

AGENDA ITEM 4A

**PUD – Lots 5 and 6 Southport East (To Be Replatted
as Lots 1-3 Southport East Replat 15) —**

REV Development



**CITY OF LA VISTA
PLANNING DIVISION
RECOMMENDATION REPORT**

CASE NUMBERS: PPUD23-0004;

FOR HEARING OF: JULY 6, 2023
REPORT PREPARED ON: JUNE 28, 2023

I. GENERAL INFORMATION

A. APPLICANT:

REV Development
1000 O Street, Suite 102
Lincoln, NE 68508

B. PROPERTY OWNER:

PayPal Inc
12312 Port Grace Blvd
La Vista, NE 68128

C. LOCATION: Northwest of the intersection of Port Grace Blvd and Southport Parkway.

D. LEGAL DESCRIPTION: Lots 5 and 6 Southport East (Proposed Lots 1 and 2 Southport East Replat 15)

E. REQUESTED ACTION(S): Application for a PUD Zoning Overlay and PUD Site Plan to allow for commercial development with shared parking.

F. EXISTING ZONING AND LAND USE: C-3 Highway Commercial/Office Park District, Gateway Corridor District (Overlay District); the property is currently vacant.

G. PURPOSE OF REQUEST: Authorize a PUD Zoning Overlay and PUD Site Plan with shared parking to allow for commercial development. Specifically, the development of two hotels and a strip retail building.

H. SIZE OF SITE: Approximately 7.12 acres.

II. BACKGROUND INFORMATION

A. EXISTING CONDITION OF SITE: The property is currently vacant with a gradual downward slope to the northeast.

B. GENERAL NEIGHBORHOOD/AREA LAND USES AND ZONING:

<u>Direction From Subject Property</u>	<u>Future Land Use Designation</u>	<u>Current Zoning Designation</u>	<u>Surrounding Development</u>
North	Commercial	C-3 Highway Commercial / Office Park District with a Gateway Corridor Overlay (Overlay District);	Kiewit Corporation
East	Commercial	C-3 PUD Highway Commercial / Office Park District with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District);	Securities America
South	Commercial	C-3 Highway Commercial / Office Park District with a Gateway Corridor Overlay (Overlay District);	My Place Hotel and Casey's
West	Commercial	C-3 PUD Highway Commercial / Office Park District with a Planned Unit Development Overlay (Overlay District) and a Gateway Corridor Overlay (Overlay District);	La Vista Conference Center

C. RELEVANT CASE HISTORY:

1. The original plat for Southport East was approved in April 2001.

D. APPLICABLE REGULATIONS:

1. Section 5.12 of the Zoning Regulations – C-3 Highway Commercial / Office Park District.
2. Section 5.15 of the Zoning Regulations – PUD Planned Unit Development District (Overlay District).
3. Section 5.17 of the Zoning Regulations – Gateway Corridor District (Overlay District).

III. ANALYSIS

A. COMPREHENSIVE PLAN:

1. The Future Land Use Map of the Comprehensive Plan designates the area for commercial uses.
2. The proposed project will meet Policy Work 1-3 of the La Vista Comprehensive Plan which reads: "Continue to market the City's existing business clusters, convention centers, hotels, and retail at Southport as well as quality of life factors that attract similar businesses."

B. OTHER PLANS: N/A.

C. TRAFFIC AND ACCESS:

1. Access to the property will be provided through a full access off of Port Grace Blvd as well as full access connection from S. 123rd Plaza.
2. Applicant has provided a traffic impact memo in relation to the development of this project. The study, dated June 5, 2023, finds that the site is expected to generate 2,348 daily trips, 115 AM peak hour trips, and 180 PM peak hour trips. The 2050 site capacity analysis finds that the individual movements related to this development will operate with a Level-Of-Service of C or better. No roadway improvements are recommended through this analysis.
3. A draft traffic impact memo is currently under review by the City's third-party consulting firm. Any proposed changes will be provided to the applicant to make adjustments and resubmit prior to the review of the development by City Council. The traffic impact memo is attached to this report.

D. UTILITIES:

1. The property has access to sanitary sewer, water, gas, power, and communication utilities.

E. PARKING REQUIREMENTS:

1. Parking requirements for Lot 1 and Lot 2 of the development are one stall per rental unit for each of the hotels proposed to be developed on these lots. Based on the total number of rental units depicted within the PUD Site Plan, a total of 223 stalls would be required. The PUD Site Plan depicts a total of 292 parking stalls in Lots 1 and 2 of the development.
2. Parking requirements for Lot 3 of the development is based on a ratio of 1 stall per 200 square feet of development for the proposed strip commercial building on the site. Based on the 10,456 square-foot building proposed on Lot 3, a total of 53 stalls would be required. The PUD Site Plan depicts a total of 116 stalls on this lot.
3. Overall the site depicts a total of 408 parking stalls, well above the 276 stalls required. Parking within this PUD should be shared within Lots 1-3 to limit any possible off-site parking issues.

F. LANDSCAPING:

1. The landscaping for any developments on this site will need to comply with the requirements of the Zoning Ordinance and of the Southport East Design Guidelines. The design review process for the PUD Site Plan map set needs to be substantially complete prior to City Council review.

IV. REVIEW COMMENTS:

- A. The design of the buildings and the overall site will be reviewed through the City's Architectural Design Review process, and must be substantially complete prior to issuance of any building permits.
- B. The applicant has requested an allowance for a reduction in the front yard setback requirement for the C-3 Highway Commercial / Office Park District from 25 feet (50 feet with parking in the front yard) to 13 feet along the easement road between the subject property and the My Place Hotel property (Lot 1 Southport East Replat Fourteen). As it is an easement road with the property line resting near the centerline of the road, the City's standard setback measurement is conducted from the back-of-curb of the paved roadway. Allowances for this setback requirement reduction may be granted by City Council through the Planned Unit Development process, per Section 5.15.02.04 of the La Vista Zoning Ordinance.
- C. Applicant has been made aware that developments on this property will require FAA approval prior to the issuance of a building permit due to proximity of the Millard Airport.
- D. The development will be required to meet the requirements for a Post Construction Storm Water Management Plan as per City regulations.
- E. All necessary easements will need to be finalized and recorded prior to the issuance of building permits.
- F. A preliminary schedule of development for the PUD has been attached to this report.

V. STAFF RECOMMENDATION – PLANNED UNIT DEVELOPMENT SITE PLAN AMENDMENT:

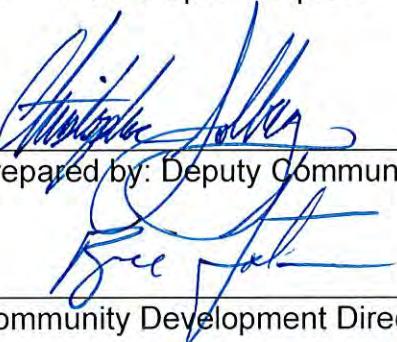
Approval of the PUD Site Plan for a commercial development on Lots 5 and 6 Southport East, to be replatted as Lots 1-3 Southport East Replat 15, contingent upon satisfactory resolution of any remaining issues as required by the Community Development Director or City Engineer prior to City Council approval, as the PUD Site Plan request is consistent with the Comprehensive Plan and the Zoning Ordinance.

VII. ATTACHMENTS TO REPORT:

- A. Vicinity Map
- B. Review Letters
- C. Draft PUD Site Plan map set
- D. Preliminary Schedule of Development
- E. Preliminary Building Elevations
- F. Draft Traffic Impact Memo

VIII. COPIES OF REPORT SENT TO:

- A. Justin Hernandez, REV Development
- B. Brian Emmerich, Olsson
- C. Public Upon Request



Prepared by: Deputy Community Development Director

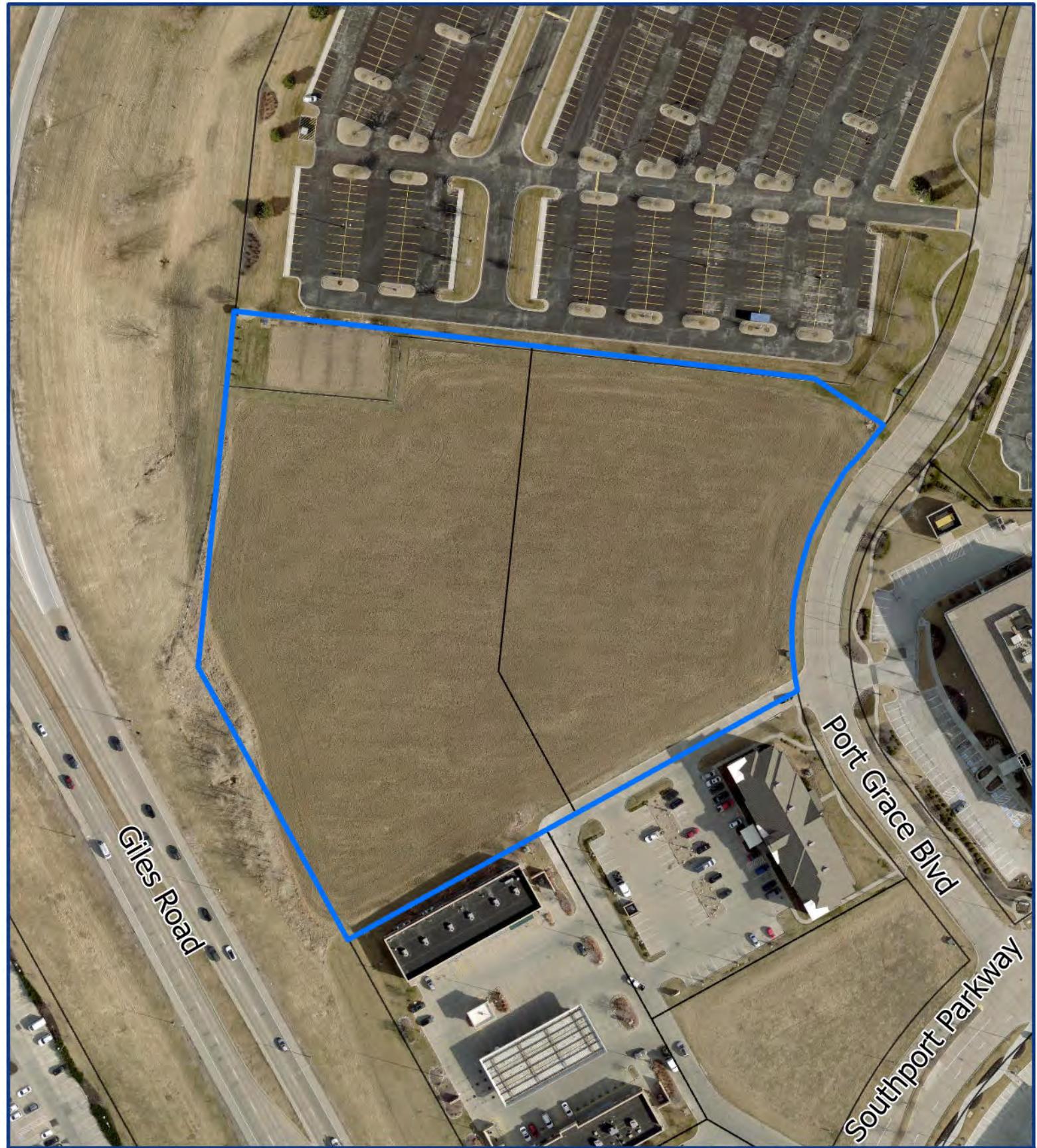


Community Development Director



6/30/23

Date



Vicinity Map - REV Development PUD



Legend

 PUD Boundary





June 7, 2023

Brian Emmerich
Olsson Associates
2111 N 67th Street, Suite 200
Omaha, NE 68106

RE: REV Development – PUD, CUP & Replat Applications – Initial Review Letter
Lots 5-6 Southport East

Mr. Emmerich,

We have reviewed the documents submitted for the above-referenced application. Based on the elements for consideration set forth in the applicable sections of the Subdivision Regulations and Zoning Ordinance, the City has the following comments:

Replat Application

1. Subdivision Regulations Section 3.03.03.10 – Please confirm the intent is to reduce and/or eliminate a portion of the 123rd Plaza Easement.
2. Subdivision Regulations Section 3.03.12 – Please label the book and page number of existing easements, including private easements, on the plan.
3. Subdivision Regulations Section 3.03.16 – Confirm if all three (3) lots are to be graded simultaneously. Over lot grading of all three lots will result in a disturbance greater than five (5) acres and may require additional grading BMPs.

City Hall
8116 Park View Blvd.
La Vista, NE 68128-2198
402.331.4343 P
402.331.4375 F

Community Development
8116 Park View Blvd.
402.593.6400 P
402.593.6445 F

Library
9110 Giles Rd.
402.537.3900 P
402.537.3902 F

Police
7701 S. 96th St.
402.331.1582 P
402.331.7210 F

Public Works
9900 Portal Rd.
402.331.8927 P
402.331.1051 F

Recreation
8116 Park View Blvd.
402.331.3455 P
402.331.0299 F

4. Subdivision Regulations Section 3.03.19 – Please provide a Traffic Impact Analysis memo which confirms that the background increase travel demand is consistent with the updated traffic study for the Nebraska Multi Sport Complex dated February 2022, and that there are no operational concerns with the intersections of 123rd Plaza and Port Grace Plaza, or 123rd Plaza and Southport Plaza.
5. Subdivision Regulations Section 3.05.20.2 – Please provide a post-construction stormwater management plan (PCSMP) inclusive of a drainage report, and draft Maintenance Agreement and Easement for each applicable lot and/or phase.
6. Subdivision Regulations Sections 3.05.04 & 3.05.19 – Surveyor's Certification needs to be updated to language consistent with the updated State Surveyor regulations.
7. Replat Submittal Sheet 2.0 – Confirm parallel and typical parking stall configurations are consistent with Article 7 of the Zoning Ordinance.
8. Replat Submittal Sheet 2.0 – Sidewalk easements will be required along Port Grace Boulevard for portions of the public sidewalk.

Planned Unit Development Application

9. Zoning Ordinance Section 5.15.03 – Please make the following changes to the Existing and Proposed Zoning sections of the site plan:
 - a. Existing Zoning: C-3 / Gateway Corridor District
 - b. Proposed Zoning: C-3 / PUD / Gateway Corridor District
10. Zoning Ordinance Section 5.15.04.01 – Please submit an anticipated schedule of construction, inclusive of a timeline according to the phasing exhibit as submitted.
11. Zoning Ordinance Sections 5.15.04.04, 6.05.04, 6.05.05, and 6.05.10 – Please submit a Traffic Impact Analysis memo as noted in comment #4 above.
12. Zoning Ordinance Section 5.15.04.05 – Please see the attached email correspondence with the Papillion Fire Marshall's Office regarding changes to the development entrance locations in relation to Fire Codes.

13. Zoning Ordinance Section 5.15.04.07 and 5.15.04.16 – Proper pedestrian access shall be provided between each building within the planned unit development. An ADA-compliant route for Lot 1 that considers the probable delay in the development of Lot 3 (Phase 2) should be included.
14. Zoning Ordinance Section 5.15.04.07 – Please provide the setback distances for the proposed monument sign in the northwest corner of the property. If there is an intent to provide multi-tenant signage in relation to the proposed strip-commercial use, please depict this as well. Also please note the constraints for signage as noted in Sections 7.01-7.04 of the Zoning Ordinance. Are any additional monument signs contemplated for any of the proposed uses?
15. Zoning Ordinance Section 5.15.04.08 – Please review the parking statistics table on the PUD site plan and correct as necessary. The Lot 3 parking statistics appear to be based on a hotel development on that lot.
16. Zoning Ordinance Section 5.15.04.13 – If common spaces are anticipated, including shared access drives, provisions for the proper maintenance and ownership shall be included in the submittal.
17. Zoning Ordinance Section 5.15.04.17 – The standard of measurement of setbacks along easement roads in the La Vista Zoning Jurisdiction is to measure from the back edge of the curb of the paved roadway. Please correct the setback along S 123rd Plaza accordingly.
18. Zoning Ordinance Section 5.15.05.02.2 – Please provide the height of the proposed structures.
19. Review and permitting from the FAA will likely be required due to the proximity of the development to the Millard Airport. This approval will be required prior to building permit issuance.
20. Zoning Ordinance 5.15.05.02.11 – Please depict details on the site plan for existing development on adjacent properties within 200 feet.

21. Zoning Ordinance Section 5.15.05.06 – Please include a vicinity map showing the general arrangement of streets within an area of one thousand (1,000) feet from the boundaries of the proposed planned unit development.
22. Zoning Ordinance Section 5.15.05.09 – Please submit copies of any restrictive covenants that are to be recorded with respect to the property included in the planned development district.

Holiday Inn CUP

23. Zoning Ordinance Section 6.05.04 – Please provide a post-construction stormwater management plan (PCSMP) inclusive of a drainage report, and draft Maintenance Agreement and Easement for each applicable lot and/or phase.
24. Zoning Ordinance Section 6.05.04 – The parking stall count listed in the Operating Statement does not coincide with the parking stall count listed on the CUP Site Plan. Additionally, the CUP Site Plan includes parking statistics for the adjoining lot. Please include only the parking statistics for the subject property of the CUP.
25. General Comment – Please make the following changes to the Existing and Proposed Zoning sections of the site plan:
 - a. Existing Zoning: C-3 / Gateway Corridor District
 - b. Proposed Zoning: C-3 / PUD / Gateway Corridor District

Residence Inn CUP

26. Zoning Ordinance Section 6.05.04 – Please provide a post-construction stormwater management plan (PCSMP) inclusive of a drainage report, and draft Maintenance Agreement and Easement for each applicable lot and/or phase.
27. Zoning Ordinance Section 6.05.04 – The parking stall count listed in the Operating Statement does not coincide with the parking stall count listed on the CUP Site Plan. Additionally, the CUP Site Plan includes parking statistics

for the adjoining lot. Please include only the parking statistics for the subject property of the CUP.

28. General Comment – Please make the following changes to the Existing and Proposed Zoning sections of the site plan:
 - a. Existing Zoning: C-3 / Gateway Corridor District
 - b. Proposed Zoning: C-3 / PUD / Gateway Corridor District

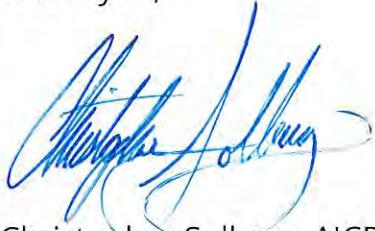
General Development Comments

29. Design Review – The building design for each of the proposed buildings must be reviewed as part of the design review process that is required for developments within the Southport East Design Guidelines prior to building permit approval. The full design review process will be conducted outside of the PUD and CUP approval processes, with the exception of the review of the preliminary landscaping plan. Please see the attached comments from the City's third-party Design Review Architect regarding the landscaping plan.
30. Please add parking lot light pole locations to the landscaping plans of the PUD/CUP plan sets in order to ensure there are no conflicts with the planting plan as presented.
31. Landscaping plans were submitted in relation to each of the proposed hotels, but not for the development as a whole. Please submit a Preliminary PUD Landscaping Plan for the entirety of the development that conforms to Section 7.17 of the Zoning Ordinance and the Southport East Design Guidelines.
32. Although the design review process will be conducted outside of the PUD/CUP process, colored versions of the draft elevations are included as exhibits within the CUP. Please include colored versions of the draft elevations with your next submittal.
33. A draft of the Conditional Use Permit for each of the proposed hotels will be provided upon review of the revised documents.

Please resubmit 2 paper copies of the Preliminary and Final Plats, PUD and CUP site plans, and other supporting documentation requested in this letter (including electronic copies) to the City for further review. Please also provide a response letter that answers or acknowledges each of the comments contained in this letter.

A timeline for review by the Planning Commission and City Council will be determined based on the timing of the resubmittal and the extent to which the issues noted this review have been sufficiently addressed. If you have any questions regarding these comments, please feel free to contact me at any time.

Thank you,



Christopher Solberg, AICP
Deputy Community Development Director
City of La Vista
csolberg@cityoflavista.org
(402) 593-6400

cc:

Justin Hernandez, REV Development
Bruce Fountain, Community Development Director – City of La Vista
Cale Brodersen, Associate City Planner – City of La Vista
Pat Dowse, City Engineer – City of La Vista
Garrett Delgado, Engineer Assistant – City of La Vista

Christopher Solberg

From: Steve Thornburg <sthornburg@papillion.org>
Sent: Wednesday, June 7, 2023 10:36 AM
To: Christopher Solberg
Subject: RE: [EXT] RE: [EXT] REV Development

Correct, they would lose the parking spaces, that is all.

[Steve Thornburg](#)
City of Papillion | Fire Marshal
10727 Chandler Rd. La Vista NE 68128
www.Papillion.org

O : 402-829-1398 | M : 402-943-8266



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From: Christopher Solberg <csolberg@cityoflavista.org>
Sent: Wednesday, June 7, 2023 10:20 AM
To: Steve Thornburg <sthornburg@papillion.org>
Subject: [EXT] RE: [EXT] REV Development

If they add an entrance at that point, in addition to the two existing ones, that would work too, right? The existing point on 123rd is the main logical traffic flow to Lot 1.

Christopher Solberg, AICP
City of La Vista | Deputy Community Development Director

From: Steve Thornburg <sthornburg@papillion.org>
Sent: Wednesday, June 7, 2023 10:11 AM
To: Christopher Solberg <csolberg@cityoflavista.org>
Subject: RE: [EXT] REV Development

Chris,

The code sections for the comment are NFPA 1 18.2.3.3 and IFC D106.3. The IFC appendix is not adopted in La Vista but gives guidance on measuring the distance between access points. If the access point moves to the west on 123rd to the corner, they meet the separation that would be acceptable.

Steve Thomburg
City of Papillion | Fire Marshal
10727 Chandler Rd. La Vista NE 68128
www.Papillion.org

O : 402-829-1398 | M : 402-943-8266



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From: Christopher Solberg <[cсолberg@cityoflavista.org](mailto:csolberg@cityoflavista.org)>
Sent: Wednesday, June 7, 2023 8:47 AM
To: Steve Thomburg <sthomburg@papillion.org>
Cc: Cale Brodersen <cbrodersen@cityoflavista.org>
Subject: [EXT] REV Development

Good Morning Steve,

We are working on the comment letter to REV Development for their proposed PUD in our Southport East area. Can you please provide me with the code reference number in relation to your comment (attached) so that I can include it in the review letter?

Thanks,

Christopher Solberg, AICP
City of La Vista | Deputy Community Development Director

402.593.6400 (Office)
8116 Park View Blvd. | La Vista, NE 68128
CityofLaVista.org

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June 6, 2023

Mr. Chris Solberg
City of La Vista
8116 Park View Blvd
La Vista, NE 68128

RE: Southport East - Port Grace & 123rd Landscape Review - Design Review Letter #1

Dear Chris:

This letter shall provide recommendations and/or corrections for the Applicant's submittal containing drawings received on 5/23/2022. For tracking purposes, I have noted deficiencies in the submittal package below, and where appropriate, the corresponding requirements outlined in the Southport East Design Guidelines.

General:

1. The following drawings were submitted:
 - a. L1.0 Landscape Plan
2. Additional reviews regarding landscaping will take place at the time of Design Review Submission for each building within this PUD with regard to specific requirements regarding the softening of areas around dumpster enclosures, screening of utilities, screening of mechanical equipment, etc.

Drawings:

1. Landscaping
 - i. No site dimensions are included to determine compliance with 6.1.D, which requires ten (10) foot wide landscaped, turfed (sodded or seeded) and irrigated green space along all interior lot lines shown in Appendix E.
 - ii. Per appendix G, the following proposed plants are not included in the approved list:
 1. Autumn Blaze Maple
 2. Bloodgood London Plane Tree
 3. Silver Linden
 4. Maney Juniper
 5. Karl Foerster Feather Reed GrassRevise to comply with Appendix G.
 - iii. Per Appendix G, trees shall have a minimum caliper of 3". Trees proposed on plant schedule have a caliper ranging from 2 to 2.5". Revise to comply with Appendix G.

Please notify the Applicant of the review comments above and request clarification and/or resubmittal as the case may be. Please remind the Applicant to properly date all resubmittals. Southport East Design Guideline Requirements not specifically discussed above are in compliance but subject to further review pending resubmittal.

Please feel free to contact me regarding additional clarifications or questions.

(402) 431-6377 direct
dkerns@schemmer.com

Sincerely,


THE SCHEMMER ASSOCIATES, INC.

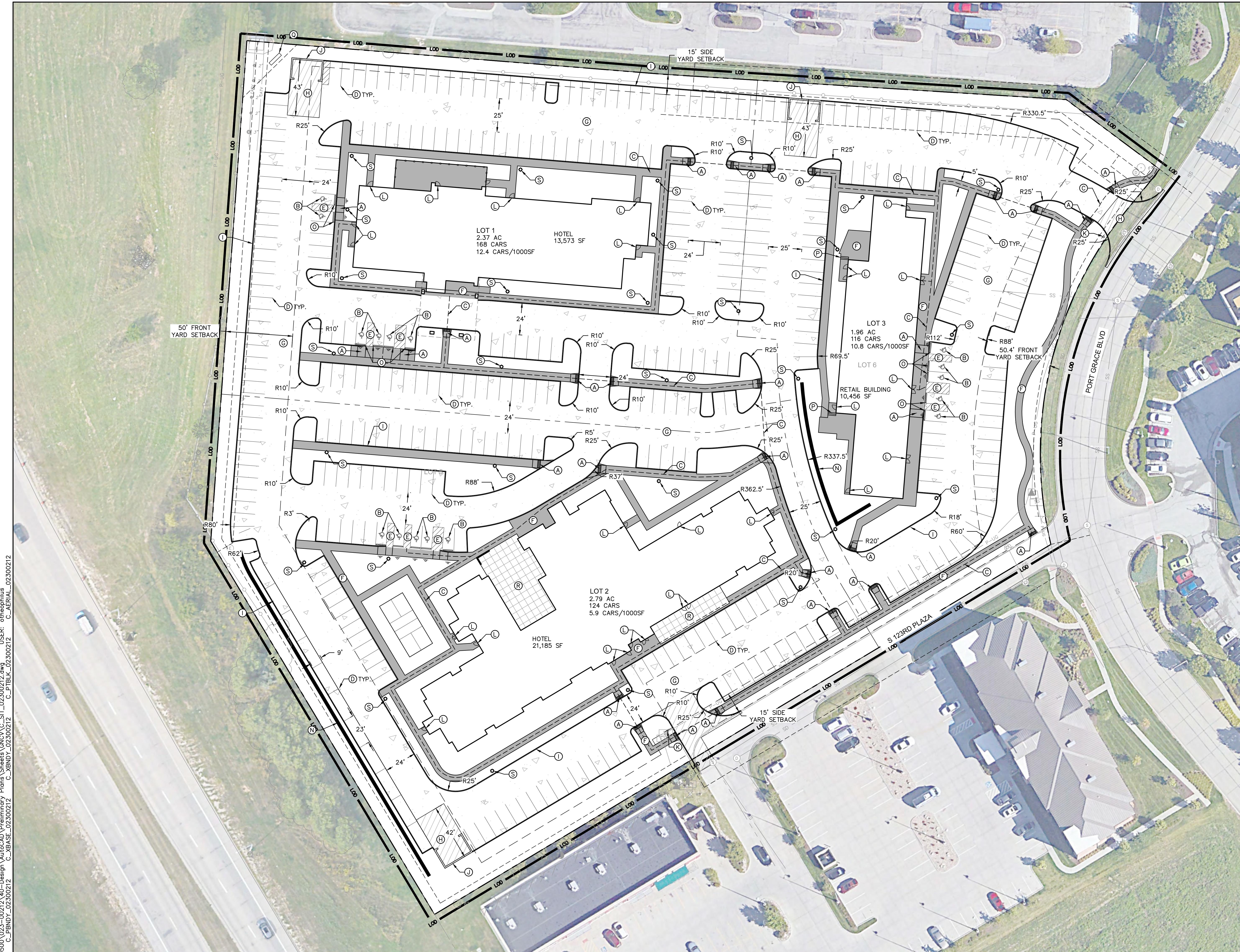


Dan Kerns, AIA, NCARB
Principal
Executive Manager, Architecture
Commercial Market Leader

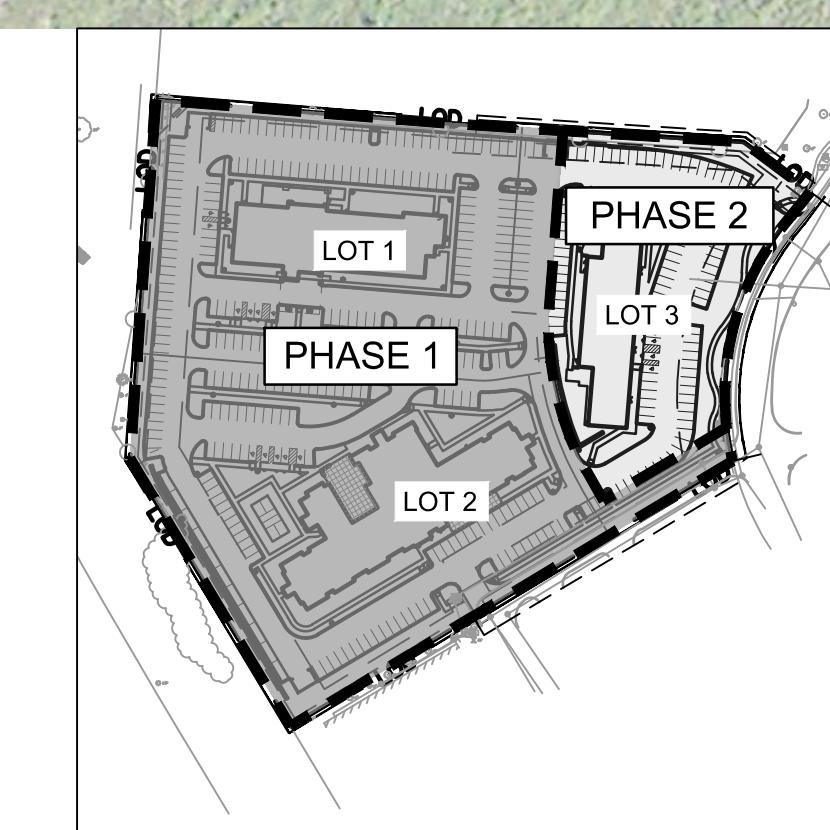


<u>LEGEND</u>	
-----	EXISTING PROPERTY LINE
SD	EXISTING STORM SEWER
SS	EXISTING SANITARY SEWER
P-OH	EXISTING OVERHEAD POWER
P-UG	EXISTING UNDERGROUND POWER
W	EXISTING WATER LINE
CATV	EXISTING CABLE/TELEVISION LINE
TEL	EXISTING TELEPHONE LINE
G	EXISTING GAS LINE
⑧	EXISTING STORM SEWER MANHOLE
⑨	EXISTING CURB INLET
⑩	EXISTING GRATE INLET
⑪	EXISTING SANITARY SEWER MANHOLE
⑫	EXISTING BOLLARD
⑬	EXISTING SIGN
⑭	EXISTING IRRIGATION SYSTEM
⑮	EXISTING VEGETATION
⑯	EXISTING COLUMN
⑰	EXISTING WATER MANHOLE
⑱	EXISTING WATER VALVE
⑲	EXISTING FIRE HYDRANT
⑳	EXISTING GAS MARKER
⑳	EXISTING GAS VALVE
⑳	EXISTING TELEPHONE RISER
⑳	EXISTING TRANSFORMER
⑳	EXISTING ELECTRICAL RISER
⑳	EXISTING ELECTRICAL METER
⑳	EXISTING ELECTRICAL BOX
⑳	EXISTING ELECTRICAL VAULT
⑳	EXISTING ELECTRICAL OUTLET
↑	EXISTING GUY WIRE
⑳	EXISTING LIGHT POLE
⑳	EXISTING POWER POLE WITH LIGHT
⑳	EXISTING POWER POLE
⑳	EXISTING BORE HOLE





VICINITY M (NOT TO SCALE)



PHASING MAP

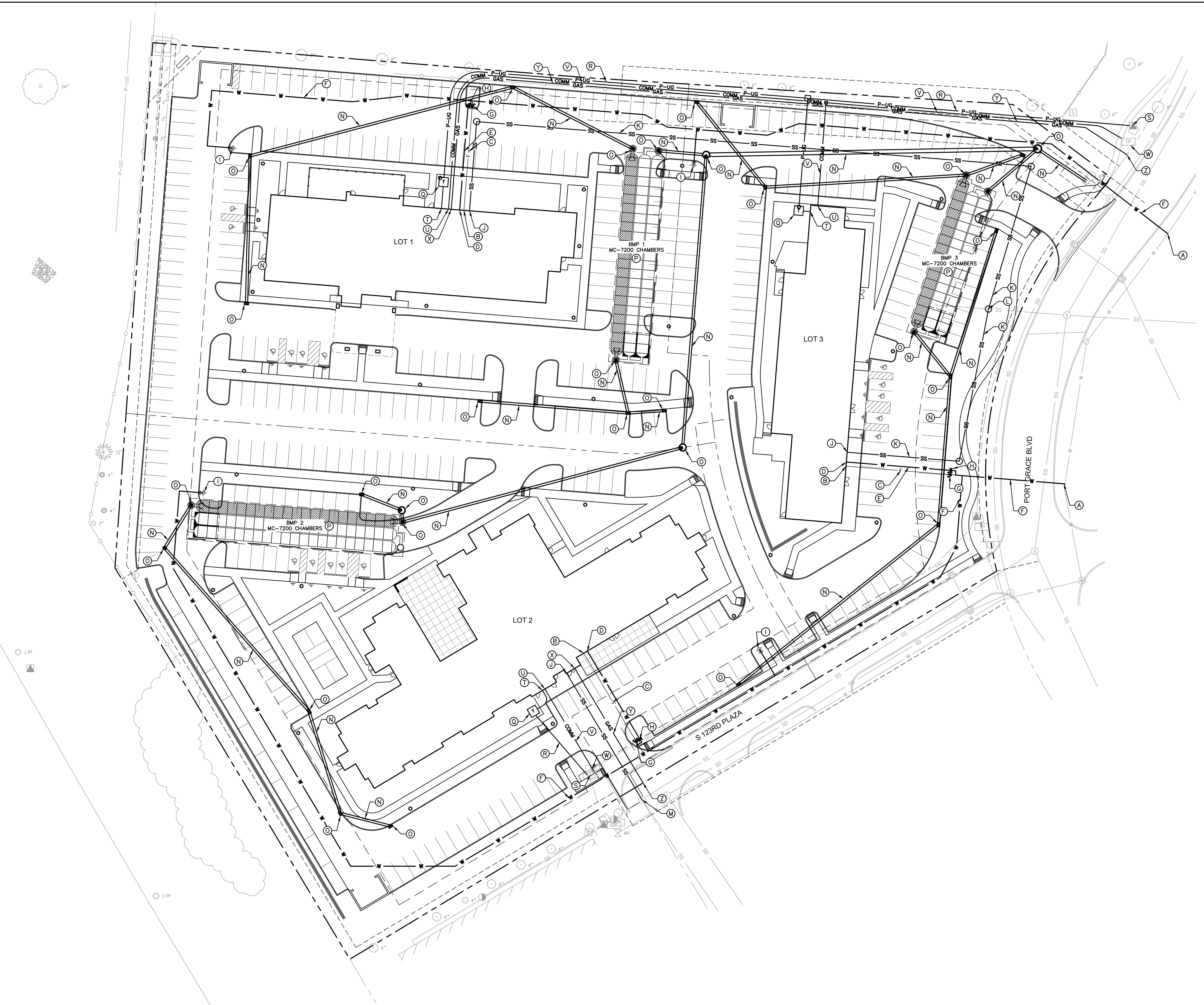
SITE KEY NOTES

(A)	CONSTRUCT CURB RAMP PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS. REFERENCE CITY OF OMAHA STANDARD PLATE 500-82.
(B)	INSTALL ADA PARKING STALL AND ASSOCIATED STRIPING AND SIGNAGE PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS.
(C)	PROPOSED ADA ACCESSIBLE ROUTE PER ADA REGULATIONS AND LOCAL JURISDICTIONAL REQUIREMENTS.
(D)	INSTALL 4-INCH WHITE PAVEMENT STRIPING. PAINT SHALL MEET OR EXCEED CITY OF OMAHA STANDARD SPECIFICATIONS (TYP.)
(E)	INSTALL 4-INCH WHITE PAVEMENT STRIPING AT 45°, 2-FEET O.C. PAINT SHALL MEET OR EXCEED CITY OF OMAHA STANDARD SPECIFICATIONS (TYP.)
(F)	CONSTRUCT 4-INCH THICK P.C.C. SIDEWALK. REFERENCE CITY OF OMAHA STANDARD PLATE 503-01.
(G)	CONSTRUCT 6-INCH THICK STANDARD DUTY P.C. CONCRETE PAVEMENT.
(H)	CONSTRUCT 8-INCH DRIVE ENTRANCE APRON HEAVY DUTY P.C. CONCRETE PAVEMENT.
(I)	CONSTRUCT TYPE 'A' INTEGRAL CURB AND GUTTER PER CITY OF OMAHA STANDARD PLATE 500-01.
(J)	TRASH ENCLOSURE. REFERENCE ARCHITECTURAL PLANS. CONSTRUCT HEAVY DUTY PAVEMENT APRON AS SHOWN ON PLAN.
(K)	INSTALL STOP SIGN PER MUTCD STANDARDS AND PER CITY OF OMAHA STANDARD PLATES 906-03 AND 906-04. REFERENCE DETAIL SHEET.
(L)	STRUCTURAL STOOP AND DOOR. REFERENCE ARCHITECTURAL PLANS FOR EXACT LOCATION, SIZE, AND SLOPE.
(M)	INSTALL 24-INCH WHITE CROSSWALK PAVEMENT STRIPING. REFERENCE DETAIL SHEET. PAINT SHALL MEET OR EXCEED CITY OF OMAHA STANDARD SPECIFICATIONS (TYP.)
(N)	CONSTRUCT RETAINING WALL WITH RAILING WHERE REQUIRED PER CODE. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL PROVIDE ALL NECESSARY RETAINING WALL DESIGNS WHICH SHALL BE SIGNED AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER. CONTRACTOR SHALL COORDINATE WITH OWNER AND ARCHITECT FOR APPROVAL OF FINAL WALL MATERIAL TYPE, STYLE AND COLOR PRIOR TO CONSTRUCTION. ALL FINAL WALL DESIGNS, PLANS AND MATERIAL INFORMATION SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR DOCUMENTATION PURPOSES ONLY. FINAL DESIGN TO BE PROVIDED ON PERMIT PLANS.
(O)	INSTALL PRECAST CONCRETE WHEEL STOP. REFERENCE DETAIL SHEET.
(P)	CONSTRUCT STEPS WITH RAILING. REFERENCE ARCHITECTURAL PLANS
(Q)	PROPOSED DEVELOPMENT MONUMENT SIGN.
(R)	STAMPED DECORATIVE PAVEMENT. ARCHITECT TO COORDINATE WITH OWNER FOR FINAL DESIGN.
(S)	LIGHT POLE AND BASE. REFERENCE SITE LIGHTING PLAN.

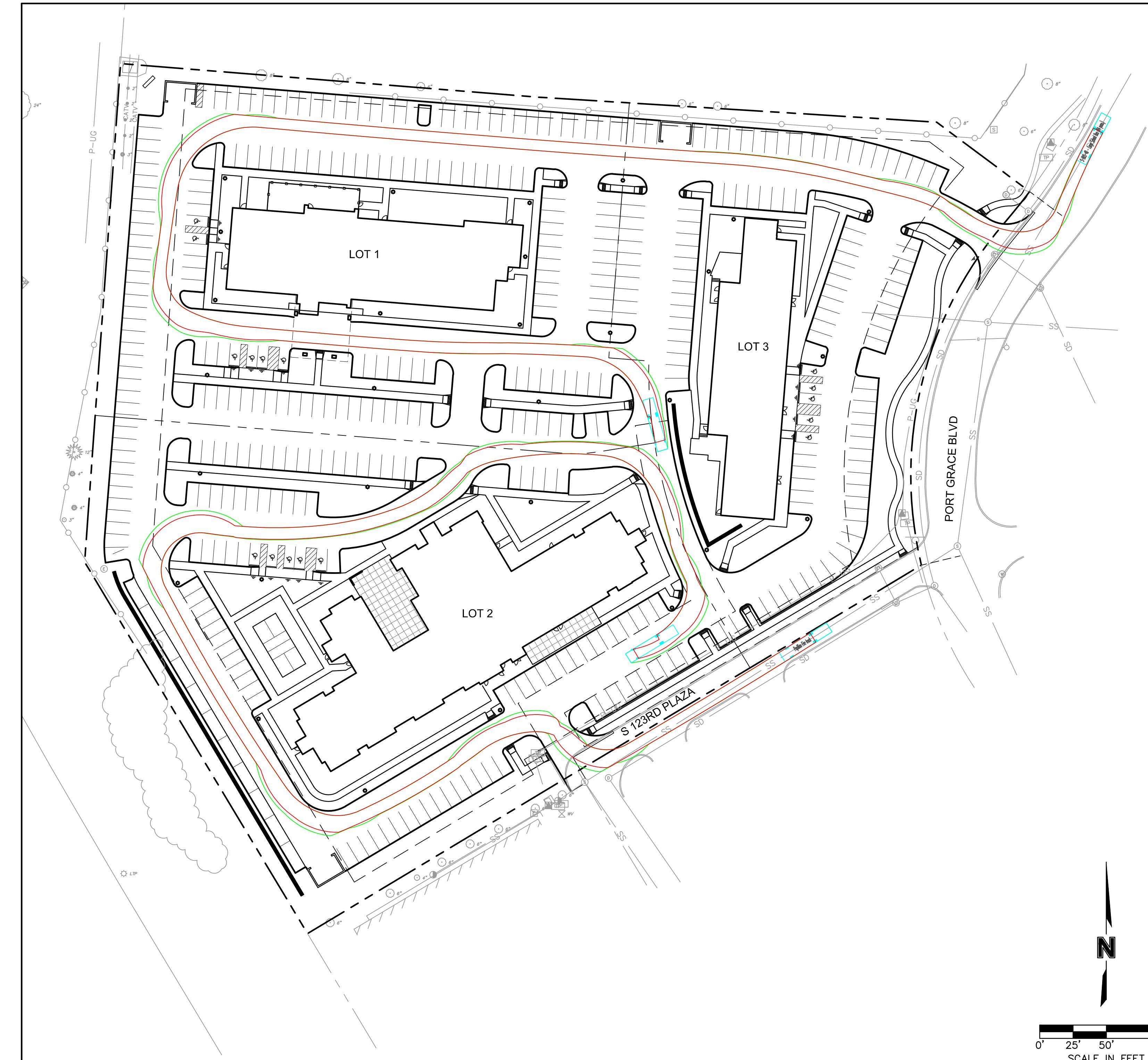
SITE INFORMATION TABLE	
LEGAL DESCRIPTION:	SOUTHPORT EAST REPLAT 15 LOTS 1, 2, 3 SE 1/4 SEC 18 TWN 14N RNG 12
EXISTING ZONING:	C-3/GATEWAY CORRIDOR DISTRICT
PROPOSED ZONING:	C-3/PUD/GATEWAY CORRIDOR DISTRICT
SETBACKS:	
FRONT YARD:	25'-0"
FRONT YARD: (PARKING PRESENT IN FRONT YARD)	50'-0"
SIDE YARD:	15'-0"
REAR YARD:	15'-0"
BUILDING COVERAGE:	15%
IMPERVIOUS COVERAGE:	62%
BUILDING HEIGHT:	70'-0" MAX
PARKING REQUIREMENTS:	
REQUIRED: (LOT 1)	119 STALLS (1 PER RENTAL UNIT; 119 UNITS; 5 STORIES; REQUIRES 119 STALLS)
PROVIDED: (LOT 1)	ON-SITE PARKING: 168 STALLS (12.4 CARS PER 1,000 SF)
REQUIRED: (LOT 2)	112 STALLS (1 PER RENTAL UNIT; 112 UNITS; 5 STORIES; REQUIRES 112 STALLS)
PROVIDED: (LOT 2)	ON-SITE PARKING: 124 STALLS (5.9 CARS PER 1,000 SF)
REQUIRED: (LOT 3)	53 STALLS (1 PER 200 SF; 10456 SF; REQUIRES 53 STALLS)
PROVIDED: (LOT 3)	ON-SITE PARKING: 116 STALLS
TOTAL REQUIRED:	284 STALLS
TOTAL PROVIDED:	408 STALLS
ACCESSIBLE PARKING:	
REQUIRED: (LOT 1)	6 (INCLUDING 1 VAN ACCESSIBLE STALL)
PROVIDED: (LOT 1)	6 (INCLUDING 1 VAN ACCESSIBLE STALL)
REQUIRED: (LOT 2)	5 (INCLUDING 1 VAN ACCESSIBLE STALL)
PROVIDED: (LOT 2)	5 (INCLUDING 1 VAN ACCESSIBLE STALL)
REQUIRED: (LOT 3)	5 (INCLUDING 1 VAN ACCESSIBLE STALL)
PROVIDED: (LOT 3)	5 (INCLUDING 1 VAN ACCESSIBLE STALL)
REQUIRED:	16 (INCLUDING 3 VAN ACCESSIBLE STALLS)
PROVIDED:	16 (INCLUDING 3 VAN ACCESSIBLE STALLS)

drawn by:	_____
checked by:	_____
approved by:	_____
QA/QC by:	_____
project no.:	_____ 02
drawing no.:	_____
date:	_____ 00

SHEET
C3.0



UTILITY KEY NOTES	
(A)	WATER MAIN CONNECTION: M.U.D. TO CONNECT TO EXISTING PUBLIC WATER MAIN. CONTRACTOR SHALL PROVIDE ALL STAKING, EXCAVATION AND TAPPING EQUIPMENT/FITTINGS AS REQUIRED BY M.U.D. (CONTRACTOR SHALL VERIFY), AND CONTACT M.U.D. TO MAKE THE CONNECTION. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF WATER MAIN AND CONTACT M.U.D. A MINIMUM OF 72 HOURS PRIOR TO SCHEDULED CONNECTION.
(B)	4" FIRE SERVICE LINE ENTRY LOCATION: CONTRACTOR SHALL PROVIDE AND INSTALL ALL APPURTENANCES ON THE FIRE SERVICE LINE PER M.U.D. REQUIREMENTS (CONTRACTOR SHALL VERIFY).
(C)	4" FIRE SERVICE LINE: CONTRACTOR SHALL PROVIDE AND INSTALL ALL BENDS, TEES, ELBOWS, ETC. WITH THRUST BLOCKING PER M.U.D. SPECIFICATIONS AND REQUIREMENTS (CONTRACTOR SHALL VERIFY).
(D)	2" DOMESTIC WATER SERVICE ENTRY LOCATION: METER IS LOCATED INSIDE THE BUILDING. REFERENCE M.E.P. PLANS FOR CONTINUATION INTO THE BUILDING. CONTRACTOR SHALL COORDINATE WITH M.U.D. FOR INSPECTIONS PRIOR TO CONNECTION.
(E)	2" DOMESTIC WATER SERVICE LINE: CONTRACTOR SHALL PROVIDE AND INSTALL ALL BENDS, TEES, ELBOWS, ETC. WITH THRUST BLOCKING PER M.U.D. REQUIREMENTS (CONTRACTOR SHALL VERIFY).
(F)	6" WATER SERVICE MAIN. CONTRACTOR SHALL PROVIDE AND INSTALL ALL BENDS, TEES, ELBOWS, ETC. WITH THRUST BLOCKING PER M.U.D. REQUIREMENTS (CONTRACTOR SHALL VERIFY).
(G)	INSTALL POST INDICATOR VALVE WITH ADDRESS TAG.
(H)	INSTALL GATE VALVE, M.J. WITH BOX PER M.U.D. REQUIREMENTS.
(I)	INSTALL FIRE HYDRANT ASSEMBLY PER M.U.D. REQUIREMENTS.
(J)	6" SANITARY SEWER SERVICE ENTRY LOCATION
(K)	6" SANITARY SEWER SERVICE
(L)	CONSTRUCT 54" DIA. SANITARY SEWER MANHOLE OVER EXISTING SANITARY SEWER STUB. REFERENCE CITY OF OMAHA STANDARD PLATES.
(M)	TAP EXISTING SANITARY SEWER MANHOLE.
(N)	CONSTRUCT STORM SEWER: CONTRACTOR SHALL INSTALL STORM SEWER SERVICE AT 1.0% MINIMUM SLOPE.
(O)	CONSTRUCT STORM SEWER GRATE/CURB INLET.
(P)	PROPOSED UNDERGROUND DETENTION
(Q)	CONCRETE TRANSFORMER PAD LOCATION: CONTRACTOR SHALL VERIFY EXACT LOCATION AND SIZE OF CONCRETE PAD, BOLLARDS AND MATERIAL REQUIREMENTS WITH O.P.P.D. AND M.E.P. PLANS AND INSTALL ALL ITEMS AS REQUIRED BY O.P.P.D.
(R)	PRIMARY POWER SERVICE: CONTRACTOR SHALL PROVIDE AND INSTALL CONDUIT AND ALL NECESSARY PULL BOXES PER O.P.P.D. REQUIREMENTS (CONTRACTOR SHALL VERIFY). MINIMUM CONDUIT BURY IS 42-INCHES. O.P.P.D. TO PROVIDE AND INSTALL PRIMARY CABLE AND MAKE CONNECTION TO TRANSFORMER.
(S)	PRIMARY POWER CONNECTION: COORDINATE WITH O.P.P.D. FOR EXACT TIE-IN LOCATION. O.P.P.D. TO MAKE CONNECTION TO EXISTING SERVICE. CONTRACTOR SHALL COORDINATE WITH O.P.P.D. AS NECESSARY FOR SCHEDULING.
(T)	SECONDARY POWER SERVICE ENTRY LOCATION: CONTRACTOR SHALL PROVIDE AND INSTALL ALL MATERIALS NEEDED TO ESTABLISH SECONDARY SERVICE FROM THE TRANSFORMER TO THE BUILDING.
(U)	COMMUNICATION LINE ENTRY LOCATION: COMMUNICATION COMPANY TO MAKE CONNECTIONS TO THE BUILDING.
(V)	COMMUNICATION SERVICE: CONTRACTOR SHALL SUPPLY AND INSTALL CONDUITS WITH PULL ROPES, AND ALL NECESSARY PULL BOXES PER THE REQUIREMENTS OF THE COMMUNICATION COMPANY (CONTRACTOR TO VERIFY). CONTRACTOR SHALL CONFIRM WITH M.E.P. PLANS AND COMMUNICATION COMPANY FOR LOCATION OF PROPOSED SERVICE AND REQUIREMENTS FOR CONDUIT SIZE/TYPE/NUMBER AND MINIMUM BURY DEPTH. COMMUNICATION COMPANY TO PROVIDE AND INSTALL SERVICE WIRES.
(W)	COMMUNICATION CONNECTION: COMMUNICATION COMPANY TO MAKE CONNECTION TO EXISTING SERVICE. CONTRACTOR SHALL COORDINATE WITH COMMUNICATION COMPANY AS NECESSARY FOR SCHEDULING.
(X)	GAS ENTRY LOCATION: M.U.D. TO INSTALL THE METER AND MAKE CONNECTION AT THE BUILDING. CONTRACTOR SHALL INSTALL BOLLARD PROTECTION AS REQUIRED BY M.U.D. AND SHALL COORDINATE WITH M.U.D. AS NECESSARY FOR FINAL BUILDING CONNECTION.
(Y)	GAS LINE: M.U.D. TO INSTALL GAS LINE. CONTRACTOR SHALL PROVIDE STAKING AND COORDINATE WITH M.U.D. AS NECESSARY TO ENSURE INSTALLATION OF GAS LINES ARE COMPLETED PRIOR TO SITE PAVING OR CURB PLACEMENT.
(Z)	GAS LINE CONNECTION: M.U.D. TO MAKE CONNECTION TO EXISTING MAIN. CONTRACTOR SHALL COORDINATE WITH M.U.D. AS NECESSARY FOR SCHEDULING.



WG: F:\2023\00001-00500\023-00212\40-Design\AutoCAD\Preliminary Plans\Sheets\GNCV\C_FPR_02300212.dwg
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USER: bwilber C_PTBLK_02300212

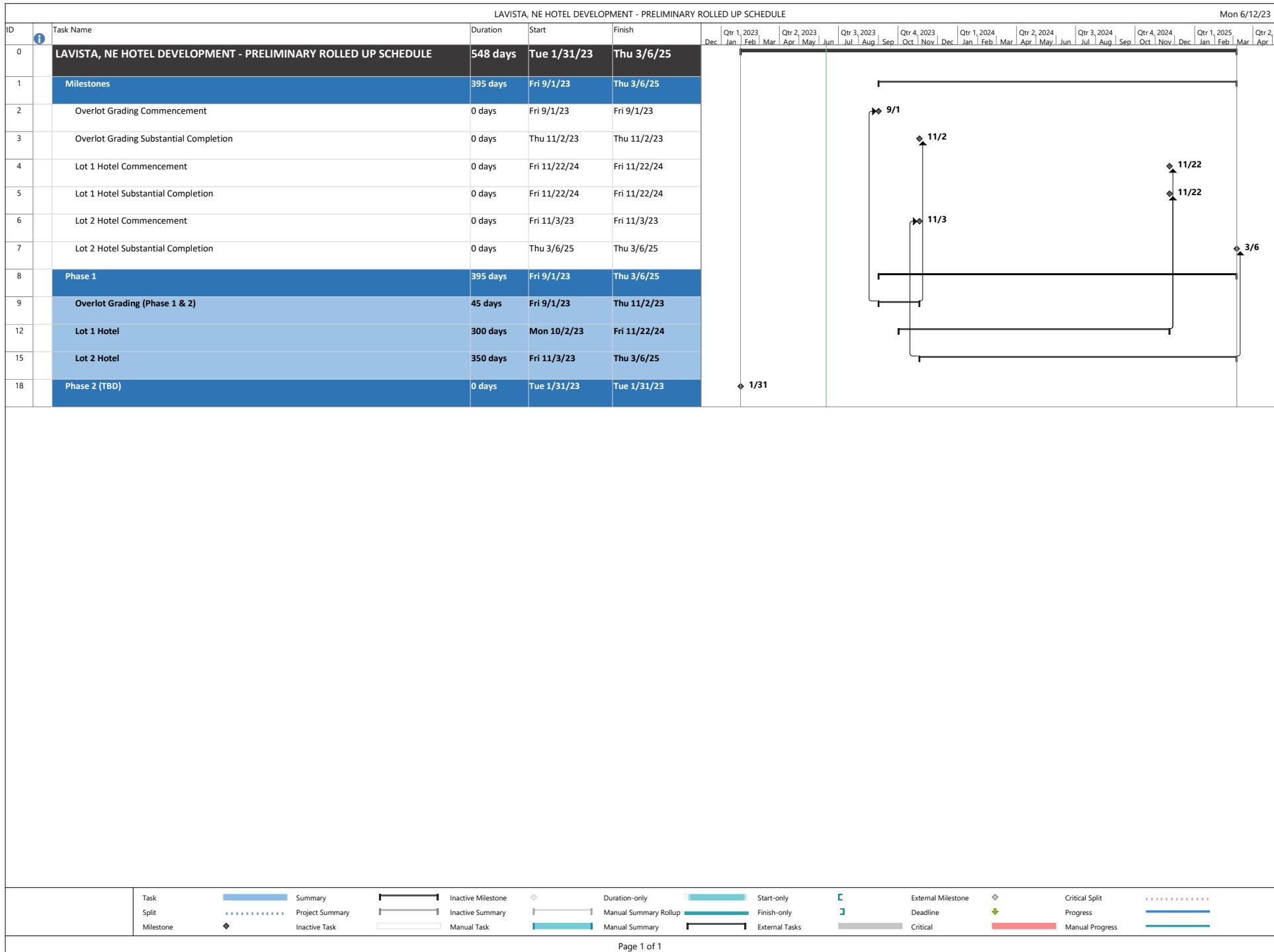
A technical line drawing of a bus, viewed from a slightly elevated angle. The bus is shown in a three-quarter view, highlighting its front entrance, side windows, and rear structure. A horizontal dimension line at the top spans the entire width of the bus, labeled '41.75'. Below the bus, a horizontal line represents the ground. A vertical dimension line on the left indicates the height from the ground to the top of the bus, labeled '6.53'. Another dimension line at the bottom indicates the total length of the bus, labeled '20.833'.

Papillion Fire truck
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Max Wheel Angle

41.750ft
8.000ft
7.496ft
0.746ft
8.142ft
5.00s
37.00°

ISSON

Engineering - Nebraska COA #CA-0638
2111 South 67th Street, Suite 200
Omaha, NE 68106

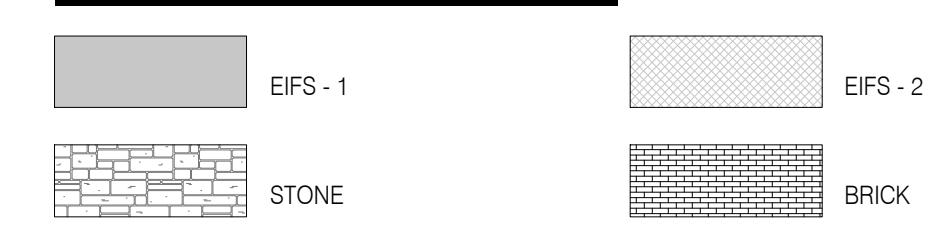


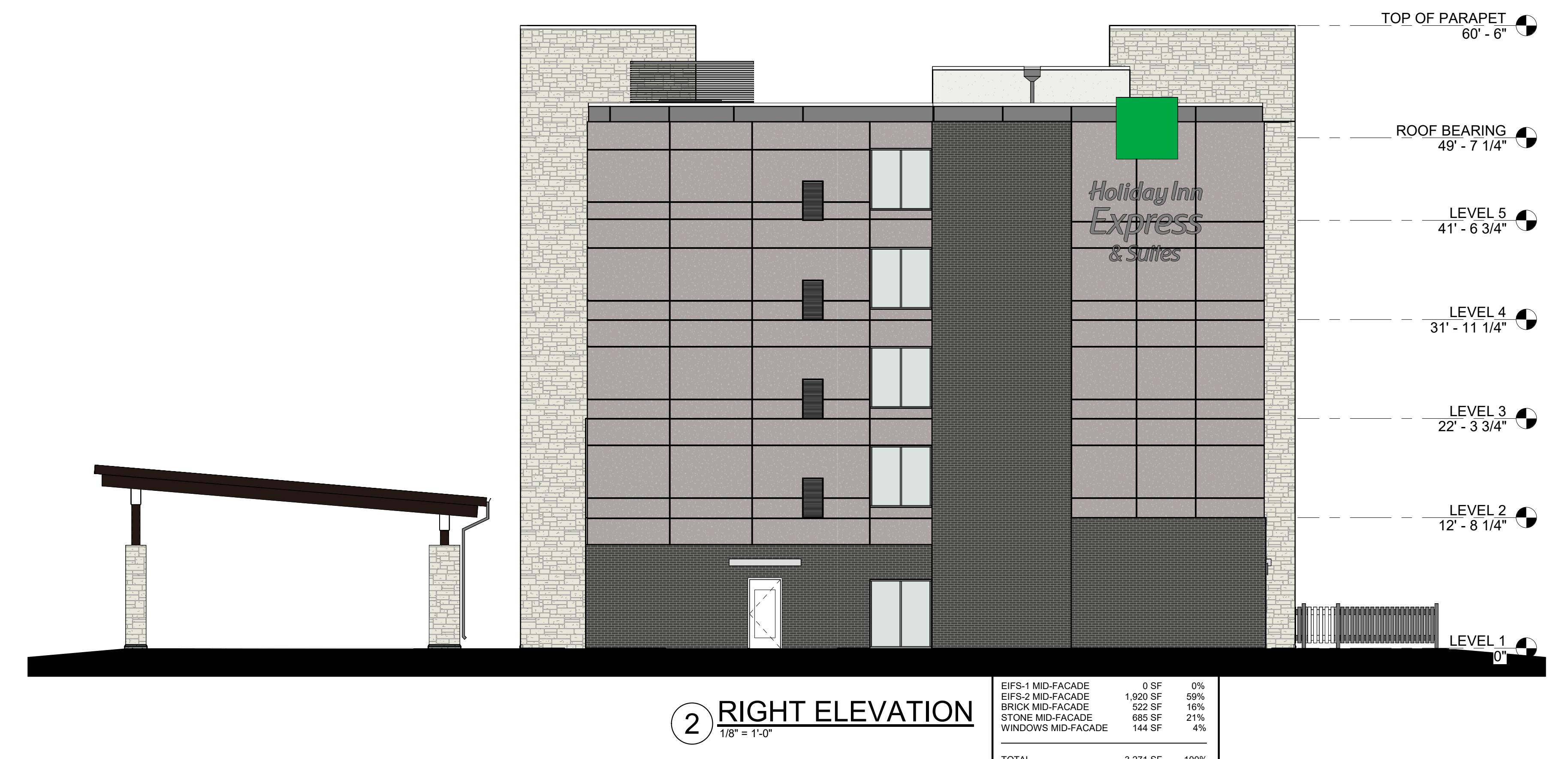
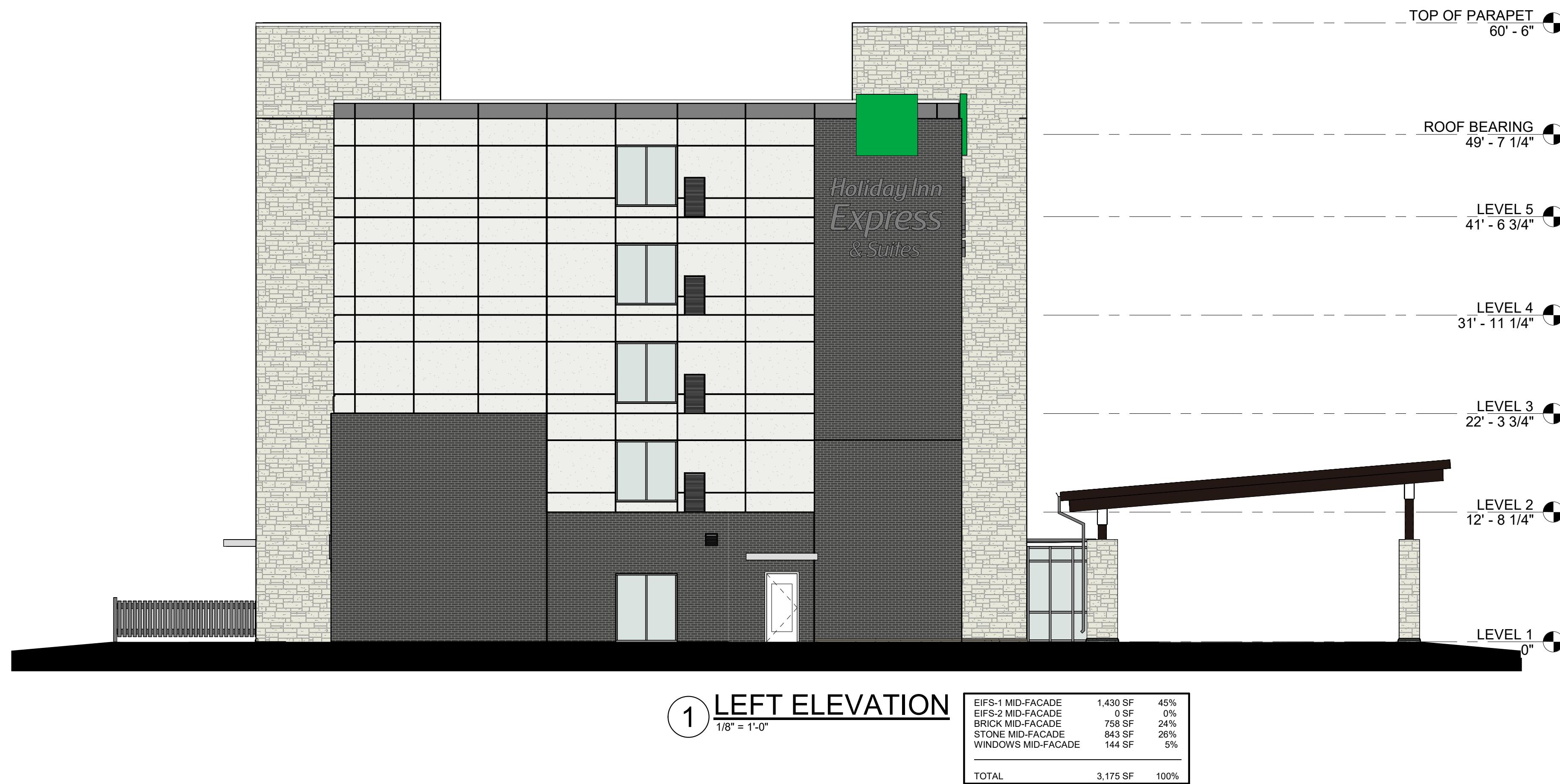
DRAFT

HOLIDAY INN EXPRESS FORMULA BLUE 2.1 LA VISTA, NE

TOTAL BUILDING - FACADES COMBINED
(2ND FLOOR LEVEL TO CORNICE)
TOTAL - 24,411 SF
100%

MATERIAL LEGEND





**HOLIDAY INN EXPRESS
FORMULA BLUE 2.1**
LA VISTA, NE

TOTAL BUILDING - FACADES COMBINED
(2ND FLOOR LEVEL TO CORNICE)
EIFS-1 MID-FACADE 5,647 SF 24%
EIFS-2 MID-FACADE 4,618 SF 19%
STONE MID-FACADE 2,763 SF 11%
BRICK MID-FACADE 4,334 SF 18%
WINDOWS MID-FACADE 6,849 SF 28%
TOTAL - 24,411 SF 100%

MATERIAL LEGEND

	EIFS - 1
	EIFS - 2
	STONE
	BRICK

DRAFT

① ELEVATION - LEFT

TOTAL MATERIAL SF AND %	
BRICK MID-FACADE - 16,759 SF	50%
STONE MID-FACADE - 4,063 SF	12%
EIFS 1 - ACCENT MID-FACADE - 5,828 SF	18%
EIFS 2 - BRICK MATCHING - 451 SF	1%
EIFS 3 - STONE MATCHING - 170 SF	1%
WINDOWS - 6,018	18%
TOTAL SF - 33,289	100%

MATERIAL LEGEND	
	EIFS - ACCENT MID-FACADE (SECONDARY)
	EIFS - MATCH BRICK MID-FACADE (SECONDARY)
	COMPOSITE STONE / SPLIT FACE BLOCK BASE (SECONDARY)
	EIFS - MATCH STONE MID-FACADE (SECONDARY)
	BRICK MID-FACADE (PRIMARY)

MATERIAL SF AND %	
BRICK MID-FACADE - 1,905 SF	61%
EIFS 1 - ACCENT MID-FACADE - 329 SF	10%
EIFS 2 - BRICK MATCHING - 203 SF	6%
COMPOSITE STONE MID-FACADE - 341 SF	11%
WINDOWS - 362 SF	12%
TOTAL - 3,140 SF	100%



② 3D AXON FROM FRONT LEFT

MATERIAL SF AND %	
BRICK MID-FACADE - 6,877 SF	51%
EIFS 1 - ACCENT MID-FACADE - 2,628 SF	19%
EIFS 2 - BRICK MATCHING - 44 SF	1%
COMPOSITE STONE MID-FACADE - 1,365 SF	10%
WINDOWS - 2,633 SF	19%
TOTAL - 13,547 SF	100%



③ ELEVATION - FRONT

**RESIDENCE INN by MARRIOTT
GENERATION 9.1**
LA VISTA, NE



① 3D PERSPECTIVE FROM FRONT RIGHT

TOTAL MATERIAL SF AND %	
BRICK MID-FACADE	16,759 SF 50%
STONE MID-FACADE	4,063 SF 12%
EIFS 1 - ACCENT MID-FACADE	5,828 SF 18%
EIFS 2 - BRICK MATCHING	451 SF 1%
EIFS 3 - STONE MATCHING	170 SF 1%
WINDOWS	6,018 18%
TOTAL SF	33,289 100%

MATERIAL LEGEND

	EIFS - ACCENT MID-FACADE (SECONDARY)
	EIFS - MATCH BRICK MID-FACADE (SECONDARY)
	COMPOSITE STONE / SPLIT FACE BLOCK BASE (SECONDARY)
	EIFS - MATCH STONE MID-FACADE (SECONDARY)
	BRICK MID-FACADE (PRIMARY)

MATERIAL SF AND %	
BRICK MID-FACADE	5,536 SF 46%
EIFS 1 - ACCENT MID-FACADE	2,326 SF 20%
EIFS 2 - BRICK MATCHING	44 SF 1%
COMPOSITE STONE MID-FACADE	1,386 SF 11%
WINDOWS	2,658 SF 22%
TOTAL	11,906 SF 100%

MATERIAL SF AND %	
BRICK MID-FACADE	1,915 SF 62%
EIFS 1 - ACCENT MID-FACADE	296 SF 10%
EIFS 2 - BRICK MATCHING	160 SF 5%
COMPOSITE STONE MID-FACADE	362 SF 12%
WINDOWS	344 SF 11%
TOTAL	3,077 SF 100%



② ELEVATION - RIGHT



③ ELEVATION - BACK

TRAFFIC MEMO

To:	Pat Dowse, PE
From:	Dan Bellizzi, PE, PTOE
RE:	La Vista Hotels REV Development
Date:	June 5, 2023
Olsson Project #:	023-00212

Introduction and Objective

This memorandum documents the results of the analyses of a proposed site within the Southport Development along Port Grace Boulevard north of Southport Parkway in La Vista, Nebraska. The purpose of this memorandum is to provide analysis of the impacts of new site traffic volumes and patterns on the existing roadway network. The approximate location of the proposed development is shown on the Vicinity Map in **Figure 1** at the end of the memorandum.

Data Collection

The data collection effort included obtaining peak hour turning movement counts (TMC) and documentation of current roadway geometrics and traffic control. Olsson coordinated intersection TMC on Tuesday, May 9, 2023, at the following intersections:

- Southport Parkway and Port Grace Boulevard
- Eastport Parkway and Port Grace Boulevard

Counts were conducted in 15-minute intervals from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. Peak hours occurred from 7:15 AM – 8:15 AM and 4:30 PM – 5:30 PM for the AM and PM periods, respectively. A summary of the existing volumes is illustrated in **Figure 2**. Raw data is included in the **Appendix**.

Existing Conditions

Existing traffic conditions were evaluated to identify any existing deficiencies and to provide a baseline for comparison purposes.

Existing Roadway Conditions

There are three major roadways within the study area: Southport Parkway, Eastport Parkway, and Port Grace Boulevard. Current roadway characteristics are summarized in **Table 1** below. Data for each facility was acquired from aerial photography and the Nebraska Department of Transportation (NDOT) and Metropolitan Area Planning Agency (MAPA) function classification maps.

Table 1. Existing Roadway Characteristics

Roadway	Section	Median	Posted Speed	Functional Classification
Southport Parkway	2-Lane	Divided	25 mph	Minor Collector
Eastport Parkway	3-Lane	TWLTL	25 mph	Major Collector
Port Grace Boulevard	2-Lane	Undivided	35 mph	Local

All intersections within the Southport development are stop-controlled. Along Southport Parkway, dedicated left-turn lanes are installed at each intersection. Within the Southport development, there are sidewalks constructed with developed parcels. As the area continues to develop, sidewalks are anticipated to be constructed and gaps in sidewalk connections filled in. Existing lane configurations and traffic control are illustrated in **Figure 3**.

Existing Capacity Analysis

Capacity analyses were performed for the existing study intersections using the existing lane configurations and traffic control. Analysis was conducted using Synchro, Version 11 which is based on the Highway Capacity Manual (HCM), 6th Edition delay methodologies. For simplicity, the amount of control delay is equated to a grade or Level of Service (LOS) based on thresholds of driver acceptance. The amount of delay is assigned a letter grade A through F, LOS A representing little or no delay and LOS F representing very high delay. **Table 2** shows the delays associated with each LOS grade for signalized and unsignalized intersections, respectively. AM and PM peak hours were analyzed.

Table 2. Intersection Level of Service Criteria.

Level of Service	Average Control Delay (seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Highway Capacity Manual (6th Edition)

Results of the capacity analysis for existing conditions indicate that all movements operate at LOS B or better during both peak hours. The 95th percentile queue lengths for all movements are at the study intersections are contained within existing storage lengths.

The existing capacity analysis summary is shown in **Figure 4**. Detailed results are included in the **Appendix**.

Future Conditions (No Development)

The long-range horizon (2050) background traffic volumes were generated to establish a future year baseline for comparison purposes. The year 2050 was chosen to represent the long-term horizon year that coincides with the current MAPA long-range traffic model.

The year 2050 peak hour volumes were established based on future volumes projected in the *Nebraska Multi-sport Complex (NMSC Study)* traffic impact study. The future traffic volumes established in the *NMSC Study* at external intersections, such as Giles Road and Southport parkway, assumed undeveloped lots within Southport would be developed by 2050 and would have been included with the background volume growth applied to those intersections. Therefore, external intersections were not analyzed as part of this memorandum. Based on the *NMSC Study*, a 2 percent annual growth rate was applied to existing traffic volumes. The 2050 background traffic volumes are shown in **Figure 5**.

2050 Background Capacity Analysis

There were no roadway improvements included in the 2050 background capacity analysis.

Results of the analysis indicated that turning movements are anticipated to operate similar to existing conditions. All turning movements are anticipated to operate at LOS B or better in both peak hours. All queue lengths are anticipated to be no more than one vehicle in either peak hour.

The 2050 Background peak hour volumes and capacity analysis is shown in **Figure 6**. Detailed results are included in the **Appendix**.

Site Characteristics

Trips anticipated to be associated with the proposed development were generated and assigned to the study network to determine impacts to the existing roadway network. There is one direct access point proposed as part of the development, located along Port Grace Boulevard on the north side of the site. A second access is proposed along My Place Hotel Drive (123rd Plaza) just west of Port Grace Boulevard. The site plan is illustrated in **Figure 7**.

The site is proposed in the Southport East development area. The proposed site plan includes hotel and shopping center land uses. Traffic for typical site uses was estimated by applying Institute of Transportation Engineers (ITE) trip generation rates to the parcel and distributing the resulting trips throughout the network. The ITE provides rates to calculate the traffic generation of common land uses in the *Trip Generation Manual, 11th Edition*. In this case, the Hotel and Shopping Center land uses were used.

Based on the rates prescribed in the *Trip Generation Manual*, the site is expected to generate 2,348 daily trips, 115 AM peak hour trips, and 180 PM peak hour trips. The trip generation is shown in **Table 3**. The trip distribution and site trips are shown in **Figure 8** and **Figure 9**, respectively.

When a site supports multiple uses, internal capture can be considered. Internal capture represents the portion of trips generated within a site that begin and end within the development; the trips stay within the site and do not access the external road network. The AM and PM internal capture methodology is provided in the *ITE Trip Generation Handbook, 3rd Edition*. The daily internal capture was estimated using a combination of the AM and PM trip origins within a mixed-use development. The resulting internal capture for daily, AM peak, and PM peak trips was 44 daily trips, 0 AM peak hour trips, and 6 PM peak hour trips.

After reductions, the site is anticipated to generate 2,304 new daily trips, 115 new AM peak hour trips, and 174 new PM peak hour trips.

Table 3. REV Development Trip Generation

Daily Trips											
ITE 11th Ed		Code	Land Use	Size	Units	Trip Gen.	Daily	Trip Distribution		Total Daily Trips	
						Avg. Rate/Eq.	Trips	Enter	Exit	Enter	Exit
210	Hotel	111	Rooms			=10.84(X)-423.51	780	50%	50%	390	390
210	Hotel	112	Rooms			=10.84(X)-423.51	791	50%	50%	395	395
820	Shopping Center	21,000	SF			37.01	777	50%	50%	388	388
AM Peak Hour Trips											
ITE 11th Ed		Code	Land Use	Size	Units	Trip Gen.	AM	Trip Distribution		Total AM Trips	
						Avg. Rate/Eq.	Trips	Enter	Exit	Enter	Exit
210	Hotel	111	Rooms			=0.50(X)-7.45	48	56%	44%	27	21
210	Hotel	112	Rooms			=0.50(X)-7.45	49	56%	44%	27	22
820	Shopping Center	21,000	SF			0.84	18	62%	38%	11	7
PM Peak Hour Trips											
ITE 11th Ed		Code	Land Use	Size	Units	Trip Gen.	PM	Trip Distribution		Total PM Trips	
						Avg. Rate/Eq.	Trips	Enter	Exit	Enter	Exit
210	Hotel	111	Rooms			=0.74(X)-27.89	54	51%	49%	28	26
210	Hotel	112	Rooms			=0.74(X)-27.89	55	51%	49%	28	27
820	Shopping Center	21,000	SF			3.4	71	48%	52%	34	37

Plus Site Conditions Analysis

The existing and 2050 background traffic volumes were combined with the expected site trips. Existing plus Site and 2050 plus Site peak hour volumes are illustrated in **Figure 10** and **Figure 11**, respectively. The build out of the NMSC was included in both plus site capacity analysis scenarios. The build out included the east leg at Eastport Parkway and Port Grace Boulevard. No other roadway improvements are anticipated with the site development.

Existing plus Site Capacity Analysis

Results of the capacity analysis indicate individual movements are anticipated to operate at LOS B or better in both peak hours. The 95th percentile queue lengths are anticipated to be contained within turn lane storage bays.

The existing plus site capacity analysis summary is illustrated with **Figure 12**. Detailed results are included in the **Appendix**.

2050 plus Site Capacity Analysis

Results of the capacity analysis indicate individual movements are anticipated to operate at LOS C or better in both peak hours. The 95th percentile queue lengths are anticipated to be contained within turn lane storage bays.

The existing plus site capacity analysis summary is illustrated with **Figure 13**. Detailed results are included in the **Appendix**.

Summary and Conclusions

This memorandum summarizes analyses conducted for the proposed REV Development in the Southport East development area in La Vista, Nebraska.

Conclusions

The general findings for this traffic impact study include the following:

1. The development is expected to have two hotel buildings and a commercial retail building constructed.
 - a. Permanent access to the site is proposed at two access points: one on Port Grace Boulevard and one on My Place Hotel Drive (123rd Plaza) west of Port Grace Boulevard.
 - b. The site is expected to generate 2,348 daily trips, 115 AM peak hour trips, and 180 PM peak hour trips.
2. The development is not expected to have a significant impact to the study area roadway network.

Based on the analysis performed in this memorandum, there are no recommended roadway improvements.

FIGURE 1

Vicinity Map



LEGEND



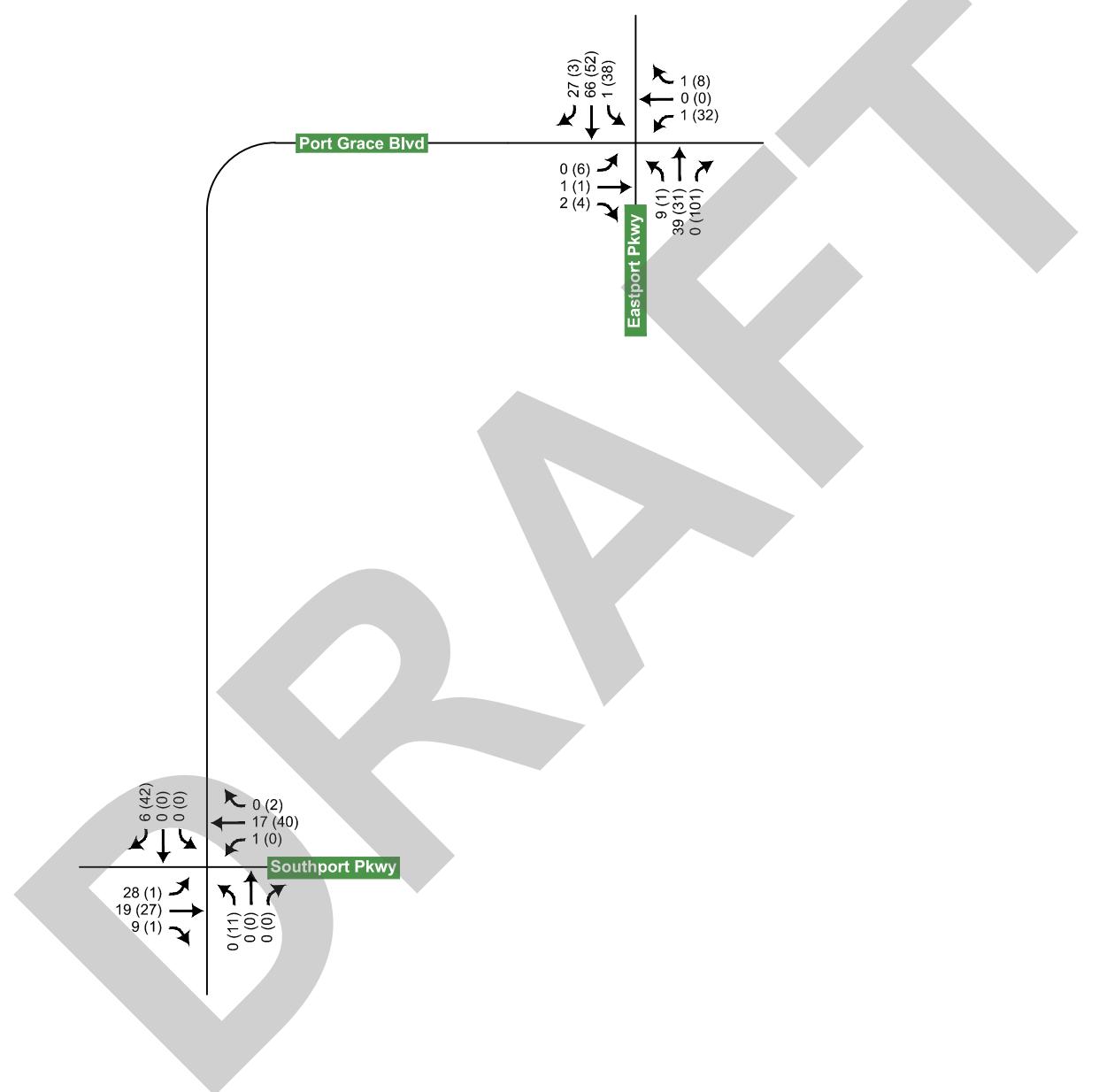
Study Intersection



Project Area

FIGURE 2

Existing Peak Hour Volumes

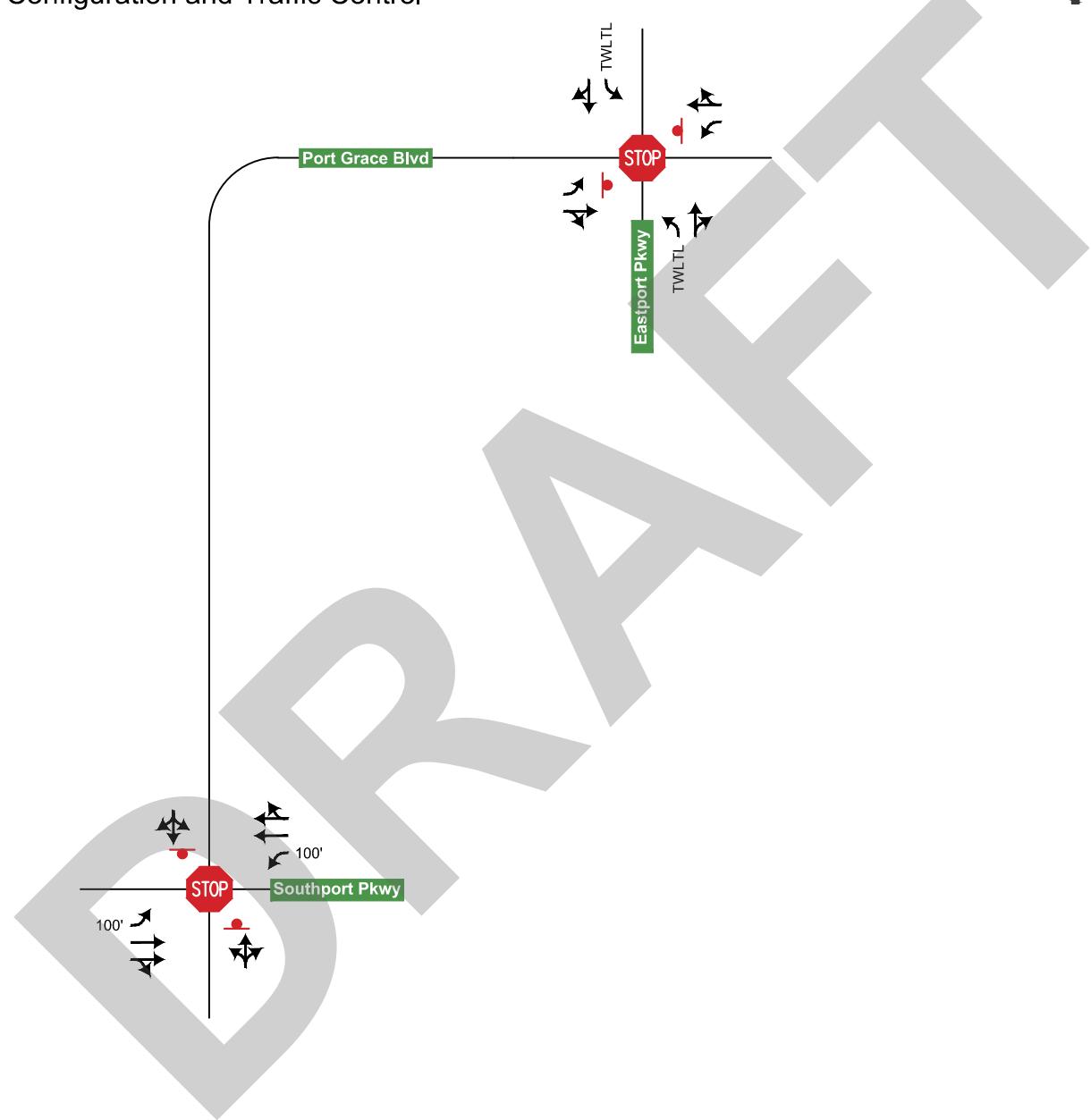


LEGEND

AM (PM) Peak Hour Volumes

FIGURE 3

Existing Lane Configuration and Traffic Control



LEGEND

XX' → Lane Configuration & Storage Length



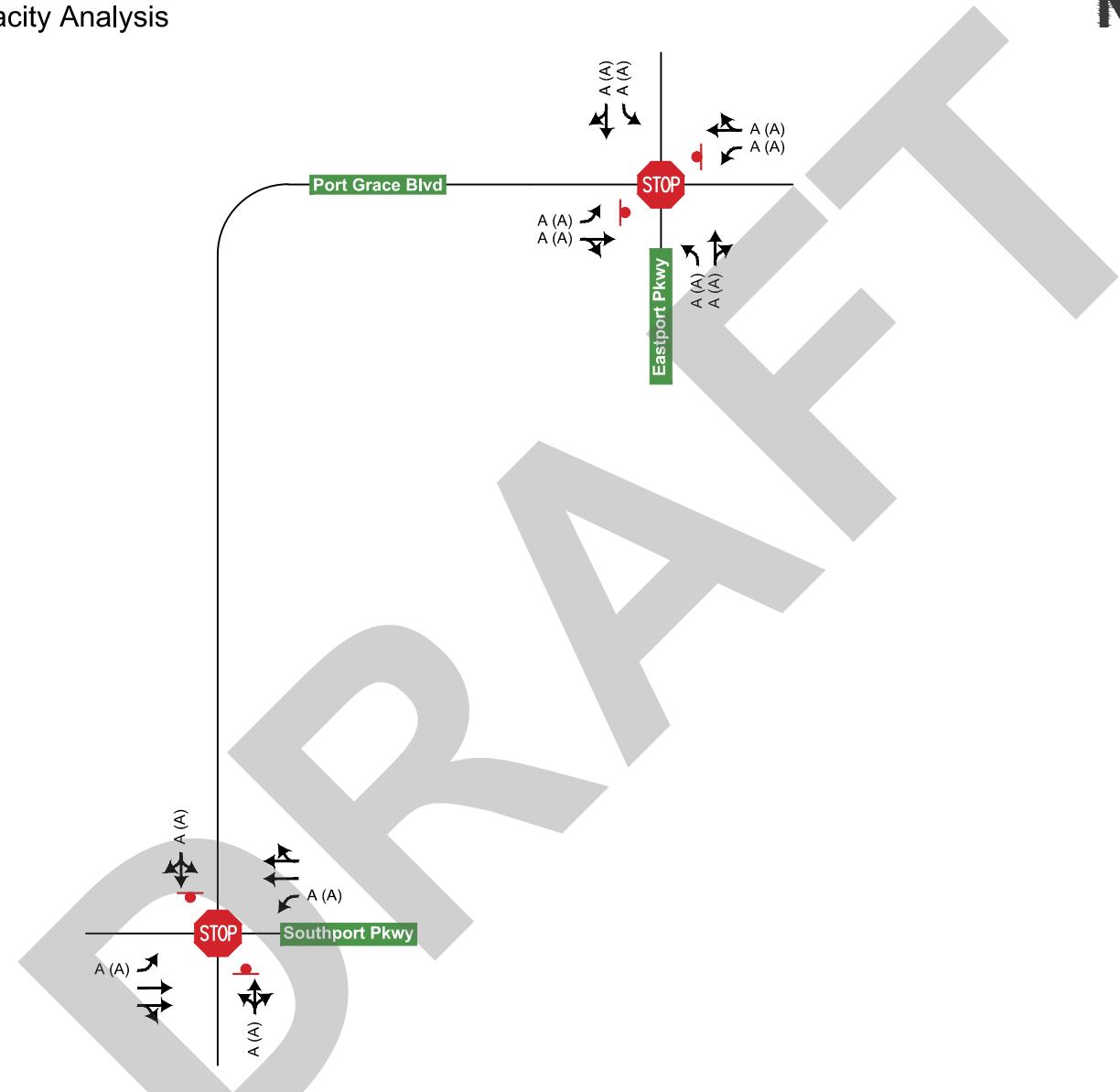
Stop Controlled Intersection



Stop Sign

FIGURE 4

Existing Capacity Analysis

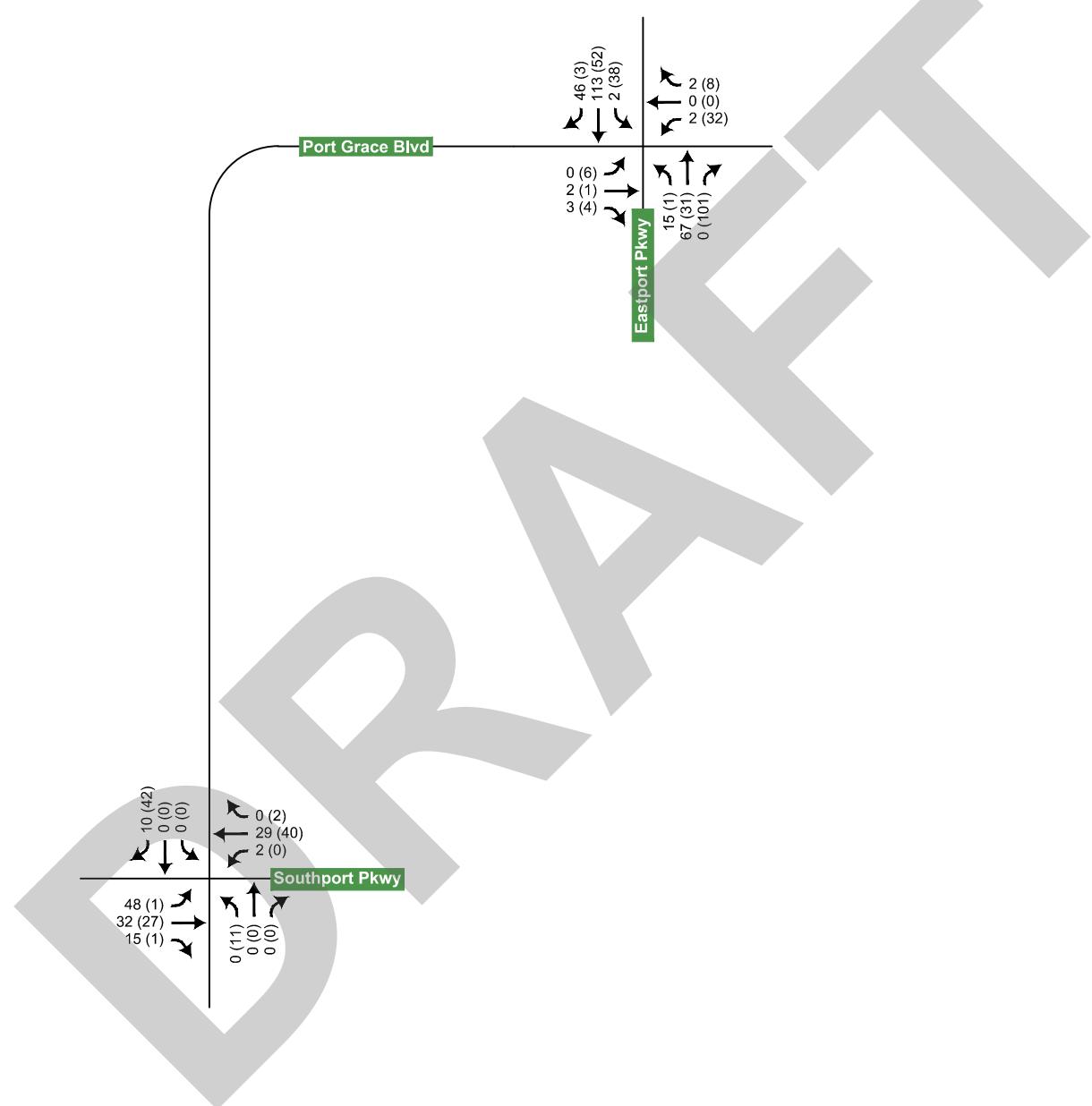


LEGEND

- Lane Configuration
- AM (PM) Movement LOS
- STOP Stop Controlled Intersection
- Stop Sign

FIGURE 5

2050 Background Peak Hour Volumes



LEGEND

AM (PM) Peak Hour Volumes

FIGURE 6

2050 Background Capacity Analysis

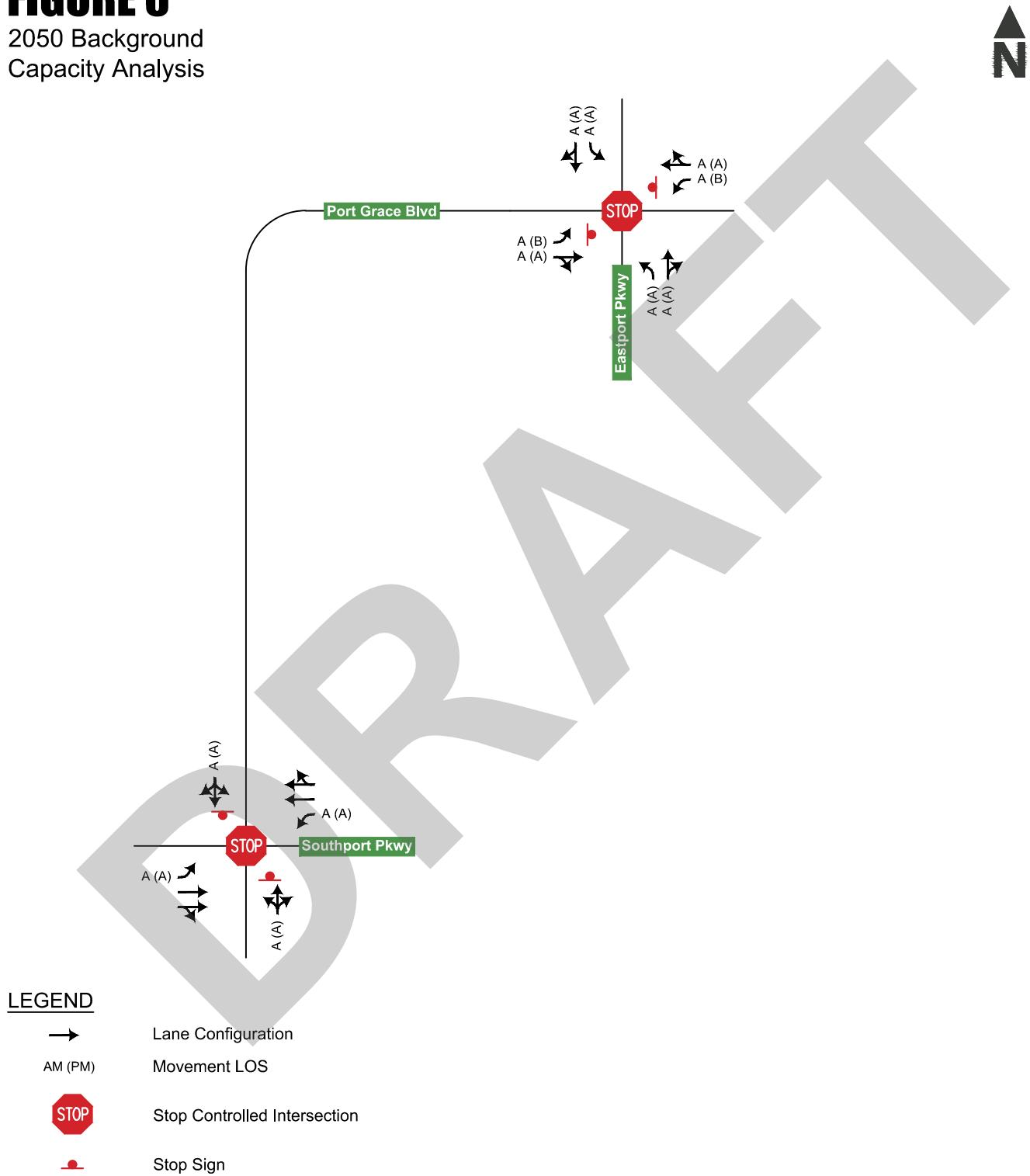


FIGURE 7

Site Plan

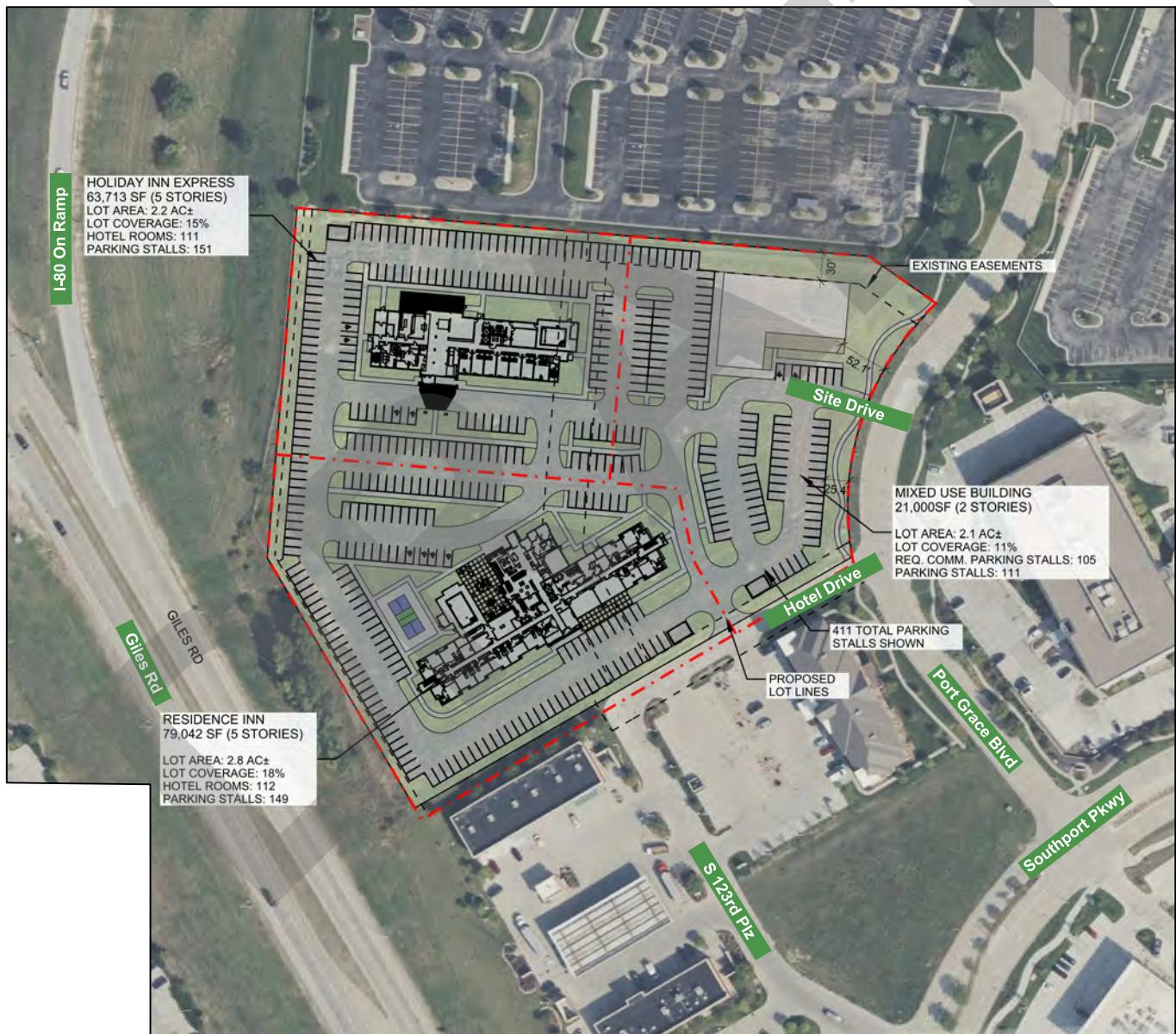
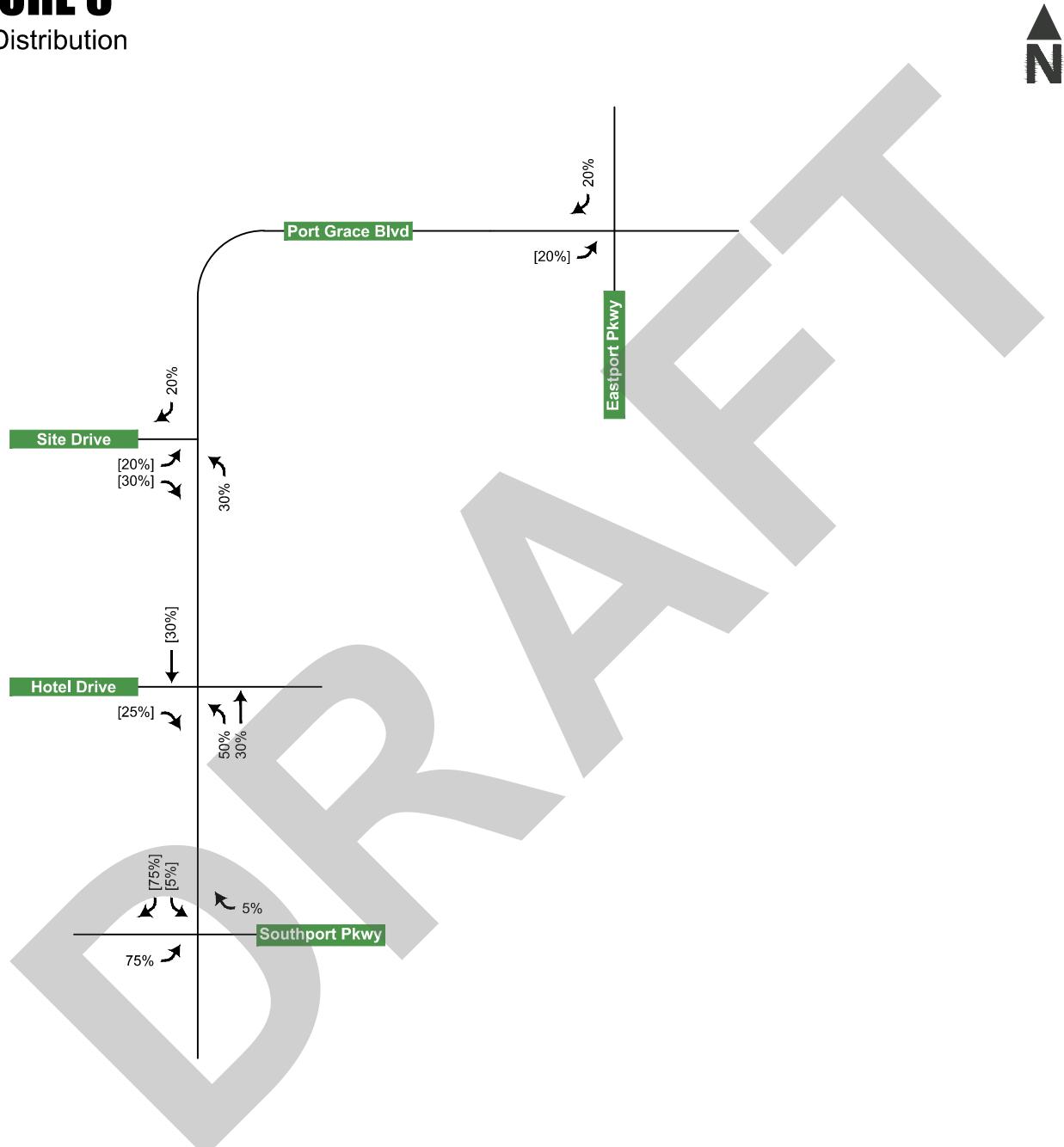


FIGURE 8

Trip Distribution



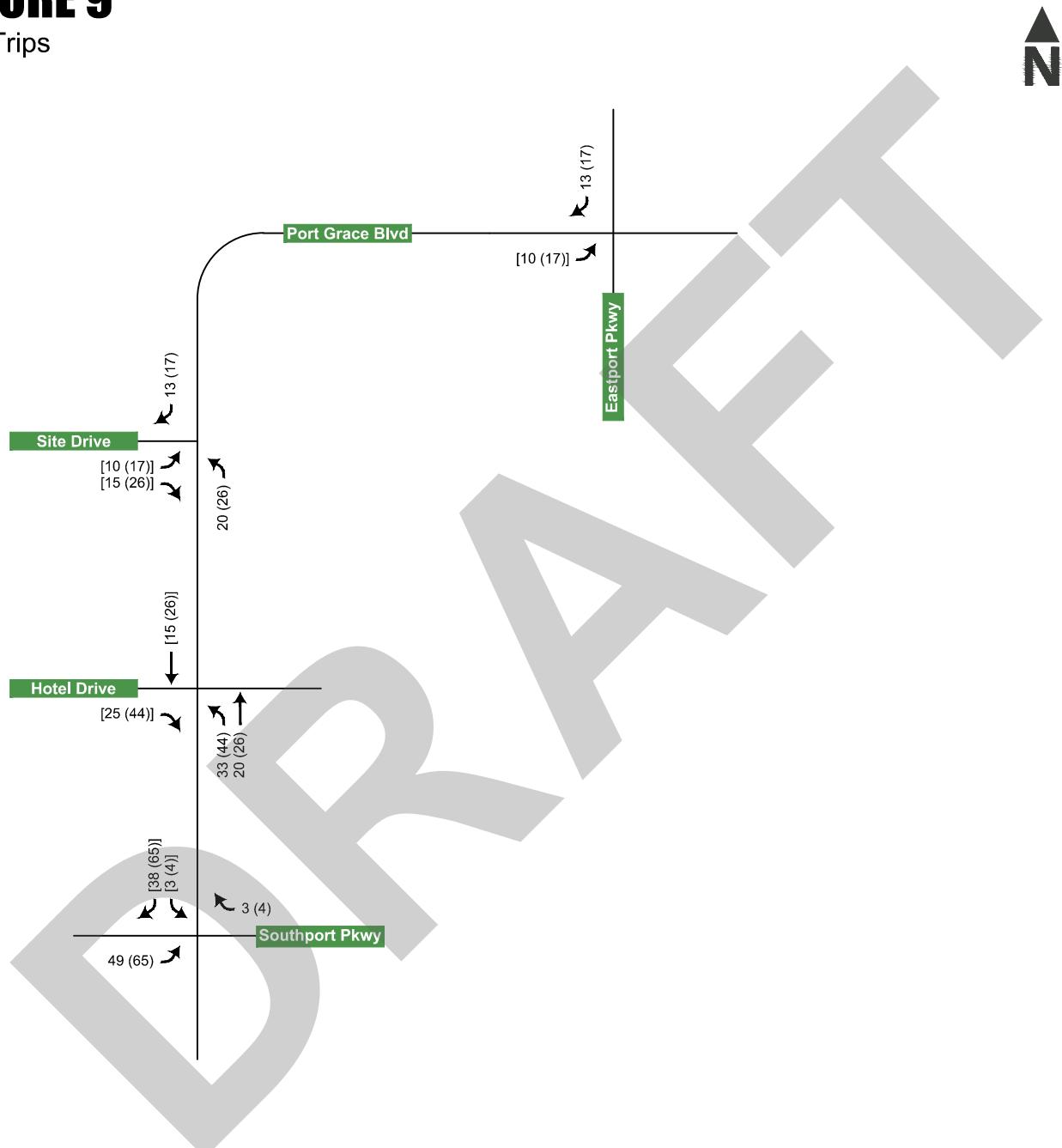
LEGEND

AM (PM) Entering Trip Distribution

[AM (PM)] Exiting Trip Distribution

FIGURE 9

Site Trips



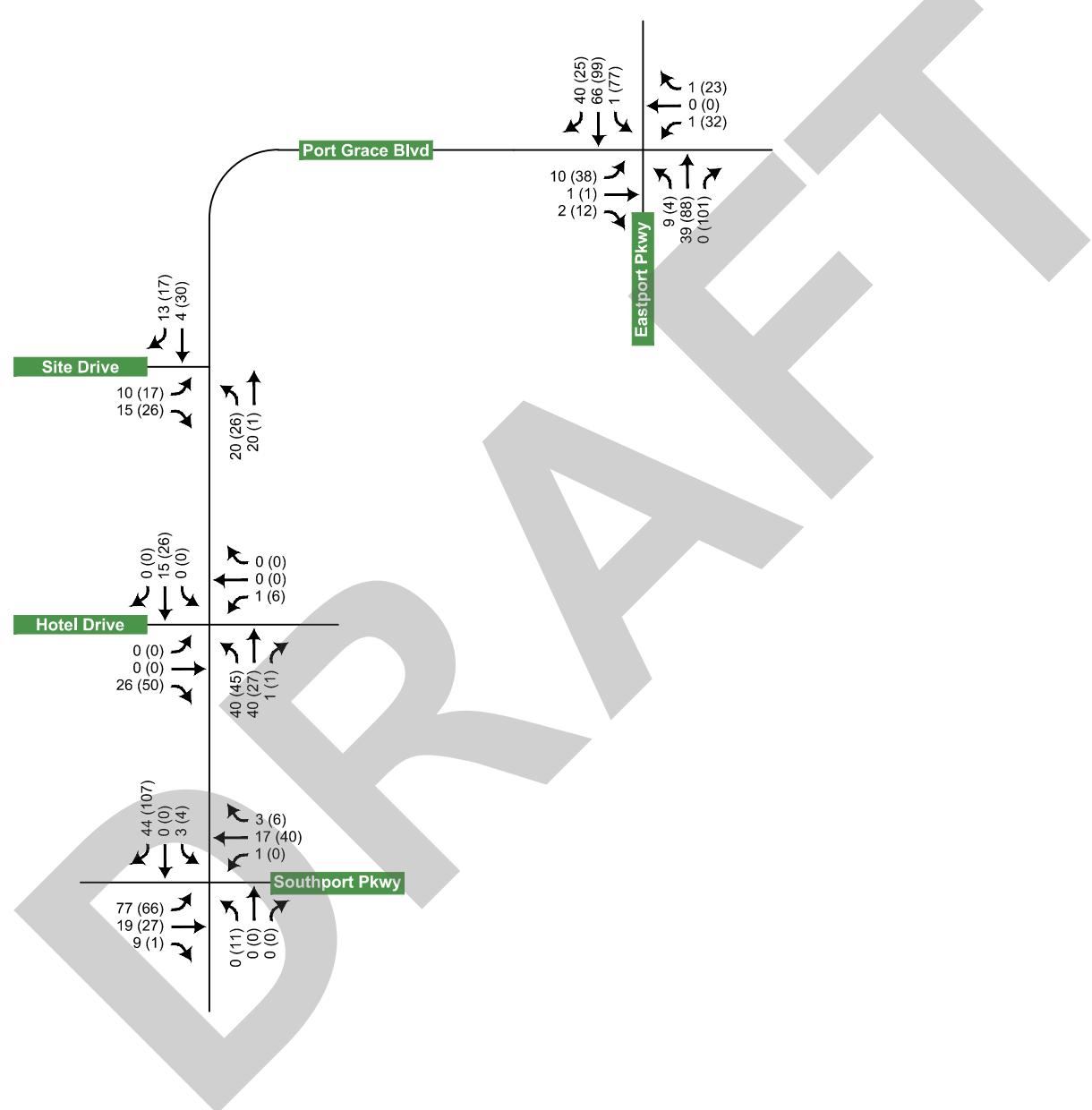
LEGEND

AM(PM) Entering Site Trips

[AM(PM)] Exiting Site Trips

FIGURE 10

Existing plus Site
Peak Hour Volumes

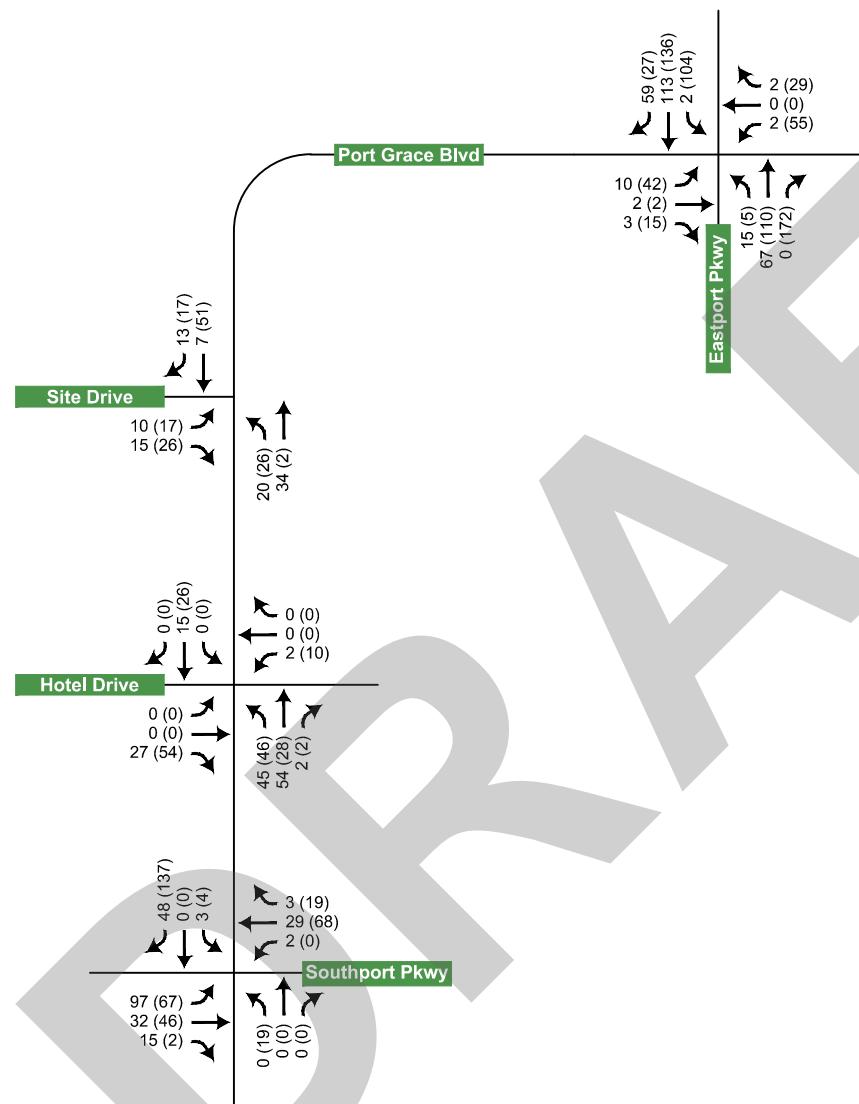


LEGEND

AM (PM) Peak Hour Volumes

FIGURE 11

2050 plus Site Peak Hour Volumes

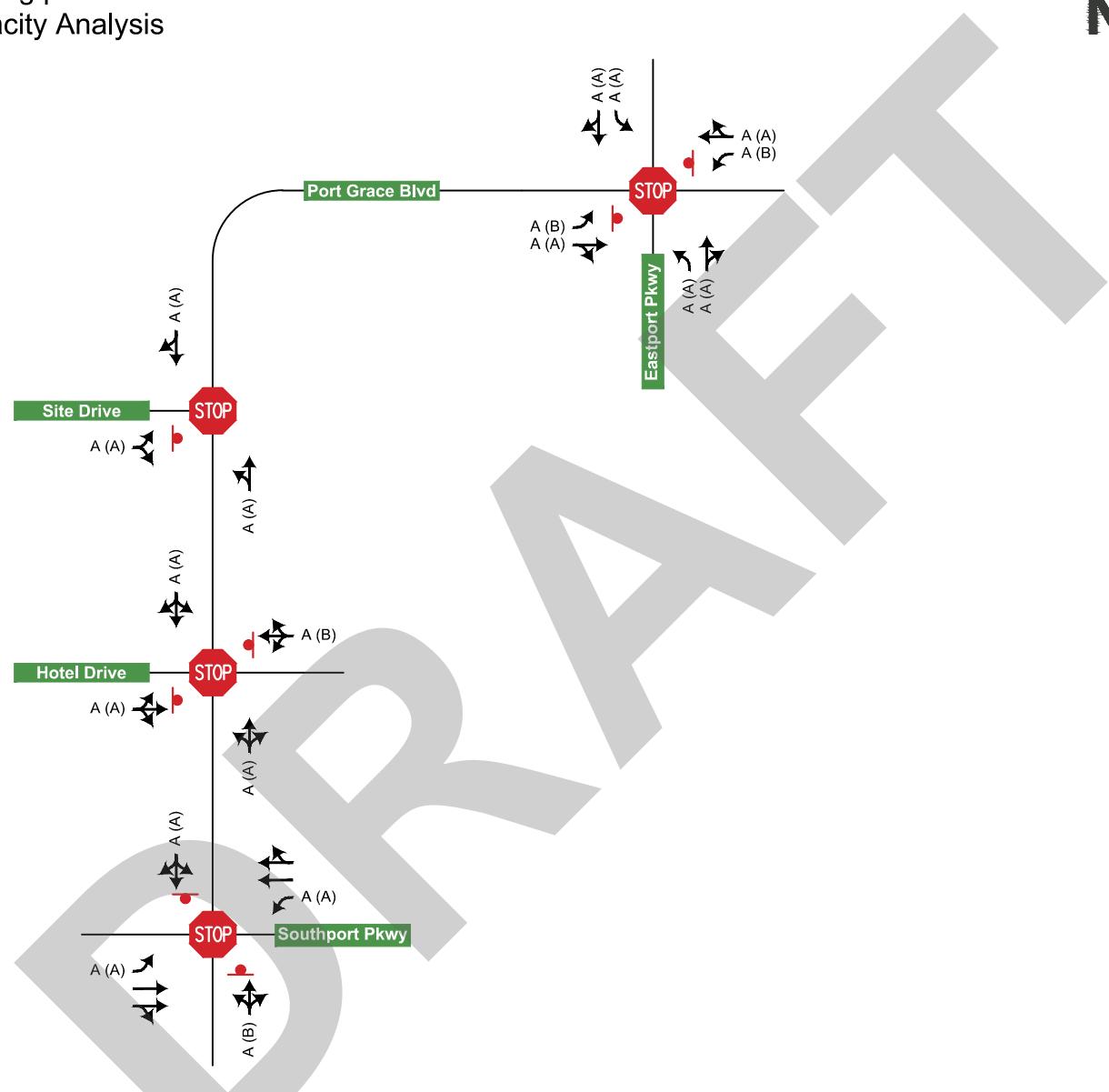


LEGEND

AM (PM) Peak Hour Volumes

FIGURE 12

Existing plus Site Capacity Analysis

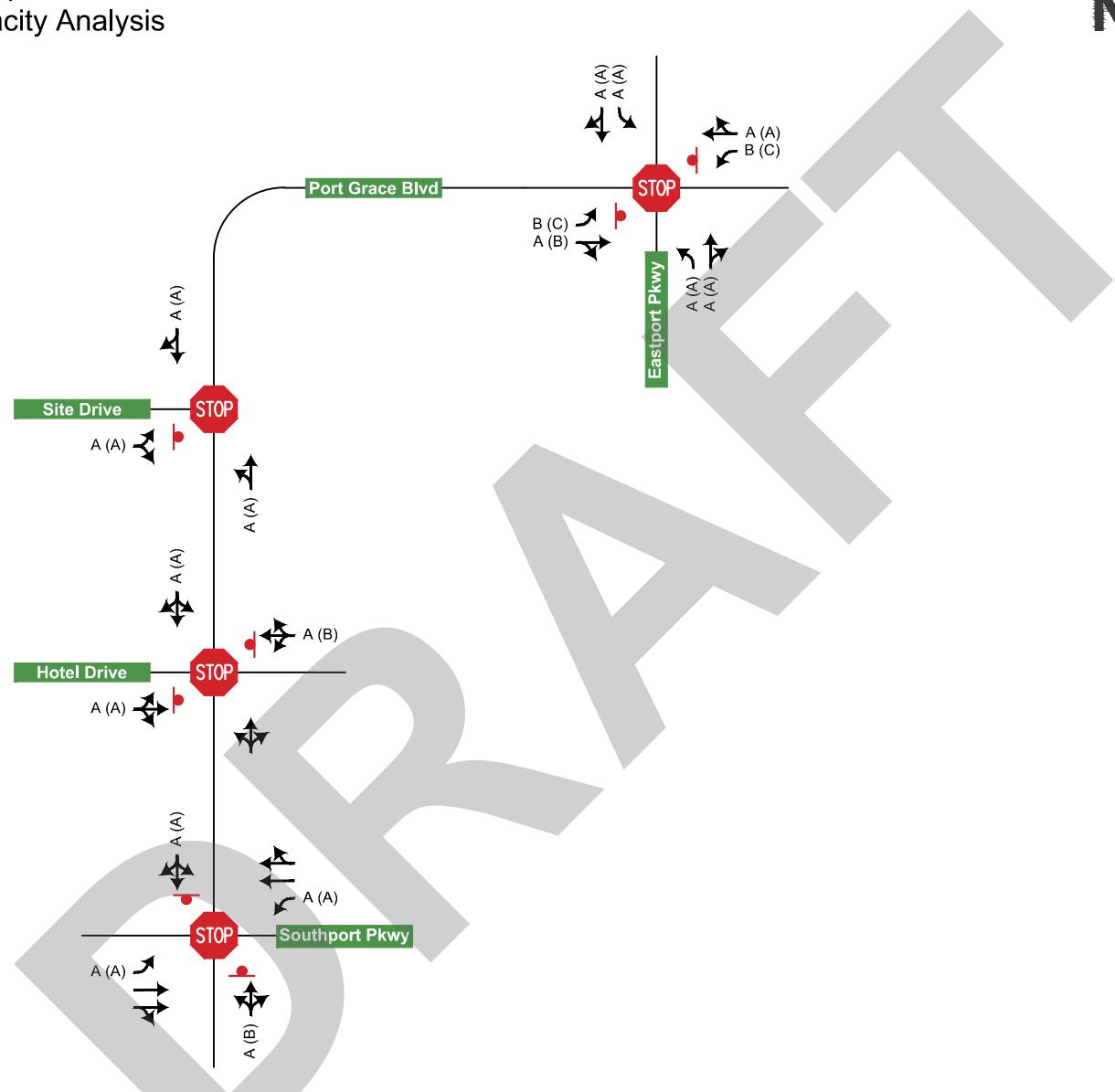


LEGEND

- Lane Configuration
- AM (PM) Movement LOS
- STOP Stop Controlled Intersection
- Stop Sign

FIGURE 13

2050 plus Site Capacity Analysis



LEGEND

- Lane Configuration
- AM (PM) Movement LOS
- STOP Stop Controlled Intersection
- Stop Sign

APPENDIX
DATA COLLECTION
CAPACITY ANALYSIS SYNCHRO REPORTS

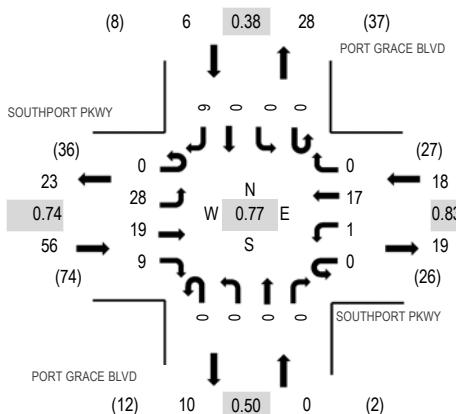
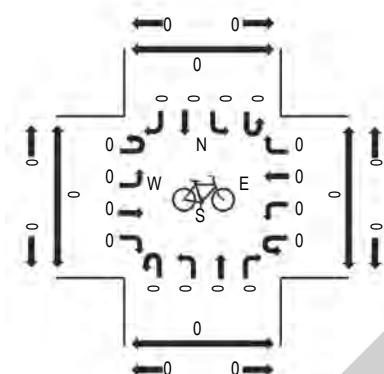
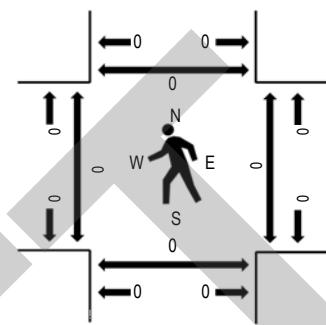
DRAFT

Location: 1 PORT GRACE BLVD & SOUTHPORT PKWY AM

Date: Tuesday, May 9, 2023

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians


Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

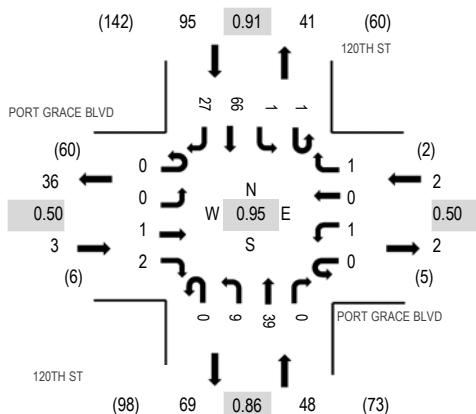
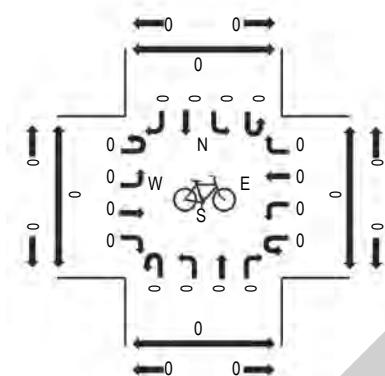
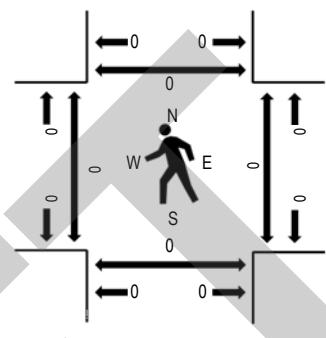
Interval Start Time	SOUTHPORT PKWY				SOUTHPORT PKWY				PORT GRACE BLVD				PORT GRACE BLVD				Rolling Hour	Pedestrian Crossings				
	Eastbound		Westbound		Northbound		Southbound		U-Turn		Left		Thru		Right			Total	West	East	South	North
7:00 AM	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	11	65	0	0	0	0
7:15 AM	0	2	3	2	0	0	5	0	0	0	0	0	0	0	0	0	13	80	0	0	0	0
7:30 AM	0	6	5	2	0	1	5	0	0	0	0	0	0	0	0	0	19	74	0	0	0	0
7:45 AM	0	7	6	4	0	0	4	0	0	0	0	0	0	0	0	0	22	60	0	0	0	0
8:00 AM	0	13	5	1	0	0	3	0	0	0	0	0	0	0	0	4	26	46	0	0	0	0
8:15 AM	0	1	3	1	0	0	2	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0
8:45 AM	0	3	2	1	0	0	0	0	0	0	1	0	0	0	0	1	8	0	0	0	0	0
Count Total	0	37	26	11	0	1	26	0	0	2	0	0	0	0	0	0	8	111	0	0	0	0
Peak Hour	0	28	19	9	0	1	17	0	0	0	0	0	0	0	0	0	6	80	0	0	0	0

Location: 2 120TH ST & PORT GRACE BLVD AM

Date: Tuesday, May 9, 2023

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians


Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

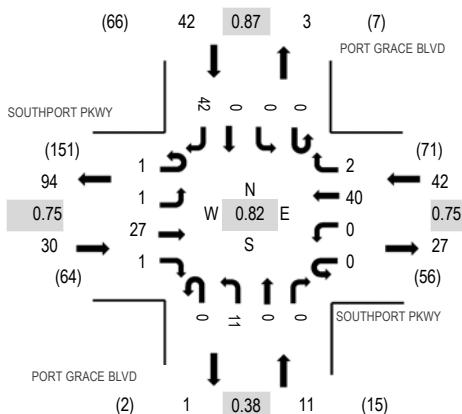
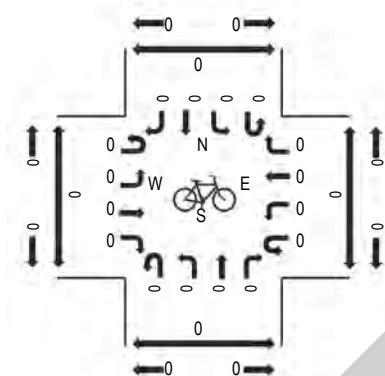
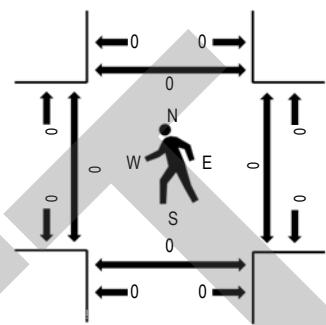
Interval Start Time	PORT GRACE BLVD				PORT GRACE BLVD				120TH ST				120TH ST				Rolling Hour	Pedestrian Crossings				
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound		Total		West	East	South	North				
7:00 AM	0	0	0	0	0	0	0	0	0	1	6	1	0	0	10	5	23	132	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	15	3	32	148	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	12	0	0	1	22	3	39	135	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	4	7	0	0	0	15	11	38	112	0	0	0	0
8:00 AM	0	0	1	1	0	1	0	0	0	5	6	0	1	0	14	10	39	91	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	0	1	2	2	0	0	0	8	3	19	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	5	1	0	0	7	2	16	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	2	3	0	0	1	3	8	17	0	0	0	0	0
Count Total	0	3	1	2	0	1	0	1	1	15	55	2	1	2	94	45	223	0	0	0	0	0
Peak Hour	0	0	1	2	0	1	0	1	0	9	39	0	1	1	66	27	148	0	0	0	0	0

Location: 1 PORT GRACE BLVD & SOUTHPORT PKWY PM

Date: Tuesday, May 9, 2023

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians


Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

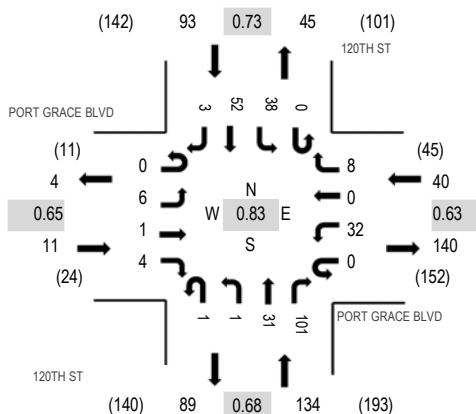
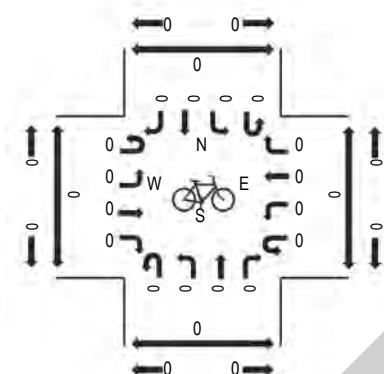
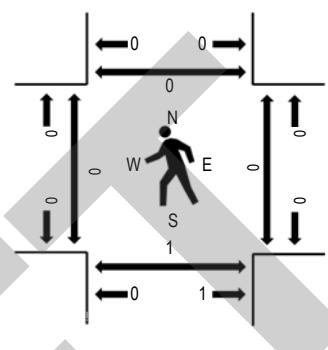
Interval Start Time	SOUTHPORT PKWY				SOUTHPORT PKWY				PORT GRACE BLVD				PORT GRACE BLVD				Rolling Hour	Pedestrian Crossings			
	Eastbound		Westbound		Northbound		Southbound		U-Turn		Left		Thru		Right			West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total				
4:00 PM	0	0	2	0	0	0	10	0	0	0	2	0	0	0	0	0	24	101	0	0	0
4:15 PM	0	2	3	0	0	0	6	0	0	0	0	0	0	0	0	0	21	108	0	0	0
4:30 PM	0	0	1	0	0	0	10	2	0	0	8	0	0	0	0	0	33	125	0	0	0
4:45 PM	0	1	4	0	0	0	6	0	0	0	2	0	0	0	0	0	23	122	0	0	0
5:00 PM	1	0	6	0	0	0	10	0	0	0	1	0	0	0	0	0	13	31	115	0	0
5:15 PM	0	0	16	1	0	0	14	0	0	0	0	0	0	0	0	0	7	38	0	0	0
5:30 PM	1	1	12	0	0	1	11	0	0	0	1	0	0	0	0	0	3	30	0	0	0
5:45 PM	0	1	12	0	0	0	1	0	0	0	1	0	0	0	0	0	1	16	0	0	0
Count Total	2	5	56	1	0	1	68	2	0	15	0	0	0	0	0	0	66	216	0	0	0
Peak Hour	1	1	27	1	0	0	40	2	0	11	0	0	0	0	0	0	42	125	0	0	0

Location: 2 120TH ST & PORT GRACE BLVD PM

Date: Tuesday, May 9, 2023

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles

Peak Hour - Bicycles

Peak Hour - Pedestrians


Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PORT GRACE BLVD				PORT GRACE BLVD				120TH ST				120TH ST				Rolling Hour	Pedestrian Crossings				
	Eastbound		Westbound		Northbound		Southbound		Total		West	East	South		North			West	East	South	North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	West	East	South	North	
4:00 PM	0	1	0	4	0	3	0	1	0	0	10	1	0	1	8	1	30	126	0	0	0	0
4:15 PM	0	3	0	1	0	0	0	0	0	0	13	0	0	0	7	2	26	151	0	0	0	0
4:30 PM	0	2	0	1	0	0	0	0	0	2	10	0	0	0	16	0	31	209	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	0	0	1	15	7	0	3	10	1	39	240	0	0	0	0
5:00 PM	0	2	0	0	0	6	0	1	0	1	9	13	0	5	17	1	55	278	0	0	0	0
5:15 PM	0	1	0	1	0	13	0	3	1	0	8	25	0	16	16	0	84	0	0	1	0	
5:30 PM	0	2	0	3	0	7	0	1	0	0	7	21	0	8	12	1	62	0	0	0	0	
5:45 PM	0	1	1	0	0	6	0	3	0	0	7	42	0	9	7	1	77	0	0	0	0	
Count Total	0	13	1	10	0	36	0	9	1	4	79	109	0	42	93	7	404	0	0	1	0	
Peak Hour	0	6	1	4	0	32	0	8	1	1	31	101	0	38	52	3	278	0	0	1	0	

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	28	19	9	1	17	0	0	0	0	0	0	6
Future Vol, veh/h	28	19	9	1	17	0	0	0	0	0	0	6
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									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	25	12	1	22	0	0	0	0	0	0	8

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	22	0	0	37	0	0	116	127	19	109	133	11
Stage 1	-	-	-	-	-	-	103	103	-	24	24	-
Stage 2	-	-	-	-	-	-	13	24	-	85	109	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1592	-	-	1572	-	-	848	763	1055	858	757	1067
Stage 1	-	-	-	-	-	-	892	809	-	991	875	-
Stage 2	-	-	-	-	-	-	1005	875	-	913	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1592	-	-	1572	-	-	827	745	1055	843	739	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	745	-	843	739	-
Stage 1	-	-	-	-	-	-	871	790	-	968	874	-
Stage 2	-	-	-	-	-	-	997	874	-	892	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0.4	0	8.4
HCM LOS			A	A
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	-	1592	-	-
HCM Lane V/C Ratio	-	0.023	-	-
HCM Control Delay (s)	0	7.3	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-
			SBLn1	
			WBL	WBR

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	0	1	2	1	0	1	9	39	0	1	66	27
Future Vol, veh/h	0	1	2	1	0	1	9	39	0	1	66	27
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									
Storage Length	0	-	-	0	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	0	1	2	1	0	1	9	41	0	1	69	28

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	145	144	83	146	158	41	97	0	0	41	0	0
Stage 1	85	85	-	59	59	-	-	-	-	-	-	-
Stage 2	60	59	-	87	99	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	824	747	976	823	734	1030	1496	-	-	1568	-	-
Stage 1	923	824	-	953	846	-	-	-	-	-	-	-
Stage 2	951	846	-	921	813	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	819	742	976	816	729	1030	1496	-	-	1568	-	-
Mov Cap-2 Maneuver	819	742	-	816	729	-	-	-	-	-	-	-
Stage 1	917	823	-	947	841	-	-	-	-	-	-	-
Stage 2	944	841	-	917	812	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9	1.4	0.1
HCM LOS	A	A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	SBL
Capacity (veh/h)	1496	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	7.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	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	1	27	1	0	40	2	11	0	0	0	0	42
Future Vol, veh/h	1	27	1	0	40	2	11	0	0	0	0	42
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									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	33	1	0	49	2	13	0	0	0	0	51

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	51	0	0	34	0	0	61	87	17	69	86	26
Stage 1	-	-	-	-	-	-	36	36	-	50	50	-
Stage 2	-	-	-	-	-	-	25	51	-	19	36	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1553	-	-	1576	-	-	927	802	1058	915	803	1044
Stage 1	-	-	-	-	-	-	975	864	-	957	853	-
Stage 2	-	-	-	-	-	-	989	852	-	997	864	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1576	-	-	881	801	1058	915	802	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	801	-	915	802	-
Stage 1	-	-	-	-	-	-	974	863	-	956	853	-
Stage 2	-	-	-	-	-	-	940	852	-	996	863	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	9.1	8.6
HCM LOS			A	A
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	881	1553	-	-
HCM Lane V/C Ratio	0.015	0.001	-	-
HCM Control Delay (s)	9.1	7.3	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-
			0	-
			-	-
			0.2	-

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	6	1	4	32	0	8	1	31	101	38	52	3
Future Vol, veh/h	6	1	4	32	0	8	1	31	101	38	52	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									
Storage Length	0	-	-	0	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	5	39	0	10	1	37	122	46	63	4

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	262	318	65	260	259	98	67	0	0	159	0	0
Stage 1	157	157	-	100	100	-	-	-	-	-	-	-
Stage 2	105	161	-	160	159	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	691	598	999	693	645	958	1535	-	-	1420	-	-
Stage 1	845	768	-	906	812	-	-	-	-	-	-	-
Stage 2	901	765	-	842	766	-	-	-	-	-	-	-
Platoon blocked, %						-	-	-	-	-	-	-
Mov Cap-1 Maneuver	667	578	999	672	624	958	1535	-	-	1420	-	-
Mov Cap-2 Maneuver	667	578	-	672	624	-	-	-	-	-	-	-
Stage 1	844	743	-	905	811	-	-	-	-	-	-	-
Stage 2	891	764	-	809	741	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	9.9	10.3			0.1			3.1		
HCM LOS	A	B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	667	872	672	958	1420	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.007	0.057	0.01	0.032	-	-
HCM Control Delay (s)	7.3	-	-	10.5	9.2	10.7	8.8	7.6	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0	0.1	-	-

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑		↑	↑↑		↔	↔		↔	↔	
Traffic Vol, veh/h	48	32	15	2	29	0	0	0	0	0	0	10
Future Vol, veh/h	48	32	15	2	29	0	0	0	0	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	42	19	3	38	0	0	0	0	0	0	13

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	38	0	0	61	0	0	201	220	31	189	229	19
Stage 1	-	-	-	-	-	-	176	176	-	44	44	-
Stage 2	-	-	-	-	-	-	25	44	-	145	185	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1571	-	-	1540	-	-	739	677	1036	754	669	1055
Stage 1	-	-	-	-	-	-	809	752	-	965	858	-
Stage 2	-	-	-	-	-	-	989	858	-	843	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1571	-	-	1540	-	-	707	649	1036	730	642	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	649	-	730	642	-
Stage 1	-	-	-	-	-	-	777	723	-	927	856	-
Stage 2	-	-	-	-	-	-	975	856	-	810	717	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	3.7	0.5			0			8.5				
HCM LOS					A			A				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1571	-	-	1540	-	-	1055				
HCM Lane V/C Ratio	-	0.04	-	-	0.002	-	-	0.012				
HCM Control Delay (s)	0	7.4	-	-	7.3	-	-	8.5				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh		0.9										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	3	2	1	2	15	16	0	2	113	46
Traffic Vol, veh/h	0	2	3	2	0	2	15	67	0	2	113	46
Future Vol, veh/h	0	2	3	2	0	2	15	67	0	2	113	46
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	0	-	-	0	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	0	2	3	2	0	2	16	71	0	2	119	48
Major/Minor		Minor2		Minor1		Major1		Major2				
Conflicting Flow All	251	250	143	253	274	71	167	0	0	71	0	0
Stage 1	147	147	-	103	103	-	-	-	-	-	-	-
Stage 2	104	103	-	150	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	702	653	905	700	633	991	1411	-	-	1529	-	-
Stage 1	856	775	-	903	810	-	-	-	-	-	-	-
Stage 2	902	810	-	853	757	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	694	645	905	689	625	991	1411	-	-	1529	-	-
Mov Cap-2 Maneuver	694	645	-	689	625	-	-	-	-	-	-	-
Stage 1	847	774	-	893	801	-	-	-	-	-	-	-
Stage 2	890	801	-	847	756	-	-	-	-	-	-	-
Approach		EB		WB		NB		SB				
HCM Control Delay, s	9.7		9.4		1.4		0.1					
HCM LOS	A		A									
Minor Lane/Major Mvmt		NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR	
Capacity (veh/h)	1411		-		-		779	689	991	1529	-	-
HCM Lane V/C Ratio	0.011		-		-		0.007	0.003	0.002	0.001	-	-
HCM Control Delay (s)	7.6		-		0		9.7	10.2	8.6	7.4	-	-
HCM Lane LOS	A		-		A		B	A	A	A	-	-
HCM 95th %tile Q(veh)	0		-		-		0	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	1	27	1	0	40	2	11	0	0	0	0	42
Future Vol, veh/h	1	27	1	0	40	2	11	0	0	0	0	42
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									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	33	1	0	49	2	13	0	0	0	0	51

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	51	0	0	34	0	0	61	87	17	69	86	26
Stage 1	-	-	-	-	-	-	36	36	-	50	50	-
Stage 2	-	-	-	-	-	-	25	51	-	19	36	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1553	-	-	1576	-	-	927	802	1058	915	803	1044
Stage 1	-	-	-	-	-	-	975	864	-	957	853	-
Stage 2	-	-	-	-	-	-	989	852	-	997	864	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1553	-	-	1576	-	-	881	801	1058	915	802	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	801	-	915	802	-
Stage 1	-	-	-	-	-	-	974	863	-	956	853	-
Stage 2	-	-	-	-	-	-	940	852	-	996	863	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	9.1	8.6
HCM LOS			A	A
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR
Capacity (veh/h)	881	1553	-	-
HCM Lane V/C Ratio	0.015	0.001	-	-
HCM Control Delay (s)	9.1	7.3	-	-
HCM Lane LOS	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-
			0	-
			-	-
			0.2	-

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	6	1	4	32	0	8	1	31	101	38	52	3
Future Vol, veh/h	6	1	4	32	0	8	1	31	101	38	52	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									
Storage Length	0	-	-	0	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	5	39	0	10	1	37	122	46	63	4

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	262	318	65	260	259	98	67	0	0	159	0	0
Stage 1	157	157	-	100	100	-	-	-	-	-	-	-
Stage 2	105	161	-	160	159	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	691	598	999	693	645	958	1535	-	-	1420	-	-
Stage 1	845	768	-	906	812	-	-	-	-	-	-	-
Stage 2	901	765	-	842	766	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	667	578	999	672	624	958	1535	-	-	1420	-	-
Mov Cap-2 Maneuver	667	578	-	672	624	-	-	-	-	-	-	-
Stage 1	844	743	-	905	811	-	-	-	-	-	-	-
Stage 2	891	764	-	809	741	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	9.9	10.3			0.1			3.1		
HCM LOS	A	B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	667	872	672	958	1420	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.007	0.057	0.01	0.032	-	-
HCM Control Delay (s)	7.3	-	-	10.5	9.2	10.7	8.8	7.6	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.2	0	0.1	-	-

Intersection

Int Delay, s/veh 5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑		↑	↑↑			↔			↔	
Traffic Vol, veh/h	77	19	9	1	17	3	0	0	0	3	0	44
Future Vol, veh/h	77	19	9	1	17	3	0	0	0	3	0	44
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									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	100	25	12	1	22	4	0	0	0	4	0	57

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	26	0	0	37	0	0	244	259	19	239	263	13
Stage 1	-	-	-	-	-	-	231	231	-	26	26	-
Stage 2	-	-	-	-	-	-	13	28	-	213	237	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1587	-	-	1572	-	-	690	644	1055	695	641	1064
Stage 1	-	-	-	-	-	-	751	712	-	988	873	-
Stage 2	-	-	-	-	-	-	1005	871	-	769	708	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1587	-	-	1572	-	-	621	603	1055	661	600	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	621	603	-	661	600	-
Stage 1	-	-	-	-	-	-	704	667	-	926	872	-
Stage 2	-	-	-	-	-	-	950	870	-	721	663	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.4	0.3	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1587	-	-	1572	-	-	1024
HCM Lane V/C Ratio	-	0.063	-	-	0.001	-	-	0.06
HCM Control Delay (s)	0	7.4	-	-	7.3	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	10	1	2	1	0	1	9	39	0	1	66	40
Future Vol, veh/h	10	1	2	1	0	1	9	39	0	1	66	40
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									
Storage Length	0	-	-	0	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	11	1	2	1	0	1	9	41	0	1	69	42

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	152	151	90	153	172	41	111	0	0	41	0	0
Stage 1	92	92	-	59	59	-	-	-	-	-	-	-
Stage 2	60	59	-	94	113	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	815	741	968	814	721	1030	1479	-	-	1568	-	-
Stage 1	915	819	-	953	846	-	-	-	-	-	-	-
Stage 2	951	846	-	913	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	810	736	968	807	716	1030	1479	-	-	1568	-	-
Mov Cap-2 Maneuver	810	736	-	807	716	-	-	-	-	-	-	-
Stage 1	910	818	-	947	841	-	-	-	-	-	-	-
Stage 2	944	841	-	909	801	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	9.4	9			1.4			0.1			
HCM LOS	A	A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR	
Capacity (veh/h)	1479	-	-	810	876	807	1030	1568	-	-	
HCM Lane V/C Ratio	0.006	-	-	0.013	0.004	0.001	0.001	0.001	-	-	
HCM Control Delay (s)	7.5	-	-	9.5	9.1	9.5	8.5	7.3	-	-	
HCM Lane LOS	A	-	-	A	A	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	0	0	0	0	0	-	-	

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			A	B	
Traffic Vol, veh/h	10	15	20	20	4	13
Future Vol, veh/h	10	15	20	20	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	16	22	22	4	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	77	11	18	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	66	-	-	-	-	-
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	926	1070	1599	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	913	1070	1599	-	-	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	3.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1599	-	1001	-	-	
HCM Lane V/C Ratio	0.014	-	0.027	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

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	0	0	26	1	0	0	40	40	1	0	15	0
Future Vol, veh/h	0	0	26	1	0	0	40	40	1	0	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	28	1	0	0	43	43	1	0	16	0

Major/Minor	Minor2	Minor1	Major1	Major2		
Conflicting Flow All	146	146	16	160	146	44
Stage 1	16	16	-	130	130	-
Stage 2	130	130	-	30	16	-
Critical Hdwy	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	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	823	745	1063	806	745	1026
Stage 1	1004	882	-	874	789	-
Stage 2	874	789	-	987	882	-
Platoon blocked, %						
Mov Cap-1 Maneuver	806	724	1063	768	724	1026
Mov Cap-2 Maneuver	806	724	-	768	724	-
Stage 1	976	882	-	850	767	-
Stage 2	850	767	-	961	882	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9.7	3.6	0
HCM LOS	A	A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	1602	-	-	1063
HCM Lane V/C Ratio	0.027	-	-	0.027
HCM Control Delay (s)	7.3	0	-	8.5
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1

Intersection

Int Delay, s/veh 6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑		↑	↑↑		↔	↔		↔	↔	
Traffic Vol, veh/h	66	27	1	0	40	6	11	0	0	4	0	107
Future Vol, veh/h	66	27	1	0	40	6	11	0	0	4	0	107
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									
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	33	1	0	49	7	13	0	0	5	0	130

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	56	0	0	34	0	0	219	250	17	230	247	28
Stage 1	-	-	-	-	-	-	194	194	-	53	53	-
Stage 2	-	-	-	-	-	-	25	56	-	177	194	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1547	-	-	1576	-	-	718	652	1058	705	654	1041
Stage 1	-	-	-	-	-	-	789	739	-	953	850	-
Stage 2	-	-	-	-	-	-	989	848	-	808	739	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1547	-	-	1576	-	-	603	618	1058	677	620	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	603	618	-	677	620	-
Stage 1	-	-	-	-	-	-	748	701	-	903	850	-
Stage 2	-	-	-	-	-	-	865	848	-	766	701	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.2	0	11.1	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	603	1547	-	-	1576	-	-	1021
HCM Lane V/C Ratio	0.022	0.052	-	-	-	-	-	0.133
HCM Control Delay (s)	11.1	7.5	-	-	0	-	-	9.1
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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Lane Configurations ↗ ↘ ↗ ↘ ↗ ↘ ↗ ↘ ↗ ↘ ↗ ↘

Traffic Vol, veh/h 38 1 12 32 0 23 4 88 101 77 99 25

Future Vol, veh/h 38 1 12 32 0 23 4 88 101 77 99 25

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 0 - - 0 - - 100 - - 100 - -

Veh in Median Storage, # - 0 - - 0 - - 0 - - 0 - -

Grade, % - 0 - - 0 - - 0 - - 0 - -

Peak Hour Factor 83 83 83 83 83 83 83 83 83 83 83 83

Heavy Vehicles, % 2 2 2 2 2 2 2 2 2 2 2 2

Mvmt Flow 46 1 14 39 0 28 5 106 122 93 119 30

Major/Minor	Minor2	Minor1	Major1	Major2
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Conflicting Flow All 511 558 134 505 512 167 149 0 0 228 0 0

Stage 1 320 320 - 177 177 - - - - - -

Stage 2 191 238 - 328 335 - - - - - -

Critical Hdwy 7.12 6.52 6.22 7.12 6.52 6.22 4.12 - - 4.12 - -

Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 - - - - - -

Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52 - - - - - -

Follow-up Hdwy 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - - 2.218 - -

Pot Cap-1 Maneuver 473 438 915 478 465 877 1432 - - 1340 - -

Stage 1 692 652 - 825 753 - - - - - -

Stage 2 811 708 - 685 643 - - - - - -

Platoon blocked, % - - - - - - - - - -

Mov Cap-1 Maneuver 433 406 915 443 432 877 1432 - - 1340 - -

Mov Cap-2 Maneuver 433 406 - 443 432 - - - - - -

Stage 1 690 607 - 823 751 - - - - - -

Stage 2 783 706 - 626 599 - - - - - -

Approach	EB	WB	NB	SB
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HCM Control Delay, s 13.1 11.9 0.2 3

HCM LOS B B

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
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Capacity (veh/h) 1432 - - 433 835 443 877 1340 - -

HCM Lane V/C Ratio 0.003 - - 0.106 0.019 0.087 0.032 0.069 - -

HCM Control Delay (s) 7.5 - - 14.3 9.4 13.9 9.2 7.9 - -

HCM Lane LOS A - - B A B A A - -

HCM 95th %tile Q(veh) 0 - - 0.4 0.1 0.3 0.1 0.2 - -

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations	W			↑	↑	
Traffic Vol, veh/h	17	26	26	1	30	17
Future Vol, veh/h	17	26	26	1	30	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	28	28	1	33	18

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	99	42	51	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	57	-	-	-	-	-
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	900	1029	1555	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Platoon blocked, %

Mov Cap-1 Maneuver	884	1029	1555	-	-	-
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Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	8.9	7.1	0
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HCM LOS	A
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	966	-	-
HCM Lane V/C Ratio	0.018	-	0.048	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	50	6	0	0	45	27	1	0	26	0
Future Vol, veh/h	0	0	50	6	0	0	45	27	1	0	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	54	7	0	0	49	29	1	0	28	0

Major/Minor	Minor2	Minor1			Major1			Major2		
Conflicting Flow All	156	156	28	183	156	30	28	0	0	30
Stage 1	28	28	-	128	128	-	-	-	-	-
Stage 2	128	128	-	55	28	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218
Pot Cap-1 Maneuver	810	736	1047	778	736	1044	1585	-	-	1583
Stage 1	989	872	-	876	790	-	-	-	-	-
Stage 2	876	790	-	957	872	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	791	713	1047	720	713	1044	1585	-	-	1583
Mov Cap-2 Maneuver	791	713	-	720	713	-	-	-	-	-
Stage 1	958	872	-	849	766	-	-	-	-	-
Stage 2	849	766	-	907	872	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	10	4.5	0
HCM LOS	A	B		
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	1585	-	-	1047 720
HCM Lane V/C Ratio	0.031	-	-	0.052 0.009
HCM Control Delay (s)	7.3	0	-	8.6 10
HCM Lane LOS	A	A	-	A B
HCM 95th %tile Q(veh)	0.1	-	-	0.2 0 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	97	32	15	2	29	3	0	0	0	3	0	48
Future Vol, veh/h	97	32	15	2	29	3	0	0	0	3	0	48
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	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	42	19	3	38	4	0	0	0	4	0	62
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	61	0	0	329	352	31	319	359	21
Stage 1	-	-	-	-	-	-	304	304	-	46	46	-
Stage 2	-	-	-	-	-	-	25	48	-	273	313	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1565	-	-	1540	-	-	600	571	1036	610	566	1051
Stage 1	-	-	-	-	-	-	681	662	-	962	856	-
Stage 2	-	-	-	-	-	-	989	854	-	710	656	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1565	-	-	1540	-	-	529	524	1036	572	519	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	524	-	572	519	-
Stage 1	-	-	-	-	-	-	626	608	-	884	854	-
Stage 2	-	-	-	-	-	-	929	852	-	653	603	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.1			0.4			0			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1565	-	-	1540	-	-	1002				
HCM Lane V/C Ratio	-	0.08	-	-	0.002	-	-	0.066				
HCM Control Delay (s)	0	7.5	-	-	7.3	-	-	8.8				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	0.2				

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Vol, veh/h	10	2	3	2	0	2	15	67	0	2	113	59
Future Vol, veh/h	10	2	3	2	0	2	15	67	0	2	113	59
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									
Storage Length	0	-	-	0	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	11	2	3	2	0	2	16	71	0	2	119	62

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	258	257	150	260	288	71	181	0	0	71	0	0
Stage 1	154	154	-	103	103	-	-	-	-	-	-	-
Stage 2	104	103	-	157	185	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	695	647	896	693	622	991	1394	-	-	1529	-	-
Stage 1	848	770	-	903	810	-	-	-	-	-	-	-
Stage 2	902	810	-	845	747	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	687	639	896	682	615	991	1394	-	-	1529	-	-
Mov Cap-2 Maneuver	687	639	-	682	615	-	-	-	-	-	-	-
Stage 1	839	769	-	893	801	-	-	-	-	-	-	-
Stage 2	890	801	-	839	746	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	10.1		9.5			1.4			0.1		
HCM LOS	B		A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR	
Capacity (veh/h)	1394	-	-	687	772	682	991	1529	-	-	
HCM Lane V/C Ratio	0.011	-	-	0.015	0.007	0.003	0.002	0.001	-	-	
HCM Control Delay (s)	7.6	-	-	10.3	9.7	10.3	8.6	7.4	-	-	
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	0	0	0	0	0	-	-	

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
Traffic Vol, veh/h	10	15	20	34	7	13
Future Vol, veh/h	10	15	20	34	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	16	22	37	8	14

Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	96	15	22	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	81	-	-	-	-	-
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	903	1065	1593	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	890	1065	1593	-	-	-
Mov Cap-2 Maneuver	890	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
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HCM Control Delay, s	8.8	2.7	0
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HCM LOS	A
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1593	-	987	-	-
HCM Lane V/C Ratio	0.014	-	0.028	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	27	2	0	0	45	54	2	0	15	0
Future Vol, veh/h	0	0	27	2	0	0	45	54	2	0	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	29	2	0	0	49	59	2	0	16	0

Major/Minor	Minor2	Minor1			Major1			Major2		
Conflicting Flow All	174	175	16	189	174	60	16	0	0	61
Stage 1	16	16	-	158	158	-	-	-	-	-
Stage 2	158	159	-	31	16	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-
Pot Cap-1 Maneuver	789	718	1063	771	719	1005	1602	-	1542	-
Stage 1	1004	882	-	844	767	-	-	-	-	-
Stage 2	844	766	-	986	882	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	770	695	1063	732	696	1005	1602	-	1542	-
Mov Cap-2 Maneuver	770	695	-	732	696	-	-	-	-	-
Stage 1	972	882	-	817	742	-	-	-	-	-
Stage 2	817	741	-	959	882	-	-	-	-	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	8.5	9.9			3.3			0		
HCM LOS	A	A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	1602	-	-	1063	732	1542	-	-		
HCM Lane V/C Ratio	0.031	-	-	0.028	0.003	-	-	-		
HCM Control Delay (s)	7.3	0	-	8.5	9.9	0	-	-		
HCM Lane LOS	A	A	-	A	A	A	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-		

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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Lane Configurations

Traffic Vol, veh/h	67	46	2	0	68	7	19	0	0	4	0	137
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Future Vol, veh/h	67	46	2	0	68	7	19	0	0	4	0	137
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Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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RT Channelized	-	-	None									
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Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
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Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
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Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
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Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
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Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
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Mvmt Flow	82	56	2	0	83	9	23	0	0	5	0	167
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Major/Minor	Major1	Major2			Minor1			Minor2			
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Conflicting Flow All	92	0	0	58	0	0	263	313	29	280	310	46
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Stage 1	-	-	-	-	-	-	221	221	-	88	88	-
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Stage 2	-	-	-	-	-	-	42	92	-	192	222	-
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Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
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Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
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Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
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Pot Cap-1 Maneuver	1501	-	-	1544	-	-	669	601	1039	650	603	1014
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Stage 1	-	-	-	-	-	-	761	719	-	910	821	-
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Stage 2	-	-	-	-	-	-	967	818	-	791	718	-
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Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
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Mov Cap-1 Maneuver	1501	-	-	1544	-	-	535	568	1039	623	570	1014
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Mov Cap-2 Maneuver	-	-	-	-	-	-	535	568	-	623	570	-
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Stage 1	-	-	-	-	-	-	719	679	-	860	821	-
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Stage 2	-	-	-	-	-	-	808	818	-	748	679	-
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Approach	EB	WB	NB	SB
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HCM Control Delay, s	4.4	0	12	9.4
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HCM LOS		B	A	
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Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
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Capacity (veh/h)	535	1501	-	-	1544	-	-	996
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HCM Lane V/C Ratio	0.043	0.054	-	-	-	-	-	0.173
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HCM Control Delay (s)	12	7.5	-	-	0	-	-	9.4
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HCM Lane LOS	B	A	-	-	A	-	-	A
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HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.6
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Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Traffic Vol, veh/h	42	2	15	55	0	29	5	110	172	104	136	27
Future Vol, veh/h	42	2	15	55	0	29	5	110	172	104	136	27
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									
Storage Length	0	-	-	0	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	2	18	66	0	35	6	133	207	125	164	33

Major/Minor	Minor2	Minor1			Major1			Major2			
Conflicting Flow All	697	783	181	690	696	237	197	0	0	340	0
Stage 1	431	431	-	249	249	-	-	-	-	-	-
Stage 2	266	352	-	441	447	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-
Pot Cap-1 Maneuver	356	325	862	359	365	802	1376	-	-	1219	-
Stage 1	603	583	-	755	701	-	-	-	-	-	-
Stage 2	739	632	-	595	573	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	313	290	862	321	326	802	1376	-	-	1219	-
Mov Cap-2 Maneuver	313	290	-	321	326	-	-	-	-	-	-
Stage 1	601	523	-	752	698	-	-	-	-	-	-
Stage 2	704	629	-	520	514	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	15.9	0.1	3.2
HCM LOS	C	C		
Minor Lane/Major Mvmt	NBL	NBT	NBR	SBL
Capacity (veh/h)	1376	-	313	802
HCM Lane V/C Ratio	0.004	-	0.162	0.044
HCM Control Delay (s)	7.6	-	18.7	9.7
HCM Lane LOS	A	-	B	A
HCM 95th %tile Q(veh)	0	-	0.6	0.3

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations



Traffic Vol, veh/h	17	26	26	2	51	17
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Future Vol, veh/h	17	26	26	2	51	17
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	-	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	18	28	28	2	55	18
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	122	64	73	0	-	0
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Stage 1	64	-	-	-	-	-
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Stage 2	58	-	-	-	-	-
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Critical Hdwy	6.42	6.22	4.12	-	-	-
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Critical Hdwy Stg 1	5.42	-	-	-	-	-
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Critical Hdwy Stg 2	5.42	-	-	-	-	-
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Follow-up Hdwy	3.518	3.318	2.218	-	-	-
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Pot Cap-1 Maneuver	873	1000	1527	-	-	-
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Stage 1	959	-	-	-	-	-
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Stage 2	965	-	-	-	-	-
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Platoon blocked, %	-	-	-	-	-	-
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Mov Cap-1 Maneuver	857	1000	1527	-	-	-
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Mov Cap-2 Maneuver	857	-	-	-	-	-
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Stage 1	942	-	-	-	-	-
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Stage 2	965	-	-	-	-	-
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Approach	EB	NB	SB
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HCM Control Delay, s	9	6.9	0
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HCM LOS	A	-	-
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1527	-	938	-	-
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HCM Lane V/C Ratio	0.019	-	0.05	-	-
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HCM Control Delay (s)	7.4	0	9	-	-
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HCM Lane LOS	A	A	A	-	-
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HCM 95th %tile Q(veh)	0.1	-	0.2	-	-
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Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	10	0	0	46	28	2	0	26	0
Future Vol, veh/h	0	0	54	10	0	0	46	28	2	0	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	59	11	0	0	50	30	2	0	28	0

Major/Minor	Minor2	Minor1			Major1			Major2		
Conflicting Flow All	159	160	28	189	159	31	28	0	0	32
Stage 1	28	28	-	131	131	-	-	-	-	-
Stage 2	131	132	-	58	28	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-
Pot Cap-1 Maneuver	807	732	1047	771	733	1043	1585	-	1580	-
Stage 1	989	872	-	873	788	-	-	-	-	-
Stage 2	873	787	-	954	872	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	788	709	1047	710	710	1043	1585	-	1580	-
Mov Cap-2 Maneuver	788	709	-	710	710	-	-	-	-	-
Stage 1	957	872	-	845	763	-	-	-	-	-
Stage 2	845	762	-	901	872	-	-	-	-	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	8.6	10.1			4.4			0		
HCM LOS	A	B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	1585	-	-	1047	710	1580	-	-		
HCM Lane V/C Ratio	0.032	-	-	0.056	0.015	-	-	-		
HCM Control Delay (s)	7.3	0	-	8.6	10.1	0	-	-		
HCM Lane LOS	A	A	-	A	B	A	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-		

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