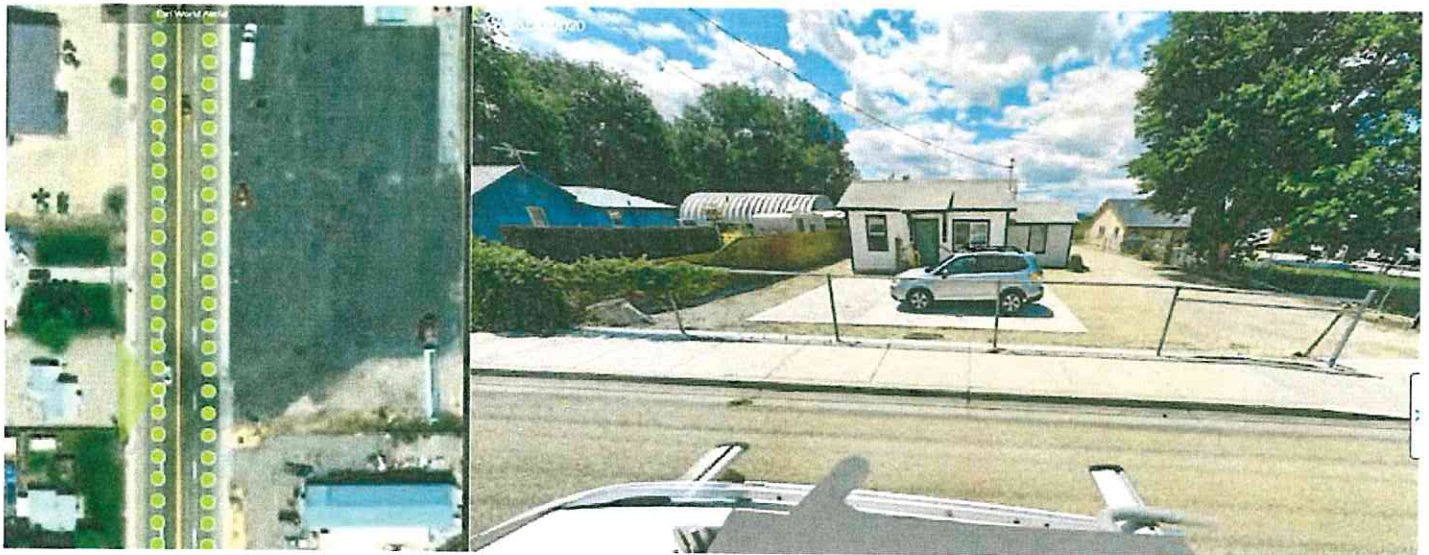
Hi Chhang-

Thanks for your patience as ITD looked into your questions.

The proposed Access 1 does not meet minimum IDAPA public road spacing. Per IDAPA, public roads on a Statewide route in a low speed urban area must have a minimum of 1320ft separation. I'm not positive if Prince Avenue is a public road, but there's only 950ft distance to Peckham Road. Also, the city has a planned public road on the east side of US-95 just 350ft south. If the development desires a public road access, it will need to be located opposite of where the city's planned public road is located.



I do realize there is a house opposite of this point.



As a private drive, ITD will need a TIS and eventually cross access agreements or easements for all parcels taking access from the approach.

TIS SOW:

- AM and PM Peak hour analysis for the weekday
- New traffic counts collected
- Intersection analysis at the following:
  - US-95 / Peckham Road
  - US-95 / Proposed approach
  - US-95 / SH-19
- Right turn lane warrant



There was conversation previously with the city of potentially changing the US-95 lane striping to a three lane section (TWLTL plus a thru in both directions) and removing street parking. I'm not sure where that ended up or how it's described in the US-95 corridor plan that ITD is developing. I need to follow-up with that and provide you direction on whether that's a viable option if the TIS analysis shows a left turn lane is needed at the approach. (Mark – do you have any info on this?)

Thanks,

*Erika R. Bowen, P.E.*

ITD District 3 (Acting) Development Services Manager

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**From:** Chhang Ream <[chhream@gmail.com](mailto:chhream@gmail.com)>  
**Sent:** Tuesday, March 30, 2021 8:40 AM  
**To:** Erika Bowen <[Erika.Bowen@itd.idaho.gov](mailto:Erika.Bowen@itd.idaho.gov)>; [gordonb@gghd3.org](mailto:gordonb@gghd3.org)  
**Cc:** Sarah Arjona <[Sarah.Arjona@itd.idaho.gov](mailto:Sarah.Arjona@itd.idaho.gov)>  
**Subject:** [EXTERNAL] Rose Pointe Subdivision, Wilder - Traffic Impact Study Scope

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Hi Erika and Gordon,

We are preparing a traffic impact study for the referenced project located south of Peckham Road between Batt Corner Road and US 95 and would like to verify the scope of work for the TIS.

Please find attached preliminary site plan and an email from the client describing the project. The proposed development contains 138 single-family dwelling units and will be utilizing one existing access on US 95 and cross access through the parcels west of the site connecting to Batt Corner Road.

With 138 dwelling units, the development is estimated to generate approximately 1,303 trips per day, 102 trips in the AM peak, and 137 trips in the PM peak. Please let me know which intersections we should evaluate and any other issues we should address in the TIS.

Thank you.

Chhang Ream

CR Engineering, Inc.

[181 E 50th St](#)

[Garden City, ID 83714](#)

## **APPENDIX B: Traffic Counts + ITD ATR Data**









# Batt Corner Rd & Peckham Rd Wilder Idaho Wednesday, June 16, 2021 PM Peak Hour

Time	Batt Corner Road Southbound				Peckham Road Westbound				Batt Corner Road Northbound				Peckham Road Eastbound				VEHICLE TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns							
4:15 PM	0	1	0	0	0	1	7	1	0	0	3	4	0	0	16	0	0	7	0	0	0	0	33
4:30 PM	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
4:45 PM	0	0	0	1	0	1	13	0	0	0	1	3	0	0	7	0	0	4	0	0	0	0	27
5:00 PM	0	0	1	1	0	1	9	0	0	0	0	2	0	0	6	2	0	3	0	0	0	0	24
<b>Peak Hour Total</b>	<b>0.000</b>	<b>0.250</b>	<b>0.375</b>	<b>0.500</b>	<b>0.000</b>	<b>1.000</b>	<b>0.692</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.250</b>	<b>0.563</b>	<b>0.000</b>	<b>0.000</b>	<b>0.703</b>	<b>0.250</b>	<b>0.500</b>	<b>0.500</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.841</b>
<b>PHF</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>4.44%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>1.8%</b>
<b>Heavy Vehicle %</b>																							<b>4.98%</b>

Total Vehicles On Leg		Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	2	2	1	0	0
Heavy	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>



Total Vehicles On Leg		Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	2	2	1	0	0
Heavy	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>



Total Vehicles On Leg		Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	2	2	1	0	0
Heavy	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>



### PM Peak Hour Volumes

Eastbound		Westbound	
Vehicles Entering Intersection	49	Vehicles Entering Intersection	42
Vehicles Exiting Intersection	39	Vehicles Exiting Intersection	55
<b>Total</b>	<b>88</b>	<b>Total</b>	<b>97</b>

Total Vehicles On Leg		Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	0	0	1	4	9
Heavy	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>9</b>



Total Vehicles On Leg		Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	0	0	1	4	9
Heavy	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>9</b>





**US 95 & Peckham Rd  
Wilder Idaho  
Wednesday, June 16, 2021**

Time	Southbound US 95				Westbound Peckham Road				Northbound US 95				Eastbound Peckham Road				VEHICLE TOTAL								
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total						
7:00 AM	0	0	35	2	0	37	0	0	0	1	0	1	0	8	30	1	0	39	0	3	2	10	0	15	92
7:15 AM	0	0	42	4	0	46	0	0	0	1	0	1	0	4	52	2	0	56	0	5	1	9	0	15	120
7:30 AM	0	1	50	1	0	52	0	1	0	0	2	0	3	50	1	0	54	0	3	3	17	0	23	131	
7:45 AM	0	4	67	8	2	79	0	6	0	0	7	0	2	44	5	0	51	0	1	8	5	0	14	151	
Hourly Total	0	5	194	15	2	214	0	8	1	2	11	0	17	176	9	0	202	0	12	14	41	0	67	494	
8:00 AM	0	0	23	2	2	25	0	6	2	1	9	0	14	51	5	0	70	0	6	3	14	2	23	127	
8:15 AM	0	0	50	2	0	52	0	2	1	0	3	1	6	43	5	0	55	0	2	2	9	0	13	123	
8:30 AM	0	2	46	3	1	51	0	5	0	1	6	0	8	37	6	0	51	0	4	2	11	0	17	125	
8:45 AM	0	2	49	0	1	51	0	3	1	1	5	0	5	27	2	0	34	0	3	0	13	0	16	106	
Hourly Total	0	4	168	7	4	179	0	16	4	3	23	1	33	158	18	0	210	0	15	7	47	2	69	481	

**US 95 & Peckham Rd  
Wilder Idaho  
Wednesday, June 16, 2021**

Time	Southbound US 95				Westbound Peckham Road				Northbound US 95				Eastbound Peckham Road				VEHICLE TOTAL								
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total						
4:00 PM	0	0	64	4	1	68	0	1	1	1	3	0	15	62	3	1	80	0	1	1	12	0	14	165	
4:15 PM	0	2	44	3	1	49	0	4	0	1	5	0	13	57	4	0	74	0	2	1	8	1	11	139	
4:30 PM	0	0	76	4	0	80	0	3	3	2	8	0	6	58	2	0	66	0	3	4	14	0	21	175	
4:45 PM	0	2	72	4	0	78	0	7	1	2	10	0	13	55	2	0	71	0	4	2	12	0	18	177	
Hourly Total	0	4	256	15	2	275	0	15	5	6	26	1	47	232	11	1	291	0	10	8	46	1	64	656	
5:00 PM	0	0	55	2	0	57	0	11	5	2	18	0	13	64	7	0	84	0	2	2	10	3	14	173	
5:15 PM	0	4	75	2	0	81	0	0	3	0	3	0	22	63	7	0	92	0	2	3	17	0	22	198	
5:30 PM	0	1	58	1	1	60	0	6	2	2	10	0	19	53	7	0	80	0	3	2	12	0	17	167	
5:45 PM	0	2	48	4	0	54	0	5	3	2	10	0	18	55	5	0	78	0	3	1	5	0	9	151	
Hourly Total	0	7	236	9	1	252	0	22	13	6	41	1	72	235	26	0	334	0	10	8	44	3	62	689	
DAILY TOTAL	0	20	854	46	9	920	0	61	23	17	4	101	3	169	801	64	1	1037	0	47	37	178	6	262	2320
Cars	0	19	764	42	8	825	0	60	23	16	4	99	3	162	715	62	1	942	0	43	36	171	6	250	2116
Heavy Vehicles	0	1	90	4	1	95	0	1	0	1	2	0	0	86	2	0	95	0	4	1	7	0	12	204	
Heavy Vehicle %	0.00%	5.00%	10.54%	8.70%	11.11%	10.33%	0.00%	1.64%	0.00%	5.88%	0.00%	1.98%	0.00%	4.14%	10.74%	3.13%	9.16%	0.00%	8.51%	2.70%	3.93%	0.00%	4.58%	8.79%	

**US 95 & Peckham Rd  
Wilder Idaho  
Wednesday, June 16, 2021**

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL		
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total
7:30 AM	0	1	50	1	0	52	0	3	50	1	0	54	0	3	3	17	0	23	131
7:45 AM	0	4	67	8	2	79	0	2	44	5	0	51	0	1	8	5	0	14	151
8:00 AM	0	0	23	2	2	25	0	14	51	5	0	70	0	6	3	14	2	23	127
8:15 AM	0	0	50	2	0	52	0	2	43	5	0	55	0	2	2	9	0	13	123
Peak Hour Total	0	5	190	13	4	209	0	15	168	16	0	230	0	12	16	45	2	73	532
PHF	0.000	0.313	0.709	0.406	0.500	0.658	0.000	0.625	0.922	0.600	0.000	0.821	0.000	0.500	0.500	0.662	0.250	0.793	0.881
Heavy Vehicle %	0.00%	0.00%	16.84%	16.38%	0.00%	16.3%	0.00%	6.67%	16.48%	0.00%	0.00%	15.7%	0.00%	16.67%	0.00%	0.00%	0.00%	2.7%	13.72%

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL		
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total
4:30 PM	0	0	76	4	0	80	0	6	58	2	0	66	0	3	4	14	0	21	175
4:45 PM	0	2	72	4	0	78	0	13	55	2	0	71	0	4	2	12	0	18	177
5:00 PM	0	0	55	2	0	57	0	13	64	7	0	84	0	2	2	10	3	14	173
5:15 PM	0	4	75	2	0	81	0	22	63	7	0	92	0	2	3	17	0	22	189
Peak Hour Total	0	6	278	12	0	296	0	21	240	18	0	373	0	11	11	53	3	75	723
PHF	0.000	0.375	0.914	0.750	0.000	0.914	0.000	0.477	0.600	0.750	0.000	0.651	0.000	0.688	0.688	0.779	0.250	0.852	0.913
Heavy Vehicle %	0.00%	16.67%	5.76%	0.00%	0.00%	5.7%	0.00%	0.00%	7.50%	0.00%	0.00%	5.8%	0.00%	9.09%	9.09%	3.77%	0.00%	5.3%	5.39%

**US 95 & Peckham Rd  
Wilder Idaho  
Wednesday, June 16, 2021  
AM Peak Hour**

Time	US 95 Southbound				Peckham Road Westbound				US 95 Northbound				Peckham Road Eastbound				VEHICLE TOTAL		
	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns			
7:30 AM	0	1	50	1	0	1	0	1	0	2	0	2	0	3	3	17	0	23	131
7:45 AM	0	4	67	8	0	1	0	0	0	7	0	0	5	0	8	5	0	14	151
8:00 AM	0	0	23	2	0	2	1	0	0	0	14	5	0	0	1	14	2	23	127
8:15 AM	0	0	50	2	0	1	0	0	0	3	0	0	5	0	2	9	0	13	123
Peak Hour Total	0	5	190	13	0	15	4	2	1	25	188	16	0	12	16	45	2	73	532
PHF	0.000	0.313	0.709	0.406	0.000	0.025	0.500	0.500	0.250	0.446	0.922	0.800	0.000	0.000	0.500	0.662	0.000	0.793	0.881
Heavy Vehicle %	0.00%	0.00%	16.84%	15.38%	0.00%	6.67%	0.00%	0.00%	0.00%	20.00%	16.49%	0.00%	0.00%	0.00%	16.67%	0.00%	0.00%	2.74%	13.7%

Total Vehicles On Leg		410 Vehicles Exiting Intersection	
Cars	11	158	5
Heavy	2	32	0
Total	13	190	5



Eastbound		Westbound	
Vehicles Entering Intersection	73	Vehicles Entering Intersection	21
Vehicles Exiting Intersection	42	Vehicles Exiting Intersection	37
Total Vehicles on Leg	115	Total Vehicles on Leg	58



AM Peak Hour Volumes

Northbound		Southbound	
Cars	0	1	20
Heavy	0	0	5
Total	0	1	25
Vehicles Entering Intersection		Vehicles Exiting Intersection	
230		251	
Total Vehicles On Leg		481	







**Batt Corner Rd & Sunshine Avenue  
Wilder Idaho  
Wednesday, June 16, 2021**

Time	Southbound Batt Corner Road				Westbound Sunshine Avenue				Northbound Batt Corner Road				Eastbound Sunshine Avenue				VEHICLE TOTAL			
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	3	0	0	3	0	3	0	3	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	1	1	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	5	0	0	7	0	2	0	6	2	8	0	0	5	0	0	0	5	20
8:00 AM	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	0	0	0	0	5
8:15 AM	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	3
8:30 AM	0	1	3	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
8:45 AM	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Hourly Total	0	2	7	0	0	9	0	2	0	1	0	3	0	0	2	2	0	0	4	16

**Batt Corner Rd & Sunshine Avenue  
Wilder Idaho  
Wednesday, June 16, 2021**

Time	Southbound Batt Corner Road				Westbound Sunshine Avenue				Northbound Batt Corner Road				Eastbound Sunshine Avenue				VEHICLE TOTAL			
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	2	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	6
4:15 PM	0	1	1	0	0	2	0	1	0	2	0	3	0	0	5	2	0	0	7	12
4:30 PM	0	1	2	0	0	3	0	0	0	0	0	1	0	0	0	2	0	0	2	6
4:45 PM	0	1	0	0	0	1	0	0	1	2	0	3	0	0	1	2	0	0	3	9
Hourly Total	0	3	5	0	0	8	0	7	0	5	0	12	0	0	6	7	0	0	13	33
5:00 PM	0	2	2	0	0	4	0	1	0	2	0	3	0	0	1	1	0	0	2	9
5:15 PM	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0	1	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	1	0	0	1	5	0	0	6	8
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	3	0	0	3	6
Hourly Total	0	3	3	0	0	6	0	3	0	6	1	9	0	0	3	9	0	0	12	27
DAILY TOTAL	0	10	20	0	0	30	0	14	0	18	3	32	0	0	16	18	0	0	34	96
Cars	0	10	20	0	0	30	0	14	0	17	3	31	0	0	13	18	0	0	0	92
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	0	0	3	4
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.00%	3.13%	0.00%	0.00%	18.75%	0.00%	0.00%	8.62%	0.00%	4.17%





# Batt Corner Rd & Sunshine Avenue Wilder Idaho Wednesday, June 16, 2021

AM Peak Hour

Time	Batt Corner Road Southbound				Sunshine Avenue Westbound				Batt Corner Road Northbound				Sunshine Avenue Eastbound				VEHICLE TOTAL			
	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns				
7:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Peak Hour Total	0	1	7	0	0	1	6	1	0	0	0	6	0	0	0	0	0	0	0	21
PHF	0.000	0.250	0.583	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.525
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	16.67%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	19.0%

Total Vehicles On Leg		20 Vehicles Exiting Intersection	
Vehicles Entering Intersection		Southbound	
Cars	0	7	1
Heavy	0	0	0
Total	0	7	1



Eastbound		Westbound	
Vehicles Entering Intersection	0	Vehicles Entering Intersection	7
Vehicles Exiting Intersection	0	Vehicles Exiting Intersection	1
Total Vehicles on Leg	0	Total Vehicles on Leg	8



Total Vehicles On Leg		20 Vehicles Exiting Intersection	
Vehicles Entering Intersection		Northbound	
Cars	5	1	0
Heavy	0	0	0
Total	5	1	0



AM Peak Hour Volumes

Northbound		Southbound	
Cars	0	0	0
Heavy	0	0	0
Total	0	0	0
Vehicles Entering Intersection		Vehicles Exiting Intersection	
6		8	
Total Vehicles On Leg		14	



# Batt Corner Rd & Sunshine Avenue Wilder Idaho Wednesday, June 16, 2021

PM Peak Hour

Time	Batt Corner Road Southbound				Sunshine Avenue Westbound				Batt Corner Road Northbound				Sunshine Avenue Eastbound				VEHICLE TOTAL			
	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns		Vehicle Approach Total	Crosswalk Crossings	Vehicle Approach Total
4:15 PM	0	1	0	0	0	1	0	2	0	0	5	2	0	0	0	0	7	0	0	0
4:30 PM	0	1	2	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	2	0	3	0	0	1	2	0	0	0	0	0	0	0	0
5:00 PM	0	2	2	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0
<b>Peak Hour Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>
PHF	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.583	0.000	0.000	0.350	0.875	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Total Vehicles On Leg		24	
Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	0	5	5
Heavy	0	0	0
<b>Total</b>	<b>0</b>	<b>5</b>	<b>5</b>



Eastbound		Westbound		Total	
Vehicles Entering Intersection	0	0	0	0	0
Vehicles Exiting Intersection	0	0	0	0	0
<b>Total Vehicles on Leg</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

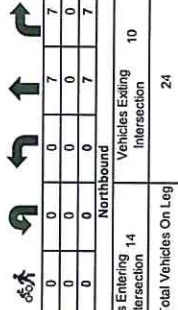


PM Peak Hour Volumes

Westbound		Total	
Cars	7	0	7
Heavy	0	0	0
<b>Total</b>	<b>7</b>	<b>0</b>	<b>7</b>



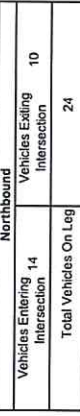
Northbound		Southbound		Total	
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	0	0	7
Heavy	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>7</b>

Vehicles Entering Intersection		Vehicles Exiting Intersection	
Cars	0	0	7
Heavy	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>7</b>

Total Vehicles On Leg		24	
Cars	0	7	7
Heavy	0	0	0
<b>Total</b>	<b>0</b>	<b>7</b>	<b>7</b>







**Desert Rose Street & US 95  
Wilder Idaho  
Wednesday, June 16, 2021**

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL							
	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	44	0	0	6	1	1	1	0	1	44	1	0	0	0	0	0	0	0	0	0	46	97
7:15 AM	0	0	42	2	0	7	1	1	8	0	0	45	6	0	0	0	0	0	0	0	0	51	105	
7:30 AM	0	0	63	0	0	8	1	1	15	0	0	44	5	0	0	0	0	0	0	0	0	49	128	
7:45 AM	0	1	58	0	0	5	1	1	8	0	0	54	1	0	0	0	0	0	0	0	0	55	122	
PHF	0.000	0.250	0.821	0.250	0.000	0.813	0.12	0.4	0.38	0.000	0.000	0.866	0.542	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.914	452	
Heavy Vehicle %	0.00%	0.00%	6.76%	0.00%	0.00%	0.00%	50.00%	25.00%	15.88%	0.00%	0.00%	10.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	9.5%	8.63%	

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns	U Turns	Left Turns	Straight Through	Right Turns		U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total
4:30 PM	0	2	80	0	0	7	0	2	9	0	0	62	2	0	0	0	0	0	0	0	0	64	159
4:45 PM	0	0	90	0	0	9	0	0	9	0	1	71	4	0	0	0	0	0	0	0	0	76	175
5:00 PM	0	1	82	1	0	6	0	4	10	0	3	94	9	0	0	0	0	0	0	0	0	106	202
5:15 PM	0	0	76	0	0	5	0	1	5	0	0	76	10	0	0	0	0	0	0	0	0	86	199
PHF	0.000	0.375	0.911	0.250	0.000	0.750	0.06	0.32	0.33	0.000	0.333	0.805	0.625	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.783	705
Heavy Vehicle %	0.00%	0.00%	5.49%	0.00%	0.00%	11.11%	0.00%	100.00%	9.1%	0.00%	0.00%	5.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.4%	5.53%









US 95 & Simplot Boulevard (SH 19)

Wilder Idaho

Wednesday, June 16, 2021

AM Peak Hour

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL								
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total						
7:00 AM	0	28	17	0	0	45	0	17	2	13	0	32	0	1	26	42	0	69	0	1	1	0	0	2	148
7:15 AM	0	37	19	2	0	58	0	9	1	24	0	34	0	1	31	40	0	72	0	1	6	2	0	9	173
7:30 AM	0	36	34	0	0	70	0	20	4	16	0	40	0	1	27	50	0	78	0	3	11	0	0	14	202
7:45 AM	0	26	42	1	0	69	0	16	1	19	0	36	0	1	39	31	0	71	0	1	7	2	0	10	186
PHF	0.000	0.858	0.667	0.375	0.000	0.664	0.000	0.775	0.500	0.750	0.000	1.02	0.000	0.000	1.000	0.815	0.000	0.929	0.000	0.500	0.568	0.500	0.000	0.625	0.877
Heavy Vehicle %	0.00%	3.15%	19.64%	0.00%	0.00%	10.7%	0.00%	9.68%	12.50%	16.67%	0.00%	13.4%	0.00%	0.00%	8.94%	3.68%	0.00%	5.9%	0.00%	4.00%	4.00%	0.00%	0.00%	2.8%	8.89%

PM Peak Hour

Time	Southbound				Westbound				Northbound				Eastbound				VEHICLE TOTAL								
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns		Crosswalk Crossings	Vehicle Approach Total						
5:00 PM	0	14	49	1	0	64	0	43	9	44	0	96	0	0	40	24	0	64	0	1	1	4	0	6	230
5:15 PM	0	32	57	1	0	90	0	50	6	42	0	98	0	1	42	17	0	60	0	1	5	1	0	7	255
5:30 PM	0	34	48	1	0	83	0	41	11	28	0	80	0	1	35	26	0	62	0	0	1	0	0	1	226
5:45 PM	0	24	36	0	0	60	0	44	7	28	0	79	0	3	56	19	0	78	0	2	5	2	0	9	226
PHF	0.000	0.765	0.833	0.750	0.000	0.825	0.000	0.889	0.750	0.807	0.000	0.901	0.000	0.417	0.772	0.827	0.000	0.846	0.000	0.600	0.600	0.438	0.000	0.639	0.819
Heavy Vehicle %	0.00%	4.81%	5.79%	0.00%	0.00%	5.4%	0.00%	2.81%	0.00%	0.70%	0.00%	1.7%	0.00%	0.00%	11.56%	5.81%	0.00%	9.5%	0.00%	0.00%	0.00%	0.00%	0.00%	0.0%	5.02%







# Idaho Transportation Department

## Monthly Hourly Day of Week Summary for June 2019

Site names: County: 00137 Canyon  
 Funct Class: R Principal Arterial - Other  
 Location: US-95 1.4 Mi. S of Jct SH-10

Axle Factor Grp: 2  
 Daily Factor Grp: 2  
 Seasonal Factor Grp: 1  
 Growth Factor Grp: 3

	SUN		MON		TUE		WED		THU		FRI		SAT								
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S						
	00:00	88	50	37	34	18	16	10	36	19	16	36	21	14	43	24	19	59	32	27	
01:00	54	25	28	22	14	8	10	12	29	12	16	23	11	11	32	15	17	50	26	24	
02:00	39	22	17	15	9	6	17	8	23	11	12	30	13	17	24	12	12	30	14	16	
03:00	26	15	11	28	15	12	37	20	17	32	19	12	39	22	17	37	20	17	37	20	17
04:00	35	19	16	68	29	39	76	31	45	33	42	66	25	41	68	27	41	45	23	21	
05:00	64	28	36	220	64	156	236	76	159	234	70	184	239	73	166	218	145	141	54	87	
06:00	93	44	48	349	98	251	361	113	248	341	99	241	351	113	237	328	100	228	164	99	
07:00	115	59	56	398	137	261	404	143	261	409	147	261	412	141	270	362	132	230	209	95	114
08:00	195	101	94	349	141	207	363	156	207	370	163	206	361	158	203	338	141	197	261	116	145
09:00	268	139	128	364	174	190	373	180	193	343	160	183	365	179	185	381	179	202	334	168	176
10:00	350	186	164	397	185	212	380	161	199	360	164	196	368	162	206	388	176	212	355	161	194
11:00	370	170	200	435	201	234	395	180	205	403	196	207	415	197	217	434	198	235	368	173	195
12:00	409	188	220	420	221	199	410	197	213	421	200	221	421	203	217	481	226	255	399	204	195
13:00	391	181	210	460	232	227	434	212	222	440	219	221	461	226	235	477	239	238	402	202	200
14:00	414	201	212	433	203	230	416	205	211	453	231	222	475	240	234	518	266	252	434	230	204
15:00	393	202	191	490	266	223	499	273	226	506	279	227	497	269	228	535	279	255	410	208	202
16:00	377	186	191	559	317	242	566	321	245	562	322	240	554	307	247	581	316	264	426	210	216
17:00	362	187	174	564	341	223	541	320	221	577	341	236	577	340	237	534	299	235	426	215	211
18:00	308	156	152	420	252	167	454	269	185	443	255	187	451	280	171	445	249	196	382	195	187
19:00	270	131	138	281	147	134	286	156	139	343	172	171	307	160	147	333	172	160	305	148	156
20:00	241	115	125	236	117	119	247	118	129	229	123	106	288	134	133	255	131	123	274	141	132
21:00	197	93	104	207	102	104	199	99	99	219	120	99	200	94	106	227	115	111	243	126	117
22:00	145	72	72	107	59	48	128	72	56	127	65	62	119	66	53	161	94	66	190	103	87
23:00	70	34	36	67	31	25	76	44	31	66	35	31	67	39	28	108	62	45	135	72	63
MDW	5,282	2,612	2,669	6,919	3,379	3,540	6,949	3,399	3,550	7,051	3,463	3,588	7,109	3,480	3,628	7,316	3,551	3,765	6,091	2,998	3,092
N Days	5	5	5	2	2	2	4	4	4	4	4	4	3	3	3	4	4	4	5	5	5

AM Peak Hour Average  
 Two-Way EB WB  
 408 144 264

PM Peak Hour Average  
 Two-Way EB WB  
 565 334 231





Royal Ridge Subdivision  
Greenleaf, Idaho



ATR 137 "Homedale WIM" Monthly Average ADT Data (US 95 1.35 mi S of ID-19)

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	24-Hour Annual Avg.	% Annual Change
2014	4279	4656	5162	5443	5518	5361	5211	5427	5469	5432	4879	4430	5106	
2015	4765	5320	5748	6031	6042	6025	5959	6160	6274	6058.5	5067	4785	5686	11.37%
2016	4599	4957	5408	5921	5901	5819	5766	6010	6043	5911	5078	3744	5430	-4.51%
2017				5966	6136	5711	5569	5819	5831	5859	5306	5125	5600	3.14%
2018	5029	5428	5877	6188	6389	6237	6147	6358	6489	6240	5651	5458.3	5958	6.39%
2019	5453	5425	5904.9	6611	6614	6674	5950	6558	6786	6529	5831	5255.8	6133	2.94%
2020	5515	5768	5972	5249	6007	6415	6328	6724	7086	6810	5862	5482	6102	-0.50%
2021	5412	5833	6622	7008	7036	7242								

5 year AGR  
3.6%

## **APPENDIX C: 2021 Synchro Reports**

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	35	2	3	17	4	0	7	3	3	2	1
Future Vol, veh/h	2	35	2	3	17	4	0	7	3	3	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	3	2	2	6	2	2	14	2	2	2	2
Mvmt Flow	2	37	2	3	18	4	0	7	3	3	2	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	39	0	0	70	70	38	73	69	20
Stage 1	-	-	-	-	-	-	42	42	-	26	26	-
Stage 2	-	-	-	-	-	-	28	28	-	47	43	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.64	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.126	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1571	-	-	922	798	1034	918	822	1058
Stage 1	-	-	-	-	-	-	972	837	-	992	874	-
Stage 2	-	-	-	-	-	-	989	849	-	967	859	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1593	-	-	1571	-	-	917	796	1034	907	820	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	917	796	-	907	820	-
Stage 1	-	-	-	-	-	-	971	836	-	991	872	-
Stage 2	-	-	-	-	-	-	984	847	-	954	858	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.9	9.3	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	855	1593	-	-	1571	-	-	897
HCM Lane V/C Ratio	0.012	0.001	-	-	0.002	-	-	0.007
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	12	16	45	15	4	2	26	188	16	5	190	13
Future Vol, veh/h	12	16	45	15	4	2	26	188	16	5	190	13
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	14	18	51	17	5	2	30	214	18	6	216	15

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	418	538	124	418	536	126	237	0	0	236	0	0
Stage 1	242	242	-	287	287	-	-	-	-	-	-	-
Stage 2	176	296	-	131	249	-	-	-	-	-	-	-
Critical Hdwy	7.84	6.54	6.94	7.64	6.54	6.94	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.57	4.02	3.32	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	485	448	904	507	449	901	1206	-	-	1328	-	-
Stage 1	699	704	-	682	673	-	-	-	-	-	-	-
Stage 2	767	667	-	845	699	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	462	429	897	448	430	892	1199	-	-	1323	-	-
Mov Cap-2 Maneuver	462	429	-	448	430	-	-	-	-	-	-	-
Stage 1	675	696	-	659	651	-	-	-	-	-	-	-
Stage 2	733	645	-	771	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	13.1	1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1199	-	-	644	466	1323	-	-
HCM Lane V/C Ratio	0.025	-	-	0.129	0.051	0.004	-	-
HCM Control Delay (s)	8.1	0.1	-	11.4	13.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

HCM 6th TWSC  
3: Batt Corner Rd & Sunshine Ave

2021 Existing  
AM Peak Hour

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	1	6	6	0	1	7
Future Vol, veh/h	1	6	6	0	1	7
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	2	17	50	2	2	2
Mvmt Flow	2	11	11	0	2	13

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	30	13	0
Stage 1	12	-	-
Stage 2	18	-	-
Critical Hdwy	6.42	6.37	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.453	-
Pot Cap-1 Maneuver	984	1025	-
Stage 1	1011	-	-
Stage 2	1005	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	981	1023	-
Mov Cap-2 Maneuver	981	-	-
Stage 1	1010	-	-
Stage 2	1003	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1017	1605
HCM Lane V/C Ratio	-	-	0.013	0.001
HCM Control Delay (s)	-	-	8.6	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	0	2	26	0	12	1	187	13	1	207	2
Future Vol, veh/h	1	0	2	26	0	12	1	187	13	1	207	2
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	50	2	10	2	2	7	2
Mvmt Flow	1	0	2	30	0	14	1	213	15	1	235	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	350	471	122	349	465	120	237	0	0	231	0	0
Stage 1	238	238	-	226	226	-	-	-	-	-	-	-
Stage 2	112	233	-	123	239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.9	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	580	489	906	581	493	775	1327	-	-	1334	-	-
Stage 1	744	707	-	756	716	-	-	-	-	-	-	-
Stage 2	881	711	-	868	706	-	-	-	-	-	-	-
Platoon blocked, %	-											
Mov Cap-1 Maneuver	567	487	903	575	491	771	1327	-	-	1330	-	-
Mov Cap-2 Maneuver	567	487	-	575	491	-	-	-	-	-	-	-
Stage 1	743	706	-	753	713	-	-	-	-	-	-	-
Stage 2	862	708	-	862	705	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		11.2		0		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	754	625	1330	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.069	0.001	-	-
HCM Control Delay (s)	7.7	0	-	9.8	11.2	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-



Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	6	25	4	62	8	72	4	123	163	127	112	3
Future Vol, veh/h	6	25	4	62	8	72	4	123	163	127	112	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	10	13	17	2	9	4	3	20	2
Mvmt Flow	7	28	5	70	9	82	5	140	185	144	127	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	705	752	129	676	661	233	130	0	0	325	0	0
Stage 1	417	417	-	243	243	-	-	-	-	-	-	-
Stage 2	288	335	-	433	418	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.54	6.22	7.2	6.63	6.37	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.036	3.318	3.59	4.117	3.453	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	351	337	921	357	369	770	1455	-	-	1229	-	-
Stage 1	613	588	-	743	685	-	-	-	-	-	-	-
Stage 2	720	639	-	586	572	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	279	296	921	299	324	770	1455	-	-	1229	-	-
Mov Cap-2 Maneuver	279	296	-	299	324	-	-	-	-	-	-	-
Stage 1	611	519	-	740	682	-	-	-	-	-	-	-
Stage 2	632	636	-	487	505	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18	15.6	0.1	4.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	317	302	770	1229	-	-
HCM Lane V/C Ratio	0.003	-	-	0.125	0.263	0.106	0.117	-	-
HCM Control Delay (s)	7.5	0	-	18	21.1	10.2	8.3	-	-
HCM Lane LOS	A	A	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1	0.4	0.4	-	-



Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	2	45	2	4	36	2	1	4	9	1	3	2
Future Vol, veh/h	2	45	2	4	36	2	1	4	9	1	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	54	2	5	43	2	1	5	11	1	4	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	56	0	0	116	114	55	121	114	44
Stage 1	-	-	-	-	-	-	59	59	-	54	54	-
Stage 2	-	-	-	-	-	-	57	55	-	67	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1563	-	-	1549	-	-	861	776	1012	854	776	1026
Stage 1	-	-	-	-	-	-	953	846	-	958	850	-
Stage 2	-	-	-	-	-	-	955	849	-	943	845	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1549	-	-	853	773	1012	839	773	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	853	773	-	839	773	-
Stage 1	-	-	-	-	-	-	952	845	-	957	847	-
Stage 2	-	-	-	-	-	-	946	846	-	927	844	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.7	9	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	919	1563	-	-	1549	-	-	854
HCM Lane V/C Ratio	0.018	0.002	-	-	0.003	-	-	0.008
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	11	53	21	12	6	55	240	18	6	278	12
Future Vol, veh/h	11	11	53	21	12	6	55	240	18	6	278	12
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	12	12	58	23	13	7	60	264	20	7	305	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	592	737	166	575	733	150	321	0	0	288	0	0
Stage 1	329	329	-	398	398	-	-	-	-	-	-	-
Stage 2	263	408	-	177	335	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	6.98	7.54	6.54	6.94	4.14	-	-	4.44	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.34	3.52	4.02	3.32	2.22	-	-	2.37	-	-
Pot Cap-1 Maneuver	376	331	843	401	346	870	1236	-	-	1169	-	-
Stage 1	639	628	-	599	601	-	-	-	-	-	-	-
Stage 2	700	578	-	808	641	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	341	307	837	342	321	863	1232	-	-	1165	-	-
Mov Cap-2 Maneuver	341	307	-	342	321	-	-	-	-	-	-	-
Stage 1	600	622	-	562	564	-	-	-	-	-	-	-
Stage 2	637	542	-	729	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	16	1.6	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	571	369	1165	-	-
HCM Lane V/C Ratio	0.049	-	-	0.144	0.116	0.006	-	-
HCM Control Delay (s)	8.1	0.2	-	12.4	16	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.4	0	-	-



**Intersection**

Int Delay, s/veh 3.9

**Movement** WBL WBR NBT NBR SBL SBT

Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	5	7	7	7	5	5
Future Vol, veh/h	5	7	7	7	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	9	9	9	7	7

**Major/Minor** Minor1 Major1 Major2

Conflicting Flow All	35	14	0	0	18	0
Stage 1	14	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	978	1066	-	-	1599	-
Stage 1	1009	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	974	1066	-	-	1599	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	998	-	-	-	-	-

**Approach** WB NB SB

HCM Control Delay, s 8.6 0 3.6

HCM LOS A

**Minor Lane/Major Mvmt** NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	1026	1599	-
HCM Lane V/C Ratio	-	-	0.016	0.004	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕↕			↕↕		
Traffic Vol, veh/h	3	0	5	27	0	6	4	303	25	3	328	1
Future Vol, veh/h	3	0	5	27	0	6	4	303	25	3	328	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	11	2	2	2	6	2	2	5	2
Mvmt Flow	3	0	6	31	0	7	5	348	29	3	377	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	570	773	190	569	759	191	379	0	0	378	0	0
Stage 1	385	385	-	374	374	-	-	-	-	-	-	-
Stage 2	185	388	-	195	385	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.72	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.61	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	404	328	820	386	334	818	1176	-	-	1177	-	-
Stage 1	610	609	-	595	616	-	-	-	-	-	-	-
Stage 2	799	607	-	763	609	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	398	325	819	381	331	816	1175	-	-	1176	-	-
Mov Cap-2 Maneuver	398	325	-	381	331	-	-	-	-	-	-	-
Stage 1	606	607	-	591	612	-	-	-	-	-	-	-
Stage 2	788	603	-	755	607	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		14.4		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1175	-	-	586	422	1176	-	-
HCM Lane V/C Ratio	0.004	-	-	0.016	0.09	0.003	-	-
HCM Control Delay (s)	8.1	0	-	11.2	14.4	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-



Intersection												
Int Delay, s/veh	11.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	4	12	7	178	33	142	5	173	86	104	190	3
Future Vol, veh/h	4	12	7	178	33	142	5	173	86	104	190	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	2	12	6	5	6	2
Mvmt Flow	4	13	8	193	36	154	5	188	93	113	207	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	775	726	209	690	681	235	210	0	0	281	0	0
Stage 1	435	435	-	245	245	-	-	-	-	-	-	-
Stage 2	340	291	-	445	436	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	315	351	831	358	373	804	1361	-	-	1264	-	-
Stage 1	600	580	-	756	703	-	-	-	-	-	-	-
Stage 2	675	672	-	590	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	217	318	831	319	338	804	1361	-	-	1264	-	-
Mov Cap-2 Maneuver	217	318	-	319	338	-	-	-	-	-	-	-
Stage 1	598	528	-	753	700	-	-	-	-	-	-	-
Stage 2	515	669	-	519	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	27.9	0.1	2.8
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1361	-	-	356	322	804	1264	-	-
HCM Lane V/C Ratio	0.004	-	-	0.07	0.712	0.192	0.089	-	-
HCM Control Delay (s)	7.7	0	-	15.9	39.6	10.5	8.1	-	-
HCM Lane LOS	A	A	-	C	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	5.1	0.7	0.3	-	-



Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	16	45	15	4	2	26	188	16	5	190	13
Future Vol, veh/h	12	16	45	15	4	2	26	188	16	5	190	13
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	14	18	51	17	5	2	30	214	18	6	216	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	418	538	124	418	536	126	237	0	0	236	0	0
Stage 1	242	242	-	287	287	-	-	-	-	-	-	-
Stage 2	176	296	-	131	249	-	-	-	-	-	-	-
Critical Hdwy	7.84	6.54	6.94	7.64	6.54	6.94	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.57	4.02	3.32	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	485	448	904	507	449	901	1206	-	-	1328	-	-
Stage 1	699	704	-	682	673	-	-	-	-	-	-	-
Stage 2	767	667	-	845	699	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	464	430	897	450	431	892	1199	-	-	1323	-	-
Mov Cap-2 Maneuver	464	430	-	450	431	-	-	-	-	-	-	-
Stage 1	677	696	-	662	653	-	-	-	-	-	-	-
Stage 2	736	648	-	771	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	13.1	0.9	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1199	-	-	645	468	1323	-	-
HCM Lane V/C Ratio	0.025	-	-	0.129	0.051	0.004	-	-
HCM Control Delay (s)	8.1	-	-	11.4	13.1	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-



Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	12	16	45	15	4	2	26	188	16	5	190	13
Future Vol, veh/h	12	16	45	15	4	2	26	188	16	5	190	13
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	14	18	51	17	5	2	30	214	18	6	216	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	535	538	232	559	536	233	237	0	0	236	0	0
Stage 1	242	242	-	287	287	-	-	-	-	-	-	-
Stage 2	293	296	-	272	249	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.17	6.52	6.22	4.3	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.17	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.17	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.563	4.018	3.318	2.38	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	450	807	432	451	806	1231	-	-	1331	-	-
Stage 1	729	705	-	710	674	-	-	-	-	-	-	-
Stage 2	684	668	-	723	701	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	415	432	801	381	433	798	1224	-	-	1326	-	-
Mov Cap-2 Maneuver	415	432	-	381	433	-	-	-	-	-	-	-
Stage 1	707	697	-	690	654	-	-	-	-	-	-	-
Stage 2	657	649	-	655	693	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	14.3	0.9	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1224	-	-	598	411	1326	-	-
HCM Lane V/C Ratio	0.024	-	-	0.139	0.058	0.004	-	-
HCM Control Delay (s)	8	-	-	12	14.3	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-



Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	1	0	2	26	0	12	1	187	13	1	207	2
Future Vol, veh/h	1	0	2	26	0	12	1	187	13	1	207	2
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	50	2	10	2	2	7	2
Mvmt Flow	1	0	2	30	0	14	1	213	15	1	235	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	471	471	239	468	465	227	237	0	0	231	0	0
Stage 1	238	238	-	226	226	-	-	-	-	-	-	-
Stage 2	233	233	-	242	239	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.7	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.75	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	503	491	800	505	495	707	1330	-	-	1337	-	-
Stage 1	765	708	-	777	717	-	-	-	-	-	-	-
Stage 2	770	712	-	762	708	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	491	489	798	500	493	703	1330	-	-	1333	-	-
Mov Cap-2 Maneuver	491	489	-	500	493	-	-	-	-	-	-	-
Stage 1	764	707	-	774	714	-	-	-	-	-	-	-
Stage 2	752	709	-	757	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	12.1	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1330	-	-	660	550	1333	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.079	0.001	-	-
HCM Control Delay (s)	7.7	-	-	10.5	12.1	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-



**Intersection**

Int Delay, s/veh 5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	6	25	4	62	8	72	4	123	163	127	112	3
Future Vol, veh/h	6	25	4	62	8	72	4	123	163	127	112	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	50	-	100	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	4	2	10	13	17	2	9	4	3	20	2
Mvmt Flow	7	28	5	70	9	82	5	140	185	144	127	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	705	752	129	583	568	140	130	0	0	325	0	0
Stage 1	417	417	-	150	150	-	-	-	-	-	-	-
Stage 2	288	335	-	433	418	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.54	6.22	7.2	6.63	6.37	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.036	3.318	3.59	4.117	3.453	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	351	337	921	412	418	870	1455	-	-	1229	-	-
Stage 1	613	588	-	834	753	-	-	-	-	-	-	-
Stage 2	720	639	-	586	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	283	297	921	346	368	870	1455	-	-	1229	-	-
Mov Cap-2 Maneuver	283	297	-	346	368	-	-	-	-	-	-	-
Stage 1	611	519	-	831	751	-	-	-	-	-	-	-
Stage 2	642	637	-	487	505	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.9	13.9	0.1	4.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	319	348	870	1229	-	-
HCM Lane V/C Ratio	0.003	-	-	0.125	0.229	0.094	0.117	-	-
HCM Control Delay (s)	7.5	-	-	17.9	18.4	9.6	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.9	0.3	0.4	-	-



Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	11	53	21	12	6	55	240	18	6	278	12
Future Vol, veh/h	11	11	53	21	12	6	55	240	18	6	278	12
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	12	12	58	23	13	7	60	264	20	7	305	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	592	737	166	575	733	150	321	0	0	288	0	0
Stage 1	329	329	-	398	398	-	-	-	-	-	-	-
Stage 2	263	408	-	177	335	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	6.98	7.54	6.54	6.94	4.14	-	-	4.44	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.34	3.52	4.02	3.32	2.22	-	-	2.37	-	-
Pot Cap-1 Maneuver	376	331	843	401	346	870	1236	-	-	1169	-	-
Stage 1	639	628	-	599	601	-	-	-	-	-	-	-
Stage 2	700	578	-	808	641	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	344	311	837	344	325	863	1232	-	-	1165	-	-
Mov Cap-2 Maneuver	344	311	-	344	325	-	-	-	-	-	-	-
Stage 1	606	622	-	568	569	-	-	-	-	-	-	-
Stage 2	643	547	-	730	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	15.9	1.4	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1232	-	-	574	372	1165	-
HCM Lane V/C Ratio	0.049	-	-	0.144	0.115	0.006	-
HCM Control Delay (s)	8.1	-	-	12.3	15.9	8.1	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.4	0	-



Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	11	11	53	21	12	6	55	240	18	6	278	12
Future Vol, veh/h	11	11	53	21	12	6	55	240	18	6	278	12
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	12	12	58	23	13	7	60	264	20	7	305	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	737	737	319	763	733	282	321	0	0	288	0	0
Stage 1	329	329	-	398	398	-	-	-	-	-	-	-
Stage 2	408	408	-	365	335	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.24	7.12	6.52	6.22	4.12	-	-	4.27	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.336	3.518	4.018	3.318	2.218	-	-	2.353	-	-
Pot Cap-1 Maneuver	325	338	717	321	348	757	1239	-	-	1193	-	-
Stage 1	669	634	-	628	603	-	-	-	-	-	-	-
Stage 2	606	585	-	654	643	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	297	317	712	272	327	751	1235	-	-	1188	-	-
Mov Cap-2 Maneuver	297	317	-	272	327	-	-	-	-	-	-	-
Stage 1	635	628	-	595	571	-	-	-	-	-	-	-
Stage 2	556	554	-	583	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	18	1.4	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1235	-	-	513	320	1188	-	-
HCM Lane V/C Ratio	0.049	-	-	0.161	0.134	0.006	-	-
HCM Control Delay (s)	8.1	-	-	13.4	18	8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.5	0	-	-



Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	5	27	0	6	4	303	25	3	328	1
Future Vol, veh/h	3	0	5	27	0	6	4	303	25	3	328	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	11	2	2	2	6	2	2	5	2
Mvmt Flow	3	0	6	31	0	7	5	348	29	3	377	1

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	762	773	379	761	759	365	379	0	0	378	0	0
Stage 1	385	385	-	374	374	-	-	-	-	-	-	-
Stage 2	377	388	-	387	385	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.21	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.21	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.21	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.599	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	322	330	668	311	336	680	1179	-	-	1180	-	-
Stage 1	638	611	-	629	618	-	-	-	-	-	-	-
Stage 2	644	609	-	619	611	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	317	327	667	306	333	679	1178	-	-	1179	-	-
Mov Cap-2 Maneuver	317	327	-	306	333	-	-	-	-	-	-	-
Stage 1	635	609	-	626	615	-	-	-	-	-	-	-
Stage 2	634	606	-	612	609	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	16.9	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1178	-	-	472	340	1179	-	-
HCM Lane V/C Ratio	0.004	-	-	0.019	0.112	0.003	-	-
HCM Control Delay (s)	8.1	-	-	12.8	16.9	8.1	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-



Intersection												
Int Delay, s/veh	10.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	4	12	7	178	33	142	5	173	86	104	190	3
Future Vol, veh/h	4	12	7	178	33	142	5	173	86	104	190	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	100	-	100	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	2	12	6	5	6	2
Mvmt Flow	4	13	8	193	36	154	5	188	93	113	207	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	775	726	209	643	634	188	210	0	0	281	0	0
Stage 1	435	435	-	198	198	-	-	-	-	-	-	-
Stage 2	340	291	-	445	436	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	315	351	831	385	397	854	1361	-	-	1264	-	-
Stage 1	600	580	-	802	737	-	-	-	-	-	-	-
Stage 2	675	672	-	590	580	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	222	318	831	343	360	854	1361	-	-	1264	-	-
Mov Cap-2 Maneuver	222	318	-	343	360	-	-	-	-	-	-	-
Stage 1	598	528	-	799	734	-	-	-	-	-	-	-
Stage 2	524	669	-	519	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	24.2	0.1	2.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1361	-	-	358	346	854	1264	-	-
HCM Lane V/C Ratio	0.004	-	-	0.07	0.663	0.181	0.089	-	-
HCM Control Delay (s)	7.7	-	-	15.8	33.7	10.1	8.1	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	4.5	0.7	0.3	-	-

## **APPENDIX D: 2026 Background Synchro Reports**



Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	43	3	5	26	5	2	8	10	3	2	3
Future Vol, veh/h	3	43	3	5	26	5	2	8	10	3	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	3	2	2	6	2	2	14	2	2	2	2
Mvmt Flow	3	46	3	5	28	5	2	9	11	3	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	49	0	0	97	97	48	105	96	31
Stage 1	-	-	-	-	-	-	54	54	-	41	41	-
Stage 2	-	-	-	-	-	-	43	43	-	64	55	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.64	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.126	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1579	-	-	1558	-	-	885	771	1021	875	794	1043
Stage 1	-	-	-	-	-	-	958	827	-	974	861	-
Stage 2	-	-	-	-	-	-	971	836	-	947	849	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1558	-	-	877	767	1021	855	790	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	877	767	-	855	790	-
Stage 1	-	-	-	-	-	-	956	825	-	972	858	-
Stage 2	-	-	-	-	-	-	963	833	-	926	847	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1	9.1	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	889	1579	-	-	1558	-	-	897
HCM Lane V/C Ratio	0.024	0.002	-	-	0.003	-	-	0.009
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	19	23	52	17	9	2	33	229	19	6	231	19
Future Vol, veh/h	19	23	52	17	9	2	33	229	19	6	231	19
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	21	26	58	19	10	2	37	254	21	7	257	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	500	641	147	501	641	148	284	0	0	279	0	0
Stage 1	288	288	-	343	343	-	-	-	-	-	-	-
Stage 2	212	353	-	158	298	-	-	-	-	-	-	-
Critical Hdwy	7.84	6.54	6.94	7.64	6.54	6.94	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.57	4.02	3.32	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	421	391	873	442	391	872	1154	-	-	1281	-	-
Stage 1	655	672	-	632	636	-	-	-	-	-	-	-
Stage 2	729	629	-	814	666	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	393	370	866	375	370	864	1147	-	-	1276	-	-
Mov Cap-2 Maneuver	393	370	-	375	370	-	-	-	-	-	-	-
Stage 1	627	663	-	605	609	-	-	-	-	-	-	-
Stage 2	684	603	-	724	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	15.1	1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	551	389	1276	-	-
HCM Lane V/C Ratio	0.032	-	-	0.19	0.08	0.005	-	-
HCM Control Delay (s)	8.2	0.1	-	13.1	15.1	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0	-	-



Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	19	23	52	17	9	2	33	229	19	6	231	19
Future Vol, veh/h	19	23	52	17	9	2	33	229	19	6	231	19
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	21	26	58	19	10	2	37	254	21	7	257	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	500	641	147	501	641	148	284	0	0	279	0	0
Stage 1	288	288	-	343	343	-	-	-	-	-	-	-
Stage 2	212	353	-	158	298	-	-	-	-	-	-	-
Critical Hdwy	7.84	6.54	6.94	7.64	6.54	6.94	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.57	4.02	3.32	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	421	391	873	442	391	872	1154	-	-	1281	-	-
Stage 1	655	672	-	632	636	-	-	-	-	-	-	-
Stage 2	729	629	-	814	666	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	395	373	866	377	373	864	1147	-	-	1276	-	-
Mov Cap-2 Maneuver	395	373	-	377	373	-	-	-	-	-	-	-
Stage 1	630	665	-	609	613	-	-	-	-	-	-	-
Stage 2	688	606	-	725	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	15	1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	554	391	1276	-
HCM Lane V/C Ratio	0.032	-	-	0.189	0.08	0.005	-
HCM Control Delay (s)	8.2	-	-	13	15	7.8	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0	-



Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	19	23	52	17	9	2	33	229	19	6	231	19
Future Vol, veh/h	19	23	52	17	9	2	33	229	19	6	231	19
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	21	26	58	19	10	2	37	254	21	7	257	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	639	641	276	669	641	275	284	0	0	279	0	0
Stage 1	288	288	-	343	343	-	-	-	-	-	-	-
Stage 2	351	353	-	326	298	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.17	6.52	6.22	4.3	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.17	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.17	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.563	4.018	3.318	2.38	-	-	2.218	-	-
Pot Cap-1 Maneuver	369	393	763	364	393	764	1182	-	-	1284	-	-
Stage 1	688	674	-	662	637	-	-	-	-	-	-	-
Stage 2	636	631	-	676	667	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	346	375	757	308	375	757	1175	-	-	1279	-	-
Mov Cap-2 Maneuver	346	375	-	308	375	-	-	-	-	-	-	-
Stage 1	663	667	-	639	615	-	-	-	-	-	-	-
Stage 2	601	609	-	596	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	16.6	1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1175	-	-	508	342	1279	-	-
HCM Lane V/C Ratio	0.031	-	-	0.206	0.091	0.005	-	-
HCM Control Delay (s)	8.2	-	-	13.9	16.6	7.8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0	-	-

Intersection						
Int Delay, s/veh	5.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	🚗🚗		🚗			🚗
Traffic Vol, veh/h	17	15	7	6	4	8
Future Vol, veh/h	17	15	7	6	4	8
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	17	50	2	2	2
Mvmt Flow	23	20	9	8	5	11

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	36	15	0	0	18
Stage 1	14	-	-	-	-
Stage 2	22	-	-	-	-
Critical Hdwy	6.42	6.37	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.453	-	-	2.218
Pot Cap-1 Maneuver	977	1023	-	-	1599
Stage 1	1009	-	-	-	-
Stage 2	1001	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	972	1021	-	-	1597
Mov Cap-2 Maneuver	972	-	-	-	-
Stage 1	1008	-	-	-	-
Stage 2	997	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	994	1597
HCM Lane V/C Ratio	-	-	0.043	0.003
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	26	0	12	1	229	13	1	252	2
Future Vol, veh/h	1	0	2	26	0	12	1	229	13	1	252	2
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	50	2	10	2	2	7	2
Mvmt Flow	1	0	2	29	0	13	1	254	14	1	280	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	415	556	144	411	550	140	282	0	0	271	0	0
Stage 1	283	283	-	266	266	-	-	-	-	-	-	-
Stage 2	132	273	-	145	284	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.9	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	522	438	877	525	441	750	1277	-	-	1289	-	-
Stage 1	700	676	-	716	687	-	-	-	-	-	-	-
Stage 2	858	683	-	843	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	511	436	874	520	439	746	1277	-	-	1285	-	-
Mov Cap-2 Maneuver	511	436	-	520	439	-	-	-	-	-	-	-
Stage 1	699	675	-	713	684	-	-	-	-	-	-	-
Stage 2	839	680	-	838	674	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	11.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1277	-	-	707	575	1285	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.073	0.001	-	-
HCM Control Delay (s)	7.8	0	-	10.1	11.8	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-



Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	2	26	0	12	1	229	13	1	252	2
Future Vol, veh/h	1	0	2	26	0	12	1	229	13	1	252	2
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	50	2	10	2	2	7	2
Mvmt Flow	1	0	2	29	0	13	1	254	14	1	280	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	556	556	284	553	550	267	282	0	0	271	0	0
Stage 1	283	283	-	266	266	-	-	-	-	-	-	-
Stage 2	273	273	-	287	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.7	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.75	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	442	439	755	444	443	669	1280	-	-	1292	-	-
Stage 1	724	677	-	739	689	-	-	-	-	-	-	-
Stage 2	733	684	-	720	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	431	437	753	440	441	665	1280	-	-	1288	-	-
Mov Cap-2 Maneuver	431	437	-	440	441	-	-	-	-	-	-	-
Stage 1	723	676	-	736	686	-	-	-	-	-	-	-
Stage 2	716	681	-	715	675	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	13	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1280	-	-	603	493	1288	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.086	0.001	-	-
HCM Control Delay (s)	7.8	-	-	11	13	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-



Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	7	42	8	75	15	89	6	150	198	155	136	4
Future Vol, veh/h	7	42	8	75	15	89	6	150	198	155	136	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	10	13	17	2	9	4	3	20	2
Mvmt Flow	8	47	9	83	17	99	7	167	220	172	151	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	846	898	153	816	790	277	155	0	0	387	0	0
Stage 1	497	497	-	291	291	-	-	-	-	-	-	-
Stage 2	349	401	-	525	499	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.54	6.22	7.2	6.63	6.37	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.036	3.318	3.59	4.117	3.453	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	282	277	893	287	310	727	1425	-	-	1166	-	-
Stage 1	555	541	-	700	652	-	-	-	-	-	-	-
Stage 2	667	597	-	522	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	205	235	893	214	263	727	1425	-	-	1166	-	-
Mov Cap-2 Maneuver	205	235	-	214	263	-	-	-	-	-	-	-
Stage 1	552	461	-	696	648	-	-	-	-	-	-	-
Stage 2	558	593	-	396	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.5	22.5	0.1	4.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1425	-	-	257	221	727	1166	-	-
HCM Lane V/C Ratio	0.005	-	-	0.246	0.452	0.136	0.148	-	-
HCM Control Delay (s)	7.5	0	-	23.5	34.1	10.7	8.6	-	-
HCM Lane LOS	A	A	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	2.2	0.5	0.5	-	-



Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	7	42	8	75	15	89	6	150	198	155	136	4
Future Vol, veh/h	7	42	8	75	15	89	6	150	198	155	136	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	100	-	100	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	10	13	17	2	9	4	3	20	2
Mvmt Flow	8	47	9	83	17	99	7	167	220	172	151	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	846	898	153	706	680	167	155	0	0	387	0	0
Stage 1	497	497	-	181	181	-	-	-	-	-	-	-
Stage 2	349	401	-	525	499	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.54	6.22	7.2	6.63	6.37	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.036	3.318	3.59	4.117	3.453	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	282	277	893	340	360	840	1425	-	-	1166	-	-
Stage 1	555	541	-	802	729	-	-	-	-	-	-	-
Stage 2	667	597	-	522	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	211	235	893	253	305	840	1425	-	-	1166	-	-
Mov Cap-2 Maneuver	211	235	-	253	305	-	-	-	-	-	-	-
Stage 1	552	461	-	798	725	-	-	-	-	-	-	-
Stage 2	572	594	-	396	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.4	18.6	0.1	4.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1425	-	-	258	260	840	1166	-	-
HCM Lane V/C Ratio	0.005	-	-	0.245	0.385	0.118	0.148	-	-
HCM Control Delay (s)	7.5	-	-	23.4	27.2	9.9	8.6	-	-
HCM Lane LOS	A	-	-	C	D	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	1.7	0.4	0.5	-	-



Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	4	58	5	12	44	2	2	4	14	1	3	3
Future Vol, veh/h	4	58	5	12	44	2	2	4	14	1	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	64	6	13	49	2	2	4	16	1	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	70	0	0	154	152	67	161	154	50
Stage 1	-	-	-	-	-	-	75	75	-	76	76	-
Stage 2	-	-	-	-	-	-	79	77	-	85	78	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1555	-	-	1531	-	-	813	740	997	804	738	1018
Stage 1	-	-	-	-	-	-	934	833	-	933	832	-
Stage 2	-	-	-	-	-	-	930	831	-	923	830	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1555	-	-	1531	-	-	800	731	997	781	729	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	800	731	-	781	729	-
Stage 1	-	-	-	-	-	-	931	831	-	930	825	-
Stage 2	-	-	-	-	-	-	915	824	-	901	828	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.5	9.1	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	909	1555	-	-	1531	-	-	839
HCM Lane V/C Ratio	0.024	0.003	-	-	0.009	-	-	0.009
HCM Control Delay (s)	9.1	7.3	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

**Intersection**

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	18	62	24	18	7	67	292	22	7	338	20
Future Vol, veh/h	17	18	62	24	18	7	67	292	22	7	338	20
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	19	20	68	26	20	8	74	321	24	8	371	22

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	724	898	204	701
Stage 1	401	401	-	485
Stage 2	323	497	-	216
Critical Hdwy	7.68	6.68	6.98	7.54
Critical Hdwy Stg 1	6.68	5.68	-	6.54
Critical Hdwy Stg 2	6.68	5.68	-	6.54
Follow-up Hdwy	3.59	4.09	3.34	3.52
Pot Cap-1 Maneuver	300	265	797	325
Stage 1	578	582	-	532
Stage 2	644	526	-	766
Platoon blocked, %				
Mov Cap-1 Maneuver	259	240	792	258
Mov Cap-2 Maneuver	259	240	-	258
Stage 1	531	575	-	488
Stage 2	562	482	-	667

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	20.7	1.6	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1156	-	-	443	283	1101	-	-
HCM Lane V/C Ratio	0.064	-	-	0.241	0.19	0.007	-	-
HCM Control Delay (s)	8.3	0.2	-	15.7	20.7	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.7	0	-	-



Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	17	18	62	24	18	7	67	292	22	7	338	20
Future Vol, veh/h	17	18	62	24	18	7	67	292	22	7	338	20
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	19	20	68	26	20	8	74	321	24	8	371	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	724	898	204	701	897	181	396	0	0	349	0	0
Stage 1	401	401	-	485	485	-	-	-	-	-	-	-
Stage 2	323	497	-	216	412	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	6.98	7.54	6.54	6.94	4.14	-	-	4.44	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.34	3.52	4.02	3.32	2.22	-	-	2.37	-	-
Pot Cap-1 Maneuver	300	265	797	325	278	831	1159	-	-	1105	-	-
Stage 1	578	582	-	532	550	-	-	-	-	-	-	-
Stage 2	644	526	-	766	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	263	245	792	262	257	825	1156	-	-	1101	-	-
Mov Cap-2 Maneuver	263	245	-	262	257	-	-	-	-	-	-	-
Stage 1	539	576	-	496	513	-	-	-	-	-	-	-
Stage 2	572	490	-	669	587	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	20.4	1.5	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1156	-	-	448	288	1101	-	-
HCM Lane V/C Ratio	0.064	-	-	0.238	0.187	0.007	-	-
HCM Control Delay (s)	8.3	-	-	15.5	20.4	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.7	0	-	-



Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	18	62	24	18	7	67	292	22	7	338	20
Future Vol, veh/h	17	18	62	24	18	7	67	292	22	7	338	20
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	19	20	68	26	20	8	74	321	24	8	371	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	900	898	389	931	897	341	396	0	0	349	0	0
Stage 1	401	401	-	485	485	-	-	-	-	-	-	-
Stage 2	499	497	-	446	412	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.24	7.12	6.52	6.22	4.12	-	-	4.27	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.336	3.518	4.018	3.318	2.218	-	-	2.353	-	-
Pot Cap-1 Maneuver	252	272	655	247	279	701	1163	-	-	1131	-	-
Stage 1	612	589	-	563	552	-	-	-	-	-	-	-
Stage 2	541	533	-	591	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	221	251	651	195	258	696	1160	-	-	1127	-	-
Mov Cap-2 Maneuver	221	251	-	195	258	-	-	-	-	-	-	-
Stage 1	572	583	-	525	514	-	-	-	-	-	-	-
Stage 2	480	497	-	506	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.3	24.2	1.5	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1160	-	-	398	241	1127	-	-
HCM Lane V/C Ratio	0.063	-	-	0.268	0.223	0.007	-	-
HCM Control Delay (s)	8.3	-	-	17.3	24.2	8.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.8	0	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	16	12	8	24	15	6
Future Vol, veh/h	16	12	8	24	15	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	14	9	28	18	7

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	66	23	0	0	37
Stage 1	23	-	-	-	-
Stage 2	43	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	939	1054	-	-	1574
Stage 1	1000	-	-	-	-
Stage 2	979	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	929	1054	-	-	1574
Mov Cap-2 Maneuver	929	-	-	-	-
Stage 1	1000	-	-	-	-
Stage 2	968	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	5.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	979	1574
HCM Lane V/C Ratio	-	-	0.034	0.011
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕↕			↕↕		
Traffic Vol, veh/h	3	0	5	27	0	6	4	369	25	3	400	1
Future Vol, veh/h	3	0	5	27	0	6	4	369	25	3	400	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	11	2	2	2	6	2	2	5	2
Mvmt Flow	3	0	6	30	0	7	4	410	28	3	444	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	666	899	224	661	885	221	446	0	0	439	0	0
Stage 1	452	452	-	433	433	-	-	-	-	-	-	-
Stage 2	214	447	-	228	452	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.72	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.61	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	345	277	779	331	282	783	1111	-	-	1117	-	-
Stage 1	557	569	-	548	580	-	-	-	-	-	-	-
Stage 2	768	572	-	729	569	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	339	274	778	326	279	782	1110	-	-	1116	-	-
Mov Cap-2 Maneuver	339	274	-	326	279	-	-	-	-	-	-	-
Stage 1	554	566	-	545	577	-	-	-	-	-	-	-
Stage 2	757	569	-	721	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	16	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1110	-	-	524	365	1116	-	-
HCM Lane V/C Ratio	0.004	-	-	0.017	0.1	0.003	-	-
HCM Control Delay (s)	8.3	0	-	12	16	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-



Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	5	27	0	6	4	369	25	3	400	1
Future Vol, veh/h	3	0	5	27	0	6	4	369	25	3	400	1
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	11	2	2	2	6	2	2	5	2
Mvmt Flow	3	0	6	30	0	7	4	410	28	3	444	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	889	899	446	887	885	426	446	0	0	439	0	0
Stage 1	452	452	-	433	433	-	-	-	-	-	-	-
Stage 2	437	447	-	454	452	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.21	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.21	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.21	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.599	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	264	279	612	255	284	628	1114	-	-	1121	-	-
Stage 1	587	570	-	584	582	-	-	-	-	-	-	-
Stage 2	598	573	-	569	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	260	276	611	251	281	627	1113	-	-	1120	-	-
Mov Cap-2 Maneuver	260	276	-	251	281	-	-	-	-	-	-	-
Stage 1	584	568	-	581	579	-	-	-	-	-	-	-
Stage 2	589	570	-	562	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	19.7	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1113	-	-	406	282	1120	-
HCM Lane V/C Ratio	0.004	-	-	0.022	0.13	0.003	-
HCM Control Delay (s)	8.2	-	-	14.1	19.7	8.2	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-



Intersection												
Int Delay, s/veh	46.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	5	23	11	217	53	173	9	210	105	128	231	4
Future Vol, veh/h	5	23	11	217	53	173	9	210	105	128	231	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	2	12	6	5	6	2
Mvmt Flow	5	25	12	236	58	188	10	228	114	139	251	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	959	893	253	855	838	285	255	0	0	342	0	0
Stage 1	531	531	-	305	305	-	-	-	-	-	-	-
Stage 2	428	362	-	550	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	237	281	786	277	302	754	1310	-	-	1200	-	-
Stage 1	532	526	-	702	662	-	-	-	-	-	-	-
Stage 2	605	625	-	518	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	134	246	786	~228	264	754	1310	-	-	1200	-	-
Mov Cap-2 Maneuver	134	246	-	~228	264	-	-	-	-	-	-	-
Stage 1	527	465	-	695	655	-	-	-	-	-	-	-
Stage 2	410	619	-	427	464	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	118.4	0.2	3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1310	-	-	269	234	754	1200	-	-
HCM Lane V/C Ratio	0.007	-	-	0.158	1.254	0.249	0.116	-	-
HCM Control Delay (s)	7.8	0	-	20.9	186.9	11.4	8.4	-	-
HCM Lane LOS	A	A	-	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	14.8	1	0.4	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



Intersection												
Int Delay, s/veh	36.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	5	23	11	217	53	173	9	210	105	128	231	4
Future Vol, veh/h	5	23	11	217	53	173	9	210	105	128	231	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	100	-	100	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	2	12	6	5	6	2
Mvmt Flow	5	25	12	236	58	188	10	228	114	139	251	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	959	893	253	798	781	228	255	0	0	342	0	0
Stage 1	531	531	-	248	248	-	-	-	-	-	-	-
Stage 2	428	362	-	550	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	237	281	786	303	326	811	1310	-	-	1200	-	-
Stage 1	532	526	-	754	701	-	-	-	-	-	-	-
Stage 2	605	625	-	518	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	140	246	786	250	286	811	1310	-	-	1200	-	-
Mov Cap-2 Maneuver	140	246	-	250	286	-	-	-	-	-	-	-
Stage 1	528	465	-	748	695	-	-	-	-	-	-	-
Stage 2	423	620	-	427	464	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	91.6	0.2	3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1310	-	-	272	256	811	1200	-	-
HCM Lane V/C Ratio	0.007	-	-	0.156	1.146	0.232	0.116	-	-
HCM Control Delay (s)	7.8	-	-	20.7	143.3	10.8	8.4	-	-
HCM Lane LOS	A	-	-	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	13.1	0.9	0.4	-	-



Intersection				
Intersection Delay, s/veh	6.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	199	394	327
Demand Flow Rate, veh/h	66	226	418	362
Vehicles Circulating, veh/h	449	197	234	117
Vehicles Exiting, veh/h	30	455	281	306
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	5.5	7.6	6.1
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	66	226	418	362
Cap Entry Lane, veh/h	873	1129	1087	1225
Entry HV Adj Factor	0.971	0.880	0.943	0.903
Flow Entry, veh/h	64	199	394	327
Cap Entry, veh/h	848	993	1024	1106
V/C Ratio	0.076	0.200	0.385	0.296
Control Delay, s/veh	5.0	5.5	7.6	6.1
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	1

HCM 6th Signalized Intersection Summary  
5: US 95 & SH 19





















Mitigation  
2026 Background AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	42	8	75	15	89	6	150	198	155	136	4
Future Volume (veh/h)	7	42	8	75	15	89	6	150	198	155	136	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1841	1752	1707	1707	1870	1767	1767	1856	1604	1604
Adj Flow Rate, veh/h	8	47	9	83	17	99	7	167	220	172	151	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	4	10	13	13	2	9	9	3	20	20
Cap, veh/h	248	139	27	322	32	187	521	208	275	383	605	16
Arrive On Green	0.01	0.09	0.09	0.07	0.15	0.15	0.01	0.30	0.30	0.10	0.39	0.39
Sat Flow, veh/h	1781	1501	288	1668	217	1263	1781	692	911	1767	1555	41
Grp Volume(v), veh/h	8	0	56	83	0	116	7	0	387	172	0	155
Grp Sat Flow(s),veh/h/ln	1781	0	1789	1668	0	1480	1781	0	1603	1767	0	1596
Q Serve(g_s), s	0.2	0.0	1.6	2.4	0.0	3.9	0.1	0.0	12.0	3.4	0.0	3.6
Cycle Q Clear(g_c), s	0.2	0.0	1.6	2.4	0.0	3.9	0.1	0.0	12.0	3.4	0.0	3.6
Prop In Lane	1.00		0.16	1.00		0.85	1.00		0.57	1.00		0.03
Lane Grp Cap(c), veh/h	248	0	165	322	0	219	521	0	483	383	0	621
V/C Ratio(X)	0.03	0.00	0.34	0.26	0.00	0.53	0.01	0.00	0.80	0.45	0.00	0.25
Avail Cap(c_a), veh/h	525	0	793	490	0	656	800	0	1450	668	0	1592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	23.0	20.2	0.0	21.3	12.9	0.0	17.4	12.2	0.0	11.2
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.4	0.0	2.0	0.0	0.0	3.1	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	1.2	1.6	0.0	2.5	0.1	0.0	6.7	1.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	24.2	20.6	0.0	23.3	12.9	0.0	20.6	13.0	0.0	11.4
LnGrp LOS	C	A	C	C	A	C	B	A	C	B	A	B
Approach Vol, veh/h		64			199			394			327	
Approach Delay, s/veh		23.9			22.2			20.4			12.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	14.0	6.5	27.1	9.6	11.0	11.3	22.3				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	24.0	9.0	54.0	9.0	24.0	14.0	49.0				
Max Q Clear Time (g_c+I1), s	2.2	5.9	2.1	5.6	4.4	3.6	5.4	14.0				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.8	0.1	0.2	0.3	2.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.3									
HCM 6th LOS			B									



HCM2000 Intersection v/c  
5: US 95 & SH 19

Mitigation  
2026 Background AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	42	8	75	15	89	6	150	198	155	136	4
Future Volume (vph)	7	42	8	75	15	89	6	150	198	155	136	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flt	1.00	0.98		1.00	0.87		1.00	0.91		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1788		1641	1423		1770	1637		1752	1583	
Flt Permitted	0.68	1.00		0.49	1.00		0.66	1.00		0.28	1.00	
Satd. Flow (perm)	1271	1788		847	1423		1227	1637		508	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	47	9	83	17	99	7	167	220	172	151	4
RTOR Reduction (vph)	0	6	0	0	78	0	0	46	0	0	1	0
Lane Group Flow (vph)	8	50	0	83	38	0	7	341	0	172	154	0
Heavy Vehicles (%)	2%	4%	2%	10%	13%	17%	2%	9%	4%	3%	20%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	12.3	11.3		22.9	16.6		25.2	24.3		42.1	35.2	
Effective Green, g (s)	12.3	11.3		22.9	16.6		25.2	24.3		42.1	35.2	
Actuated g/C Ratio	0.16	0.15		0.29	0.21		0.32	0.31		0.54	0.45	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	207	260		314	304		404	511		464	717	
v/s Ratio Prot	0.00	0.03		c0.02	0.03		0.00	c0.21		c0.06	0.10	
v/s Ratio Perm	0.01			c0.06			0.01			0.14		
v/c Ratio	0.04	0.19		0.26	0.13		0.02	0.67		0.37	0.22	
Uniform Delay, d1	27.6	29.2		20.5	24.7		17.8	23.2		10.7	12.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.4		0.5	0.2		0.0	3.3		0.5	0.2	
Delay (s)	27.7	29.6		21.0	24.9		17.8	26.5		11.2	13.0	
Level of Service	C	C		C	C		B	C		B	B	
Approach Delay (s)		29.3			23.3			26.3			12.1	
Approach LOS		C			C			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			21.2				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			77.7				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			54.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection				
Intersection Delay, s/veh	8.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	42	482	352	394
Demand Flow Rate, veh/h	43	494	386	416
Vehicles Circulating, veh/h	655	270	176	312
Vehicles Exiting, veh/h	73	292	521	452
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	9.0	6.8	8.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	43	494	386	416
Cap Entry Lane, veh/h	707	1048	1153	1004
Entry HV Adj Factor	0.988	0.975	0.911	0.947
Flow Entry, veh/h	42	482	352	394
Cap Entry, veh/h	699	1022	1051	951
V/C Ratio	0.061	0.472	0.335	0.414
Control Delay, s/veh	5.8	9.0	6.8	8.5
LOS	A	A	A	A
95th %tile Queue, veh	0	3	1	2



HCM 6th Signalized Intersection Summary  
5: US 95 & SH 19





















Mitigation  
2026 Background PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	23	11	217	53	173	9	210	105	128	231	4
Future Volume (veh/h)	5	23	11	217	53	173	9	210	105	128	231	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1722	1722	1826	1811	1811
Adj Flow Rate, veh/h	5	25	12	236	58	188	10	228	114	139	251	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	2	2	2	12	12	5	6	6
Cap, veh/h	234	103	50	483	90	291	400	284	142	338	594	9
Arrive On Green	0.01	0.09	0.09	0.15	0.23	0.23	0.01	0.26	0.26	0.08	0.33	0.33
Sat Flow, veh/h	1781	1194	573	1767	388	1257	1781	1083	542	1739	1778	28
Grp Volume(v), veh/h	5	0	37	236	0	246	10	0	342	139	0	255
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1767	0	1644	1781	0	1625	1739	0	1806
Q Serve(g_s), s	0.1	0.0	1.1	6.5	0.0	7.8	0.2	0.0	11.4	3.3	0.0	6.3
Cycle Q Clear(g_c), s	0.1	0.0	1.1	6.5	0.0	7.8	0.2	0.0	11.4	3.3	0.0	6.3
Prop In Lane	1.00		0.32	1.00		0.76	1.00		0.33	1.00		0.02
Lane Grp Cap(c), veh/h	234	0	153	483	0	380	400	0	427	338	0	603
V/C Ratio(X)	0.02	0.00	0.24	0.49	0.00	0.65	0.03	0.00	0.80	0.41	0.00	0.42
Avail Cap(c_a), veh/h	500	0	734	796	0	967	654	0	1096	612	0	1374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	24.6	17.8	0.0	20.1	15.3	0.0	19.9	14.6	0.0	14.9
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.8	0.0	1.9	0.0	0.0	3.5	0.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.8	4.4	0.0	5.2	0.1	0.0	6.9	1.9	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	25.4	18.5	0.0	21.9	15.3	0.0	23.5	15.4	0.0	15.4
LnGrp LOS	C	A	C	B	A	C	B	A	C	B	A	B
Approach Vol, veh/h		42			482			352			394	
Approach Delay, s/veh		25.3			20.3			23.2			15.4	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.4	19.4	6.7	25.3	14.8	11.0	10.9	21.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	34.0	9.0	44.0	19.0	24.0	14.0	39.0				
Max Q Clear Time (g_c+I1), s	2.1	9.8	2.2	8.3	8.5	3.1	5.3	13.4				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.3	0.5	0.1	0.2	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.7								
HCM 6th LOS				B								



HCM2000 Intersection v/c  
5: US 95 & SH 19

Mitigation  
2026 Background PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	23	11	217	53	173	9	210	105	128	231	4
Future Volume (vph)	5	23	11	217	53	173	9	210	105	128	231	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.89		1.00	0.95		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1772		1752	1649		1770	1641		1719	1789	
Flt Permitted	0.61	1.00		0.49	1.00		0.60	1.00		0.30	1.00	
Satd. Flow (perm)	1129	1772		906	1649		1120	1641		536	1789	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	25	12	236	58	188	10	228	114	139	251	4
RTOR Reduction (vph)	0	10	0	0	95	0	0	16	0	0	1	0
Lane Group Flow (vph)	5	27	0	236	151	0	10	326	0	139	254	0
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	12%	6%	5%	6%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	13.2	12.2		33.4	26.4		26.5	25.5		42.7	35.7	
Effective Green, g (s)	13.2	12.2		33.4	26.4		26.5	25.5		42.7	35.7	
Actuated g/C Ratio	0.15	0.14		0.38	0.30		0.30	0.29		0.48	0.41	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	176	245		489	494		344	474		410	724	
v/s Ratio Prot	0.00	0.02		c0.08	0.09		0.00	c0.20		c0.04	c0.14	
v/s Ratio Perm	0.00			c0.10			0.01			0.12		
v/c Ratio	0.03	0.11		0.48	0.31		0.03	0.69		0.34	0.35	
Uniform Delay, d1	31.9	33.2		19.9	23.8		21.7	27.8		14.1	18.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.8	0.4		0.0	4.1		0.5	0.3	
Delay (s)	32.0	33.4		20.6	24.1		21.7	31.9		14.6	18.5	
Level of Service	C	C		C	C		C	C		B	B	
Approach Delay (s)		33.2			22.4			31.6			17.1	
Approach LOS		C			C			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay	23.7		HCM 2000 Level of Service		C							
HCM 2000 Volume to Capacity ratio	0.58											
Actuated Cycle Length (s)	88.1		Sum of lost time (s)		24.0							
Intersection Capacity Utilization	58.2%		ICU Level of Service		B							
Analysis Period (min)	15											
c Critical Lane Group												



## **APPENDIX E: 2026 Total Synchro Reports**

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	43	4	5	27	5	6	8	10	3	2	3
Future Vol, veh/h	3	43	4	5	27	5	6	8	10	3	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	3	2	2	6	2	2	14	2	2	2	2
Mvmt Flow	3	46	4	5	29	5	6	9	11	3	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	50	0	0	98	98	48	106	98	32
Stage 1	-	-	-	-	-	-	54	54	-	42	42	-
Stage 2	-	-	-	-	-	-	44	44	-	64	56	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.64	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.64	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.64	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.126	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1578	-	-	1557	-	-	884	770	1021	873	792	1042
Stage 1	-	-	-	-	-	-	958	827	-	972	860	-
Stage 2	-	-	-	-	-	-	970	835	-	947	848	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1578	-	-	1557	-	-	876	766	1021	853	788	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	876	766	-	853	788	-
Stage 1	-	-	-	-	-	-	956	825	-	970	857	-
Stage 2	-	-	-	-	-	-	962	832	-	926	846	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1	9.2	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	886	1578	-	-	1557	-	-	895
HCM Lane V/C Ratio	0.029	0.002	-	-	0.003	-	-	0.01
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	23	52	19	9	2	34	237	25	6	233	19
Future Vol, veh/h	19	23	52	19	9	2	34	237	25	6	233	19
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	21	26	58	21	10	2	38	263	28	7	259	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	509	661	148	516	657	156	286	0	0	295	0	0
Stage 1	290	290	-	357	357	-	-	-	-	-	-	-
Stage 2	219	371	-	159	300	-	-	-	-	-	-	-
Critical Hdwy	7.84	6.54	6.94	7.64	6.54	6.94	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.57	4.02	3.32	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	415	381	872	431	383	862	1152	-	-	1263	-	-
Stage 1	653	671	-	620	627	-	-	-	-	-	-	-
Stage 2	722	618	-	813	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	386	360	865	365	362	854	1145	-	-	1258	-	-
Mov Cap-2 Maneuver	386	360	-	365	362	-	-	-	-	-	-	-
Stage 1	624	662	-	593	599	-	-	-	-	-	-	-
Stage 2	676	591	-	723	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	15.4	1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1145	-	-	543	379	1258	-	-
HCM Lane V/C Ratio	0.033	-	-	0.192	0.088	0.005	-	-
HCM Control Delay (s)	8.3	0.1	-	13.2	15.4	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0	-	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	23	52	19	9	2	34	237	25	6	233	19
Future Vol, veh/h	19	23	52	19	9	2	34	237	25	6	233	19
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	21	26	58	21	10	2	38	263	28	7	259	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	509	661	148	516	657	156	286	0	0	295	0	0
Stage 1	290	290	-	357	357	-	-	-	-	-	-	-
Stage 2	219	371	-	159	300	-	-	-	-	-	-	-
Critical Hdwy	7.84	6.54	6.94	7.64	6.54	6.94	4.5	-	-	4.14	-	-
Critical Hdwy Stg 1	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	5.54	-	6.64	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.67	4.02	3.32	3.57	4.02	3.32	2.4	-	-	2.22	-	-
Pot Cap-1 Maneuver	415	381	872	431	383	862	1152	-	-	1263	-	-
Stage 1	653	671	-	620	627	-	-	-	-	-	-	-
Stage 2	722	618	-	813	664	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	389	363	865	367	365	854	1145	-	-	1258	-	-
Mov Cap-2 Maneuver	389	363	-	367	365	-	-	-	-	-	-	-
Stage 1	628	663	-	597	604	-	-	-	-	-	-	-
Stage 2	681	595	-	724	656	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		15.4		0.9		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1145	-	-	545	381	1258	-	-
HCM Lane V/C Ratio	0.033	-	-	0.192	0.087	0.005	-	-
HCM Control Delay (s)	8.3	-	-	13.2	15.4	7.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0	-	-



Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	19	23	52	19	9	2	34	237	25	6	233	19
Future Vol, veh/h	19	23	52	19	9	2	34	237	25	6	233	19
Conflicting Peds, #/hr	6	0	2	0	0	4	2	0	0	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	7	2	2	20	16	2	2	17	15
Mvmt Flow	21	26	58	21	10	2	38	263	28	7	259	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	655	661	278	685	657	287	286	0	0	295	0	0
Stage 1	290	290	-	357	357	-	-	-	-	-	-	-
Stage 2	365	371	-	328	300	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.17	6.52	6.22	4.3	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.17	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.17	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.563	4.018	3.318	2.38	-	-	2.218	-	-
Pot Cap-1 Maneuver	359	383	761	356	385	752	1180	-	-	1266	-	-
Stage 1	686	672	-	650	628	-	-	-	-	-	-	-
Stage 2	624	620	-	674	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	336	365	755	300	367	745	1173	-	-	1261	-	-
Mov Cap-2 Maneuver	336	365	-	300	367	-	-	-	-	-	-	-
Stage 1	660	664	-	627	605	-	-	-	-	-	-	-
Stage 2	589	598	-	594	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	17.1	0.9	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1173	-	-	499	331	1261	-	-
HCM Lane V/C Ratio	0.032	-	-	0.209	0.101	0.005	-	-
HCM Control Delay (s)	8.2	-	-	14.1	17.1	7.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0	-	-

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	19	19	7	7	5	8
Future Vol, veh/h	19	19	7	7	5	8
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	17	50	2	2	2
Mvmt Flow	25	25	9	9	7	11

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	41	16	0	0	19
Stage 1	15	-	-	-	-
Stage 2	26	-	-	-	-
Critical Hdwy	6.42	6.37	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.453	-	-	2.218
Pot Cap-1 Maneuver	970	1021	-	-	1597
Stage 1	1008	-	-	-	-
Stage 2	997	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	964	1019	-	-	1595
Mov Cap-2 Maneuver	964	-	-	-	-
Stage 1	1007	-	-	-	-
Stage 2	992	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	991	1595
HCM Lane V/C Ratio	-	-	0.051	0.004
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0



Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	16	0	35	26	0	12	11	229	13	1	252	6
Future Vol, veh/h	16	0	35	26	0	12	11	229	13	1	252	6
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	50	2	10	2	2	7	2
Mvmt Flow	18	0	39	29	0	13	12	254	14	1	280	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	440	581	147	433	577	140	287	0	0	271	0	0
Stage 1	286	286	-	288	288	-	-	-	-	-	-	-
Stage 2	154	295	-	145	289	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.9	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	424	873	507	426	750	1272	-	-	1289	-	-
Stage 1	697	674	-	695	672	-	-	-	-	-	-	-
Stage 2	833	668	-	843	672	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	486	418	871	477	420	746	1272	-	-	1285	-	-
Mov Cap-2 Maneuver	486	418	-	477	420	-	-	-	-	-	-	-
Stage 1	689	673	-	685	663	-	-	-	-	-	-	-
Stage 2	807	659	-	802	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	12.3	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	698	538	1285	-	-
HCM Lane V/C Ratio	0.01	-	-	0.081	0.078	0.001	-	-
HCM Control Delay (s)	7.9	0	-	10.6	12.3	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Vol, veh/h	16	0	35	26	0	12	11	229	13	1	252	6
Future Vol, veh/h	16	0	35	26	0	12	11	229	13	1	252	6
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	50	2	10	2	2	7	2
Mvmt Flow	18	0	39	29	0	13	12	254	14	1	280	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	581	581	287	596	577	267	287	0	0	271	0	0
Stage 1	286	286	-	288	288	-	-	-	-	-	-	-
Stage 2	295	295	-	308	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.7	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.75	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	425	425	752	415	427	669	1275	-	-	1292	-	-
Stage 1	721	675	-	720	674	-	-	-	-	-	-	-
Stage 2	713	669	-	702	673	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	412	419	750	388	421	665	1275	-	-	1288	-	-
Mov Cap-2 Maneuver	412	419	-	388	421	-	-	-	-	-	-	-
Stage 1	715	674	-	711	666	-	-	-	-	-	-	-
Stage 2	690	661	-	663	672	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	13.9	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1275	-	-	596	447	1288	-	-
HCM Lane V/C Ratio	0.01	-	-	0.095	0.094	0.001	-	-
HCM Control Delay (s)	7.9	-	-	11.7	13.9	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-



Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗		↕		↕	↗	↘
Traffic Vol, veh/h	7	42	8	75	15	97	6	152	198	182	141	5
Future Vol, veh/h	7	42	8	75	15	97	6	152	198	182	141	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	10	13	17	2	9	4	3	20	2
Mvmt Flow	8	47	9	83	17	108	7	169	220	202	157	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	920	967	160	885	860	279	163	0	0	389	0	0
Stage 1	564	564	-	293	293	-	-	-	-	-	-	-
Stage 2	356	403	-	592	567	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.54	6.22	7.2	6.63	6.37	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.54	-	6.2	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.036	3.318	3.59	4.117	3.453	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	251	252	885	257	282	725	1416	-	-	1164	-	-
Stage 1	510	505	-	698	651	-	-	-	-	-	-	-
Stage 2	661	596	-	479	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	174	207	885	182	231	725	1416	-	-	1164	-	-
Mov Cap-2 Maneuver	174	207	-	182	231	-	-	-	-	-	-	-
Stage 1	506	417	-	693	646	-	-	-	-	-	-	-
Stage 2	544	592	-	348	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	26.6	0.1	4.9
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1416	-	-	226	189	725	1164	-	-
HCM Lane V/C Ratio	0.005	-	-	0.28	0.529	0.149	0.174	-	-
HCM Control Delay (s)	7.6	0	-	27	43.6	10.8	8.7	-	-
HCM Lane LOS	A	A	-	D	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	2.7	0.5	0.6	-	-

Intersection				
Intersection Delay, s/veh	6.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	208	396	365
Demand Flow Rate, veh/h	66	236	420	402
Vehicles Circulating, veh/h	487	199	265	117
Vehicles Exiting, veh/h	32	486	288	318
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.2	5.6	8.0	6.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	66	236	420	402
Cap Entry Lane, veh/h	840	1126	1053	1225
Entry HV Adj Factor	0.971	0.881	0.942	0.907
Flow Entry, veh/h	64	208	396	365
Cap Entry, veh/h	816	992	992	1111
V/C Ratio	0.079	0.210	0.399	0.328
Control Delay, s/veh	5.2	5.6	8.0	6.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	1



HCM 6th Signalized Intersection Summary  
5: US 95 & SH 19

2026 Total  
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	42	8	75	15	97	6	152	198	182	141	5
Future Volume (veh/h)	7	42	8	75	15	97	6	152	198	182	141	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1841	1752	1707	1707	1870	1767	1767	1856	1604	1604
Adj Flow Rate, veh/h	8	47	9	83	17	108	7	169	220	202	157	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	4	10	13	13	2	9	9	3	20	20
Cap, veh/h	232	136	26	316	29	185	515	210	273	400	616	24
Arrive On Green	0.01	0.09	0.09	0.07	0.15	0.15	0.01	0.30	0.30	0.11	0.40	0.40
Sat Flow, veh/h	1781	1501	288	1668	201	1277	1781	697	907	1767	1534	59
Grp Volume(v), veh/h	8	0	56	83	0	125	7	0	389	202	0	163
Grp Sat Flow(s),veh/h/ln	1781	0	1789	1668	0	1478	1781	0	1603	1767	0	1593
Q Serve(g_s), s	0.2	0.0	1.6	2.4	0.0	4.4	0.2	0.0	12.4	4.0	0.0	3.8
Cycle Q Clear(g_c), s	0.2	0.0	1.6	2.4	0.0	4.4	0.2	0.0	12.4	4.0	0.0	3.8
Prop In Lane	1.00		0.16	1.00		0.86	1.00		0.57	1.00		0.04
Lane Grp Cap(c), veh/h	232	0	162	316	0	214	515	0	483	400	0	639
V/C Ratio(X)	0.03	0.00	0.35	0.26	0.00	0.58	0.01	0.00	0.81	0.51	0.00	0.26
Avail Cap(c_a), veh/h	504	0	776	479	0	641	789	0	1421	654	0	1556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	23.6	20.8	0.0	22.1	13.2	0.0	17.8	12.1	0.0	11.0
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.4	0.0	2.5	0.0	0.0	3.2	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	1.3	1.6	0.0	2.8	0.1	0.0	7.0	2.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	24.9	21.2	0.0	24.6	13.2	0.0	21.0	13.0	0.0	11.3
LnGrp LOS	C	A	C	C	A	C	B	A	C	B	A	B
Approach Vol, veh/h		64			208			396			365	
Approach Delay, s/veh		24.6			23.2			20.9			12.2	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	14.0	6.5	28.2	9.6	11.0	12.0	22.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	24.0	9.0	54.0	9.0	24.0	14.0	49.0				
Max Q Clear Time (g_c+I1), s	2.2	6.4	2.2	5.8	4.4	3.6	6.0	14.4				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.8	0.1	0.2	0.3	2.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									



HCM2000 Intersection v/c  
5: US 95 & SH 19

2026 Total  
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	42	8	75	15	97	6	152	198	182	141	5
Future Volume (vph)	7	42	8	75	15	97	6	152	198	182	141	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.87		1.00	0.92		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1788		1641	1420		1770	1638		1752	1583	
Flt Permitted	0.68	1.00		0.49	1.00		0.65	1.00		0.27	1.00	
Satd. Flow (perm)	1261	1788		847	1420		1218	1638		505	1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	47	9	83	17	108	7	169	220	202	157	6
RTOR Reduction (vph)	0	6	0	0	85	0	0	45	0	0	1	0
Lane Group Flow (vph)	8	50	0	83	40	0	7	344	0	202	162	0
Heavy Vehicles (%)	2%	4%	2%	10%	13%	17%	2%	9%	4%	3%	20%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	12.3	11.3		22.9	16.6		25.6	24.7		43.1	36.2	
Effective Green, g (s)	12.3	11.3		22.9	16.6		25.6	24.7		43.1	36.2	
Actuated g/C Ratio	0.16	0.14		0.29	0.21		0.33	0.31		0.55	0.46	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	203	256		310	299		402	514		473	728	
v/s Ratio Prot	0.00	0.03		c0.02	0.03		0.00	c0.21		c0.07	0.10	
v/s Ratio Perm	0.01			c0.06			0.01			0.17		
v/c Ratio	0.04	0.20		0.27	0.13		0.02	0.67		0.43	0.22	
Uniform Delay, d1	28.1	29.7		21.0	25.2		18.0	23.4		10.9	12.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.4		0.5	0.2		0.0	3.3		0.6	0.2	
Delay (s)	28.2	30.1		21.5	25.4		18.0	26.7		11.5	12.9	
Level of Service	C	C		C	C		B	C		B	B	
Approach Delay (s)		29.8			23.8			26.6			12.1	
Approach LOS		C			C			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			21.1			HCM 2000 Level of Service	C					
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			78.7			Sum of lost time (s)	24.0					
Intersection Capacity Utilization			56.0%			ICU Level of Service	B					
Analysis Period (min)			15									
c Critical Lane Group												



**Intersection**

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		🔄			🔄			🔄			🔄	
Traffic Vol, veh/h	4	59	9	12	45	2	4	4	14	1	3	3
Future Vol, veh/h	4	59	9	12	45	2	4	4	14	1	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	66	10	13	50	2	4	4	16	1	3	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	52	0	0	76
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1554	-	-	1523
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1554	-	-	1523
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.5	9.2	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	892	1554	-	-	1523	-	-	834
HCM Lane V/C Ratio	0.027	0.003	-	-	0.009	-	-	0.009
HCM Control Delay (s)	9.2	7.3	0	-	7.4	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	18	63	29	18	7	68	297	26	7	346	20
Future Vol, veh/h	17	18	63	29	18	7	68	297	26	7	346	20
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	19	20	69	32	20	8	75	326	29	8	380	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	737	919	208	715	916	186	405	0	0	359	0	0
Stage 1	410	410	-	495	495	-	-	-	-	-	-	-
Stage 2	327	509	-	220	421	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	6.98	7.54	6.54	6.94	4.14	-	-	4.44	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.34	3.52	4.02	3.32	2.22	-	-	2.37	-	-
Pot Cap-1 Maneuver	294	258	792	318	271	824	1150	-	-	1095	-	-
Stage 1	571	577	-	525	544	-	-	-	-	-	-	-
Stage 2	641	519	-	762	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	253	233	787	251	245	818	1147	-	-	1091	-	-
Mov Cap-2 Maneuver	253	233	-	251	245	-	-	-	-	-	-	-
Stage 1	522	570	-	480	497	-	-	-	-	-	-	-
Stage 2	558	474	-	662	580	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	21.8	1.6	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	437	273	1091	-	-
HCM Lane V/C Ratio	0.065	-	-	0.246	0.217	0.007	-	-
HCM Control Delay (s)	8.4	0.2	-	15.9	21.8	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.8	0	-	-



Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	18	63	29	18	7	68	297	26	7	346	20
Future Vol, veh/h	17	18	63	29	18	7	68	297	26	7	346	20
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	19	20	69	32	20	8	75	326	29	8	380	22

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	737	919	208	715
Stage 1	410	410	-	495
Stage 2	327	509	-	220
Critical Hdwy	7.68	6.68	6.98	7.54
Critical Hdwy Stg 1	6.68	5.68	-	6.54
Critical Hdwy Stg 2	6.68	5.68	-	6.54
Follow-up Hdwy	3.59	4.09	3.34	3.52
Pot Cap-1 Maneuver	294	258	792	318
Stage 1	571	577	-	525
Stage 2	641	519	-	762
Platoon blocked, %				
Mov Cap-1 Maneuver	257	238	787	255
Mov Cap-2 Maneuver	257	238	-	255
Stage 1	532	571	-	489
Stage 2	568	483	-	663

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	21.4	1.5	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	442	278	1091	-	-
HCM Lane V/C Ratio	0.065	-	-	0.244	0.213	0.007	-	-
HCM Control Delay (s)	8.4	-	-	15.7	21.4	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.8	0	-	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	18	63	29	18	7	68	297	26	7	346	20
Future Vol, veh/h	17	18	63	29	18	7	68	297	26	7	346	20
Conflicting Peds, #/hr	3	0	3	4	0	4	3	0	4	4	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	4	2	2	2	2	8	2	17	6	2
Mvmt Flow	19	20	69	32	20	8	75	326	29	8	380	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	919	919	398	951	916	349	405	0	0	359	0	0
Stage 1	410	410	-	495	495	-	-	-	-	-	-	-
Stage 2	509	509	-	456	421	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.24	7.12	6.52	6.22	4.12	-	-	4.27	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.336	3.518	4.018	3.318	2.218	-	-	2.353	-	-
Pot Cap-1 Maneuver	245	264	647	240	272	694	1154	-	-	1121	-	-
Stage 1	605	584	-	556	546	-	-	-	-	-	-	-
Stage 2	534	527	-	584	589	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	214	243	643	188	251	689	1151	-	-	1117	-	-
Mov Cap-2 Maneuver	214	243	-	188	251	-	-	-	-	-	-	-
Stage 1	564	578	-	518	508	-	-	-	-	-	-	-
Stage 2	473	491	-	498	583	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.7	26.1	1.5	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1151	-	-	390	229	1117	-	-
HCM Lane V/C Ratio	0.065	-	-	0.276	0.259	0.007	-	-
HCM Control Delay (s)	8.3	-	-	17.7	26.1	8.2	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	1	0	-	-



Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	17	14	8	26	19	6
Future Vol, veh/h	17	14	8	26	19	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	16	9	31	22	7

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	76	25	0	0	40
Stage 1	25	-	-	-	-
Stage 2	51	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	927	1051	-	-	1570
Stage 1	998	-	-	-	-
Stage 2	971	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	914	1051	-	-	1570
Mov Cap-2 Maneuver	914	-	-	-	-
Stage 1	998	-	-	-	-
Stage 2	957	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	5.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	971	1570
HCM Lane V/C Ratio	-	-	0.038	0.014
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

**Intersection**

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	13	0	25	27	0	6	38	369	25	3	400	15
Future Vol, veh/h	13	0	25	27	0	6	38	369	25	3	400	15
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	11	2	2	2	6	2	2	5	2
Mvmt Flow	14	0	28	30	0	7	42	410	28	3	444	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	750	983	232	737	977	221	462	0	0	439	0	0
Stage 1	460	460	-	509	509	-	-	-	-	-	-	-
Stage 2	290	523	-	228	468	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.72	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.61	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	300	247	770	290	249	783	1095	-	-	1117	-	-
Stage 1	551	564	-	492	536	-	-	-	-	-	-	-
Stage 2	694	529	-	729	560	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	284	233	769	268	235	782	1094	-	-	1116	-	-
Mov Cap-2 Maneuver	284	233	-	268	235	-	-	-	-	-	-	-
Stage 1	522	561	-	466	508	-	-	-	-	-	-	-
Stage 2	652	501	-	700	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	18.5	0.9	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	485	304	1116	-	-
HCM Lane V/C Ratio	0.039	-	-	0.087	0.121	0.003	-	-
HCM Control Delay (s)	8.4	0.2	-	13.1	18.5	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4	0	-	-



**Intersection**

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	0	25	27	0	6	38	369	25	3	400	15
Future Vol, veh/h	13	0	25	27	0	6	38	369	25	3	400	15
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	11	2	2	2	6	2	2	5	2
Mvmt Flow	14	0	28	30	0	7	42	410	28	3	444	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	973	983	454	982	977	426	462	0	0	439	0	0
Stage 1	460	460	-	509	509	-	-	-	-	-	-	-
Stage 2	513	523	-	473	468	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.21	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.21	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.21	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.599	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	231	249	606	220	251	628	1099	-	-	1121	-	-
Stage 1	581	566	-	530	538	-	-	-	-	-	-	-
Stage 2	544	530	-	555	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	221	238	605	203	240	627	1098	-	-	1120	-	-
Mov Cap-2 Maneuver	221	238	-	203	240	-	-	-	-	-	-	-
Stage 1	558	564	-	509	517	-	-	-	-	-	-	-
Stage 2	517	509	-	528	559	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	23.5	0.7	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1098	-	-	379	231	1120	-	-
HCM Lane V/C Ratio	0.038	-	-	0.111	0.159	0.003	-	-
HCM Control Delay (s)	8.4	-	-	15.7	23.5	8.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.6	0	-	-



Intersection												
Int Delay, s/veh	56.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	6	23	11	217	53	200	9	215	105	144	234	5
Future Vol, veh/h	6	23	11	217	53	200	9	215	105	144	234	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	800	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	2	12	6	5	6	2
Mvmt Flow	7	25	12	236	58	217	10	234	114	157	254	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1020	939	257	900	884	291	259	0	0	348	0	0
Stage 1	571	571	-	311	311	-	-	-	-	-	-	-
Stage 2	449	368	-	589	573	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	215	264	782	258	284	748	1306	-	-	1194	-	-
Stage 1	506	505	-	697	658	-	-	-	-	-	-	-
Stage 2	589	621	-	493	504	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	112	227	782	~208	244	748	1306	-	-	1194	-	-
Mov Cap-2 Maneuver	112	227	-	~208	244	-	-	-	-	-	-	-
Stage 1	501	439	-	690	651	-	-	-	-	-	-	-
Stage 2	377	615	-	398	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.6	141.3	0.2	3.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1306	-	-	237	214	748	1194	-	-
HCM Lane V/C Ratio	0.007	-	-	0.183	1.371	0.291	0.131	-	-
HCM Control Delay (s)	7.8	0	-	23.6	237.2	11.8	8.5	-	-
HCM Lane LOS	A	A	-	C	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	16.6	1.2	0.5	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



Intersection				
Intersection Delay, s/veh	8.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	44	511	358	416
Demand Flow Rate, veh/h	45	523	393	439
Vehicles Circulating, veh/h	677	279	197	312
Vehicles Exiting, veh/h	74	311	524	490
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.0	9.6	7.1	8.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	45	523	393	439
Cap Entry Lane, veh/h	692	1038	1129	1004
Entry HV Adj Factor	0.989	0.977	0.911	0.947
Flow Entry, veh/h	44	511	358	416
Cap Entry, veh/h	684	1014	1028	951
V/C Ratio	0.065	0.504	0.348	0.437
Control Delay, s/veh	6.0	9.6	7.1	8.9
LOS	A	A	A	A
95th %tile Queue, veh	0	3	2	2

HCM 6th Signalized Intersection Summary  
5: US 95 & SH 19

2026 Total  
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	23	11	217	53	200	9	215	105	144	234	5
Future Volume (veh/h)	6	23	11	217	53	200	9	215	105	144	234	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870	1870	1722	1722	1826	1811	1811
Adj Flow Rate, veh/h	7	25	12	236	58	217	10	234	114	157	254	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	2	2	2	12	12	5	6	6
Cap, veh/h	216	101	49	478	78	293	408	290	141	348	610	12
Arrive On Green	0.01	0.08	0.08	0.15	0.23	0.23	0.01	0.27	0.27	0.09	0.34	0.34
Sat Flow, veh/h	1781	1194	573	1767	345	1292	1781	1094	533	1739	1770	35
Grp Volume(v), veh/h	7	0	37	236	0	275	10	0	348	157	0	259
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1767	0	1638	1781	0	1626	1739	0	1805
Q Serve(g_s), s	0.2	0.0	1.2	6.6	0.0	9.2	0.2	0.0	11.8	3.7	0.0	6.5
Cycle Q Clear(g_c), s	0.2	0.0	1.2	6.6	0.0	9.2	0.2	0.0	11.8	3.7	0.0	6.5
Prop In Lane	1.00		0.32	1.00		0.79	1.00		0.33	1.00		0.02
Lane Grp Cap(c), veh/h	216	0	150	478	0	371	408	0	431	348	0	622
V/C Ratio(X)	0.03	0.00	0.25	0.49	0.00	0.74	0.02	0.00	0.81	0.45	0.00	0.42
Avail Cap(c_a), veh/h	471	0	718	779	0	943	657	0	1074	600	0	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	25.3	18.3	0.0	21.2	15.5	0.0	20.3	14.5	0.0	14.8
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.8	0.0	2.9	0.0	0.0	3.6	0.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.9	4.5	0.0	6.2	0.1	0.0	7.2	2.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	0.0	26.1	19.1	0.0	24.1	15.5	0.0	23.9	15.4	0.0	15.2
LnGrp LOS	C	A	C	B	A	C	B	A	C	B	A	B
Approach Vol, veh/h	44			511			358			416		
Approach Delay, s/veh	25.8			21.8			23.7			15.3		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	19.4	6.8	26.4	14.9	11.0	11.5	21.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	9.0	34.0	9.0	44.0	19.0	24.0	14.0	39.0				
Max Q Clear Time (g_c+I1), s	2.2	11.2	2.2	8.5	8.6	3.2	5.7	13.8				
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.5	0.1	0.2	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								



HCM2000 Intersection v/c  
5: US 95 & SH 19

2026 Total  
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	23	11	217	53	200	9	215	105	144	234	5
Future Volume (vph)	6	23	11	217	53	200	9	215	105	144	234	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.88		1.00	0.95		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1772		1752	1642		1770	1642		1719	1789	
Flt Permitted	0.59	1.00		0.49	1.00		0.60	1.00		0.29	1.00	
Satd. Flow (perm)	1100	1772		906	1642		1116	1642		525	1789	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	25	12	236	58	217	10	234	114	157	254	5
RTOR Reduction (vph)	0	10	0	0	110	0	0	16	0	0	1	0
Lane Group Flow (vph)	7	27	0	236	165	0	10	332	0	157	258	0
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	12%	6%	5%	6%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	13.2	12.2		33.5	26.5		26.9	25.9		43.6	36.6	
Effective Green, g (s)	13.2	12.2		33.5	26.5		26.9	25.9		43.6	36.6	
Actuated g/C Ratio	0.15	0.14		0.38	0.30		0.30	0.29		0.49	0.41	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	170	242		485	488		344	477		413	734	
v/s Ratio Prot	0.00	0.02		c0.08	0.10		0.00	c0.20		c0.05	0.14	
v/s Ratio Perm	0.01			c0.10			0.01			0.14		
v/c Ratio	0.04	0.11		0.49	0.34		0.03	0.70		0.38	0.35	
Uniform Delay, d1	32.5	33.7		20.3	24.4		21.8	28.1		14.3	18.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.8	0.4		0.0	4.4		0.6	0.3	
Delay (s)	32.6	33.9		21.1	24.9		21.9	32.5		14.9	18.4	
Level of Service	C	C		C	C		C	C		B	B	
Approach Delay (s)		33.7			23.1			32.2			17.1	
Approach LOS		C			C			C			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			24.0	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			89.1	Sum of lost time (s)				24.0				
Intersection Capacity Utilization			59.4%	ICU Level of Service				B				
Analysis Period (min)			15									
c Critical Lane Group												



Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↑	↑↑			↕↕	
Traffic Vol, veh/h	16	0	35	26	0	12	11	229	13	1	252	6
Future Vol, veh/h	16	0	35	26	0	12	11	229	13	1	252	6
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	50	2	10	2	2	7	2
Mvmt Flow	18	0	39	29	0	13	12	254	14	1	280	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	440	581	147	433	577	140	287	0	0	271	0	0
Stage 1	286	286	-	288	288	-	-	-	-	-	-	-
Stage 2	154	295	-	145	289	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.9	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.8	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	501	424	873	507	426	750	1272	-	-	1289	-	-
Stage 1	697	674	-	695	672	-	-	-	-	-	-	-
Stage 2	833	668	-	843	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	487	418	871	478	420	746	1272	-	-	1285	-	-
Mov Cap-2 Maneuver	487	418	-	478	420	-	-	-	-	-	-	-
Stage 1	691	673	-	687	664	-	-	-	-	-	-	-
Stage 2	808	660	-	802	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	12.2	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1272	-	-	698	539	1285	-
HCM Lane V/C Ratio	0.01	-	-	0.081	0.078	0.001	-
HCM Control Delay (s)	7.9	-	-	10.6	12.2	7.8	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-



**Intersection**

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↑	↑↑			↑↑	
Traffic Vol, veh/h	13	0	25	27	0	6	38	369	25	3	400	15
Future Vol, veh/h	13	0	25	27	0	6	38	369	25	3	400	15
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	11	2	2	2	6	2	2	5	2
Mvmt Flow	14	0	28	30	0	7	42	410	28	3	444	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	750	983	232	737	977	221	462	0	0	439	0	0
Stage 1	460	460	-	509	509	-	-	-	-	-	-	-
Stage 2	290	523	-	228	468	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.72	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.72	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.61	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	300	247	770	290	249	783	1095	-	-	1117	-	-
Stage 1	551	564	-	492	536	-	-	-	-	-	-	-
Stage 2	694	529	-	729	560	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	287	236	769	270	238	782	1094	-	-	1116	-	-
Mov Cap-2 Maneuver	287	236	-	270	238	-	-	-	-	-	-	-
Stage 1	530	561	-	473	515	-	-	-	-	-	-	-
Stage 2	661	508	-	700	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	18.4	0.7	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	488	306	1116	-
HCM Lane V/C Ratio	0.039	-	-	0.087	0.12	0.003	-
HCM Control Delay (s)	8.4	-	-	13.1	18.4	8.2	0
HCM Lane LOS	A	-	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.4	0	-

## **APPENDIX F: Turn Lane Worksheets**

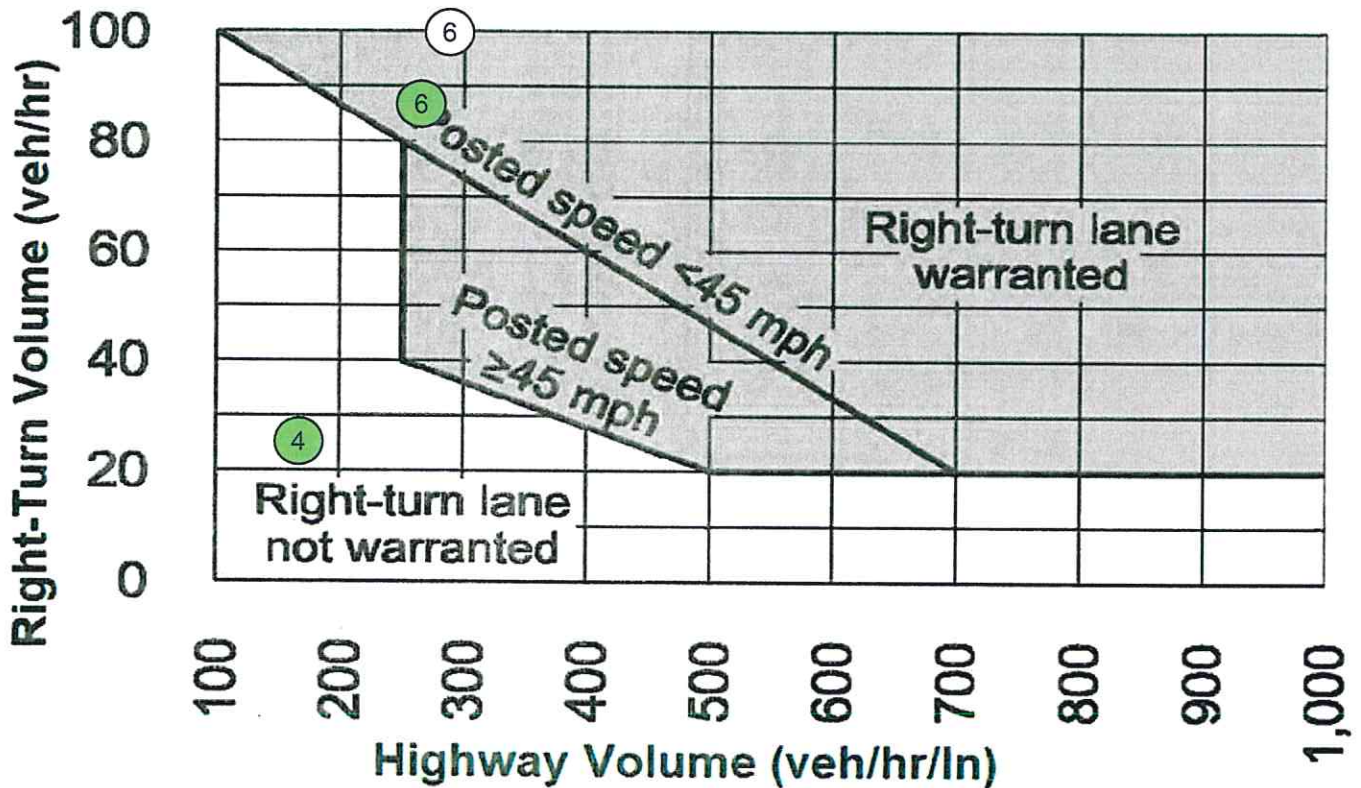


Rose Pointe Subdivision  
Wilder, Idaho

ITD Right-Turn Lane Analysis  
2021 Existing Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
			AM	PM		
① Peckham Road & US 95	SB	35	AM	13	104	No*
			PM	12	148	No*
② Peckham Road & US 95	NB	35	AM	16	115	No*
			PM	18	157	No*
③ Private Approach & US 95	SB	35	AM	2	105	No*
			PM	1	166	No*
④ Shell Access & US 95	NB	35	AM	13	101	No*
			PM	25	166	No
⑤ SH 19 & US 95	SB	35	AM	3	242	No*
			PM	3	297	No*
⑥ SH 19 & US 95	NB	35	AM	163	290	Yes
			PM	86	264	Yes

\* Right-turn volume less than 20 vph or approach volume less than 100 vphpl - Not Warranted



AM Peak ①

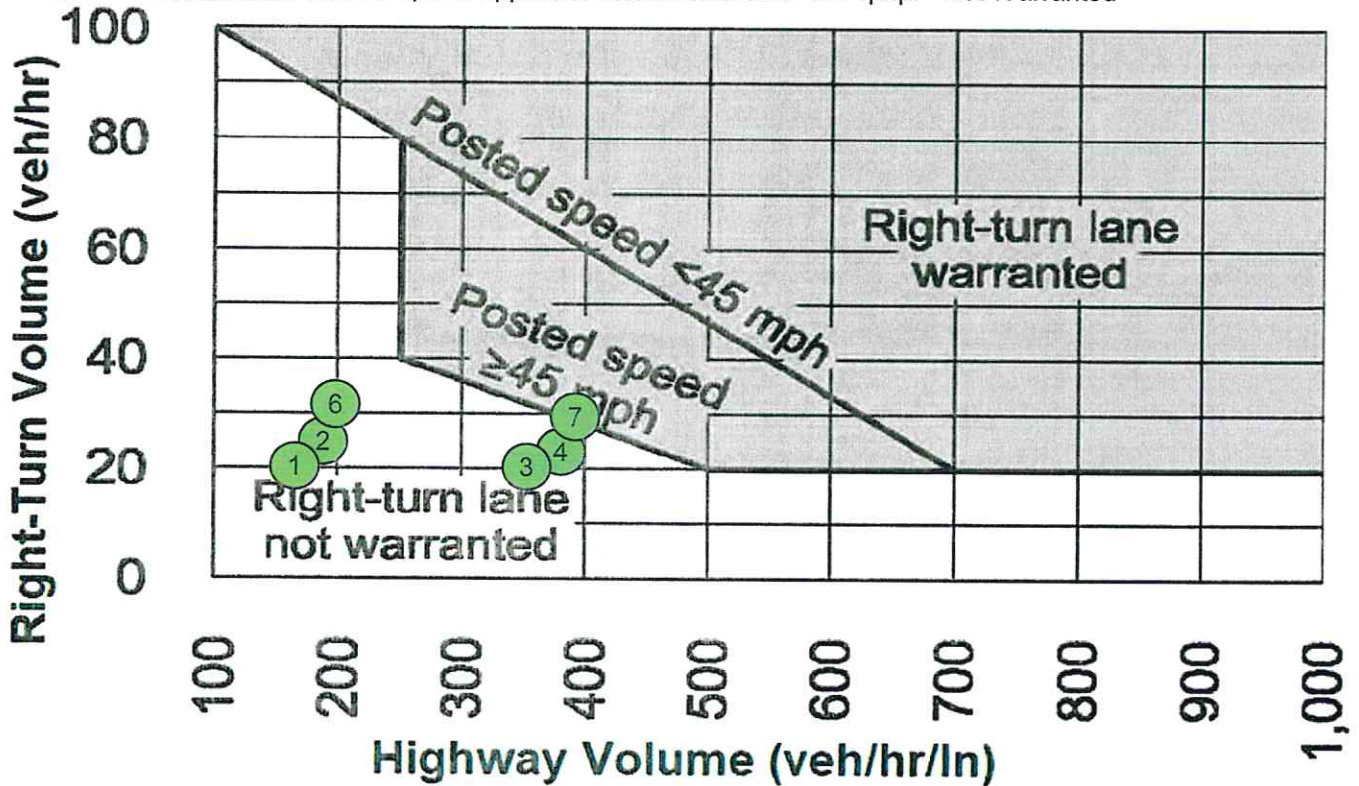
PM Peak ①

**Rose Pointe Subdivision  
Wilder, Idaho**

**ITD Right-Turn Lane Analysis  
2026 Background Traffic**

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
① Peckham Road & US 95	SB	35	AM	19	128	No*
			PM	20	183	No
② Peckham Road & US 95	NB	35	AM	19	141	No*
			PM	22	191	No
③ Peckham Road & US 95 (Road Diet)	SB	35	AM	19	256	No*
			PM	20	365	No
④ Peckham Road & US 95 (Road Diet)	NB	35	AM	19	281	No*
			PM	22	381	No
⑤ Private Approach & US 95	SB	35	AM	2	128	No*
			PM	1	202	No*
⑥ Shell Access & US 95	NB	35	AM	13	122	No*
			PM	25	199	No
⑦ Shell Access & US 95 (Road Diet)	NB	35	AM	13	243	No*
			PM	25	398	No
⑧ SH 19 & US 95	SB	35	AM	4	295	No*
			PM	4	363	No*
⑨ SH 19 & US 95	NB	35	AM	<b>Warranted Under Existing Traffic</b>		
			PM			

\* Right-turn volume less than 20 vph or approach volume less than 100 vphpl - Not Warranted



AM Peak ①

PM Peak ①

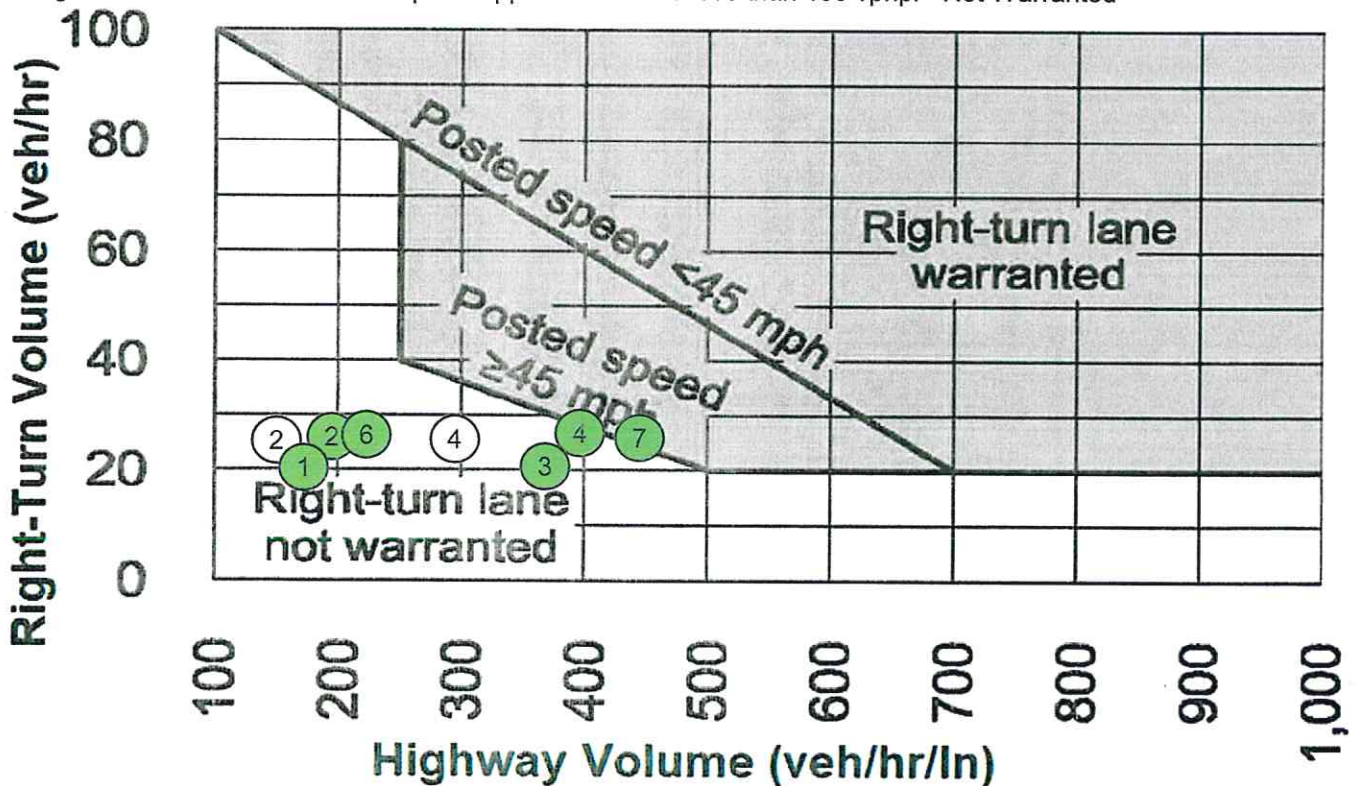


**Rose Pointe Subdivision  
Wilder, Idaho**

**ITD Right-Turn Lane Analysis  
2026 Total Traffic**

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vphpl)	Meet Warrant?
			AM	PM		
① Peckham Road & US 95	SB	35	AM	19	129	No*
			PM	20	187	No
② Peckham Road & US 95	NB	35	AM	25	148	No
			PM	26	196	No
③ Peckham Road & US 95 (Road Diet)	SB	35	AM	19	258	No*
			PM	20	373	No
④ Peckham Road & US 95 (Road Diet)	NB	35	AM	25	296	No
			PM	26	391	No
⑤ Desert Rose Street & US 95	SB	35	AM	6	130	No*
			PM	15	209	No*
⑥ Shell Access & US 95	NB	35	AM	13	127	No*
			PM	25	216	No
⑦ Shell Access & US 95 (Road Diet)	NB	35	AM	13	253	No*
			PM	25	431	No
⑧ SH 19 & US 95	SB	35	AM	5	328	No*
			PM	5	383	No*
⑨ SH 19 & US 95	NB	35	AM	<b>Warranted Under Existing Traffic</b>		
			PM			

\* Right-turn volume less than 20 vph or approach volume less than 100 vphpl - Not Warranted



AM Peak ①

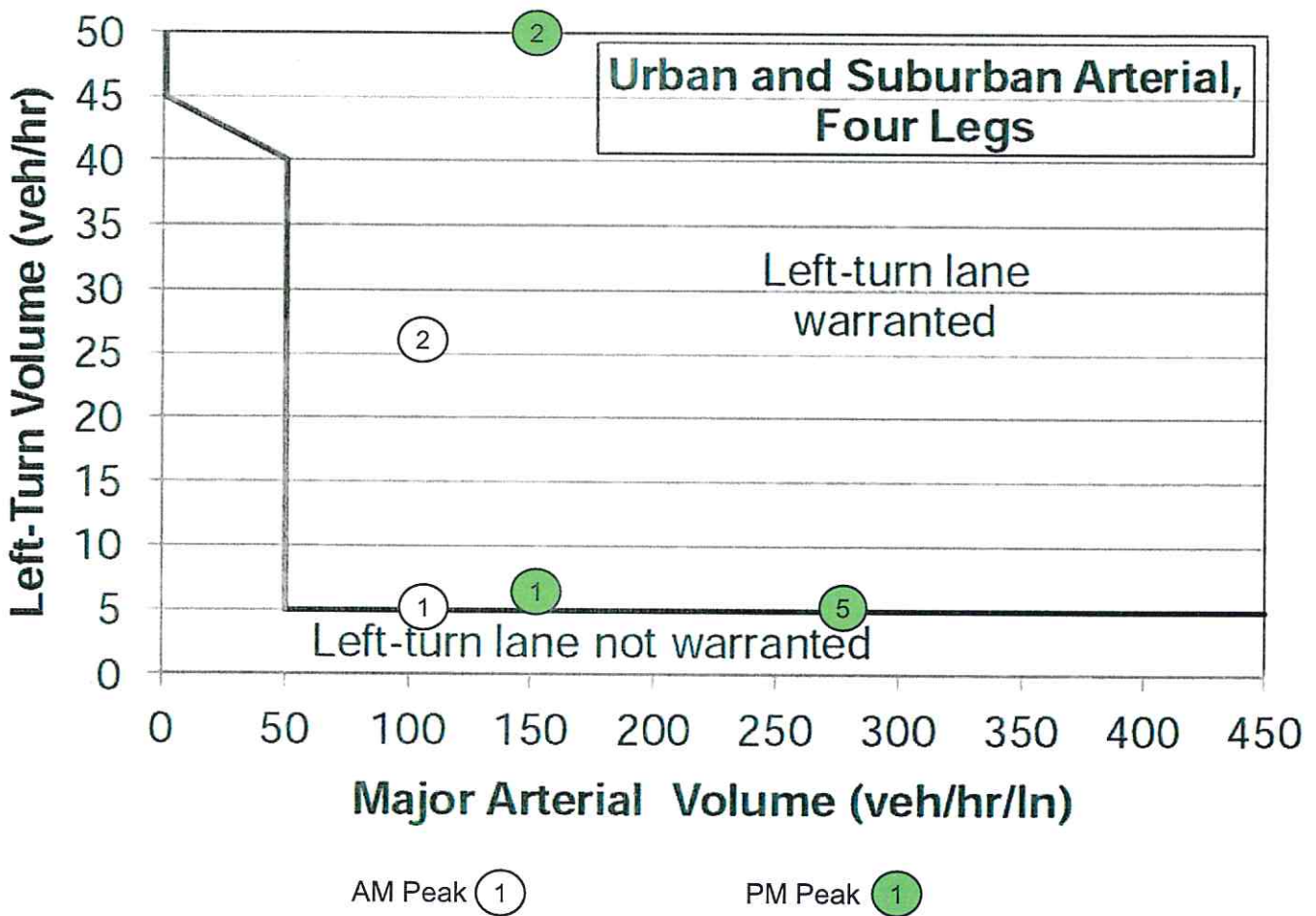
PM Peak ①

**Rose Pointe Subdivision  
Wilder, Idaho**

**AASHTO Left-turn Lane Guidelines for Four-Lane Roadways  
2021 Existing Traffic**

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
① Peckham Road & US 95	SB	35	AM	5	110	Yes
			PM	6	152	Yes
② Peckham Road & US 95	NB	35	AM	26	110	Yes
			PM	55	152	Yes
③ Private/Shell Access & US 95	SB	35	AM	1	103	No*
			PM	3	166	No*
④ Private Approach & US 95	NB	35	AM	1	103	No*
			PM	4	166	No*
⑤ SH 19 & US 95	NB	35	AM	4	266	No*
			PM	5	281	Yes

\* Left-Turn Volume Less Than 5 vph - Not Warranted



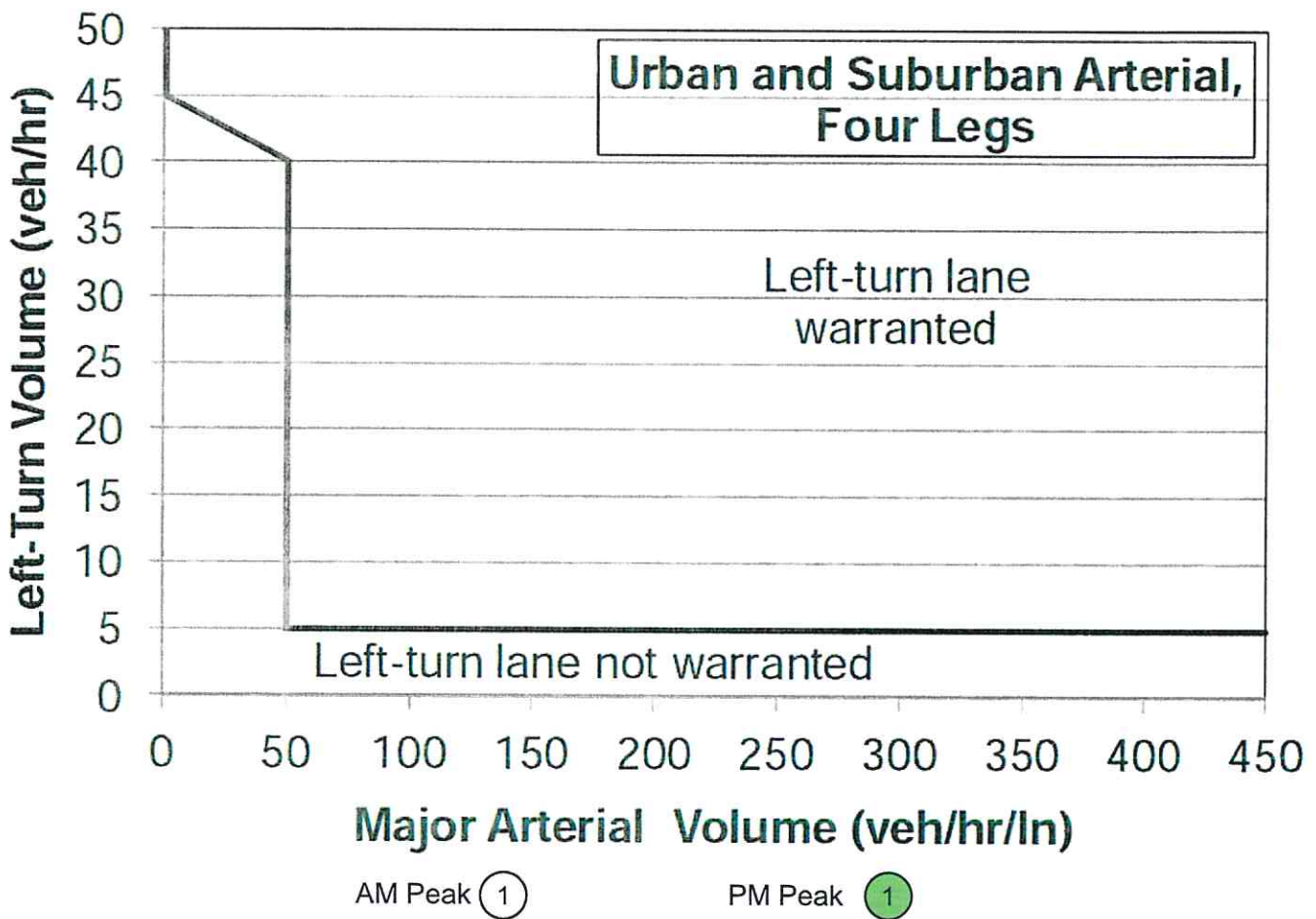


**Rose Pointe Subdivision  
Wilder, Idaho**

**AASHTO Left-turn Lane Guidelines for Four-Lane Roadways  
2026 Background Traffic**

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
① Peckham Road & US 95	SB	35	Warranted Under Existing Traffic			
② Peckham Road & US 95	NB	35	Warranted Under Existing Traffic			
③ Private/Shell Access & US 95	SB	35	AM	1	125	No*
			PM	3	201	No*
④ Private/Shell Access & US 95	NB	35	AM	1	125	No*
			PM	4	201	No*
⑤ SH 19 & US 95	NB	35	Warranted Under Existing Traffic			

\* Left-Turn Volume Less Than 5 vph - Not Warranted

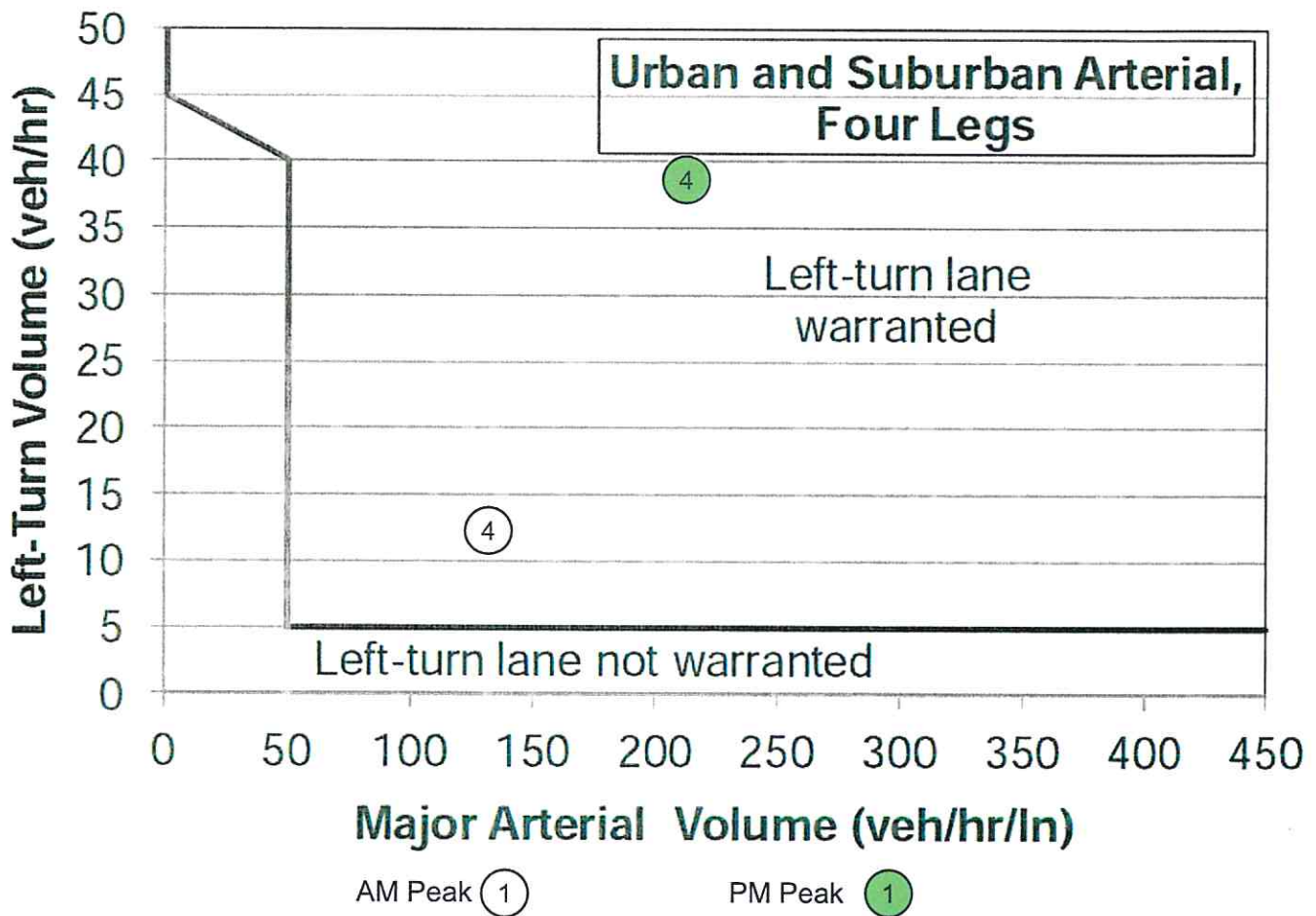


**Rose Pointe Subdivision  
Wilder, Idaho**

**AASHTO Left-turn Lane Guidelines for Four-Lane Roadways  
2026 Total Traffic**

Intersection	Approach	Speed Limit [mph]	Peak Hour	Left-Turn Volume [vph]	Major Highway Volume [vphpl]	Meet Warrant?
① Peckham Road & US 95	SB	35	Warranted Under Existing Traffic			
② Peckham Road & US 95	NB	35	Warranted Under Existing Traffic			
③ Private/Shell Access & US 95	SB	35	AM	1	128	No*
			PM	3	212	No*
④ Private/Shell Access & US 95	NB	35	AM	11	128	Yes
			PM	37	212	Yes
⑤ SH 19 & US 95	NB	35	Warranted Under Existing Traffic			

\* Left-Turn Volume Less Than 5 vph - Not Warranted



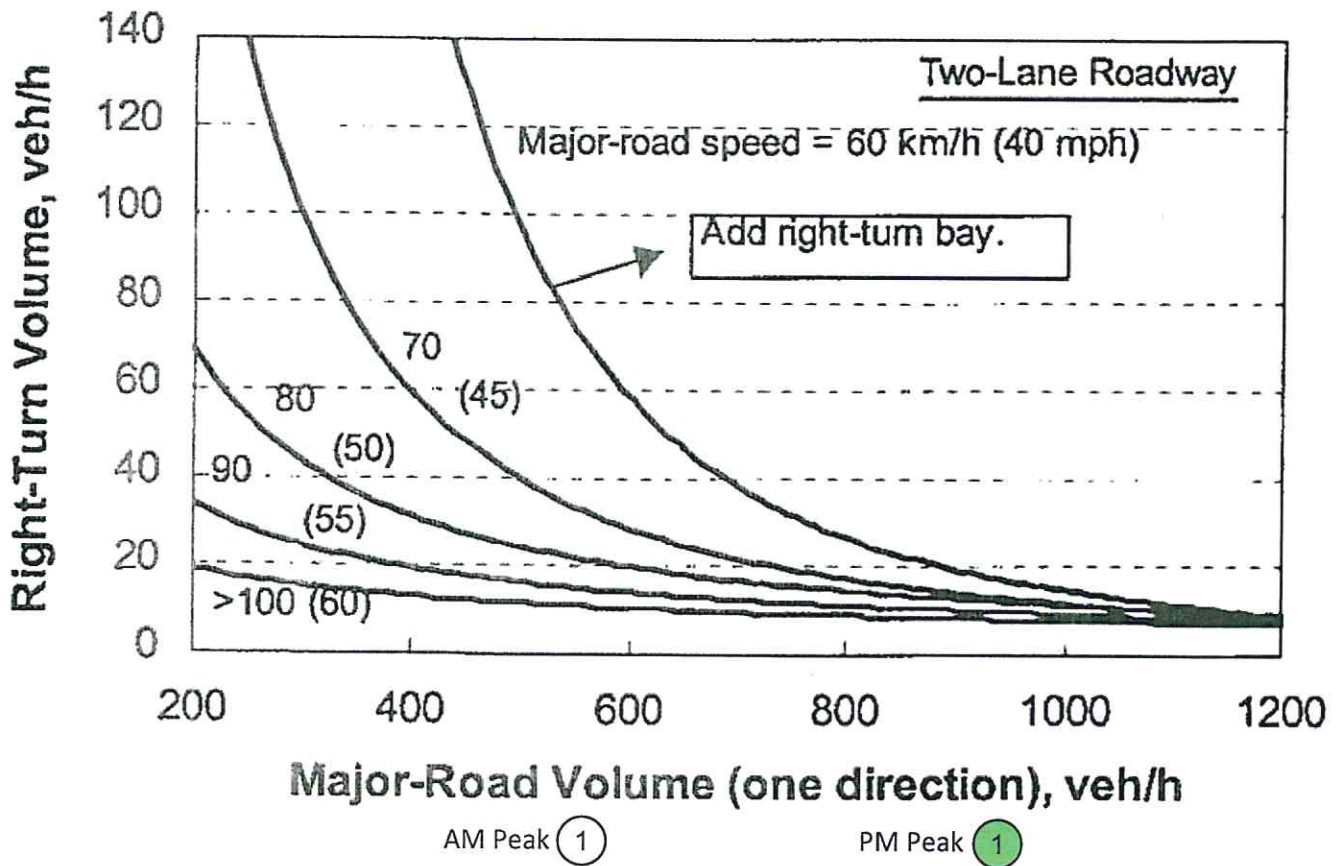


**Rose Pointe Subdivision  
Wilder, Idaho**

**NCHRP 457 Right-Turn Lane Analysis  
2021 Existing Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
①	Peckham Road & Batt Corner Road	EB	50	AM	2	39	No*
				PM	2	49	No*
②	Peckham Road & Batt Corner Road	WB	50	AM	4	24	No*
				PM	2	42	No*
②	Sunshine Avenue & Batt Corner Road	NB	35	AM	0	6	No*
				PM	7	14	No*

\*Major approach volume < 200 vph or right-turn volume < 10 vph = Not Warranted

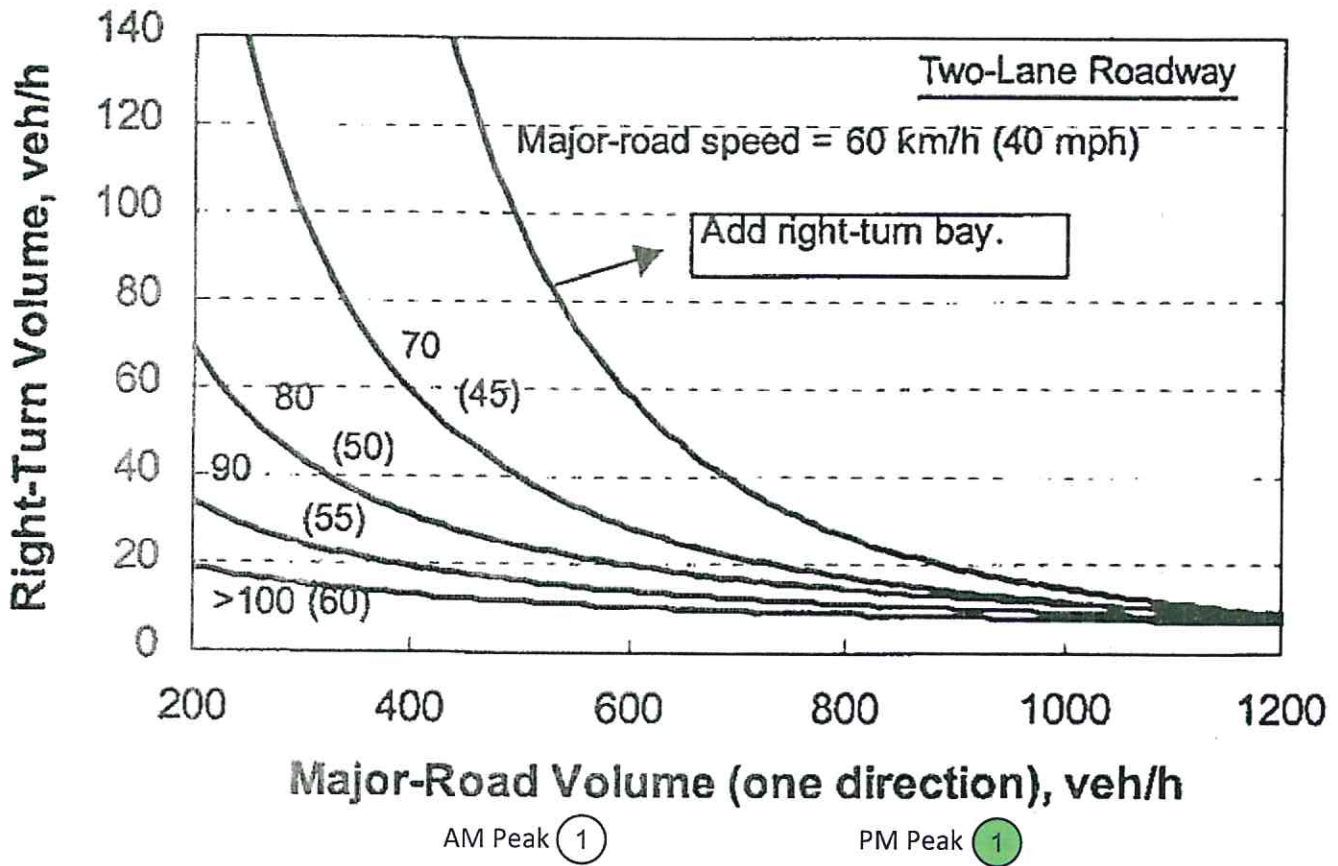


**Rose Pointe Subdivision  
Wilder, Idaho**

**NCHRP 457 Right-Turn Lane Analysis  
2026 Background Traffic**

Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
① Peckham Road & Batt Corner Road	EB	50	AM	3	49	No*
			PM	5	67	No*
② Peckham Road & Batt Corner Road	WB	50	AM	5	36	No*
			PM	2	58	No*
③ Sunshine Avenue & Batt Corner Road	NB	35	AM	6	13	No*
			PM	24	32	No*

\*Major approach volume < 200 vph or right-turn volume < 10 vph = Not Warranted



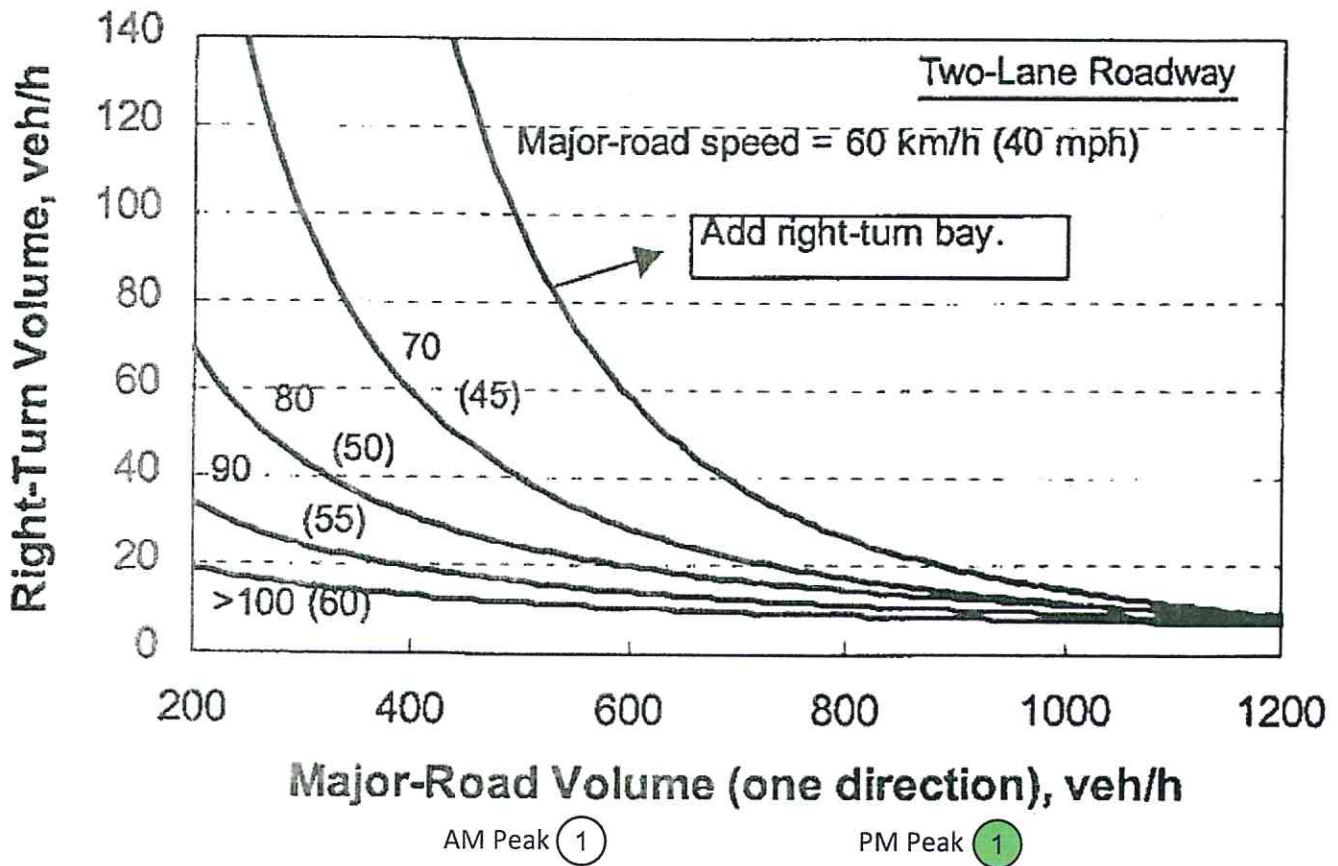


**Rose Pointe Subdivision  
Wilder, Idaho**

**NCHRP 457 Right-Turn Lane Analysis  
2026 Total Traffic**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Right-Turn Volume [vph]	Major Road Volume [vph]	Meet Warrant?
①	Peckham Road & Batt Corner Road	EB	50	AM	4	50	No*
				PM	9	72	No*
②	Peckham Road & Batt Corner Road	WB	50	AM	5	37	No*
				PM	2	59	No*
③	Sunshine Avenue & Batt Corner Road	NB	35	AM	7	14	No*
				PM	26	34	No*

\*Major approach volume < 200 vph or right-turn volume < 10 vph = Not Warranted

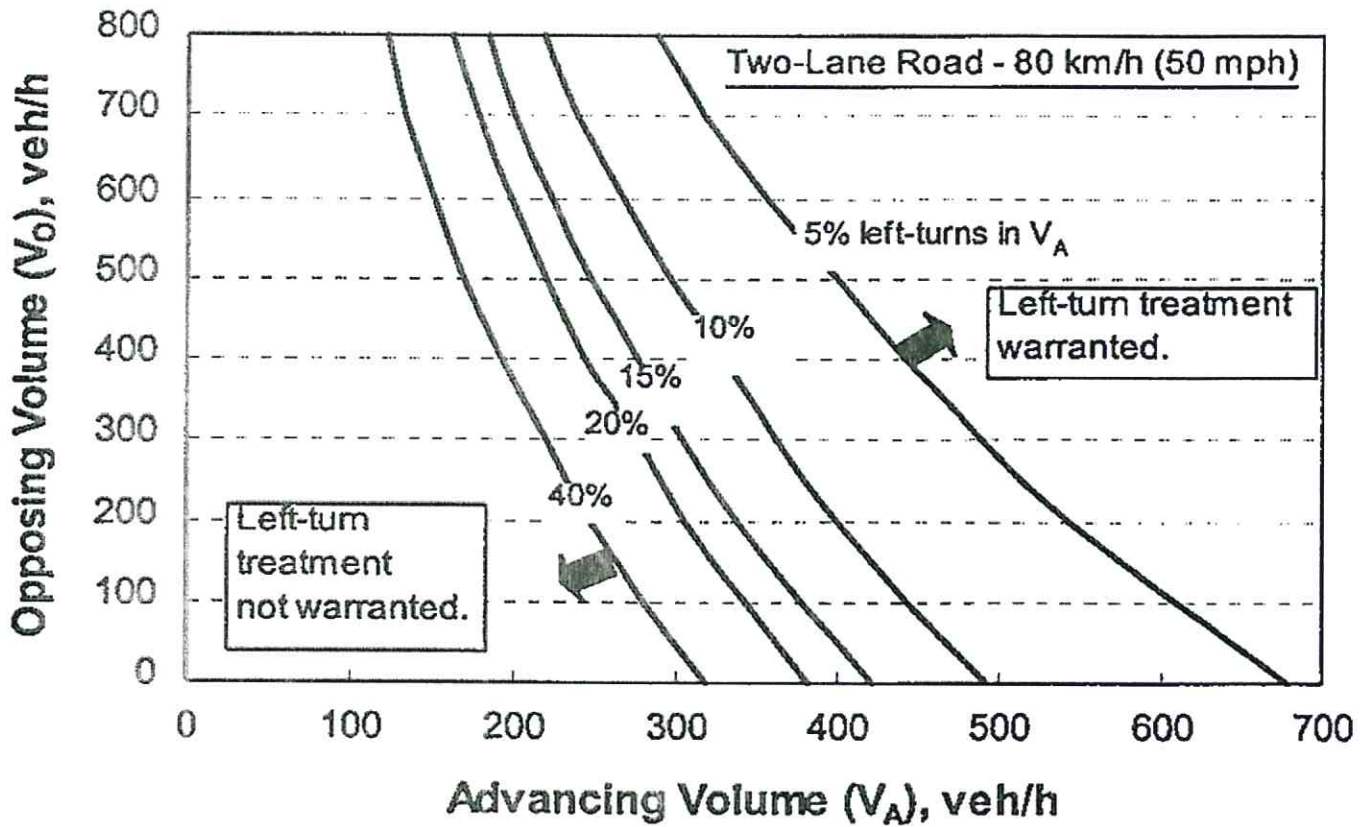


**Rose Pointe Subdivision  
Wilder, Idaho**

**NCHRP 457 Left-Turn Lane Analysis  
2021 Existing Traffic for 50-mph Roadways**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
①	Peckham Road & Batt Corner Road	EB	50	AM	39	21	5.1%	No*
				PM	49	38	4.1%	No*
②	Peckham Road & Batt Corner Road	WB	50	AM	24	37	12.5%	No*
				PM	42	47	9.5%	No*

\*Advancing and Opposing Volume < 200 vph = Not Warranted



AM Peak ①

PM Peak ①

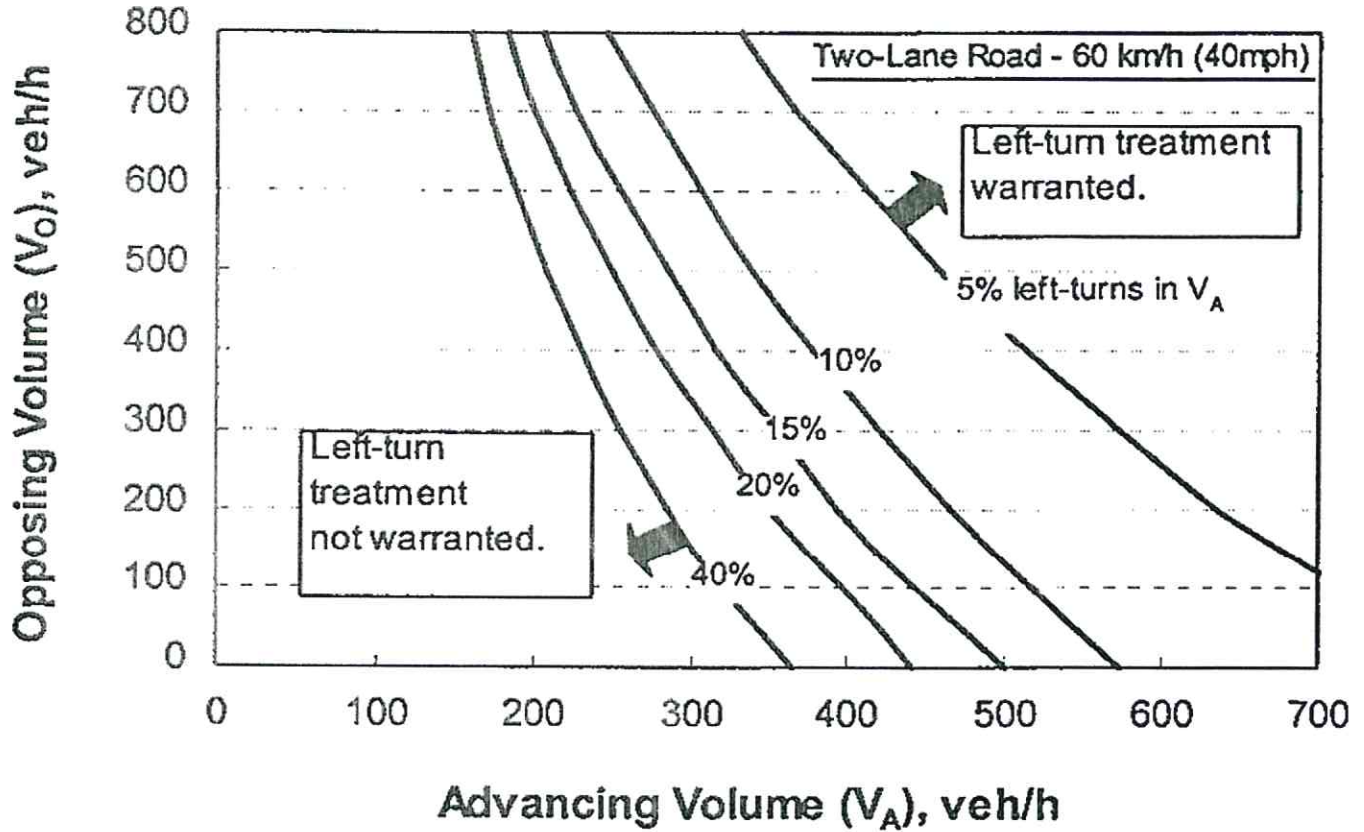


Rose Pointe Subdivision  
Wilder, Idaho

NCHRP 457 Left-Turn Lane Analysis  
2021 Existing Traffic for 40-mph Roadways

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
① Sunshine Avenue & Batt Corner Road	SB	35	AM	8	6	12.5%	No*
			PM	10	14	50.0%	No*

\*Advancing and Opposing Volume < 250 vph = Not Warranted



AM Peak ①

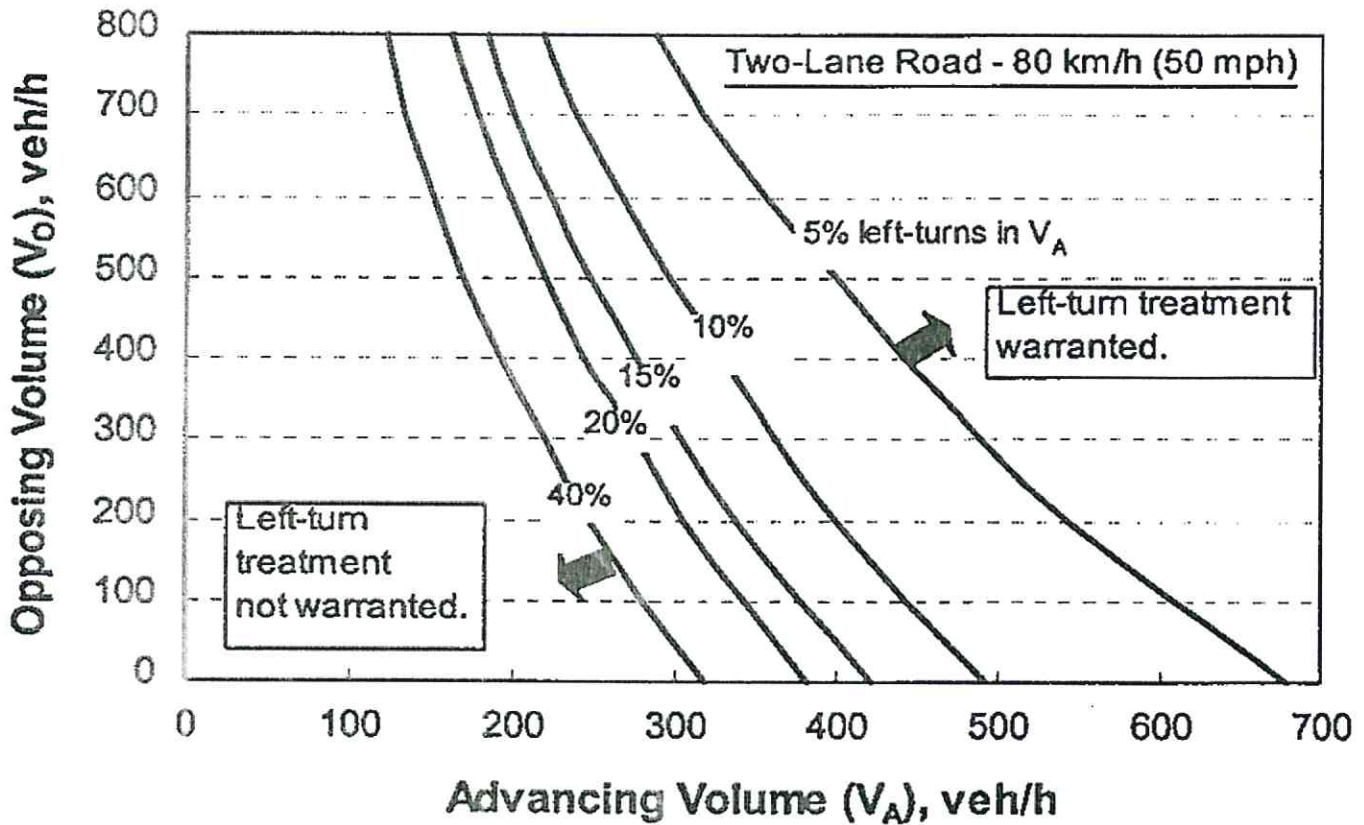
PM Peak ①

**Rose Pointe Subdivision  
Wilder, Idaho**

**NCHRP 457 Left-Turn Lane Analysis  
2026 Background Traffic for 50-mph Roadways**

	Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
①	Peckham Road & Batt Corner Road	EB	50	AM	49	31	6.1%	No*
				PM	67	46	6.0%	No*
②	Peckham Road & Batt Corner Road	WB	50	AM	36	46	13.9%	No*
				PM	58	63	20.7%	No*

\*Advancing and Opposing Volume < 200 vph = Not Warranted



AM Peak ①

PM Peak ①

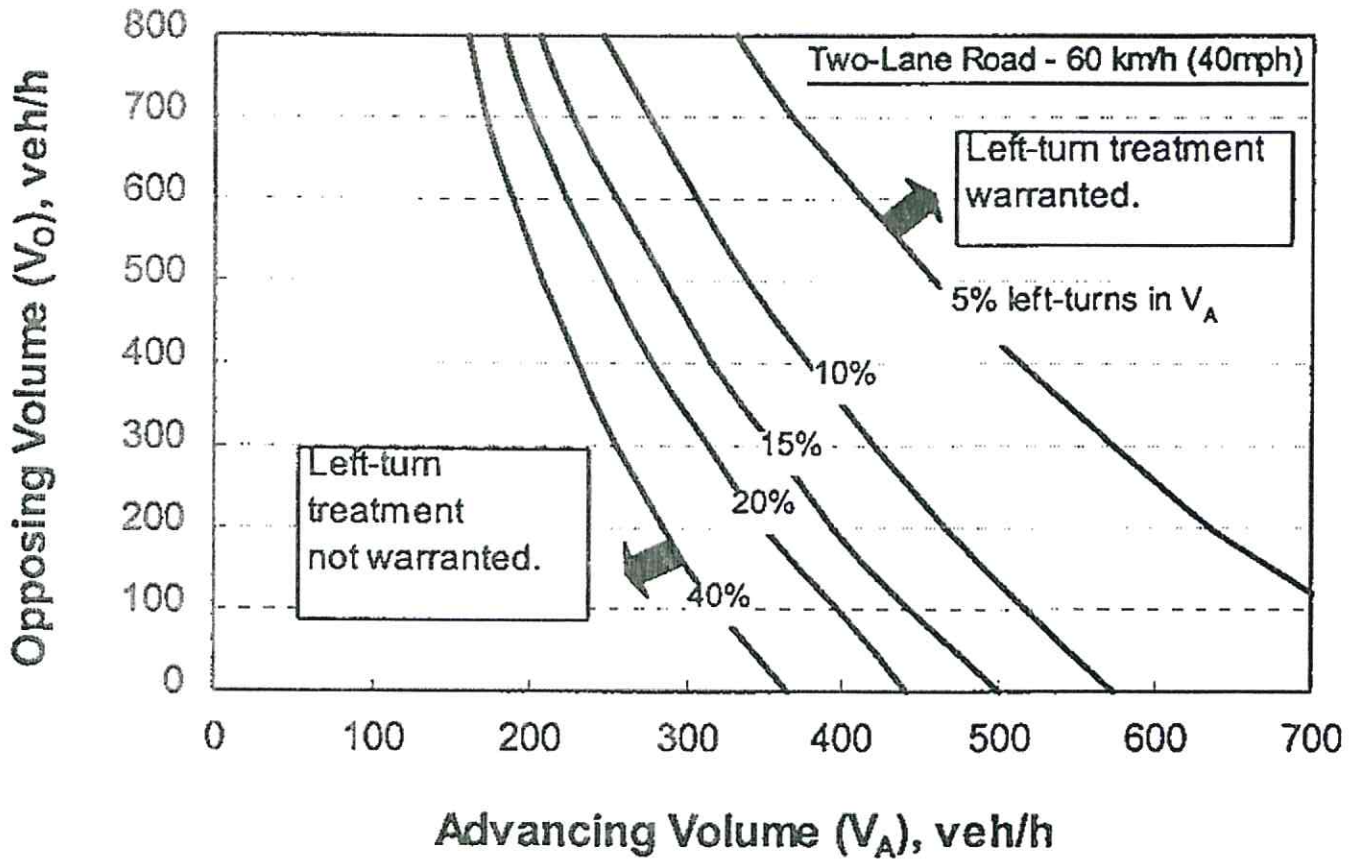


**Rose Pointe Subdivision  
Wilder, Idaho**

**NCHRP 457 Left-Turn Lane Analysis  
2026 Background Traffic for 40-mph Roadways**

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
① Sunshine Avenue & Batt Corner Road	SB	35	AM	12	13	33.3%	No*
			PM	21	32	71.4%	No*

\*Advancing and Opposing Volume < 250 vph = Not Warranted



AM Peak ①

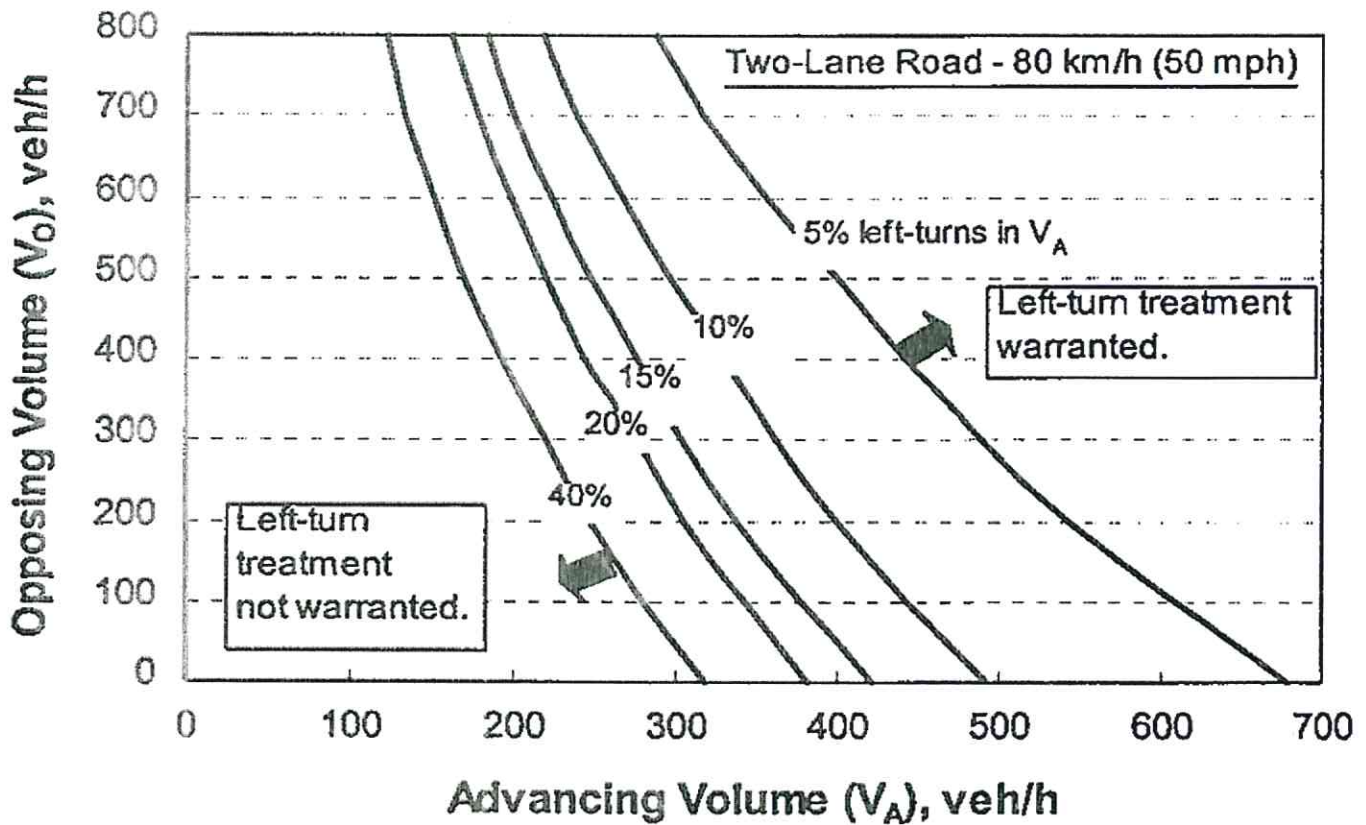
PM Peak ①

Rose Pointe Subdivision  
Wilder, Idaho

NCHRP 457 Left-Turn Lane Analysis  
2026 Total Traffic for 50-mph Roadways

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
① Peckham Road & Batt Corner Road	EB	50	AM	50	32	6.0%	No*
			PM	72	47	5.6%	No*
② Peckham Road & Batt Corner Road	WB	50	AM	37	47	13.5%	No*
			PM	59	68	20.3%	No*

\*Advancing and Opposing Volume < 200 vph = Not Warranted



AM Peak ①

PM Peak ①

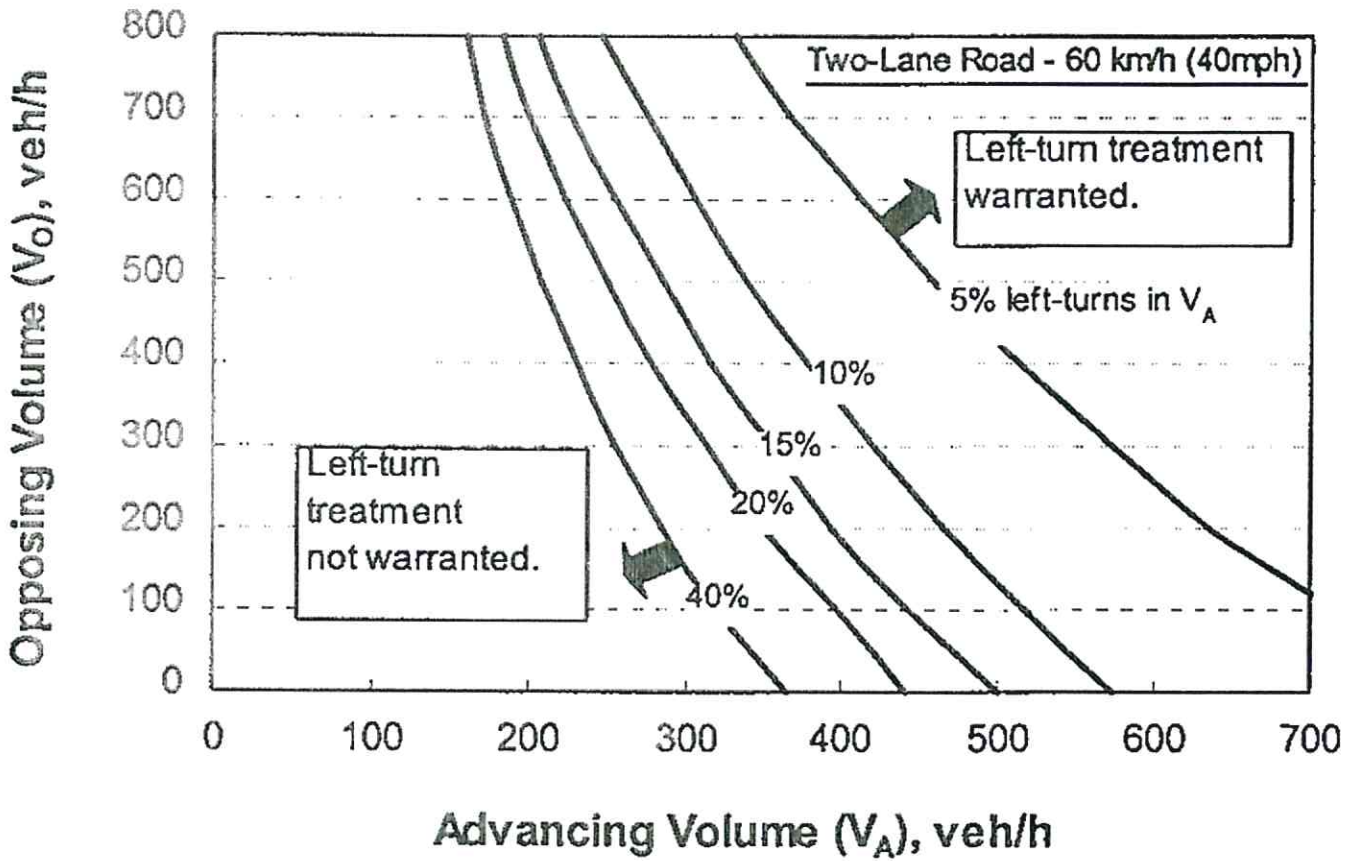


Rose Pointe Subdivision  
Wilder, Idaho

NCHRP 457 Left-Turn Lane Analysis  
2026 Total Traffic for 40-mph Roadways

Intersection	Approach	Speed Limit [mph]	Peak Hour	Advancing Volume [vph]	Opposing Volume [vph]	Left-Turn Volume (%)	Meet Warrant?
① Sunshine Avenue & Batt Corner Road	SB	35	AM	13	14	38.5%	No*
			PM	25	34	76.0%	No*

\*Advancing and Opposing Volume < 250 vph = Not Warranted



AM Peak ①

PM Peak ①

## **APPENDIX G: Trip Generation Data**





DATA SOURCE:

Trip Gen Manual, 10th Ed

[New data edition is available. Click here to upgrade.](#)

ARCH BY LAND USE CODE:

:10

LAND USE GROUP:

(200-299) Residential

LAND USE:

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

DEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday

SETTING/LOCATION:

General Urban/Suburban

TRIP TYPE:

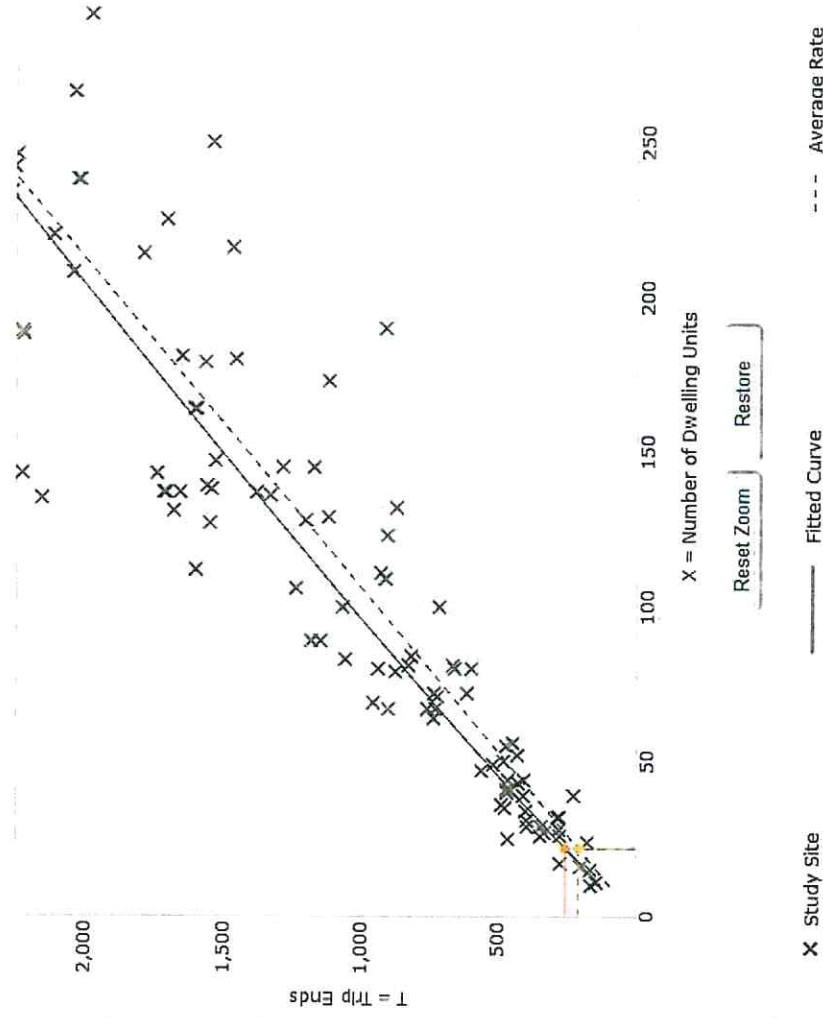
vehicle

ENTER VALUE TO CALCULATE TRIPS:

2

Calculate

### Data Plot and Equation



### DATA STATISTICS

#### Land Use:

Single-Family Detached Housing (210) [Click](#)

[More Details](#)

#### Independent Variable:

Dwelling Units

#### Time Period:

Weekday

#### Setting/Location:

General Urban/Suburban

#### Trip Type:

Vehicle

#### Number of Studies:

159

#### Avg. Num. of Dwelling Units:

264

#### Average Rate:

9.44

#### Range of Rates:

4.81 - 19.39

#### Standard Deviation:

2.10

#### Fitted Curve Equation:

$Ln(T) = 0.92 Ln(X) + 2.71$

$R^2:$

0.95

#### Directional Distribution:

50% entering, 50% exiting

#### Calculated Trip Ends:

Average Rate: 208 (Total), 104 (Entry), 104 (Exit)

Fitted Curve: 258 (Total), 129 (Entry), 129 (Exit)



DATA SOURCE:

Trip Gen Manual, 10th Ed

[See data edition is available. Click here to upgrade.](#)

ARCH BY LAND USE CODE:



210

LAND USE GROUP:

(200-299) Residential

LAND USE:

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

DEPENDENT VARIABLE (DV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

SETTING/LOCATION:

General Urban/Suburban

TRIP TYPE:

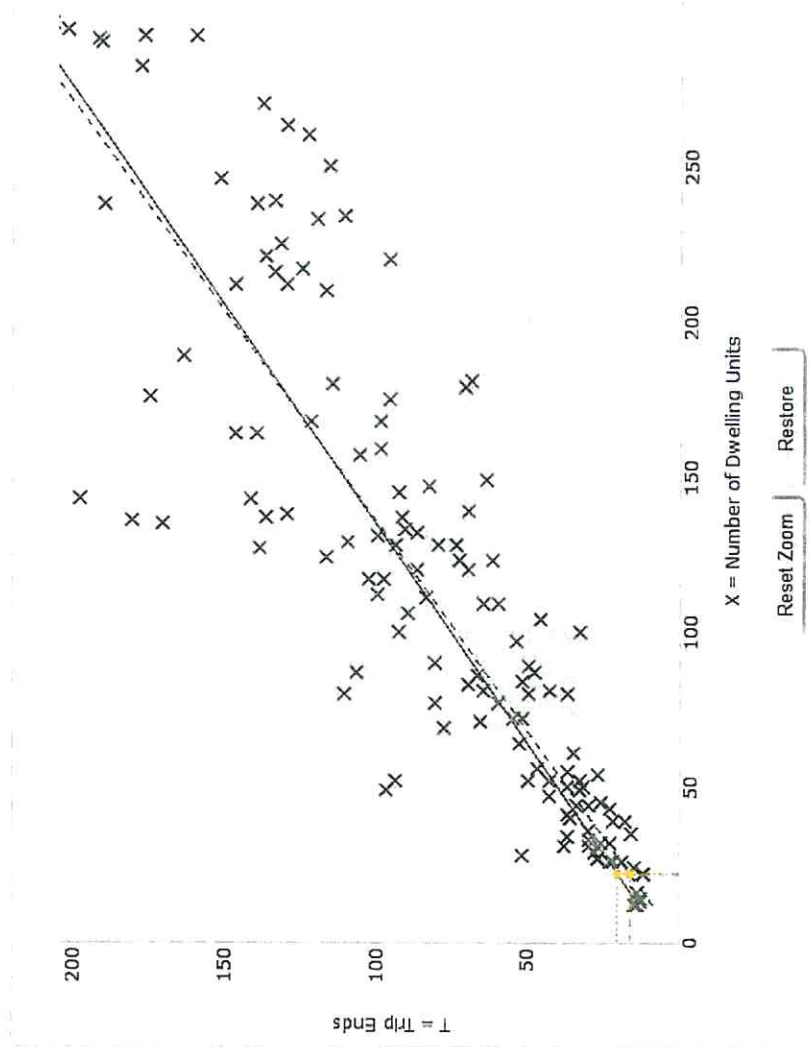
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

12

Calculate

### Data Plot and Equation



### DATA STATISTICS

#### Land Use:

Single-Family Detached Housing (210) [Click](#)

#### More Details

#### Independent Variable:

Dwelling Units

#### Time Period:

Week/day

Peak Hour of Adjacent Street Traffic

One Hour Between 7 and 9 a.m.

#### Setting/Location:

General Urban/Suburban

#### Trip Type:

Vehicle

#### Number of Studies:

173

#### Avg. Num. of Dwelling Units:

219

#### Average Rate:

0.74

#### Range of Rates:

0.33 - 2.27

#### Standard Deviation:

0.27

#### Fitted Curve Equation:

$T = 0.71(X) + 4.80$

#### R<sup>2</sup>:

0.89

#### Directional Distribution:

25% entering, 75% exiting

#### Calculated Trip Ends:

Average Rate: 16 (Total), 4 (Entry), 12 (Exit)

Fitted Curve: 20 (Total), 5 (Entry), 15 (Exit)





DATA SOURCE:

Trip Gen Manual, 10th Ed

[We believe this edition is available. Click here to upgrade.](#)

ARCH BY LAND USE CODE:

210

LAND USE GROUP:

[200-299] Residential

LAND USE:

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

DEPENDENT VARIABLE (DV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

SETTING/LOCATION:

General Urban/Suburban

TRIP TYPE:

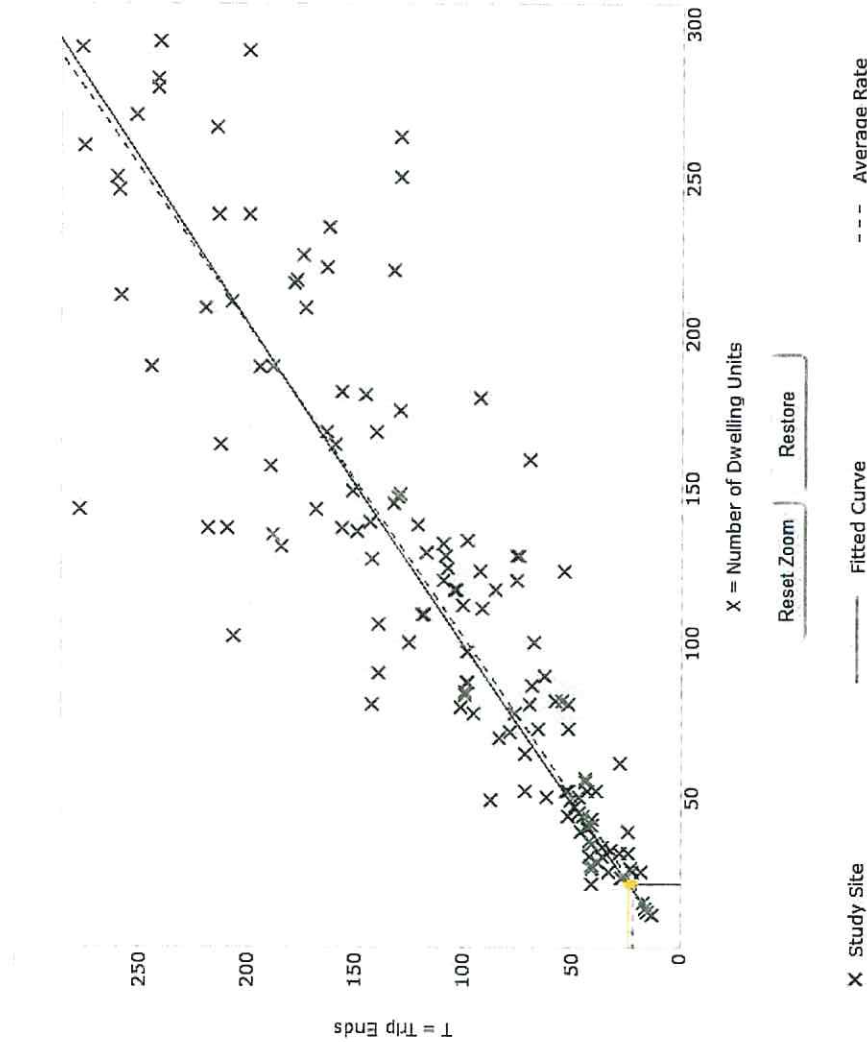
Vehicle

ENTER VALUE TO CALCULATE TRIPS:

2

Calculate

### Data Plot and Equation



### DATA STATISTICS

#### Land Use:

Single-Family Detached Housing (210) [Click](#)

[More details](#)

#### Independent Variable:

Dwelling Units

#### Time Period:

Weekday

Peak Hour of Adjacent Street Traffic

One Hour Between 4 and 6 p.m.

#### Setting/Location:

General Urban/Suburban

#### Trip Type:

Vehicle

#### Number of Studies:

190

#### Avg. Num. of Dwelling Units:

242

#### Average Rate:

0.99

#### Range of Rates:

0.44 - 2.98

#### Standard Deviation:

0.31

#### Fitted Curve Equation:

$\ln(T) = 0.96 \ln(X) + 0.20$

$R^2:$

0.92

#### Directional Distribution:

63% entering, 37% exiting

#### Calculated Trip Ends:

Average Rate: 22 (Total), 14 (Entry), 8 (Exit)

Fitted Curve: 24 (Total), 15 (Entry), 9 (Exit)



DATA SOURCE:

Trip Gen Manual, 10th Ed

new data edition is available. [Click here to upgrade.](#)

SEARCH BY LAND USE CODE:

220

LAND USE GROUP:

(200-299) Residential

LAND USE:

220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:

All Sites

DEPENDENT VARIABLE (DV):

Dwelling Units

TIME PERIOD:

Weekday

TRIP LOCATION:

General Urban/Suburban

TRIP TYPE:

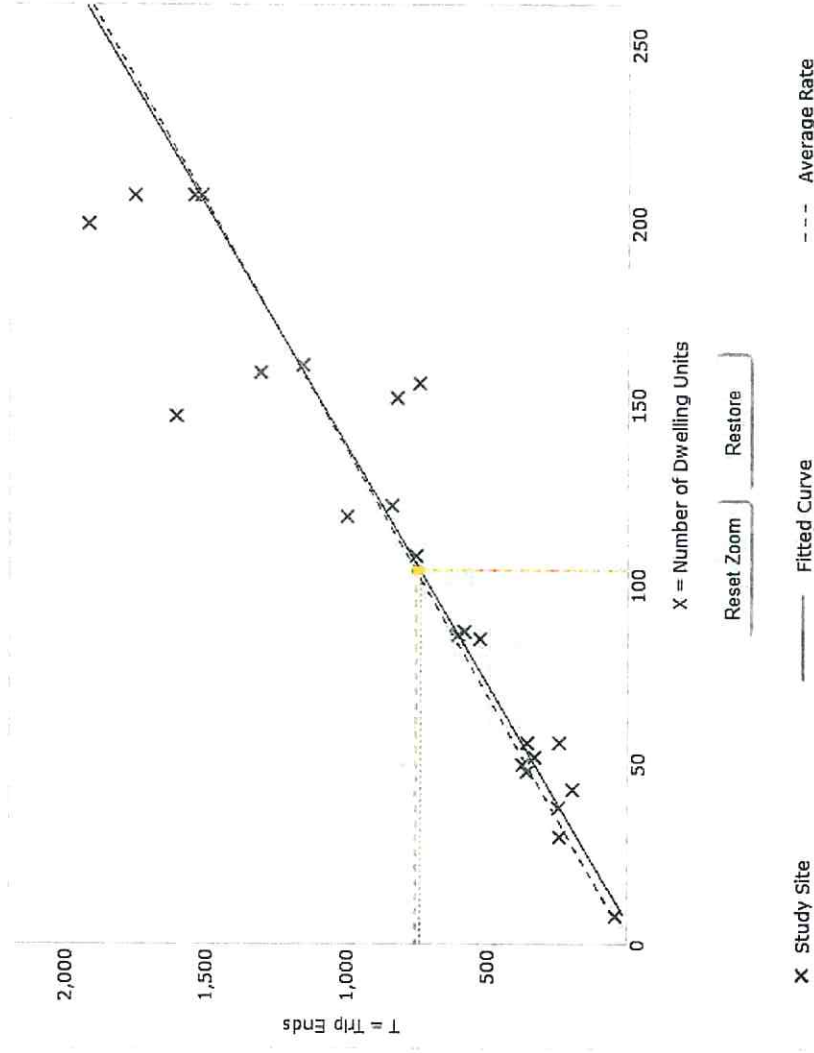
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

104

Calculate

### Data Plot and Equation



### DATA STATISTICS

Land Use:

Multifamily Housing (Low-Rise) (220) [Click here for more details](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

29

Avg. Num. of Dwelling Units:

168

Average Rate:

7.32

Range of Rates:

4.45 - 10.97

Standard Deviation:

1.31

Fitted Curve Equation:

$T = 7.56(X) - 40.86$

R<sup>2</sup>:

0.96

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 761 (Total), 380 (Entry), 381 (Exit)

Fitted Curve: 745 (Total), 372 (Entry), 373 (Exit)





DATA SOURCE:

Trip Gen Manual, 10th Ed

More details available. [Click here to upgrade.](#)

SEARCH BY LAND USE CODE:

220

LAND USE GROUP:

(200-299) Residential

LAND USE:

220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:

All Sites

DEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

SETTING/LOCATION:

General Urban/Suburban

TRIP TYPE:

Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

104

Calculate

### Data Plot and Equation

#### DATA STATISTICS

Land Use:

Multifamily Housing (Low-Rise) (220) [Click](#)

[more details](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic

One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

42

Avg. Num. of Dwelling Units:

189

Average Rate:

0.46

Range of Rates:

0.18 - 0.74

Standard Deviation:

0.12

Fitted Curve Equation:

$\ln(T) = 0.95 \ln(X) - 0.51$

$R^2:$

0.90

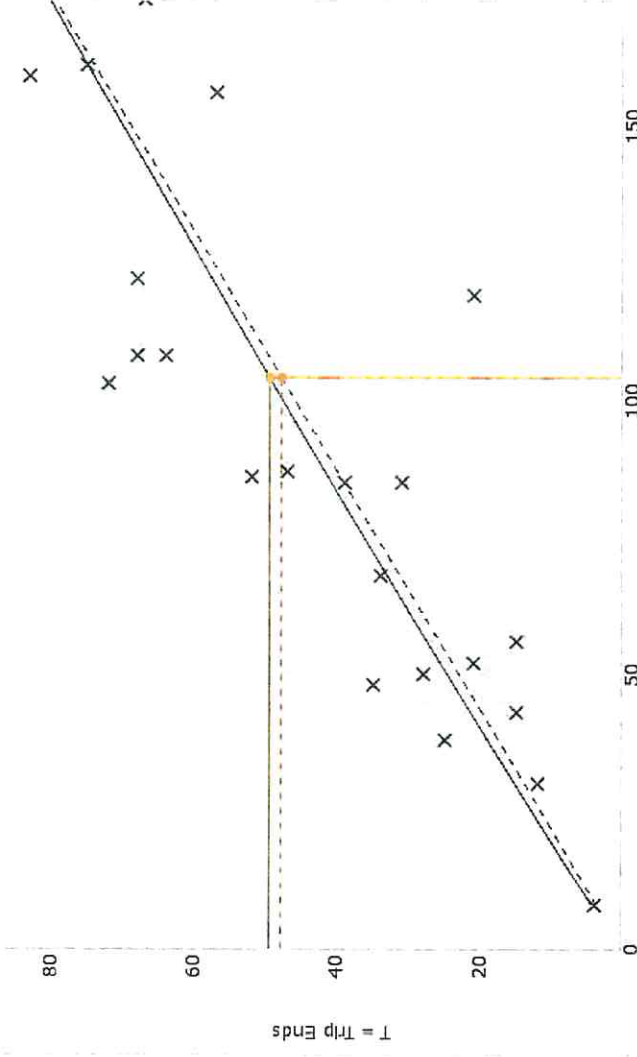
Directional Distribution:

23% entering, 77% exiting

Calculated Trip Ends:

Average Rate: 48 (Total), 11 (Entry), 37 (Exit)

Fitted Curve: 50 (Total), 11 (Entry), 39 (Exit)

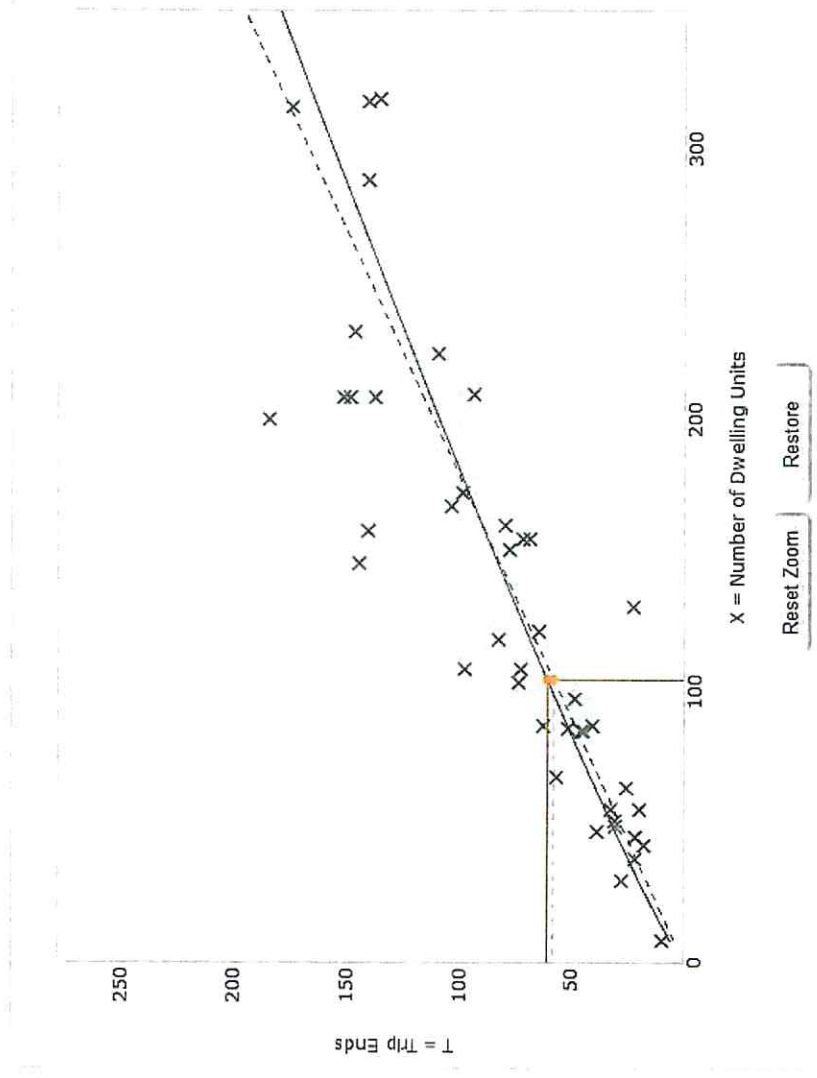




TA SOURCE: Trip Gen Manual, 10th Ed  
 ARCH BY LAND USE CODE: 20  
 MD USE GROUP: 200-299) Residential  
 MD USE: 220 - Multifamily Housing (Low-Rise)  
 MD USE SUBCATEGORY: All Sites  
 DEPENDENT VARIABLE (DV): Dwelling Units  
 ME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic  
 TTING/LOCATION: General Urban/Suburban  
 IP TYPE: /vehicle

TER IV VALUE TO CALCULATE TRIPS:  
 04

Data Plot and Equation



DATA STATISTICS

Land Use: Multifamily Housing (Low-Rise) (220) [Click](#)  
 More Details  
 Independent Variable: Dwelling Units  
 Time Period: Weekday  
 Peak Hour of Adjacent Street Traffic  
 One Hour Between 4 and 6 p.m.  
 Setting/Location: General Urban/Suburban  
 Trip Type: Vehicle  
 Number of Studies: 50  
 Avg. Num. of Dwelling Units: 187  
 Average Rate: 0.55  
 Range of Rates: 0.18 - 1.25  
 Standard Deviation: 0.16  
 Fitted Curve Equation:  $\ln(T) = 0.89 \ln(X) - 0.02$   
 $R^2$ : 0.86  
 Directional Distribution: 63% entering, 37% exiting  
 Calculated Trip Ends: Average Rate: 58 (Total), 36 (Entry), 22 (Exit)  
 Fitted Curve: 61 (Total), 38 (Entry), 23 (Exit)



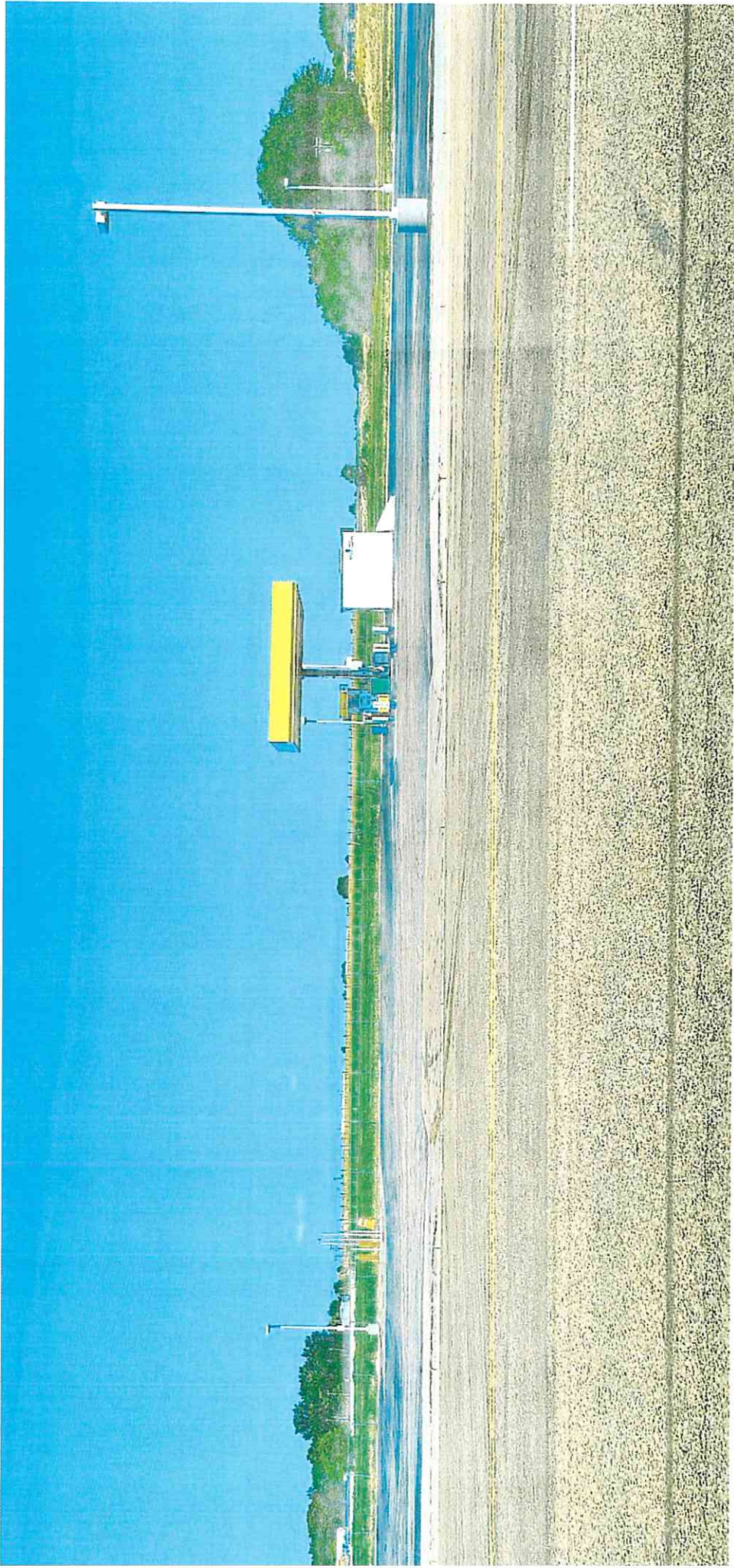
## **APPENDIX H: Field Review Photos**

Shell / Private Access Looking West



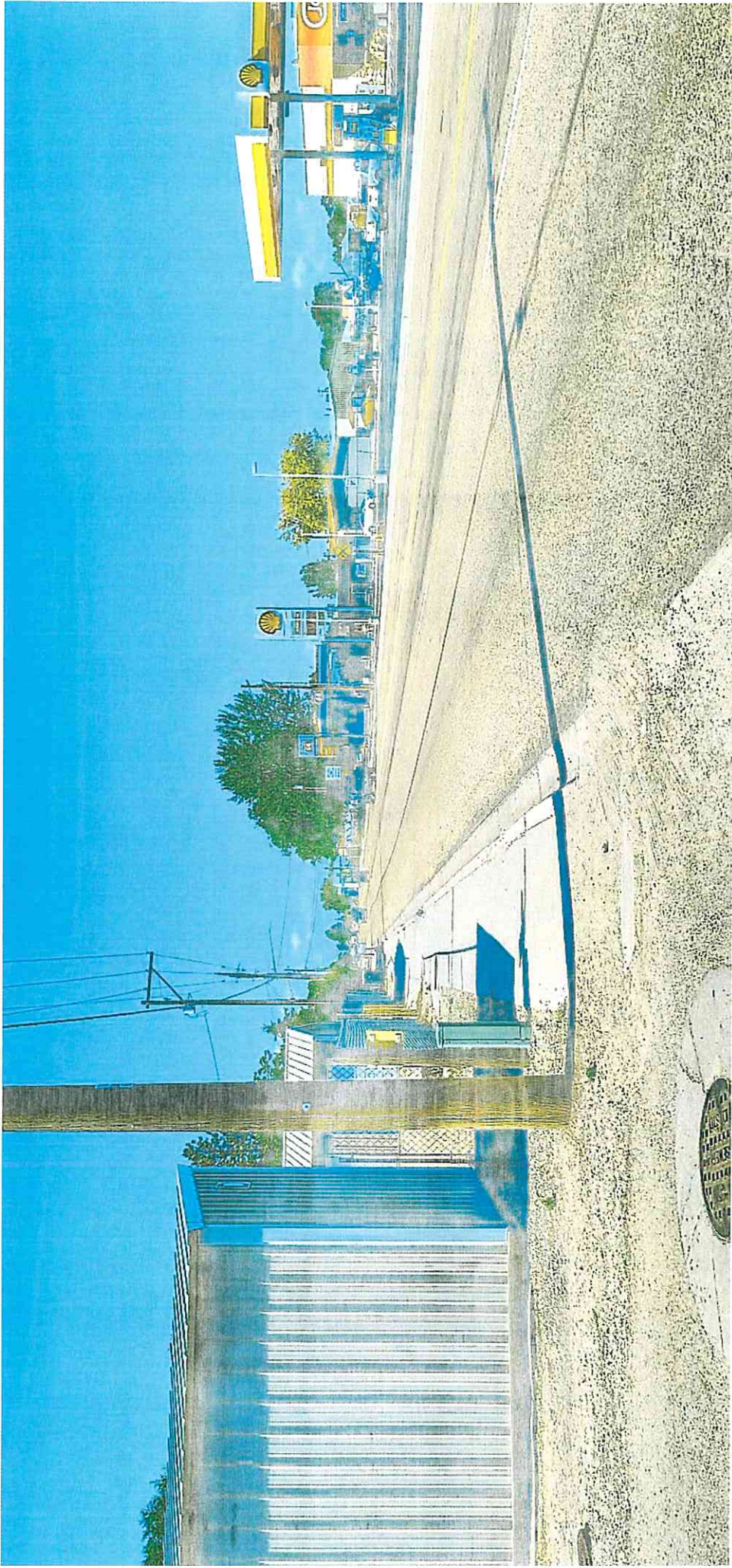


Shell / Private Access Looking East



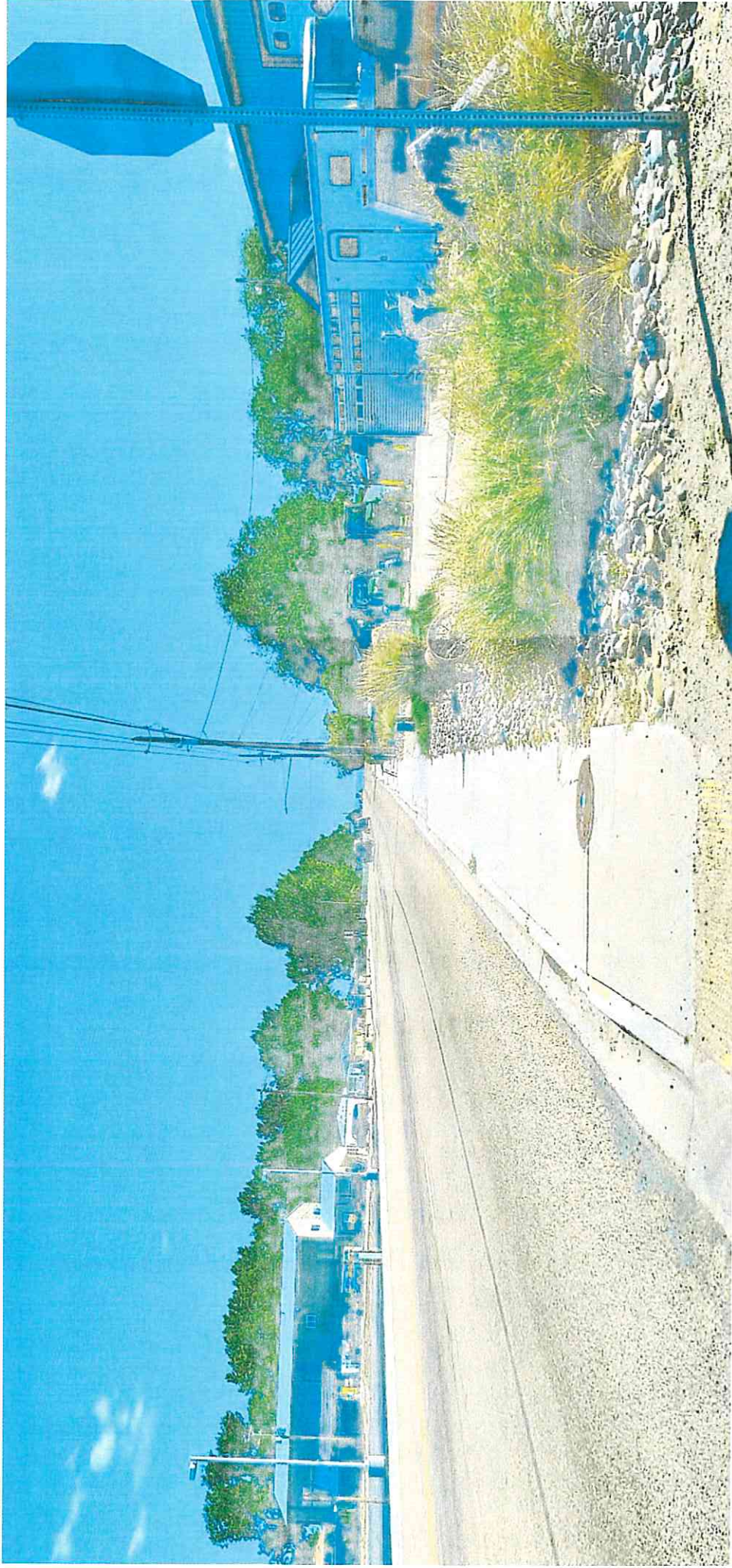


Shell / Private Access Looking North





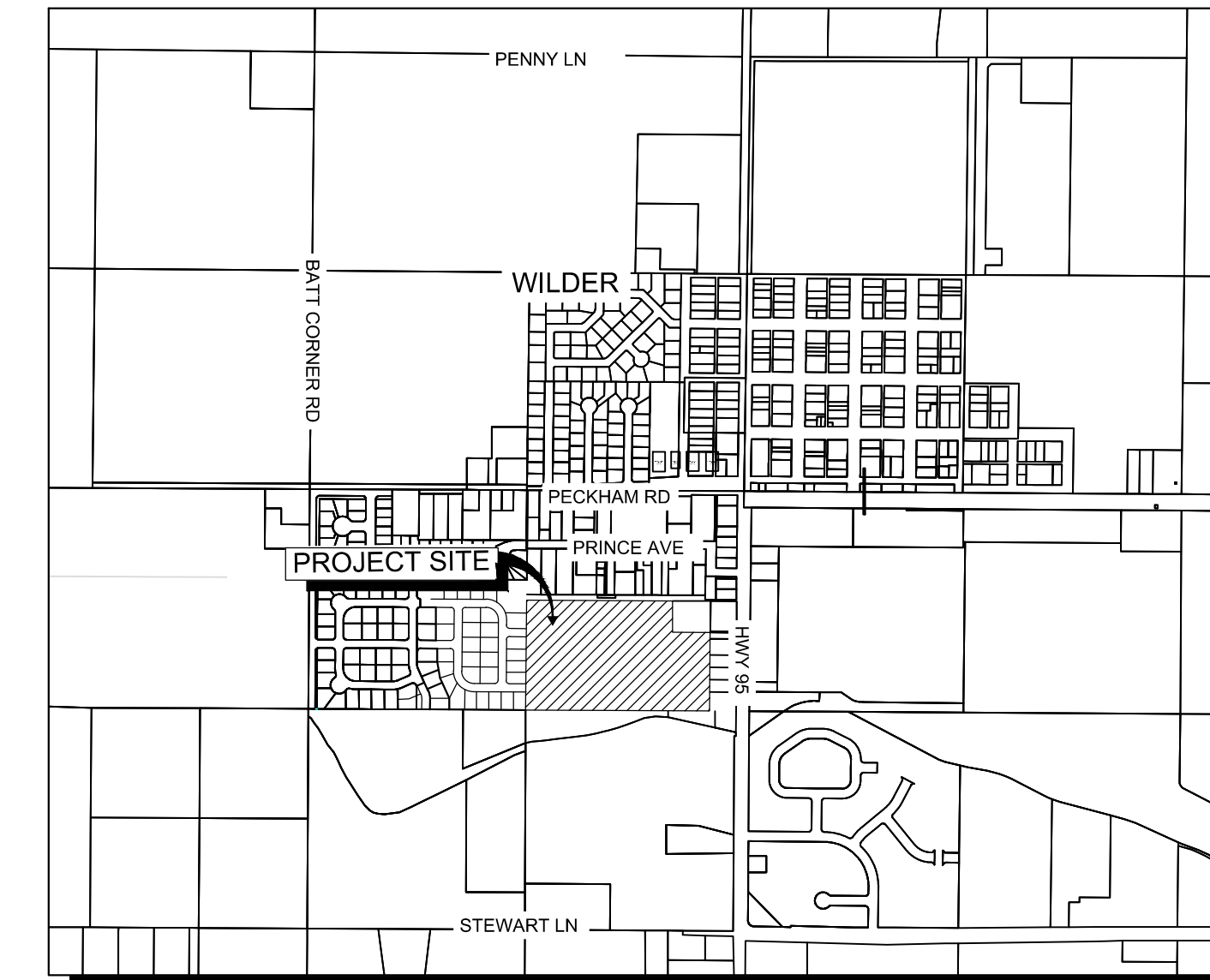
Shell / Private Access Looking South



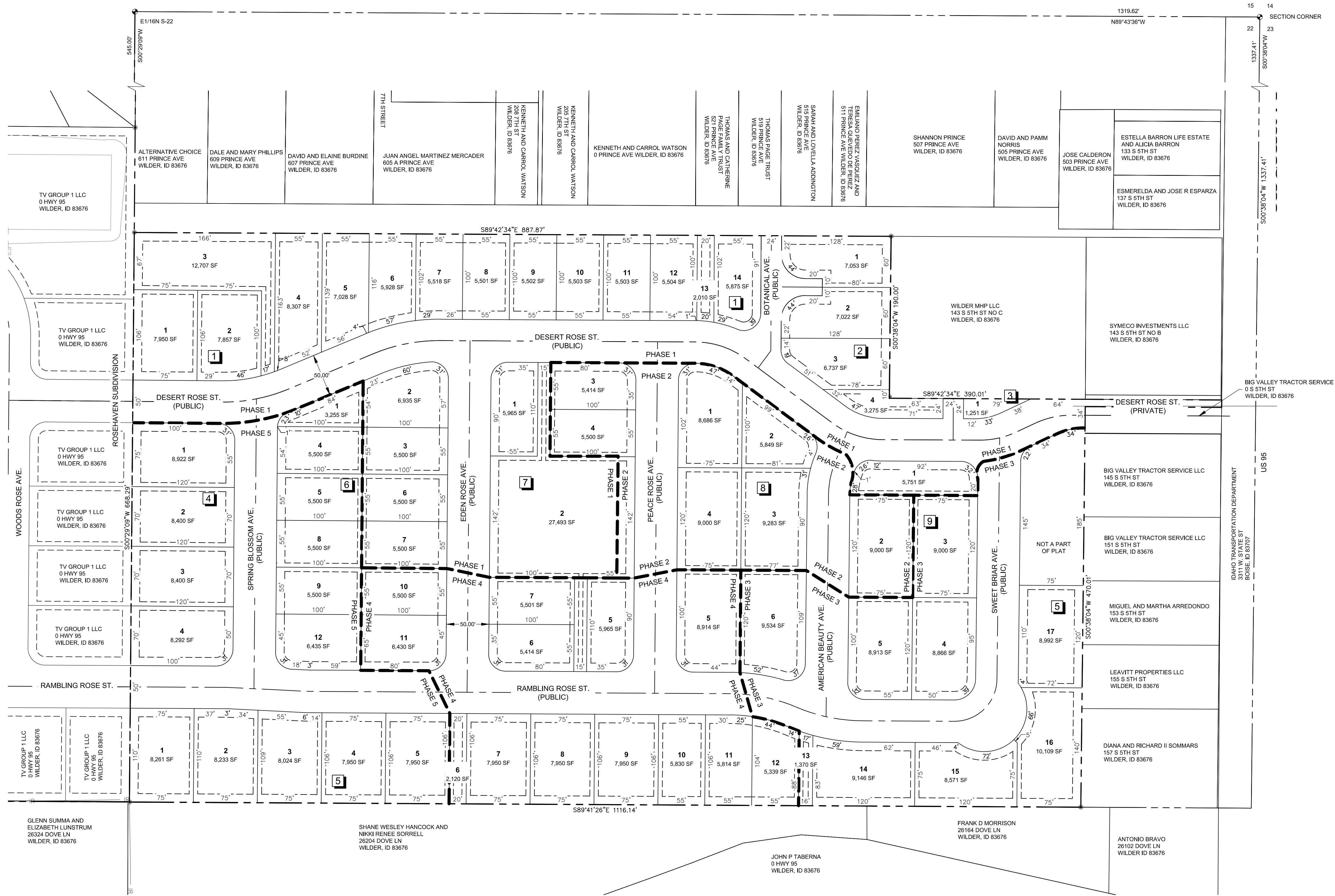


# ROSE POINTE SUBDIVISION PRELIMINARY PLAT

A PORTION OF THE NE ¼ OF THE NE ¼ OF SECTION 22  
TOWNSHIP 4 NORTH, RANGE 5 WEST, BOISE MERIDIAN  
CANYON COUNTY, IDAHO  
AUGUST 9, 2021



VICINITY MAP  
SCALE: 1"=1000'



LEGEND	
	PROPERTY BOUNDARY
	SECTION LINE
	RIGHT-OF-WAY LINE
	ROAD CENTERLINE
	LOT LINE
	EXISTING LOT LINE
	EASEMENT LINE
	SEWER LINE
	WATER LINE
	PHASE SEPARATION LINE
	FOUND BRASS/ALUMINUM CAP MONUMENT
	FOUND 5/8" IRON ROD
	LOT NUMBER
	BLOCK NUMBER

- NOTES**
- ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY AND ALONG THE SUBDIVISION BOUNDARY ARE SUBJECT TO A TEN FOOT (10') WIDE PERMANENT PUBLIC UTILITIES, PROPERTY DRAINAGE, AND IRRIGATION EASEMENT. ALL INTERIOR LOT LINES ARE SUBJECT TO A TEN FOOT (10') DRAINAGE AND IRRIGATION EASEMENT, CENTERED ON THE LOT LINE.
  - LOTS 3 AND 13 OF BLOCK 1, LOT 4 OF BLOCK 2, LOT 1 OF BLOCK 3, LOTS 6 AND 13 OF BLOCK 5, LOT 1 OF BLOCK 6, LOT 2 OF BLOCK 7, AND LOT 1 OF BLOCK 9 ARE DESIGNATED AS COMMON LOTS AND FOR SITE DRAINAGE.
  - ROSE POINTE SUBDIVISION IS BEING PROPOSED FOR DEVELOPMENT OF SINGLE FAMILY AND MULTI FAMILY RESIDENTIAL HOUSING ON PARCEL NO. 37034. THIS PARCEL IS CURRENTLY UNINCORPORATED WITH A REQUEST FOR INCORPORATION AND R2 ZONING.
  - THE PARCELS TO THE SOUTH OF THE PROPOSED SUBDIVISION ARE NOT ANNEXED INTO THE CITY OF WILDER. THE PARCELS TO THE NORTH AND WEST ARE ZONED R1. THE PARCELS TO THE EAST ARE ZONED COMMERCIAL.

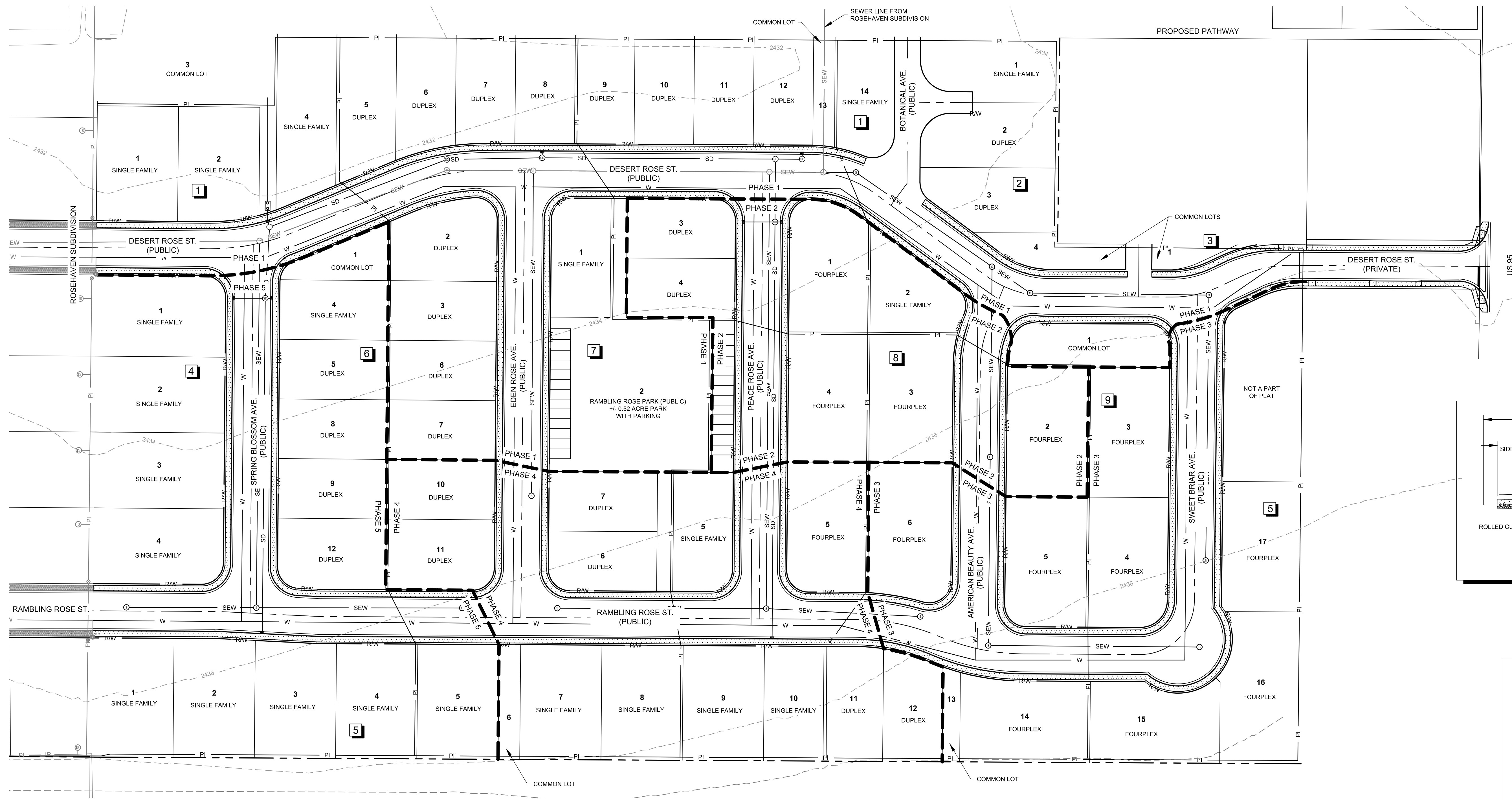
SUBDIVIDER:  
TV GROUP 1, LLC  
0 HWY 95  
WILDER, ID 83676

ENGINEER:  
PATRICK COLWELL  
T-O ENGINEERS  
332 N. BROADMORE WAY  
NAMPA, ID  
208-889-9556

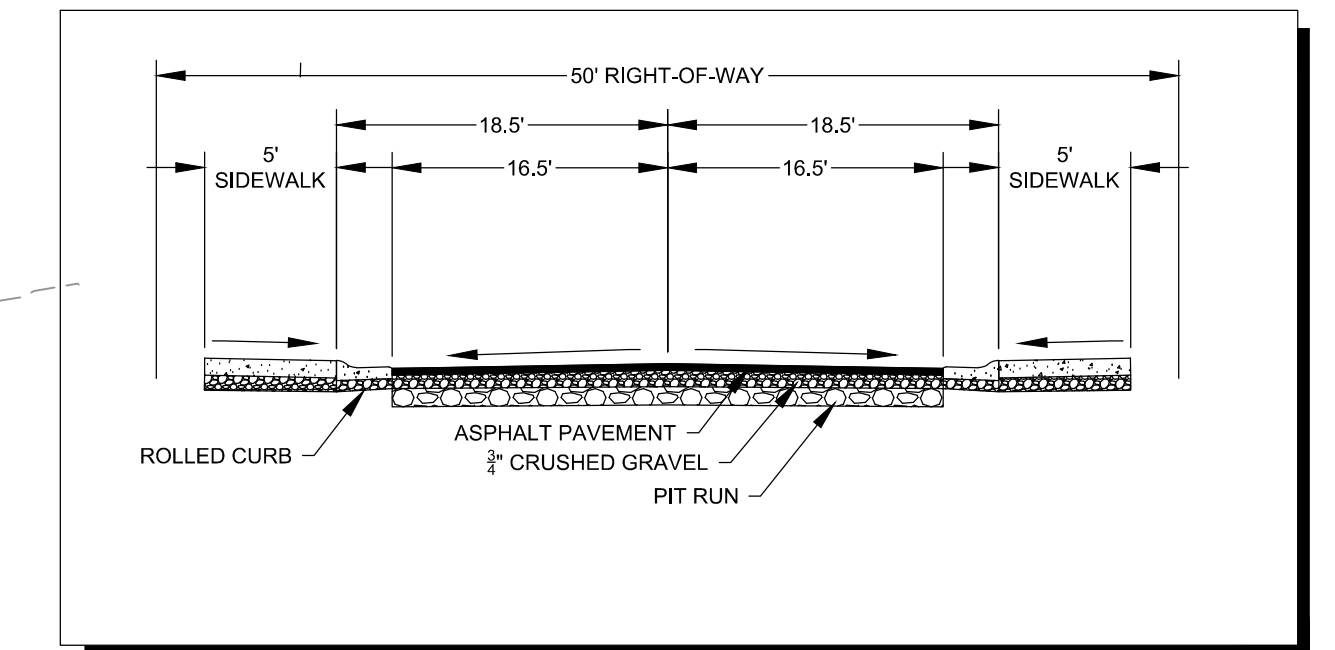
**T-O ENGINEERS**  
332 N. BROADMORE WAY  
NAMPA, IDAHO 83687-5123  
PHONE: (208) 442-6300 WWW.TO-ENGINEERS.COM



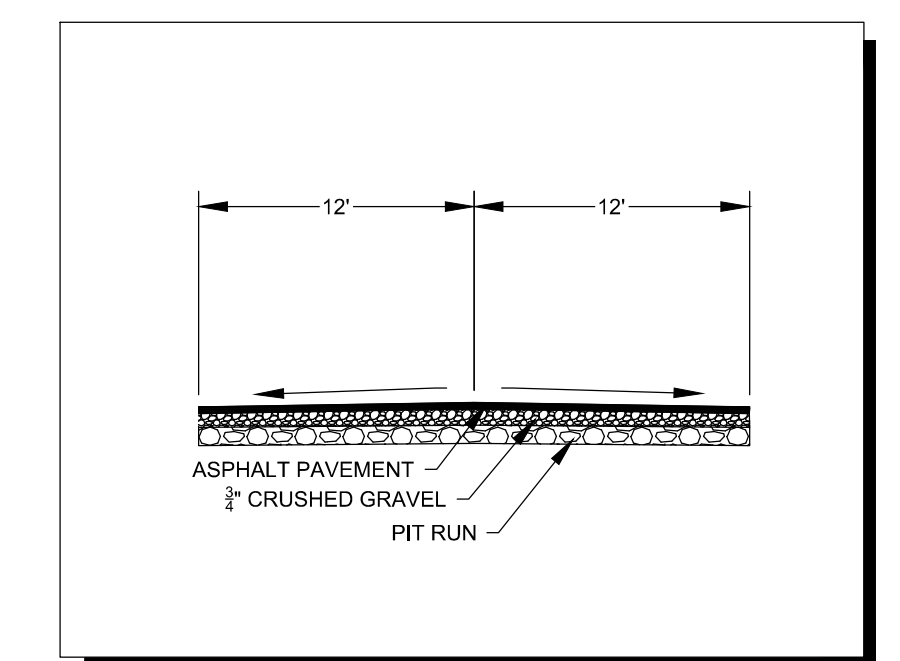
# ROSE POINTE SUBDIVISION PRELIMINARY PLAT



LOT SCHEDULE			
DESCRIPTION	LOTS	BUILDINGS	DWELLING UNITS
SINGLE FAMILY	22	22	22
DUPLEX (1 / 2 STORY)	26	13	26
FOURPLEX (2 STORY)	13	13	52
COMMON LOTS	9	N/A	N/A
<b>TOTAL</b>	<b>70</b>	<b>48</b>	<b>100</b>



1 ROADWAY SECTION  
SCALE: NTS



2 BOTANICAL AVE. SECTION  
SCALE: NTS