PUBLIC NOTICE
PLANNING & ZONING COMMISSION
Meets
Wednesday, February 18, 2026
6:00 PM
ELOY CITY COUNCIL CHAMBERS
595 NORTH C STREET
ELOY, ARIZONA 85131

AGENDA

I. Call to Order

II. Roll Call

III. Pledge of Allegiance

IV. Public Appearances

Those wishing to **ADDRESS THE PLANNING & ZONING COMMISSION** may do so by signing in on a form provided by the Community Development Director, identifying the topic(s) or agenda item(s). **ACTION** taken as a result of public comment regarding non agenda items will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date. **SPEAKERS SHALL BE LIMITED TO THREE (3) MINUTES**.

V. Motion to approve the meeting minutes of the Planning and Zoning Commission

A. January 21, 2026, Planning and Zoning Commission Meeting Minutes.

VI. Consent Agenda

A. All items listed on the consent agenda may be enacted by one motion and one roll call vote of the Planning and Zoning Commission. Unless a commission member or member of the public so requests, a separate discussion be held on any item; the item will be removed from the consent agenda and considered in its normal sequence on the agenda.

1. Case No. PP2024-002: Daybreak Industrial. A request by Ryan Mortillaro, of Colliers Engineering & Design, Inc., on behalf of Far Marel, LLC, Viel Gluck, LLC, Ben Fatto, LLC, Eloy 660, LLC, and Daybreak 1320, LLC for an 8-lot subdivision containing approximately 118.63 acres, with General Industrial (I-2) zoning.

VII. New Business: Possible discussion and/or action on the following:

A. Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case Nos. GPA2025-001 and RZPAD2025-002: TES Eloy. A request by Julie Vermillion, of Coe & Van Loo Consultants, on behalf of I-10 Eloy Eleven Mile Corner and

Battaglia Dr 453, LLC, for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use, and Amendment to the Zoning Map (Rezone) from Single-Family Residential (R1-12) to Mixed Use (MU) and Multiple-Family Residential (R-3) with the Planned Area Development Overlay (PAD) consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street.

B. Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case Nos. GPA2025-005 and RZPAD2025-004: Houser Crossing. A request by Dawn Marie Fortuna, AICP, of Bowman, on behalf of the City of Eloy, for a minor General Plan Amendment from Light Industrial to Community Commercial and High Density Residential, and an Amendment to the Zoning Map (Rezone) from Light Industrial (I-1) and Light Industrial (I-1) with the Aviation Overlay to General Commercial (C-2), Multiple Family Residential (R-3) Planned Area Development Overlay (PAD) and Multiple Family Residential (R-3) with the Planned Area Development Overlay (PAD) and Aviation Overlay (AO) on a property consisting of approximately 79 acres located at the northeast corner of West Battaglia Road and West Frontier Street.

VIII. Informational Item:

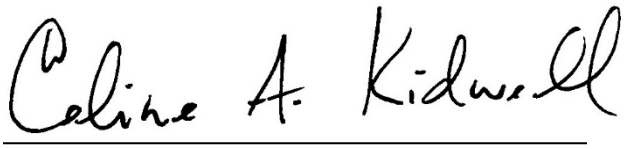
A. Planning and Zoning Commission members and staff will update the public on relevant events and activities they have attended since the last meeting and any future events, activities, and potential agenda items. These items are for information only—no action will be taken.

B. March 2026 Planning and Zoning Meeting - March 11, 2026

IX. Motion to Adjourn

POSTED BY AT ELOY CITY HALL, ELOY POST OFFICE, AND CITY WEBSITE: www.eloyaz.gov

THE FACILITY WILL BE OPEN TO THE PUBLIC 30 MINUTES PRIOR TO THE START OF THE MEETING AND SEATING WILL BE AVAILABLE FOR "REASONABLY ANTICIPATED ATTENDANCE."



Celine A. Kidwell, CMC, FCRM
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT MICHELLE HALL, ADA COORDINATOR FOR THE CITY OF ELOY AT 520-466-9201 OR 520-466-7455 (TDD). IF POSSIBLE, SUCH REQUESTS SHOULD BE MADE 72 HOURS IN ADVANCE. ONE OR MORE MEMBERS OF THE COMMISSION AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.

PLANNING & ZONING COMMISSION

MEETING

WEDNESDAY, JANUARY 21, 2026

6:00 PM

ELOY CITY COUNCIL CHAMBERS

595 NORTH C STREET

ELOY, ARIZONA 85131

I. Call to Order

Chairman Paulson called the meeting to order at 6:00 pm.

II. Roll Call

Chairman Paulson
Vice-Chairman Tolson
Commissioner Wittman (Excused)
Commissioner Crawford
Commissioner Frassetto
Commissioner Nallanthighal
Commissioner Gunn
Alternate Commissioner Lopez
Ex-Officio Sutton

Staff:

Dan Symer, Community Development Director
Michelle Hall, Executive Assistant

III. Pledge of Allegiance

Chairman Paulson led the Pledge of Allegiance.

IV. Public Appearances

There were no public comments.

V. Motion to approve the meeting minutes of the Planning and Zoning Commission for January 21, 2026.

A. December 17, 2025, Planning and Zoning Commission Meeting Minutes.
There was a discussion to correct the previous minutes from the meeting on November 19th, 2025, which had already been corrected. Those corrections included several items:

- Item IV. Commissioner Wittman brought up the JW Water work
- Item VI. Regarding GPA 2024-005, the board took no action, but the item was heard.
- Item VII. Regarding Hideout Ranch, the item was passed with conditions from the staff.

Also, for the minutes of December 17, 2025, there was a question regarding a direct quote from the mayor, which stated [The city is not looking over this] sic was referring to ADOT's work. It was clarified that the Minutes reflect the recorded meeting audio.

Vice-Chairman Tolson motioned to approve the minutes with clarifications to the items discussed.

Commissioner Crawford seconded the motion.

The motion passed 7-0

VI. Consent Agenda

A. All items listed on the consent agenda may be enacted by one motion and one roll call vote of the Planning and Zoning Commission. Unless a commission member or member of the public so requests, a separate discussion be held on any item; the item will be removed from the consent agenda and considered in its normal sequence on the agenda. The commission shall conduct a Public Hearing and possibly take action on the following:

1. Case No. CUP2025-010: AT&T Wireless Communication Tower. A request by Bill Koning of Smartlink, LLC, on behalf of Orlando and Esmeralda D. Jerez, for a Conditional Use Permit (CUP) to allow a Wireless Facility use on a 40-acre property located at 2365

West Hanna Road, and zoned Single-family Residential (R1-43).

Chairman Paulson opened the public hearing.

Chairman Paulson closed the public hearing.

Chairman Paulson requested a motion to approve the consent agenda.

Vice-Chairman Tolson motioned to approve the consent agenda.

Commissioner Crawford seconded the motion.

The motion passed 7-0

VII. New Business: Possible discussion and/or action on the following:

A. Conduct a public hearing and discuss the following: Case No. GPA2025-001: TES Eloy. At request by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use, consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street. This is a non-action public hearing.

Chairman Paulson opened the public hearing.

Ms. Vermillion from Coe & Van Loo gave her presentation and stated that this was a Major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use, consisting of approximately 338 acres, located at the northeast corner of West Battaglia Road and West Frontier Street.

Chairman Paulson closed the public hearing.

B. Airport Master Plan Implementation and Capital Improvements Program Update

Ms. Wasiniak, the City of Eloy Airport Manager, gave a presentation on the five-year Airport Master Plan and the current Capital Improvement program.

Vice-Chairman Tolson asked if the additional hangars would be revenue-generating.

Ms. Wasiniak stated it could, but the city does not have the funds to construct the Hangars, they are looking into other options.

C. General Plan Update - Mapping the Future Outreach Summary

Ms. Garbarino from Logan Simpson gave a presentation and update on the Eloy General Plan.

Mayor Sutton asked where they planned on holding the meeting.

Ms. Garbarino stated here at City Hall.

Vice-Chair Tolson asked how long it would run.

Ms. Garbarino stated two days.

Director Symer stated that no date has been set yet and wanted to include schoolchildren.

Chairman Paulson asked if she knew what the ballot verbiage would be.

Ms. Garbarino stated that there is some legislative language that is pretty standard.

Director Symer stated that the language is bland. Ms. Garbarino is right.

Commissioner Nallanthighal asked whether Ms. Garbarino could share the feedback they have received.

D. Eloy Airpark Area Plan — Existing Conditions Report and Initial Outreach Summary

Ms. Garbarino from Logan Simpson gave a brief presentation regarding the Airpark and stated that as this project moves forward, they would seek feedback from the city and the community.

Commissioner Frassetto asked for clarification on a comment in the community. That was in reference to airport safety, management, and compliance.

Ms. Garbarino stated the community wanted safety around the airport.

Mayor Sutton stated he would like the airport to expand as much as possible. It would build Eloy as well as hotels, businesses, housing, etc.

Commissioner Nallanthighal asked about the airpark's boundary.

Ms. Garbarino stated there will likely be an overlay.

Commissioner Nallanthighal stated he was wondering if the designation of the airpark has implications for that space and its immediate surroundings. And are there restrictions?

Ms. Garbarino stated that it is a Planned Area of Development, and there is no federal regulation tied to it. They will be starting the project from scratch.

E. Eloy Air Park - Vision

Ms. Garbarino provided an update on the vision and shared dates for upcoming workshops.

VIII. Informational Item:

A. Planning and Zoning Commission members and staff will update the public on relevant events and activities they have attended since the last meeting, and any future events, activities, and potential agenda items. These items are for information only—no action will be taken.

Mayor Sutton gave updates regarding the projects that were forwarded to The council specifically for The Hideout passed 7-0 at the last city council meeting.

Vice-Chairman Tolson asked about the Blue Star Hotel and whether it was in violation of the codes.

Director Symer stated that they were shut down due to environmental issues. They They are addressing their issues and constructing a new sewer system. The property owner is working with the city.

B. March 2026 Planning and Zoning Meeting - March 11, 2026

IX. Motion to Adjourn

Chairman Paulson adjourned the meeting at 7:34 pm.

CITY OF ELOY
REQUEST FOR COMMISSION ACTION

Agenda Item: VI.A.
Date: 2/18/2026

Date submitted: 02/12/2026 **Date requested:** 2/18/2026	**Action:** Formal	**Subject: 1. Case No. PP2024-002: Daybreak Industrial. A request by Ryan Mortillaro, of Colliers Engineering & Design, Inc., on behalf of Far Marel, LLC, Viel Gluck, LLC, Ben Fatto, LLC, Eloy 660, LLC, and Daybreak 1320, LLC for an 8-lot subdivision containing approximately 118.63 acres, with General Industrial (I-2) zoning.**

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

The staff recommends that the Planning and Zoning Commission find that the objectives and requirements of the Subdivision provisions of the Eloy Code have been met, and that the Commission recommend to the City Council that it approve Case No. PP2024-002: Daybreak Industrial, in accordance with the attached Conditions of Approval.

DISCUSSION:

Preliminary Plat Request (Case No. PP2025-001):
The applicant's request is for an 8-lot subdivision containing approximately 118.63 acres, with General Industrial (I-2) zoning.

General Plan:
The General Plan Future Land Use Map designation of the property is General Industrial. The General Industrial land use designation includes the most intense industrial employment uses and generally consists of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods. Manufacturing areas typically produce noise, truck or rail traffic, and has open storage areas.

Zoning:
The Zoning Map designation for the property is General Industrial (I-2). The General

Industrial (I-2) is intended to allow for heavy and concentrated fabrication, manufacturing, and processing uses where appropriately screened and landscaped.

Context:
The property is located at the southeast corner of East Date Street and the North La Palma road alignment (approximately 1.2 miles southeast of the southeast corner of North Sunshine Boulevard and East Date Street) and on the north side of Interstate-10 (I-10). The site southeast of the existing National Gypsum / Gold Bond factory, south of the Union Pacific Railroad, and west of the State Route (SR) 87 highway interchange. The General Plan land use map designations, zoning, and land uses of the property abutting and adjacent to the property are identified below.

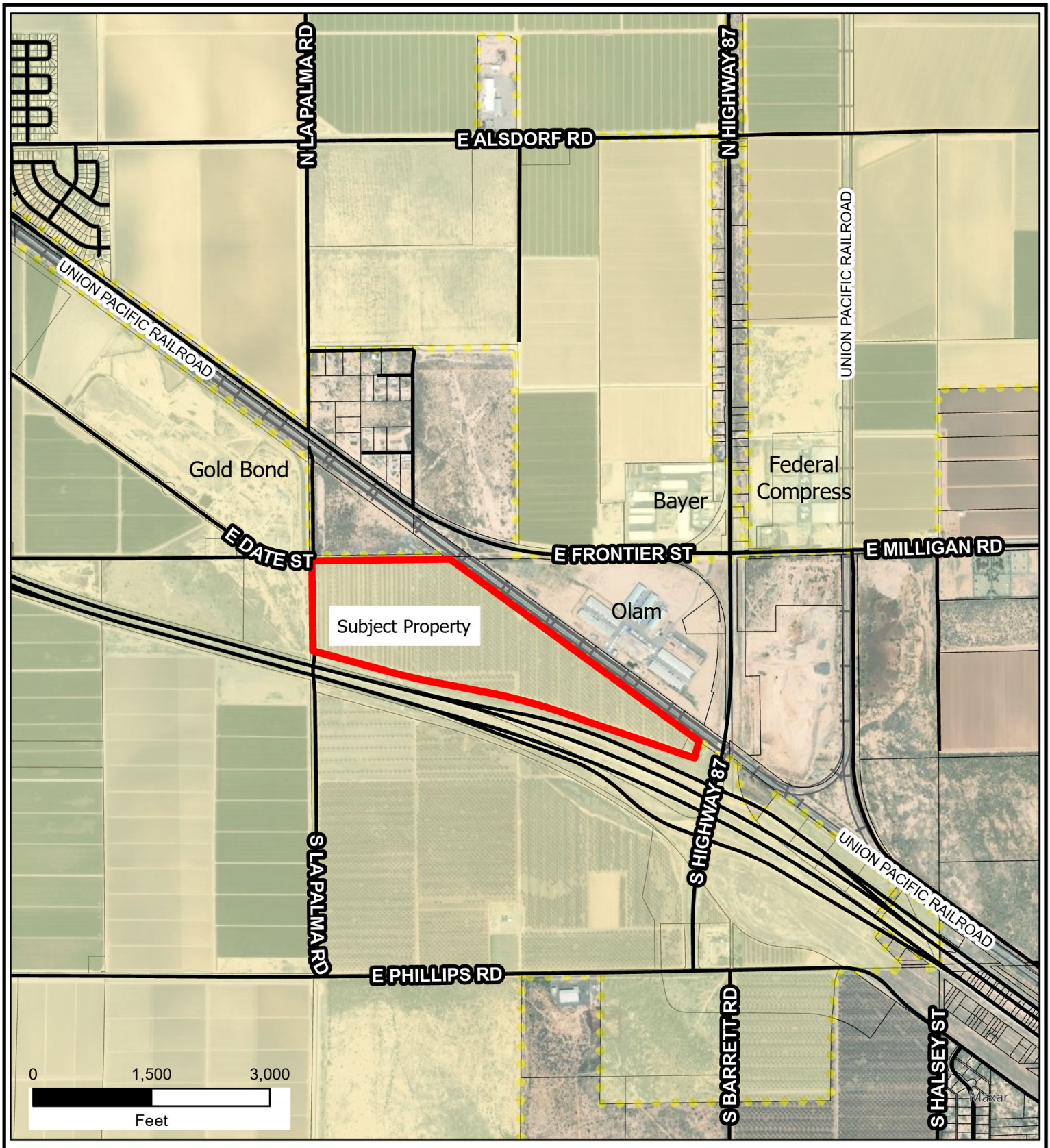
Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	General Industrial	General Industrial (I-2)	Vacant Land
North	General Industrial	Pinal County General Industrial (CI-2)	Undeveloped land and Union Pacific Railroad
South	Medium Density Residential and Community Commercial on the south side of I-10.	General Commercial (C-2) and Single Family Residential (R1-6) on the south side of I-10.	I-10 and further south, undeveloped land
East	General Industrial	Pinal County General Residential (GR)	SR 87 and further east is the vacant ADOT borrow pit
West	General Industrial	Light Industrial (I-1)	Undeveloped land

Preliminary Plat Objectives and Requirements:
Staff confirms that the proposed preliminary plat application generally conforms to the provisions of Chapter 15, Subdivisions of the Eloy Code. In accordance with the General Industrial (I-2) property development standards, the property lots range from approximately 8.5 to 18.0 acres, with a minimum of approximately 10.8 acres openspace. In addition, the development will provide approximately 3.9 acres of open space. Water and wastewater will be accessed from the existing lines within East Date Street, and access to the lots will be from East Date Street and an internal loop road. Interim retention basins will be provided to mitigate stormwater impacts, and final basin designs will be constructed with the development of each lot. The common open space areas will be landscaped as the subdivision is developed, and will be required to be maintained by the owner's association. In addition, a perimeter wall will be

constructed as part of the subdivision development. The developer is required to provide infrastructure improvements with the development of the property as a subdivision.

FISCAL IMPACT:

Upon dedication and construction of the public streets, water lines, and wastewater lines, the City will assume maintenance and operation of the infrastructure improvements.



Preliminary Plat Exhibit - Case No: PPLAT2024-002
Daybreak Industrial

N

Legend

- Subject Property
- Eloy City Limits

DAYBREAK INDUSTRIAL

Southeast Corner of La Palma Road and Milligan Road

Eloy, Arizona

Case No. PPLAT2024-002

Preliminary Plat Pre-Application Narrative

May 8, 2025

2nd Submital

CardonHiatt Companies

Cardon Bowden Investments

LeSueur Investments

HILGARTWILSON

ENGINEER | PLAN | SURVEY | MANAGE

Development Team

Ownership Group:

Cardon Hiatt Investments
Cameron MacDonald
1223 South Clearview Ave., Suite #105
Mesa, AZ 85209

Cardon Bowden Investments
1223 South Clearview Ave., Suite #103
Mesa, AZ 85209

Leseur Investments
3850 East Baseline Rd., Suite #114
Mesa, AZ 85206

Planning & Engineering:

HILGARTWILSON, LLC
Ryan Mortillaro, PE
Joseph Vance
4742 N. 24th St, Suite #270
Phoenix, AZ 85106

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TABLES

Table 1 Surrounding Land Uses

FIGURES

Figure 1 Vicinity Map
Figure 2 Preliminary Plat

Introduction

HILGARTWILSON, on behalf of Cardon Hiatt Investments, Cardon Bowden Investments, and LeSueur Investments (the "Applicant"), is requesting approval of the Daybreak Industrial Preliminary Plat ("Property," "Project," "Site"), an approximate 119 gross-acre industrial park within Eloy, Arizona. The Project is generally located at the northwest corner of the Interstate-10 and State Highway 87 interchange within Section 16, Township 8 South, Range 8 East of the Gila and Salt River Meridian, Pinal County, Arizona. See **Figure 1, Vicinity Map.**

Current Site Conditions

The Property is currently agricultural land being utilized as a pecan farm. Several irrigation lines service the agricultural use of the Property and will be removed upon development. The western property boundary lies within FEMA Floodplain Zone AE, which is carrying stormwater flows across the property. The Union Pacific Railroad runs northwest/southeast directly adjacent to the eastern property boundary, and the Interstate-10 runs northwest/southeast directly adjacent to the southern project boundary. The Project is zoned I-2 General Industrial and has a General Plan land use designation of General Industrial and is deemed to be in conformance with the General Plan. The project and surrounding area's current General Plan designations, zoning, and current land uses are outlined in **Table 1** below.

Table 1: Surrounding Land Uses

Location	General Plan Land Use Designation	Zoning	Current Use
Project Site	General Industrial	I-2 General Industrial	Agriculture
North	General Industrial	CI-2 Single Family Residence (Unincorporated Pinal County)	Southern Pacific Rail Road, Vacant State Land, Anderson Clayton Corporation
East	Light Industrial	GR General Rural (Unincorporated Pinal County)	Highway 87, Industrial
South	Medium Density Residential	R1-6 Single-Family Residential	Interstate 10, Agriculture
West	General Industrial	I-1 Light Industrial	Vacant land, Industrial Users: Gold Bond, BHI, Exceptional Healthcare, Pilot Travel Center

Development Plan

The Project proposes eight subdivided parcels ranging from 8 to 20 acres in size. Refer to **Figure 2, Preliminary Plat.** As parcels are sold and the Property is developed, each development will be required to be developed according to the I-2 General Industrial district development standards. Each development will be required to receive design review and permit approval according to City standards prior to construction.

Location and Accessibility

The Property is currently constrained by the location of the Interstate-10 directly south of the Project and the Union Pacific Railroad directly east of the Project. Date Street is an existing paved two-lane road with 80 feet of Right of Way ("ROW") that will eventually be developed as a collector street to serve the National Gypsum site northwest of the Property. Date Road currently terminates at the northwest corner of the Property but has 33 feet of existing ROW along the northern boundary. La Palma Road is an existing unpaved dirt road with 33 feet of ROW running north-south along the western project boundary.

The Project will dedicate the additional 47 feet of ROW required to construct Date Street along the northern project boundary to reflect the 80-foot collector street dedicated by National Gypsum. An 80-foot industrial collector street continuing from the Date Street alignment along the eastern project boundary parallel to the railroad will provide access to parcels within the project's southeast corner. Individual parcels will be accessed via a looped 80-foot industrial collector street. Emergency fire access will be provided as required by the City.

Water Infrastructure

The existing water infrastructure within the Project includes a 12-inch water main in Date Street that is in Pressure Zone 1. This water main ends at the Date Street and La Palma Road intersection. An existing 12-inch water main is also present along La Palma Road. This water main flows south and north. The proposed water system infrastructure for the Project will consist of looped 8-inch water mains within the driveways. The proposed 8-inch distribution system will connect to the existing offsite 12-inch water main at the Date Street and La Palma Road intersection and to the existing 12-inch water main along La Palma Road. Fire hydrants will be placed along the looped 8-inch main within the collector streets at 1,000-foot spacing between each hydrant per the International Fire Code and 300-foot spacing on each parcel per the City of Eloy city code. Building connections will be provided at appropriate locations to serve the fire flow sprinklers within each facility. It is anticipated that the Project will be constructed in phases. For each phase, sufficient infrastructure shall be built to ensure adequate looping and two points of connection to existing water infrastructure.

Wastewater Infrastructure

The existing wastewater infrastructure adjacent to the Project has been identified from the City of Eloy Quarter Sewer Section Maps. An existing 12-inch sewer main ends at the intersection of La Palma Road and Date Street northwest of the site. This sewer main flows northwest until it reaches Sunshine Boulevard where it connects to a 15-inch main flowing north. The proposed wastewater system infrastructure for the Project will consist of public onsite 8-inch sewer mains. The proposed sewer mains for the Project will generally route wastewater flows north and west to the proposed 8-inch sewer main along Date Street, which will then route flows to the existing 12-inch sewer main in La Palma Road and Date Street. Pipe slopes and inverts shall be refined during the final design as final grades are known.

Drainage Infrastructure

The Project comprises active agricultural fields with flows predominantly draining from the southeast to the northwest. Offsite runoff impacting the southern portion of the Project approaches as sheet flow from the south, primarily conveyed beneath

Interstate 10 through a series of culverts south of the project. Offsite runoff impacting the eastern portion of the Project approaches as sheet flow from the east, primarily conveyed beneath State Route 87 and Interstate 10 through a series of culverts entering the Site. The Property is located within the Federal Emergency Management Agency's (FEMA) Zone X (Unshaded), with the western portion located within a Special Flood Hazard Area (SFHA) Zone AE. The regulatory FEMA SFHA Zone AE over the western portion of the Project will be contained within the proposed channel and minimized through the CLOMR/LOMR process.

When developed, channels safely direct the offsite flows through the Project to their historic outfall locations. Flows generated onsite will be routed to retention facilities via surface flow or storm drains. Typically, the City requires retention of stormwater runoff from the property be collected up to the 100-year, 2-hour return storm event. However, as the Site may require offsite channels to convey regional flows to their historic outfall locations, the Project may request a waiver for a reduced retention requirement for basins in proximity and drain to these channels. The proposed stormwater management throughout the Site will help ensure no adverse impacts to downstream or adjacent properties as a result of development.

Landscaping

The Project shall comply with the City of Eloy's landscaping requirements. Landscaping will be installed along parcel frontages, and with the development of individual parcels. A landscape buffer between the proposed drainage channel that conveys offsite flows, and Interstate-10 will be provided. Onsite landscaping will occur with the development of individual parcels. Collector streets will have landscaped areas within the rights-of-way to the property setback. Use of native vegetation and low-water-plants will be planted in conjunction with an efficient irrigation system.

Utilities and Services

Utilities and Services for the Project are listed below:

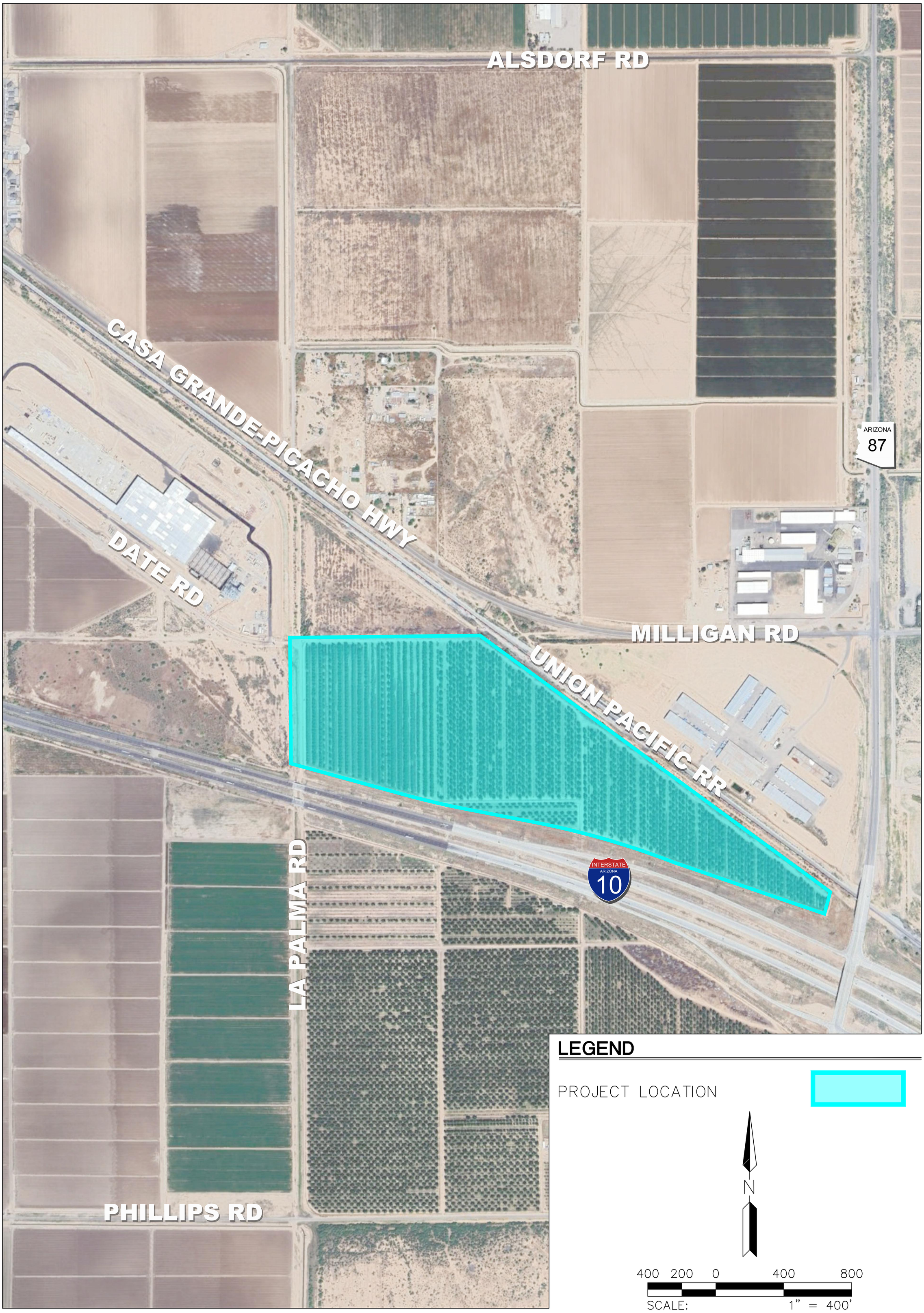
- Water — City of Eloy
- Wastewater — City of Eloy
- Electrical — ED4
- Communications — Lumen and Sprint
- Natural Gas — Kinder Morgan/El Paso Gas
- Refuse — Waste Connections of Arizona
- Police — City of Eloy
- Fire — Eloy Fire District

Summary

The Preliminary Plat for Daybreak Industrial Park launches the development of an industrial development that will provide economic drivers and job creation within the City of Eloy.

FIGURES

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LEGEND

PROJECT LOCATION

N

400 200 0 400 800

SCALE: 1" = 400'

HILGARTWILSON	
PROJ NO.:	2606
DATE:	03/24
SCALE:	
DRAWN:	AB
DESIGNED:	HW
APPROVED:	RM

SHT. 1 OF 1 — DWG. NO. 1

DAYBREAK INDUSTRIAL

E DATE STREET & S LA PALMA ROAD
ELOY, ARIZONA

FIG 1: VICINITY MAP

HILGARTWILSON
HAS JOINED COLLIERS ENGINEERING & DESIGN
2141 E. HIGHLAND AVE., STE. 250 | P: 602.490.0535 / F: 602.368.2436
PHOENIX, AZ 85016 | www.hilgartwilson.com

REV.:

U:\2600\2606\2606.01 Cordon Hiatt Investments\REPORTS\NARRATIVE\PRE-APP\EXHIBITS\2606 – FIG_1 – VICINITY MAP_AB.dwg 3/8/2024 2:52 PM

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APN 411-10-017M
GOLD BOND BUILDING PRODUCTS
ZONED I-2

APN 411-12-7010
STATE OF ARIZONA
ZONED CI-2

APN 411-12-0130
UNION PACIFIC RAIL ROAD
ZONED I-2

APN 411-12-7000
ZONED GR

APN 411-12-001E
BOOL PROPERTIES LP
ZONED R1-43

ARIZONA 87

ELOY
PINAL COUNTY

DATE RD

NW COR SEC 16

PROPOSED 80' ROW

40' PROPOSED HALF ROW

1744' ±

33' EXISTING HALF ROW

80' ROW

SPREADER BASIN

15' LANDSCAPE BUFFER

33' PINAL COUNTY ROADWAY EASEMENT

FEE # 2008-050725
BK 22 PG 269
NOT A PART

EXISTING 12" WATER LINE

33' PINAL COUNTY ROADWAY EASEMENT

15' LANDSCAPE BUFFER

200K SF PARCEL 1 20.4 AC

200K SF PARCEL 2 14.7 AC

UNION PACIFIC RR

100'

200' UNION PACIFIC ROW

APN 411-16-002A
ANDERSON CLAYTON CORP
ZONED GR

ZONE A

APN 411-17-006C
ZONED I-1

115' ±

PROPOSED 8" WATER

80' COLLECTOR (TYP)

150K SF PARCEL 3 11.9 AC

200K SF PARCEL 8 17.1 AC

150K SF PARCEL 7 12.9 AC

200K SF PARCEL 6 13.9 AC

150K SF PARCEL 4 11.7 AC

200K SF PARCEL 5 17 AC

APN 411-16-004J
UNION PACIFIC RAILROAD
ZONED I-2

560' ±

33' PINAL COUNTY ROADWAY EASEMENT

SPREADER BASIN

CHANNEL SOIL-CEMENT

15' LANDSCAPE BUFFER

CHANNEL EARTHEN

LA PALMA RD

INTERSTATE ARIZONA 10

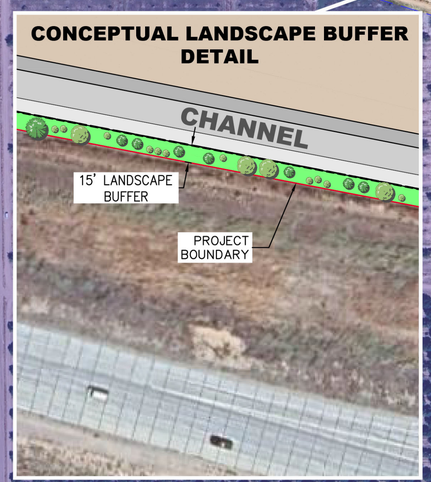
15' LANDSCAPE BUFFER

PINAL COUNTY
ELOY

APN 411-16-006E
1.003 AC.
43,723± SF
ZONED I-2

LEGEND
- PROPERTY BOUNDARY
- ELOY CITY LIMIT LINE
- FEMA FLOODPLAIN ZONE A
- DRAINAGE CHANNEL / BASIN
- INTER-PARCEL ACCESSIBILITY
- DRAINAGE FLOW ARROW

CONCEPTUAL LANDSCAPE BUFFER DETAIL



NOTE:
THE BUILDINGS DEPICTED ON THIS SITE PLAN ARE CONCEPTUAL AND SUBJECT TO CHANGE THROUGH THE DEVELOPMENT PROCESS.

DAYBREAK

SITE PLAN

SITE DATA TABLE

Parcel	Gross Area (acres)
1	20.4
2	14.7
3	11.9
4	11.7
5	17.0
6	13.9
7	12.9
8	17.1
TOTAL	119.6

DAYBREAK
PINAL COUNTY, AZ

CONCEPTUAL SITE PLAN 04

HILGARTWILSON
ENGINEER | PLAN | SURVEY | MANAGE
HAS JOINED COLLIERS ENGINEERING & DESIGN

MAY 24, 2024
24X36

0 100' 200' 400'
Scale: 1" = 200'

2606

This plan is conceptual and subject to change through the planning and development process.

U:\2600\2606\2606.01 Cordon Hiatt Investments\PLANNING\LANDUSE&SITEPLANS\2606-CSP-04.dwg 5/29/2024 6:16 PM

PRELIMINARY PLAT
DAYBREAK INDUSTRIAL
ELOY, ARIZONA

A PORTION OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST
OF THE GILA AND SALT RIVER MERIDIAN, PINAL COUNTY, ARIZONA

LEGAL DESCRIPTION

PARCEL NO. 1:

THAT PART OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, LYING SOUTH AND WEST OF THE RIGHT-OF-WAY LINE OF THE SOUTHERN PACIFIC RAILROAD;

EXCEPT THAT PART THEREOF TAKEN BY THE STATE OF ARIZONA, ARIZONA HIGHWAY DEPARTMENT BY FINAL ORDER OF CONDEMNATION RECORDED IN DOCKET 418, PAGE 247, RECORDS OF PINAL COUNTY. ARIZONA; AND

EXCEPT THAT PART THEREOF TAKEN BY THE STATE OF ARIZONA, ARIZONA HIGHWAY DEPARTMENT BY FINAL ORDER OF CONDEMNATION, RECORDED IN FEE NO. 2015-034031, RECORDS OF PINAL COUNTY, ARIZONA; AND

EXCEPT THAT PORTION THEREOF, LYING SOUTH AND WEST OF STATE OF ARIZONA, DEPARTMENT OF TRANSPORTATION, INTERSTATE 10 RIGHT-OF-WAY; AND

EXCEPT THAT PORTION THEREOF, BEING THE GORE ENCLOSED BY THE RIGHT-OF-WAY OF THE PHOENIX-TUCSON BRANCH OF THE SOUTHERN PACIFIC RAILROAD COMPANY, THE MAIN LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY AND THE SPUR TRACT CONNECTING THE TWO; AND

EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 16;
THENCE NORTH 00 DEGREES 01 MINUTES 29 SECONDS WEST, ALONG THE EAST LINE OF SAID SECTION 16, A DISTANCE OF 2617.32 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE NORTH 53 DEGREES 37 MINUTES 46 SECONDS WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 93.17 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00 DEGREES 01 MINUTES 29 SECONDS EAST, A DISTANCE OF 302.20 FEET;

THENCE SOUTH 05 DEGREES 24 MINUTES 07 SECONDS WEST, A DISTANCE OF 102.35 FEET;

THENCE WESTERLY ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 04 DEGREES 59 MINUTES 25 SECONDS, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 20 DEGREES 57 MINUTES 50 SECONDS WEST, FOR AN ARC DISTANCE OF 130.85 FEET TO A POINT OF TANGENCY;
THENCE NORTH 64 DEGREES 02 MINUTES 45 SECONDS WEST, A DISTANCE OF 427.35 FEET TO A POINT OF CURVATURE OF A TANGENT CURVE CONCAVE TO THE SOUTH;

THENCE WESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 05 DEGREES 36 MINUTES 54 SECONDS, FOR AN ARC DISTANCE OF 147.00 FEET TO A POINT ON A NON-TANGENT LINE;

THENCE NORTH 26 DEGREES 44 MINUTES 13 SECONDS EAST, A DISTANCE OF 477.82 FEET TO A POINT ON THE SOUTHERLY RIGHTOF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE SOUTH 53 DEGREES 37 MINUTES 46 SECONDS EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 538.64 FEET TO THE TRUE POINT OF BEGINNING

PARCEL NO. 2:
THAT PORTION OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 16;
THENCE NORTH 00 DEGREES 01 MINUTES 29 SECONDS WEST, ALONG THE EAST LINE OF SAID SECTION 16, A DISTANCE OF 2617.32 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE NORTH 53 DEGREES 37 MINUTES 46 SECONDS WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 93.17 FEET TO THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00 DEGREES 01 MINUTES 29 SECONDS EAST, A DISTANCE OF 302.20 FEET;

THENCE SOUTH 05 DEGREES 24 MINUTES 07 SECONDS WEST, A DISTANCE OF 102.35 FEET;

THENCE WESTERLY ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 04 DEGREES 59 MINUTES 25 SECONDS, A RADIAL LINE THROUGH SAID POINT BEARS SOUTH 20 DEGREES 57 MINUTES 50 SECONDS WEST, FOR AN ARC DISTANCE OF 130.85 FEET TO A POINT OF TANGENCY;

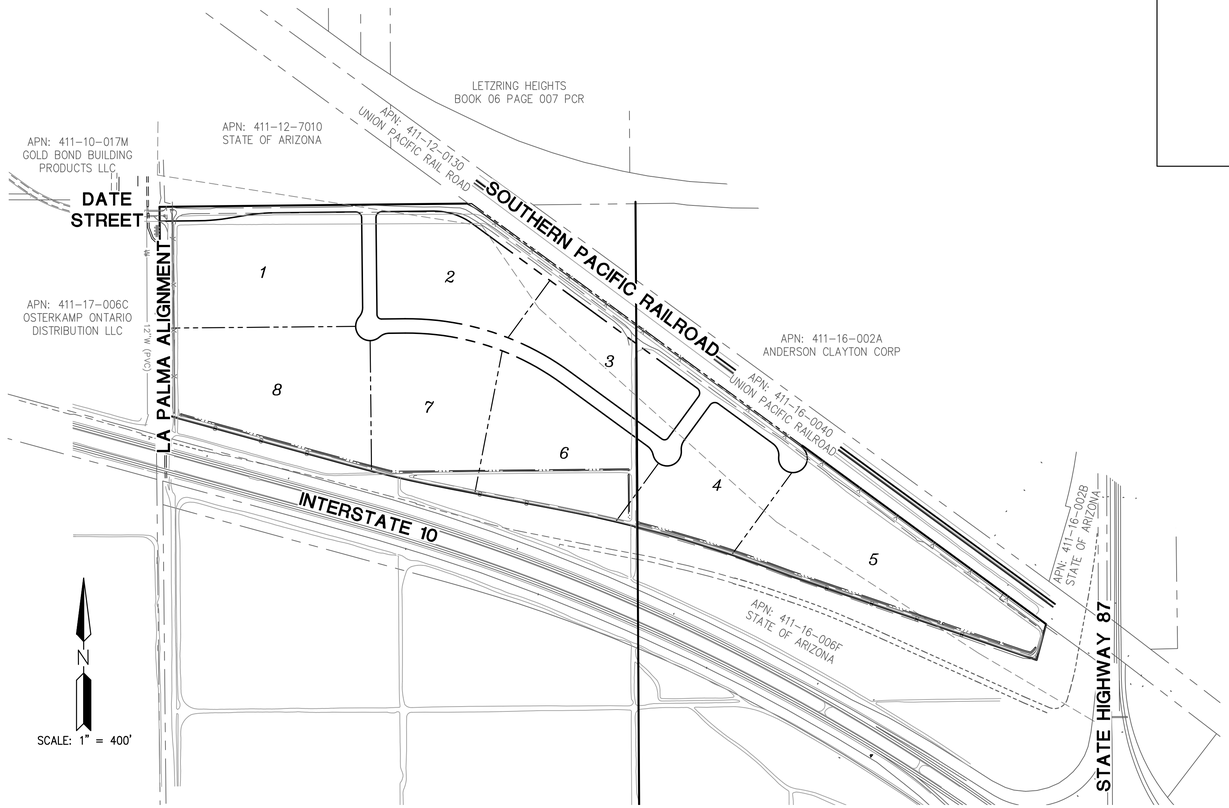
THENCE NORTH 64 DEGREES 02 MINUTES 45 SECONDS WEST, A DISTANCE OF 427.35 FEET TO A POINT OF CURVATURE OF A TANGENT CURVE CONCAVE TO THE SOUTH;

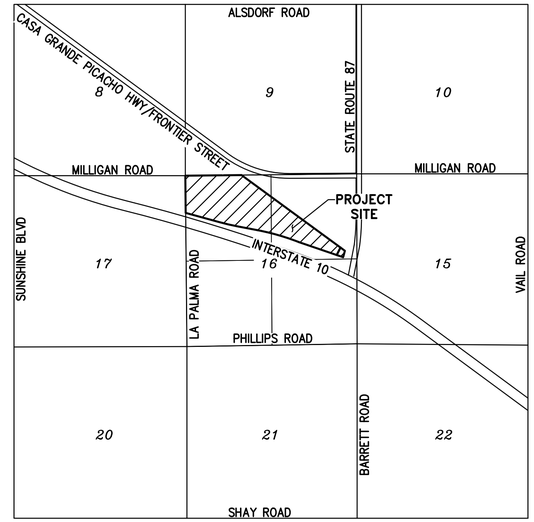
THENCE WESTERLY ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1500.00 FEET, A CENTRAL ANGLE OF 05 DEGREES 36 MINUTES 54 SECONDS, FOR AN ARC DISTANCE OF 147.00 FEET TO A POINT ON A NON-TANGENT LINE;

THENCE NORTH 26 DEGREES 44 MINUTES 13 SECONDS EAST, A DISTANCE OF 477.82 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE SOUTH 53 DEGREES 37 MINUTES 46 SECONDS EAST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 538.64 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THAT PART THEREOF TAKEN BY THE STATE OF ARIZONA, ARIZONA HIGHWAY DEPARTMENT BY FINAL ORDER OF CONDEMNATION, RECORDED IN FEE NO. 2015-034031, RECORDS OF PINAL COUNTY, ARIZONA.





VICINITY MAP
N.T.S.

OWNER/DEVELOPER
CARDON HIATT INVESTMENTS
1223 S CLEARVIEW AVE SUITE 105
MESA, ARIZONA 85209
PHONE: (480)720-4030
CONTACT: CAMERON MACDONALD

ENGINEER
HILGARTWILSON
4742 N 24TH ST SUITE 270
PHOENIX, AZ 85016
PHONE: (602) 490-0535
CONTACT: RYAN MORTILLARO, PE

SHEET INDEX

CV01	COVER SHEET
DT01	DETAILS AND SECTIONS
PP01-PP02	PRELIMINARY PLAT
PG01-PG02	PRELIMINARY GRADING & DRAINAGE PLAN

BASIS OF BEARING
BASIS OF BEARING IS N89°23'29"E ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER MERIDIAN, PINAL COUNTY, ARIZONA.

DEVELOPMENT STANDARDS TABLE (I-2)

HEIGHT (MAX.)	56'
FRONT YARD (MIN.)	30'
SIDE YARD (MIN.)	20'
STREET-SIDE YARD (MIN.)	15'
REAR YARD (MIN.)	20'
LOT WIDTH (MIN.)	100'
LOT COVERAGE (MAX.)	60%

PROJECT DATA

APN(S):	411-16-006D, -006E
GENERAL PLAN:	GENERAL INDUSTRIAL (PCA)
EXISTING ZONING:	I-2, GENERAL INDUSTRIAL
GROSS AREA:	118.63 AC
NET AREA:	106.41 AC
LAND USE:	GENERAL INDUSTRIAL

FLOOD PLAIN DESIGNATION
THE SUBJECT PROPERTY LIES WITHIN UNSHADED ZONE "X" AND ZONE "AE". DESIGNATION DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) ON FLOOD INSURANCE MAP (FIRM) PANEL No. 04021C1956F AND 04021C1957F WITH IDENTIFICATION DATE OF MAY 16, 2019.

UNSHADED ZONE "X" DEFINED AS AREAS OUTSIDE THE 500-YEAR FLOODPLAINS AND PROTECTED FROM THE 100-YEAR FLOOD BY LEVEES.

ZONE "AE" DEFINED AS AREAS SUBJECT TO INUNDATION BY THE 100-YEAR FLOODPLAINS DETERMINED BY DETAILED METHODS. BASE FLOOD ELEVATIONS ARE SHOWN WITHIN THESE ZONES.

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

NOTE:
1. THE SUBDIVIDER/DEVELOPER SHALL PROVIDE ALL STREET, WATER, WASTEWATER, STORMWATER DRAINAGE, AND UTILITIES AS PART OF THE SUBDIVISION IMPROVEMENTS IN ACCORDANCE WITH THE CITY OF ELOY REQUIREMENTS AND CHAPTER 15, SUBDIVISIONS, OF THE ELOY CODE, AS AMENDED.
2. CONCURRENT WITH THE RECORDATION OF THE FINAL PLAT, THE PROPERTY OWNER SHALL RECORD ALL NECESSARY DOCUMENT AND LEGAL INSTRUMENTS TO CREATE A STREETLIGHT IMPROVEMENT DISTRICT.

PERIMETER WALL NOTE:
1. THE PERIMETER WALL TO BE CONSTRUCTED IN SECTIONS AS EACH INDIVIDUAL LOT DEVELOPS IF REQUIRED BY THE CITY AT TIME OF DEVELOPMENT.

SITE SUMMARY TABLE	
ZONING	I-2
OVERALL GROSS AREA (ACRES)	118.63
OVERALL NET (*) AREA (ACRES)	106.41
TOTAL NUMBER OF LOTS: GENERAL INDUSTRIAL	8
LOT COVERAGE MAXIMUM	0.60
TOTAL NET (*) RIGHT-OF-WAY TRACT (ACRES)	1.07
TOTAL OFFSITE RIGHT-OF-WAY (ACRES)	0.22
MINIMUM LOT SIZE (SF)	379,026
AVERAGE LOT SIZE (SF)	579,420
MAXIMUM LOT SIZE (SF)	784,197
TAX ASSESSORS PARCEL NUMBER	411-16-006D, -006E

SERVICE PROVIDERS:

UTILITY	COMPANY
SEWAGE DISPOSAL	CITY OF ELOY
WATER SUPPLY	CITY OF ELOY
ELECTRICAL SUPPLY	ED4
NATURAL GAS SUPPLY	SW GAS
TELECOMMUNICATIONS SERVICE	QWEST
GARBAGE SERVICE	CITY OF ELOY

PARCEL AREA TABLE		
NO.	AREA (AC)	AREA (SF)
1	16.1237	702347.79
2	11.1470	485562.36
3	8.5055	370497.80
4	10.1398	441689.52
5	18.0105	784536.77
6	13.3502	581534.54
7	12.4594	542732.00
8	17.1933	748941.26

TRACT TABLE		
TRACT	AREA (ACRES)	USE
ROW	12.2756	
TRACT A	0.4272	

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PHOENIX, AZ 85016 | www.hilgartwilson.com

Registered Professional Engineer (Civil) CERTIFICATE NO. 69933 RYAN MORTILLARO 11/04/25 Date Signed ARIZONA U.S.A.

DAYBREAK INDUSTRIAL
LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY PLAT

HILGARTWILSON
PROJ NO.: 2606
DATE: MAY 2025
SCALE: NTS
DRAWN: RD
DESIGNED: RD
APPROVED: RM

DWG. NO.
CV01
SHT. 1 OF 6

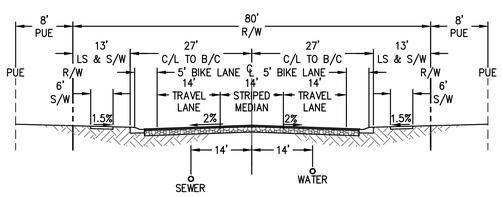
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ABBREVIATIONS

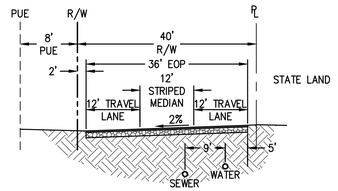
ABC	AGGREGATE BASE COURSE
AC	ASPHALTIC CEMENT OR CONCRETE
BC	BACK OF CURB
BOT	BOTTOM OF BASIN
BRW	BOTTOM OF RETAINING WALL
BSW	BOTTOM OF SCOUR WALL
BW	BOTTOM OF WALL AT FINISH GRADE
C	CONCRETE
C/L OR CL	CENTERLINE
CB	CATCH BASIN
CR	CURB RETURN
CY	CUBIC YARDS
DE	DRAINAGE EASEMENT
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DTL	DETAIL
E	EAST OR EASTING
EA	EACH
ESMT	ESMT
EX	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FP	FINISH PAD
FS	FINISH SURFACE
FT	FOOT OR FEET
FUT	FUTURE
G	GUTTER
GB	GRADE BREAK
GL	GAS LINE
GFF	GARAGE FINISH FLOOR
HDPE	HIGH DENSITY POLYETHYLENE
HGL	HYDRAULIC GRADE LINE
HORIZ	HORIZONTAL
HP	HIGH POINT
HT	OVERALL RETAINING WALL HEIGHT
HW	HIGH WATER ELEVATION
INV	INVERT OR INVERSE
LF	LINEAR FEET
LP	LOW POINT
LT OR L	LEFT
MAG	MARICOPA ASSOCIATION OF GOVERNMENT
PCR	PINAL COUNTY RECORDER
MH	MANHOLE
ML OR M/L	MONUMENT LINE
MIN	MINIMUM
MUTE	MULTI-USE TRAIL EASEMENT
N	NORTH OR NORTHING
NTS	NOT TO SCALE
P	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PH	PHASE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
R/W	RIGHT OF WAY
RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
RR	RAILROAD
RT OR R	RIGHT
S	SOUTH OR SEWER LINE
SCIP	SAN CARLOS IRRIGATION PROJECT
SL	SEWER LINE
SW	SIDEWALK
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SEC	SECTION
SF	SQUARE FEET
SHT	SHEET
SPEC	SPECIFICATION
STA	STATION
STD	STANDARD
SY	SQUARE YARDS
TC	TOP OF CURB
TRANS	TRANSITION
TF	TOP OF FOOTING
TG	TOP OF GRATE
TL	TRUE LENGTH
TRW	TOP OF RETAINING WALL
TS	TRUE SLOPE
TSW	TOP OF SCOUR WALL
TW	TOP OF WALL
TYP	TYPICAL
VERT	VERTICAL
VG	VALLEY GUTTER
VNAE	VEHICULAR NON ACCESS EASEMENT
VP	VOLUME PROVIDED
VR	VOLUME REQUIRED
W	WEST OR WATER LINE

LEGEND

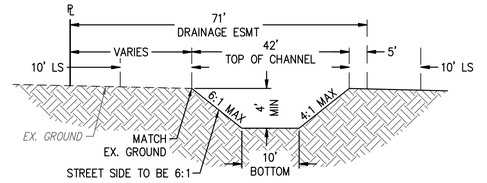
- RIGHT OF WAY LINE
- SECTION LINE
- PROPERTY LINE
- (86) EX. CONTOURS
- 86 PROP. CONTOURS
- SD PROP. STORM DRAIN
- EX. FENCE
- PROP. CHAIN LINK FENCE
- WALL
- BASIN HIGH WATER
- BASIN BOTTOM
- DRAINAGE DIRECTION
- ULTIMATE SITE OUTFALL (USO)
- EX. 8"S EX. 8" MAIN SEWER LINE
- 8"S 8" SEWER LINE
- EX. 12"W EX. 12" MAIN WATER LINE
- 8"F 8" FIRE LINE
- 4"W 4" WATER LINE
- 2"W 2" WATER LINE
- FIRE HYDRANT (FH)
- WATER VALVE
- WATER METER
- SEWER MANHOLE (MH)
- SEWER CLEANOUT (CO)
- 33'X33' SIGHT VISIBILITY TRIANGLE



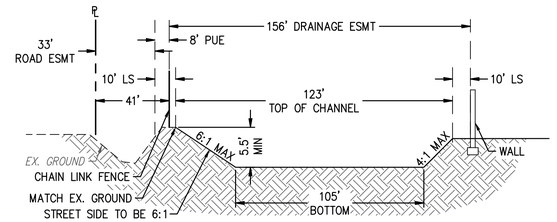
COLLECTOR STREET
N.T.S.



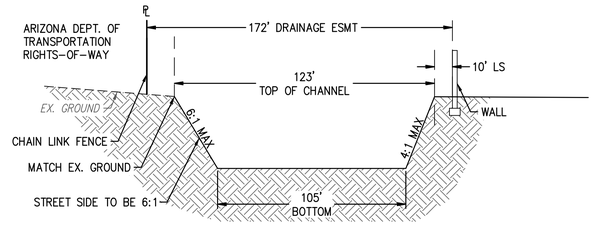
COLLECTOR HALF STREET
LOOKING WEST



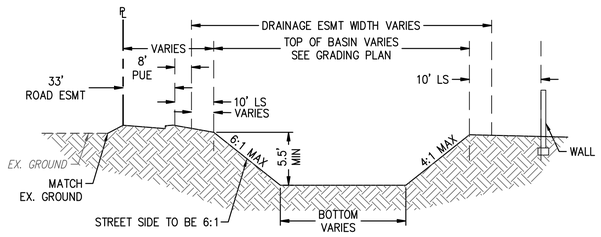
A 10' CHANNEL
N.T.S



B 105' CHANNEL
N.T.S



C 105' CHANNEL
N.T.S



D SPREADER BASIN
N.T.S

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

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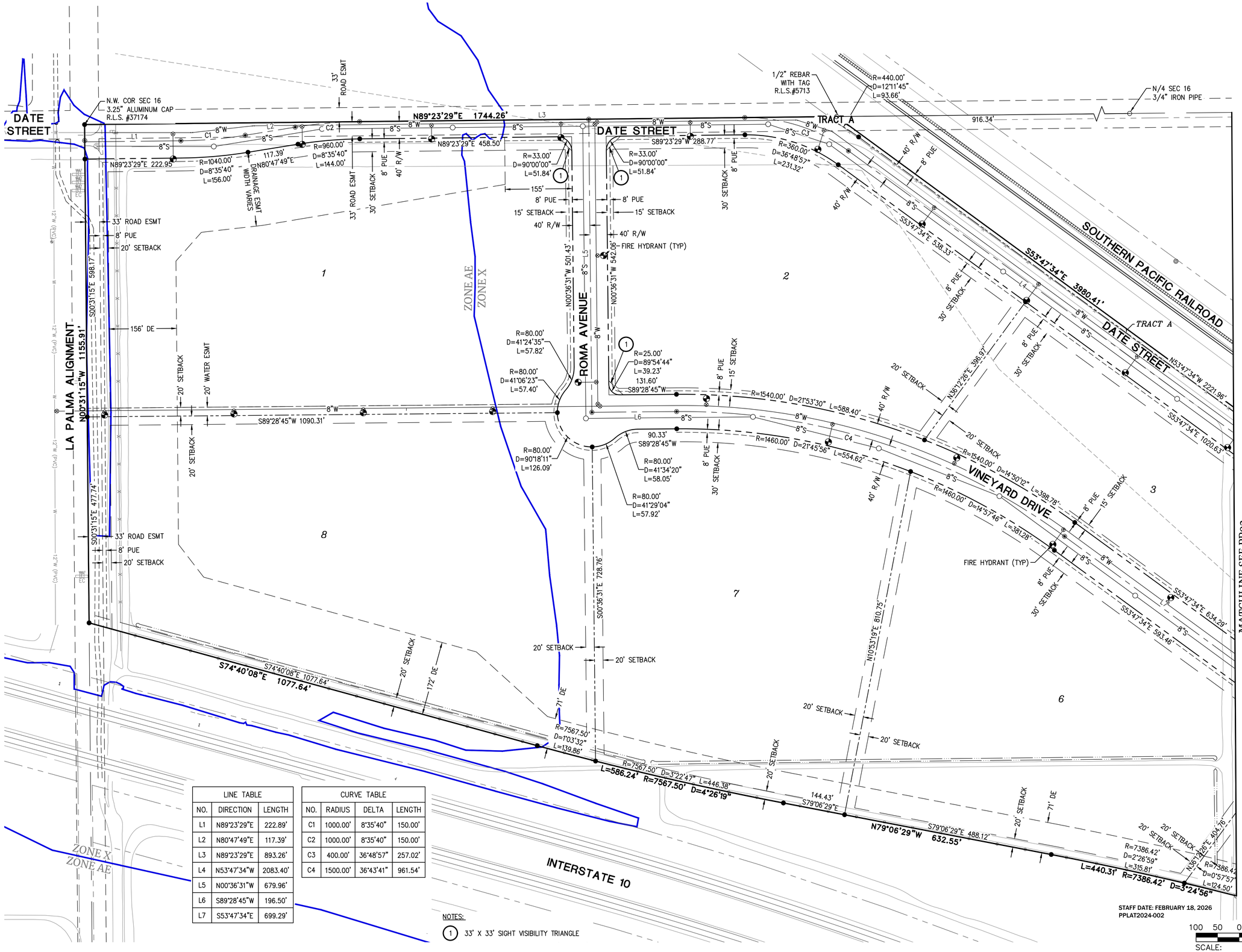
Registered Professional Engineer (Civil) CERTIFICATE NO. 69933 RYAN MORTILLARO 11/04/25 Date Signed ARIZONA, U.S.A.

DAYBREAK INDUSTRIAL
LA PALMA RD & I-10
ELOY, ARIZONA

DETAILS AND SECTIONS

HILGARTWILSON
PROJ NO.: 2606
DATE: MAY 2025
SCALE: N.T.S.
DRAWN: RD
DESIGNED: RD
APPROVED: RM
DWG. NO.
DT01
SHT. 2 OF 6

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LINE TABLE		
NO.	DIRECTION	LENGTH
L1	N89°23'29"E	222.89'
L2	N80°47'49"E	117.39'
L3	N89°23'29"E	893.26'
L4	N53°47'34"W	2083.40'
L5	N00°36'31"W	679.96'
L6	S89°28'45"W	196.50'
L7	S53°47'34"E	699.29'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	1000.00'	8°35'40"	150.00'
C2	1000.00'	8°35'40"	150.00'
C3	400.00'	36°48'57"	257.02'
C4	1500.00'	36°43'41"	961.54'

NOTES:

(1) 33' X 33' SIGHT VISIBILITY TRIANGLE

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

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2141 E. HIGHLAND AVE. STE 250 | P: 602.490.0535 / F: 602.368.2436
PHOENIX, AZ 85016
www.hilgartwilson.com

Registered Professional Engineer (Civil)
CERTIFICATE NO.
69933
RYAN
MORTILLARO
11/04/25
Date Signed
ARIZONA, U.S.A.

DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

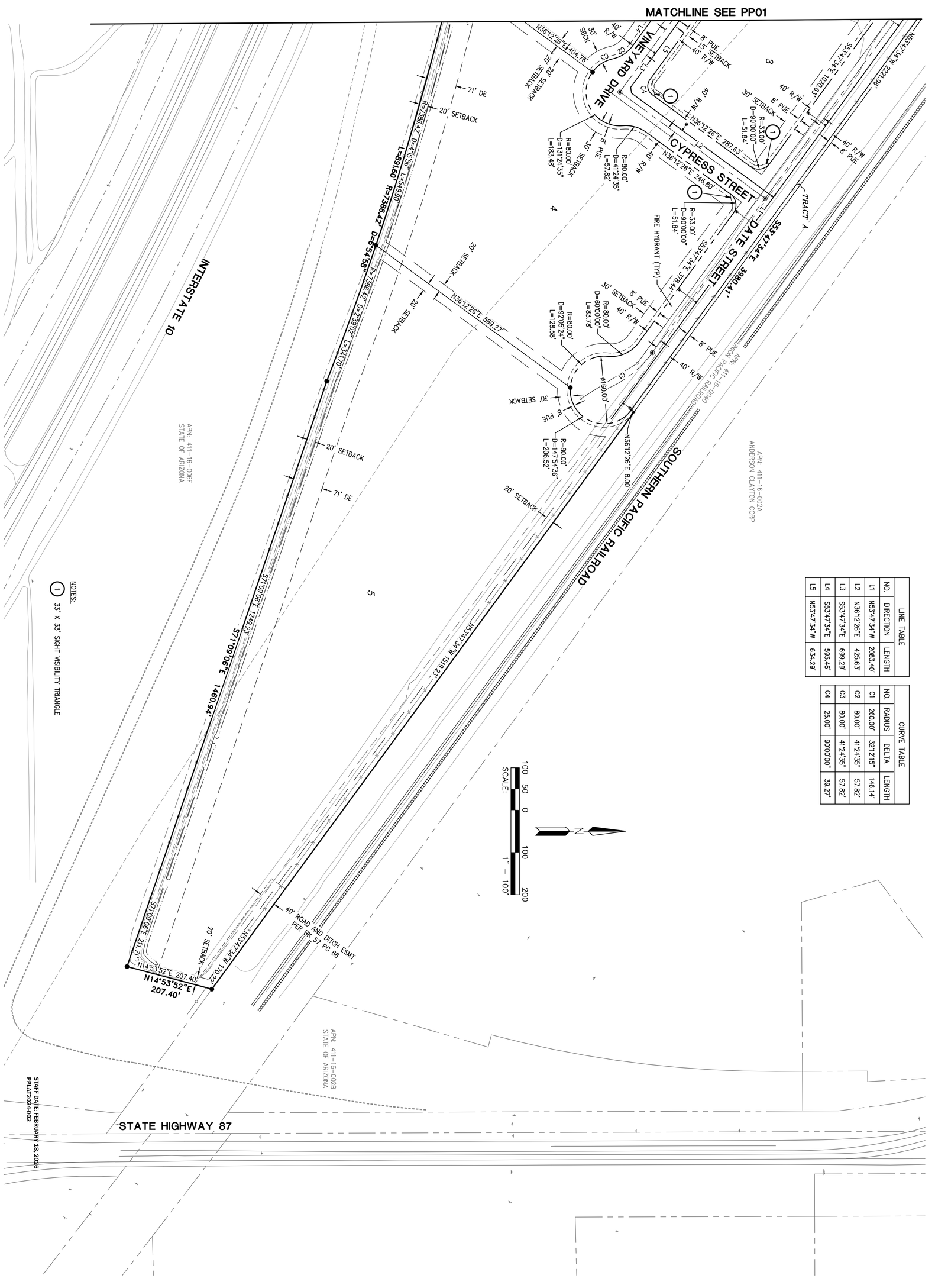
PRELIMINARY PLAT

HILGARTWILSON
PROJ NO.: 2606
DATE: MAY 2025
SCALE: 1"=100'
DRAWN: RD
DESIGNED: RD
APPROVED: RM

DWG. NO.
PP01
SHT. 3 OF 6

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NOTES:
1. 33' X 33' SIGHT VISIBILITY TRIANGLE

LINE TABLE		
NO.	DIRECTION	LENGTH
L1	N53°47'34"W	2083.40'
L2	N36°12'26"E	425.63'
L3	S53°47'34"E	699.29'
L4	S53°47'34"E	593.46'
L5	N53°47'34"W	634.29'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	260.00'	32°12'15"	146.14'
C2	80.00'	41°24'35"	57.82'
C3	80.00'	41°24'35"	57.82'
C4	25.00'	90°00'00"	39.27'

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

HILGARTWILSON	
PROJ NO.:	2606
DATE:	MAY 2025
SCALE:	1"=100'
DRAWN:	RD
DESIGNED:	RD
APPROVED:	RM
DWG. NO.:	PP02
SHT.	4 OF 6

DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY PLAT

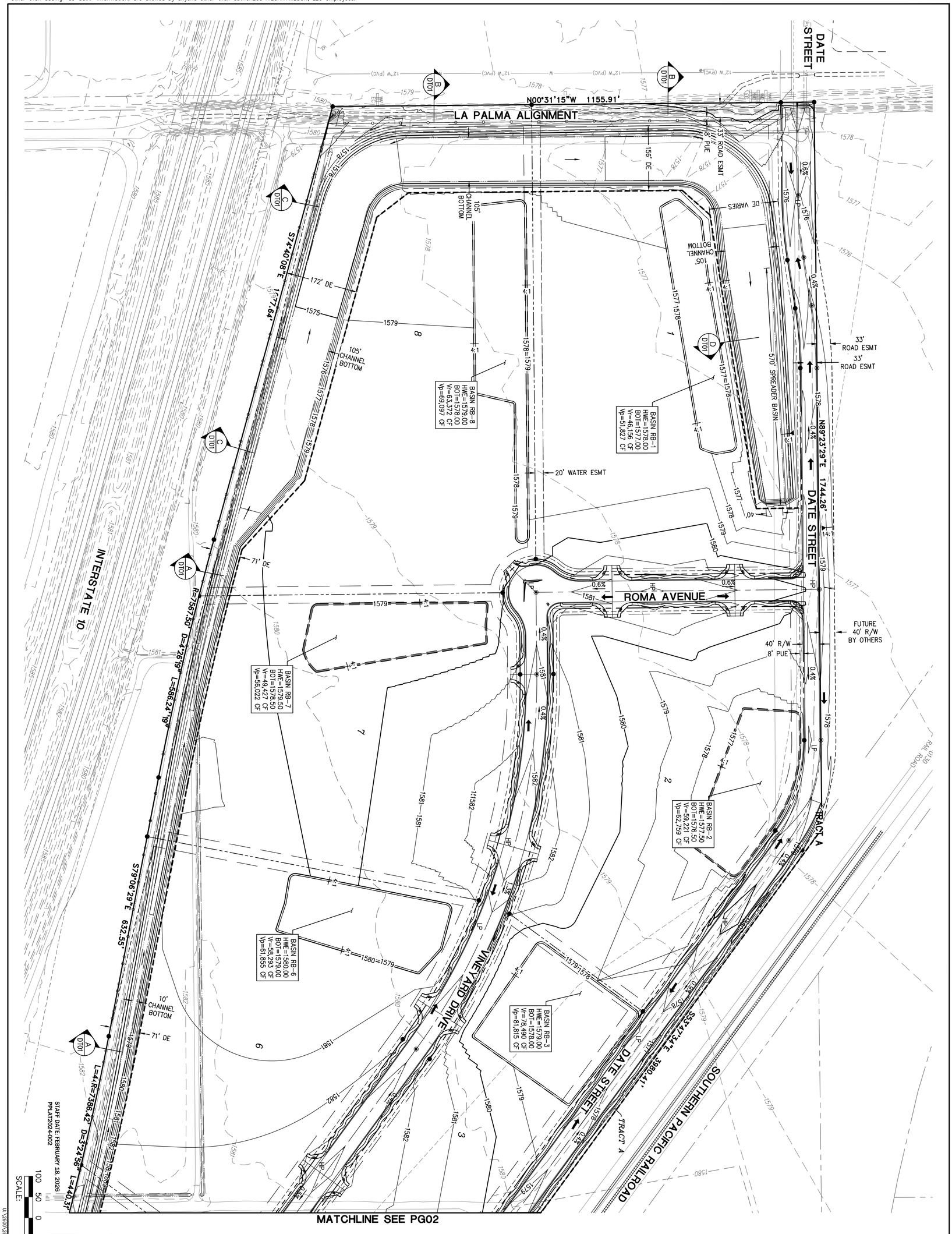
Registered Professional Engineer — 69935 — RYAN MONTGOMERY — 11/24/25

HILGARTWILSON
HAS JOINED COLLIERS ENGINEERING & DESIGN
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PHOENIX, AZ 85016
P: 602.490.0535 / F: 602.368.2436
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STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

HILGARTWILSON	
PROJ NO.:	2606
DATE:	MAY 2025
SCALE:	1"=100'
DRAWN:	RD
DESIGNED:	RD
APPROVED:	RM
DWG. NO.	PG01
SHT.	5 OF 6

DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY GRADING PLAN

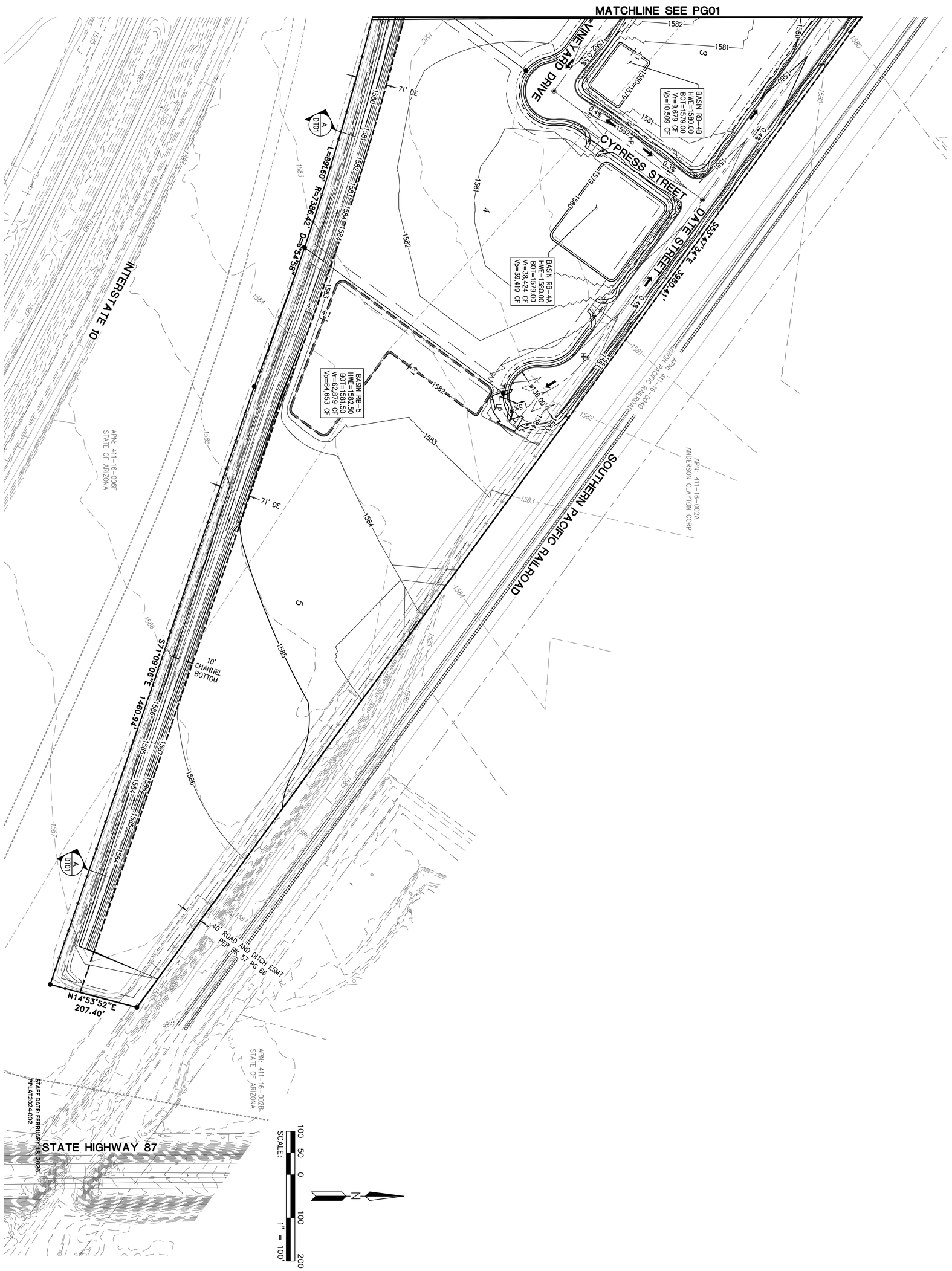
Registered Professional Engineer — 69933 — RYAN MOTTRAM — ARIZONA — 11/30/26

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HAS JOINED COLLIERS ENGINEERING & DESIGN
2141 E. HIGHLAND AVE., STE. 250
PHOENIX, AZ 85016
P: 602.490.0535 / F: 602.368.2436
www.hilgartwilson.com

REV.:

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HILGARTWILSON	
PROJ NO.:	2606
DATE:	MAY 2025
SCALE:	1"=100'
DRAWN:	RD
DESIGNED:	RD
APPROVED:	RM
SHT.	6 OF 6
DWG. NO.	PG02

DAYBREAK INDUSTRIAL

LA PALMA RD & I-10
ELOY, ARIZONA

PRELIMINARY GRADING PLAN

Registered Professional Engineer — 69953 RYAN MONTALBO — Date: 11/04/25

HILGARTWILSON
HAS JOINED COLLIERS ENGINEERING & DESIGN
2141 E. HIGHLAND AVE., STE. 250
PHOENIX, AZ 85016
P: 602.490.0535 / F: 602.368.2436
www.hilgartwilson.com

REV.:

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CITT OF ELOY LANDSCAPE REQUIREMENTS:

1. ALL STREETSCAPE LANDSCAPE AREAS SHALL BE LANDSCAPED WITH VEGETATION AND/OR GROUNDCOVERS OR OTHER LANDSCAPE TOPPING MATERIAL AS IDENTIFIED IN THE PINAL ACTIVE MANAGEMENT AREA LOW WATER USE/DROUGHT TOLERANT PLANT LIST. PLANTS NOT LISTED WITHIN THE PINAL ACTIVE MANAGEMENT AREA LOW WATER USE/DROUGHT TOLERANT PLANT LIST, BUT WHICH ARE LOW WATER USE/DROUGHT TOLERANT, MAY BE SUBMITTED TO THE CITY FOR CONSIDERATION IN THE SUBMITTAL OF THE PRELIMINARY LANDSCAPE PLANS.
2. THE TOTAL QUANTITY OF REQUIRED LANDSCAPE MATERIALS SHALL BE COMPUTED FOR ALL STREETSCAPE LANDSCAPE AREAS ARE AS FOLLOWS:
   A. TREES: A MINIMUM OF ONE TREE SHALL BE REQUIRED PER ONE THOUSAND (1,000) SQUARE FEET OF LANDSCAPE AREA AND A MAXIMUM OF ONE TREE SHALL BE REQUIRED PER SEVEN HUNDRED FIFTY (750) SQUARE FEET OF LANDSCAPE AREA, DEPENDING ON AREA CONFIGURATION, ORIENTATION AND USE. ALL TREES SHALL BE TWENTY FOUR INCH (24") BOX. CALCULATIONS THAT RESULT IN A FRACTION SHALL BE ROUNDED UP.
   B. SHRUBS: ONE SHRUB SHALL ALSO BE REQUIRED PER TWO HUNDRED FIFTY (250) SQUARE FEET OF LANDSCAPE AREA. ALL SHRUBS SHALL BE A MINIMUM OF FIVE (5) GALLONS IN SIZE.
   C. GROUNDCOVER: ALL GROUNDCOVER SHALL BE A MINIMUM OF ONE GALLON IN SIZE. ONE GROUNDCOVER PLANT SHALL BE PROVIDED PER TWO HUNDRED FIFTY (250) SQUARE FEET OF LANDSCAPE AREA.
   D. LANDSCAPE TOPPING MATERIALS: ALL LANDSCAPED AREAS SHALL BE FINISHED WITH A NATURAL INERT TOPPING MATERIAL WHICH MAY INCLUDE, BUT IS NOT LIMITED TO, DECOMPOSED GRANITE (2 INCHES MINIMUM DEPTH). TYPE, SIZE AND COLOR OF LANDSCAPE TOPPING MATERIAL FOR PROJECTS SHALL BE APPROVED THROUGH THE LANDSCAPE PLAN REVIEW PROCESS.
   E. PLACEMENT OF REQUIRED STREETSCAPE LANDSCAPING:
      1. VEGETATION SHALL NOT BE PLANTED IN DRAINAGE WAYS.
      2. TREES MAY NOT BE PLANTED WHERE THEY WILL INTERFERE WITH ANY OVERHEAD OR UNDERGROUND UTILITY LINES IN THEIR INITIAL PLANTED, OR MATURE HEIGHT OR WIDTH.
      3. TREES ARE NOT TO BE PLANTED IN ANY 33'x33' SIGHT VISIBILITY TRIANGLE (TYP.). SHRUBS TO BE PLANTED IN ANY 33'x33' SIGHT VISIBILITY TRIANGLE (TYP.) SHALL BE OF VARIETIES THAT DO NOT EXCEED MATURE HEIGHTS OF MORE THAN TWENTY FOUR INCHES (24"), AS MEASURED FROM FINISHED GRADE.
      4. TREES AND/OR SHRUBS SHALL NOT BE PLANTED CLOSER THAN THREE FEET (3') TO ANY FIRE HYDRANT OR UTILITY POLE.
      5. TREES SHALL NOT BE PLANTED CLOSER THAN FIVE FEET (5'), AS MEASURED TO THE FACE, OF ANY CURB.
      3. ALL TREES AND SHRUBS SHALL BE PROVIDED WITH AN AUTOMATIC DRIP OR SOAKER IRRIGATION SYSTEM.
   4. A PRE-EMERGENT HERBICIDE SHALL BE APPLIED TO THE GROUND PRIOR TO, AND AFTER THE PLACEMENT OF NATURAL SURFACE MATERIALS (DECOMPOSED GRANITE, RIVER RUN ROCK, AND THE LIKE) IN ANY LANDSCAPED AREA TO PREVENT WEED GROWTH.
   5. LANDSCAPE DESIGNS SHALL BE COMPATIBLE AMONG ADJACENT AND PROXIMATE PROPERTIES.
   6. ALL ON-SITE WATER RETENTION AREAS SHALL BE ENTIRELY LANDSCAPED AND SHALL COMPLY WITH THE FOLLOWING CRITERIA:
      A. THE RETENTION AREAS SHALL NOT OCCUPY MORE THAN FIFTY PERCENT (50%) OF THE ON-SITE STREET FRONTAGE LANDSCAPE AREA;
      B. ALL RETENTION AREAS SHALL MAINTAIN SLOPES NO STEEPER THAN SIX TO ONE (6:1) WHEN ADJACENT TO PUBLIC RIGHTS-OF-WAY, OR WHEN THERE IS PEDESTRIAN TYPE ACCESS TO THAT PORTION OF THE BASIN. SIDE SLOPES ADJACENT TO WALLS, FENCES, HEDGES AND THE LIKE (I.E., NO OR LIMITED PEDESTRIAN TYPE ACCESS IN THAT AREA) MAY HAVE SIDE SLOPES UP TO FOUR TO ONE (4:1). (ORD. 18-880, 7-23-2018)
      7. EACH PARCEL MAY BE SUBJECT TO CITY OF ELOY ON-SITE LANDSCAPE REVIEW REQUIREMENTS.
      8. THE MAINTENANCE OF ALL REQUIRED LANDSCAPING, WHETHER LOCATED ON THE PROPERTY OR WITHIN THE ADJOINING RIGHT OF WAY FRONTAGE SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND /OR PROPERTY OWNERS' ASSOCIATION (POA)
      9. AN IRRIGATION PLAN SHALL BE SUBMITTED WITH FINAL LANDSCAPE CONSTRUCTION DOCUMENTS AND BUILDING PLANS. ALL RIGHT OF WAY STREET FRONTAGE, PERIMETER AND INTERIOR PARKING AREA LANDSCAPING SHALL BE PROVIDED WITH A PRESSURIZED, UNDERGROUND IRRIGATION SYSTEM.

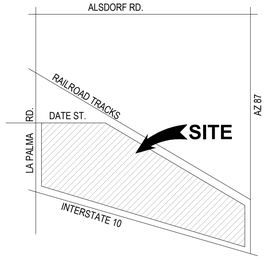
PROJECT NOTES

1. THE PERIMETER WALL TO BE CONSTRUCTED IN SECTIONS AS EACH INDIVIDUAL LOT DEVELOPS IF REQUIRED BY THE CITY AT TIME OF DEVELOPMENT

LANDSCAPE DATA TABLE			
PLANT TYPE	REQUIREMENTS	REQUIRED	PROVIDED
STREETSCAPE TREES (DATE RD., LA PALMA, INTERIOR STREETS AND HWY BUFFER): 665,506 SF	1 TREE PER 1000 SF	666	666
	1 SHRUB PER 250 SF	2663	2982
	1 GROUNDCOVER PER 250 SF	2663	2663

LANDSCAPE CALCULATIONS

GROSS SITE AREA: 119.63 ACRES
NET SITE AREA: 107.36 ACRES
OPEN SPACE: 107.36 ACRES

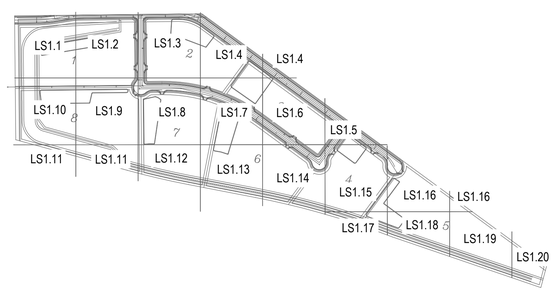


VICINITY MAP

NORTH

SHEET INDEX

NUMBER	DESCRIPTION
LS1.0	COVER SHEET
LS1.1 - LS1.21	PRELIMINARY LANDSCAPE PLAN
LW2.1	PRELIMINARY WALL PLAN
LW2.2	PRELIMINARY WALL ELEVATIONS



KEYMAP

NORTH

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

REVIEWED BY SM DATE
DRAFTED BY STAFF DATE
CHECKED BY SM DATE

REVISIONS:

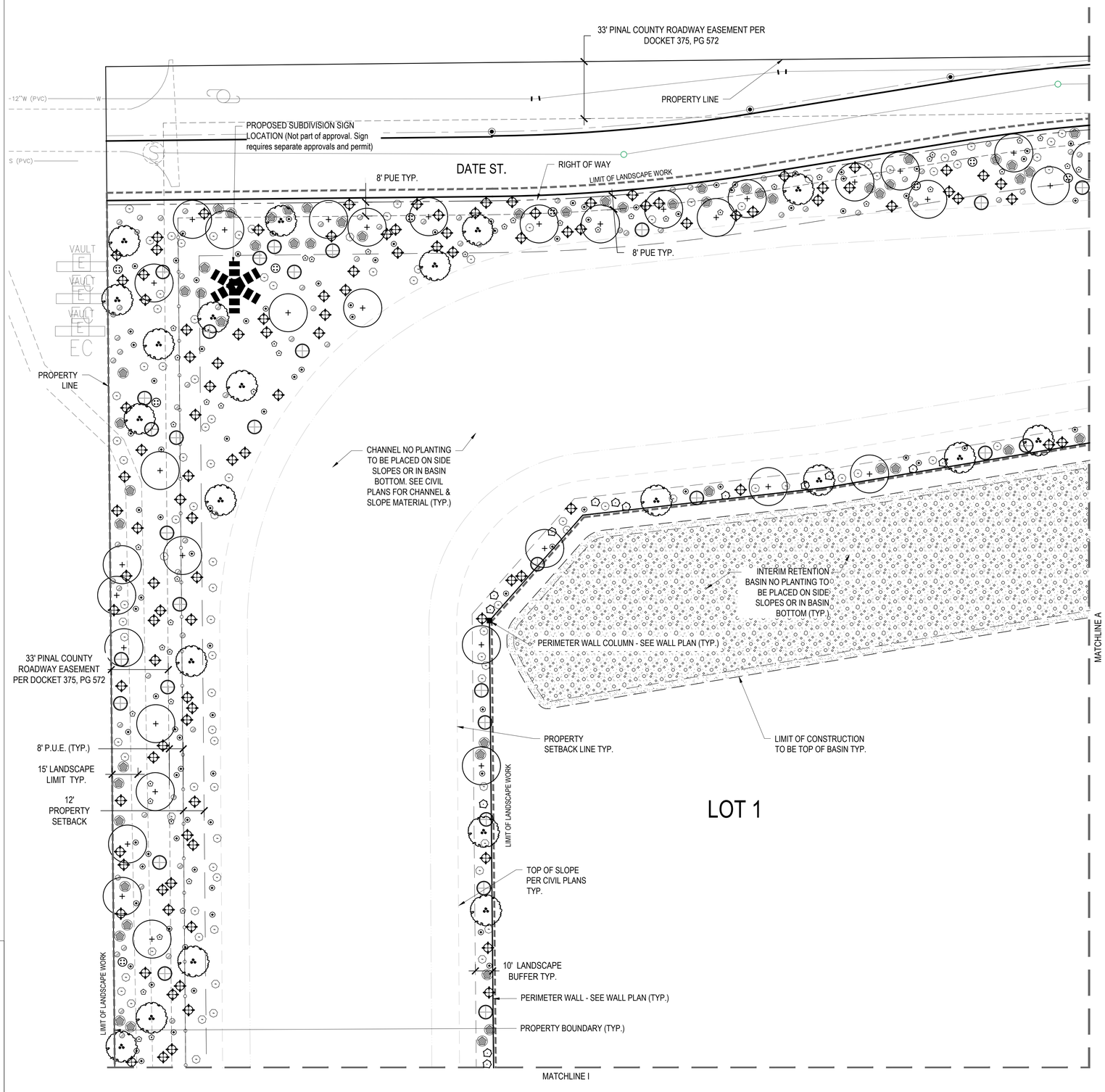
smART Development
Landscape Architecture
3419 N. Kachina Lane
Scottsdale, Arizona 85251
Office 480-516-8845

COVER SHEET

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
50733
SANJIN
MORIC
Expires 03/31/28
3/31/28

DESIGNED: SM
DRAWN: STAFF
CHECKED: SM
PLOT DATE: 10/29/2025
SHEET LS1.0 1 OF 23
PROJECT NO.

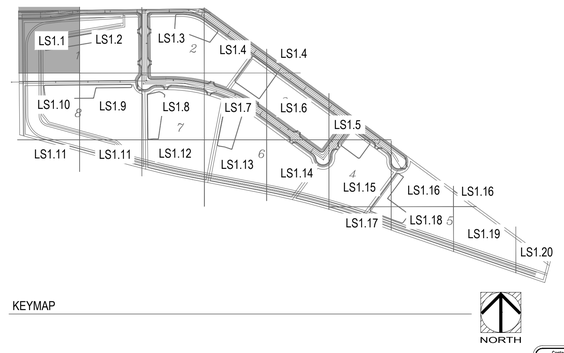


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
+	Parkinsonia x `Desert Museum` Desert Museum Palo Verde	24" Box	381
	Prosopis x `Rio Salado` Rio Salado Mesquite	24" Box	285
SHRUBS			
	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
	Calliandra eriophylla Fairy Duster	5 gal.	839
	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens `Green Cloud` TM Green Cloud Texas Ranger	5 gal.	73
	Simmondsia chinensis Jojoba	5 gal.	963
GROUNDCOVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

NORTH

0 15 30 60
SCALE 1" = 30'

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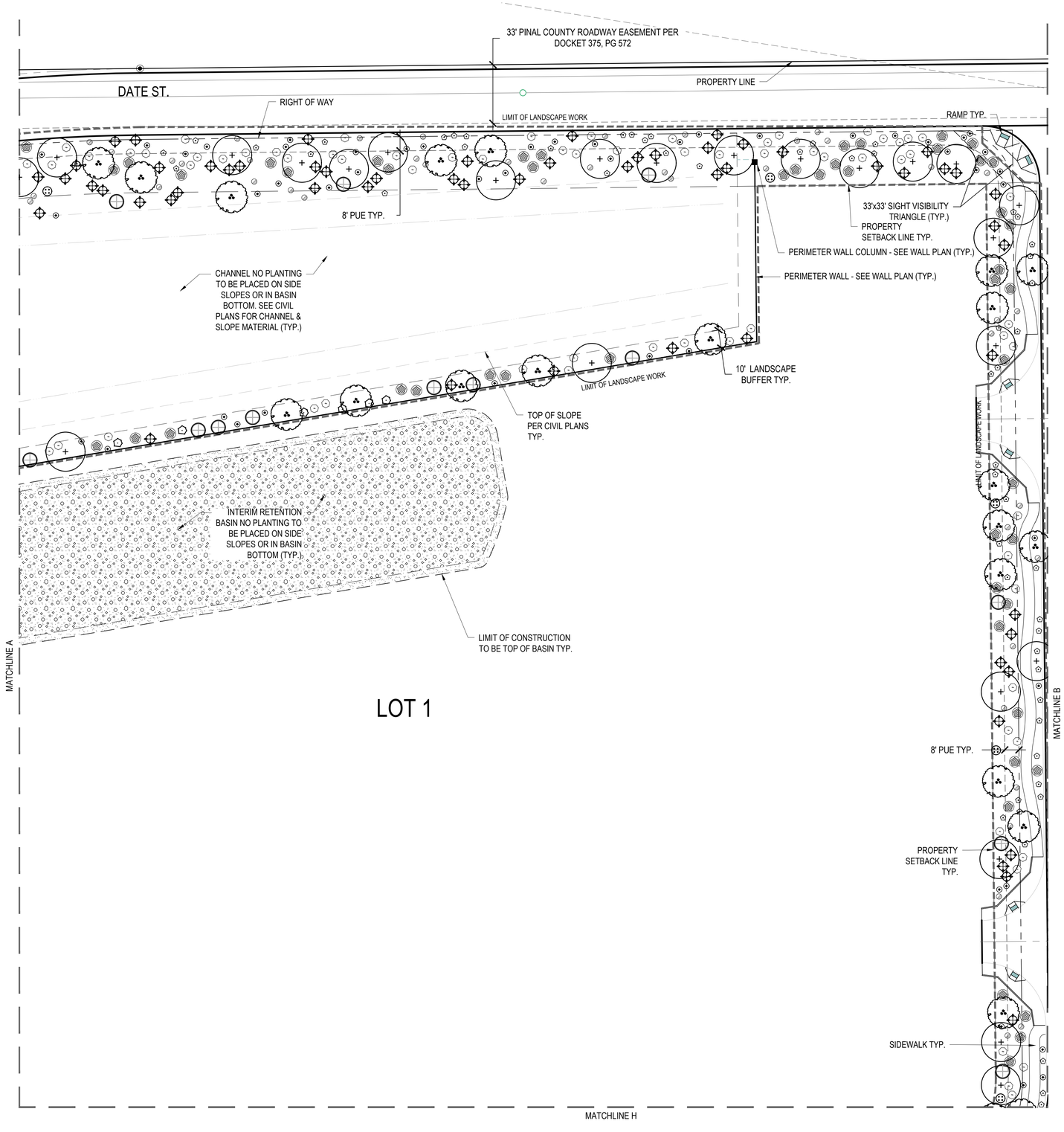
smART Development
Landscape Architecture
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Scottsdale, Arizona 85251
Office 480-516-8845

PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO.
50733
SANJIN MORIC
Only Report Copies
ARIZONA U.S.A.
3/31/28

DESIGNED: SM
DRAWN: STAFF
CHECKED: SM PLOT DATE: 10/29/2025
SHEET LS1.1 2 OF 23
PROJECT NO.

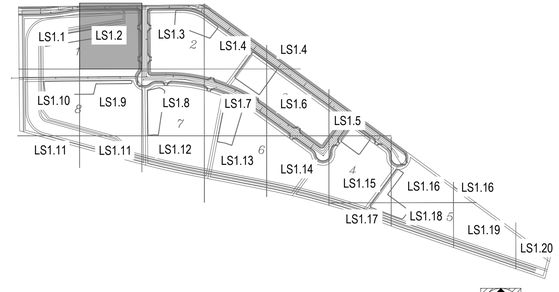


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
+	Parkinsonia x `Desert Museum` Desert Museum Palo Verde	24" Box	381
	Prosopis x `Rio Salado` Rio Salado Mesquite	24" Box	285
SHRUBS			
	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
	Calliandra eriophylla Fairy Duster	5 gal.	839
	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens `Green Cloud` TM Green Cloud Texas Ranger	5 gal.	73
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GROUNDCOVER			
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

NORTH

0 15 30 60
SCALE 1" = 30'

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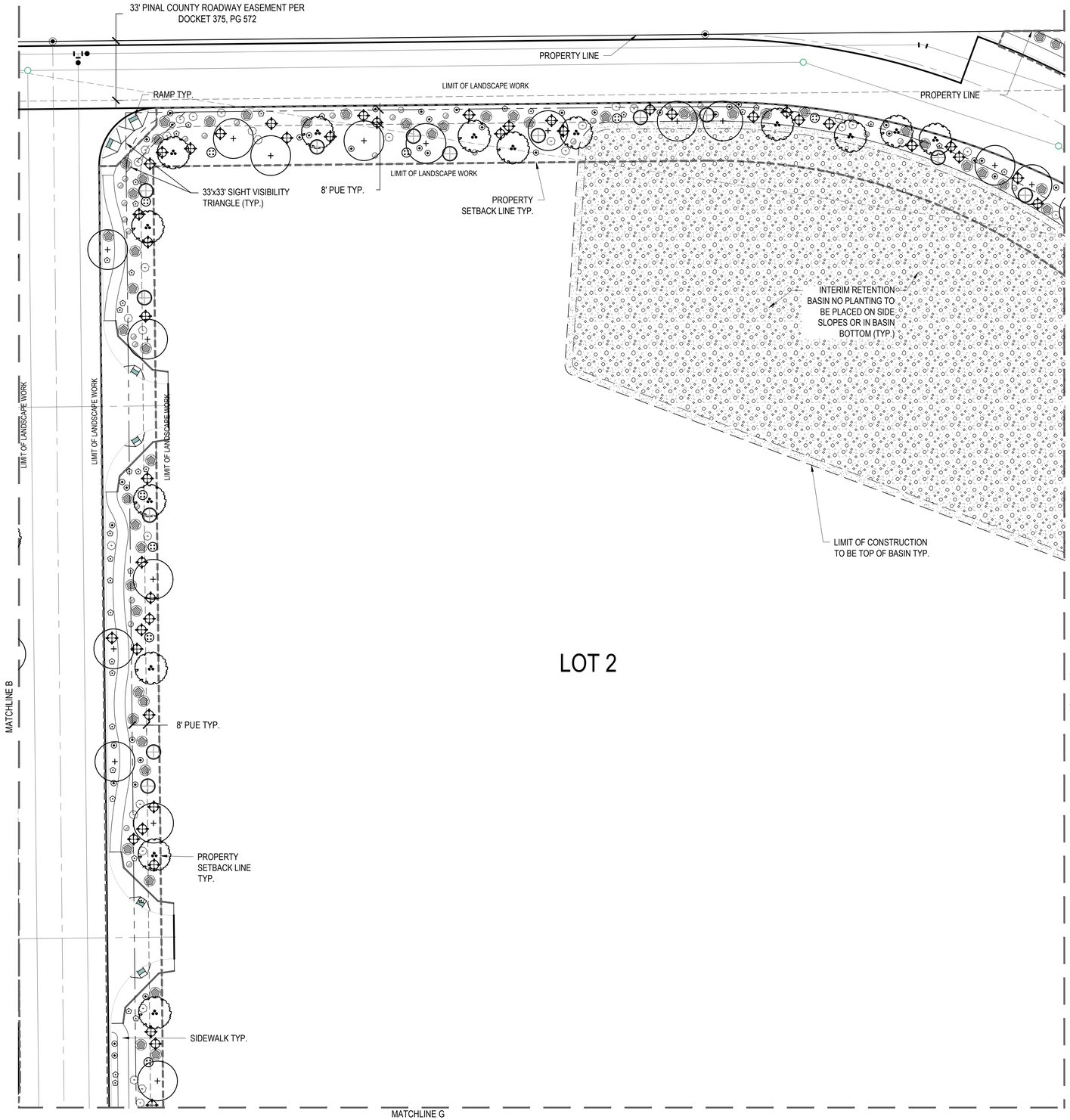
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO.
50733
SANJIN
MORIC
DATE SIGNED 12/31/26
3/31/28

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PLOT DATE:	10/29/2025
SHEET	LS1.2 3 OF 23
PROJECT NO.	

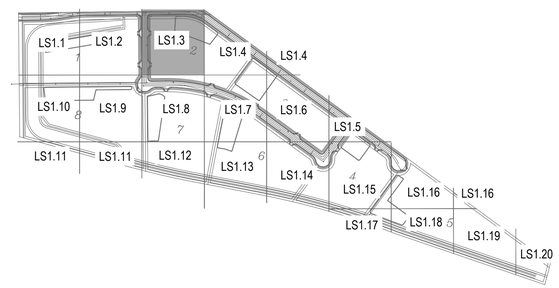


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP

NORTH

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STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

NORTH

0 15 30 60
SCALE 1" = 30'

REVIEWED BY SM DATE
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CHECKED BY SM DATE

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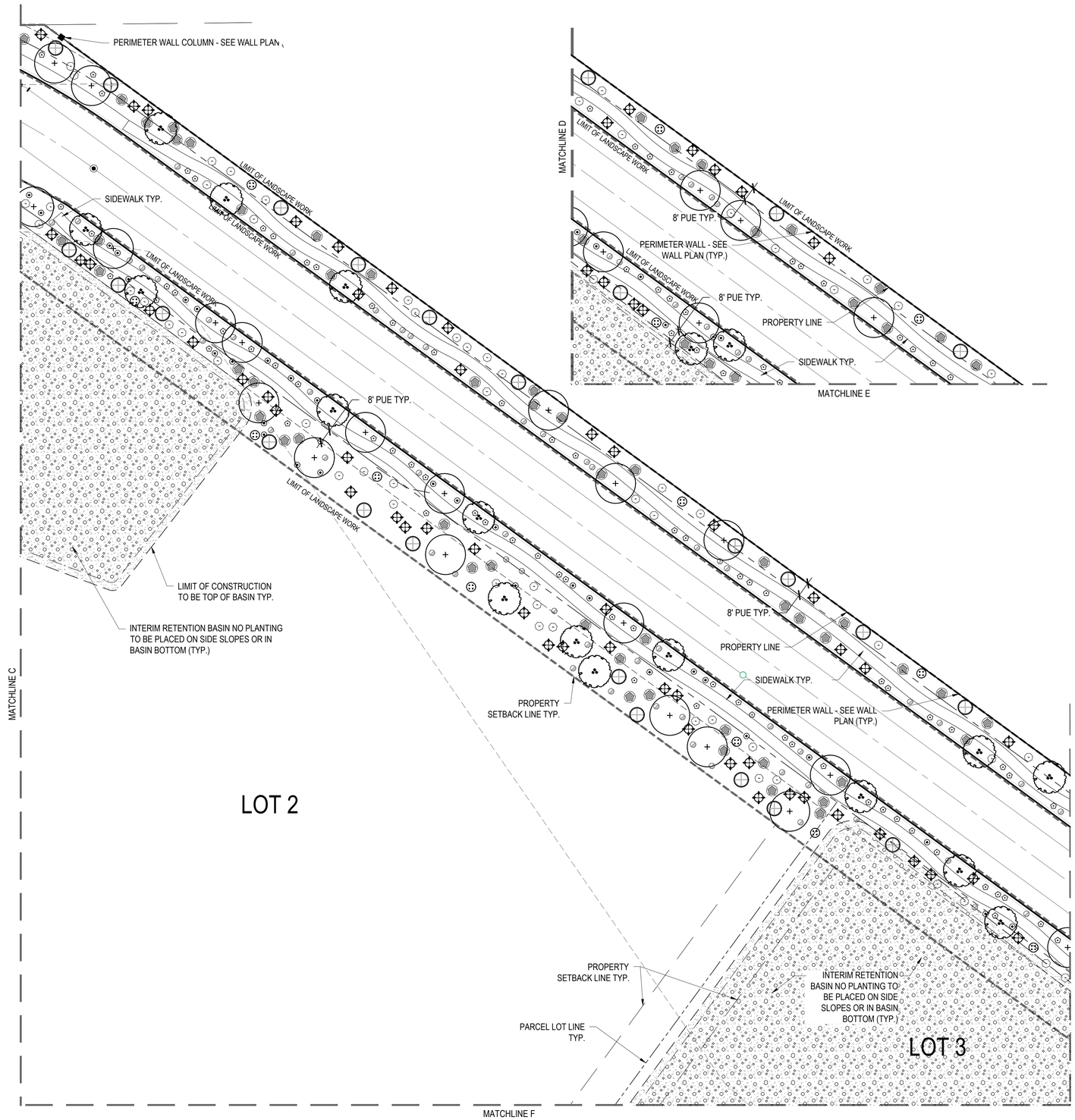
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PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO.
50733
SANJIN MORIC
Date Signed
ARIZONA U.S.A.
3/31/28

DESIGNED: SM
DRAWN: STAFF
CHECKED: SM PLOT DATE: 10/29/2025
SHEET LS1.3 4 OF 23
PROJECT NO.

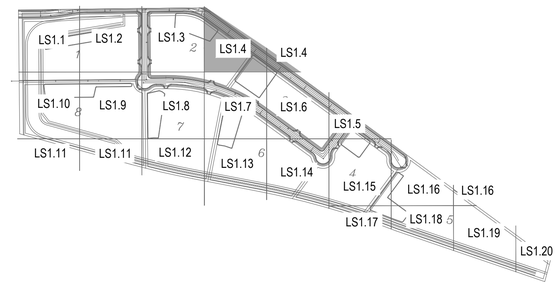


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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SYMBOL	DESCRIPTION	QTY
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STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

NORTH

0 15 30 60
SCALE 1" = 30'

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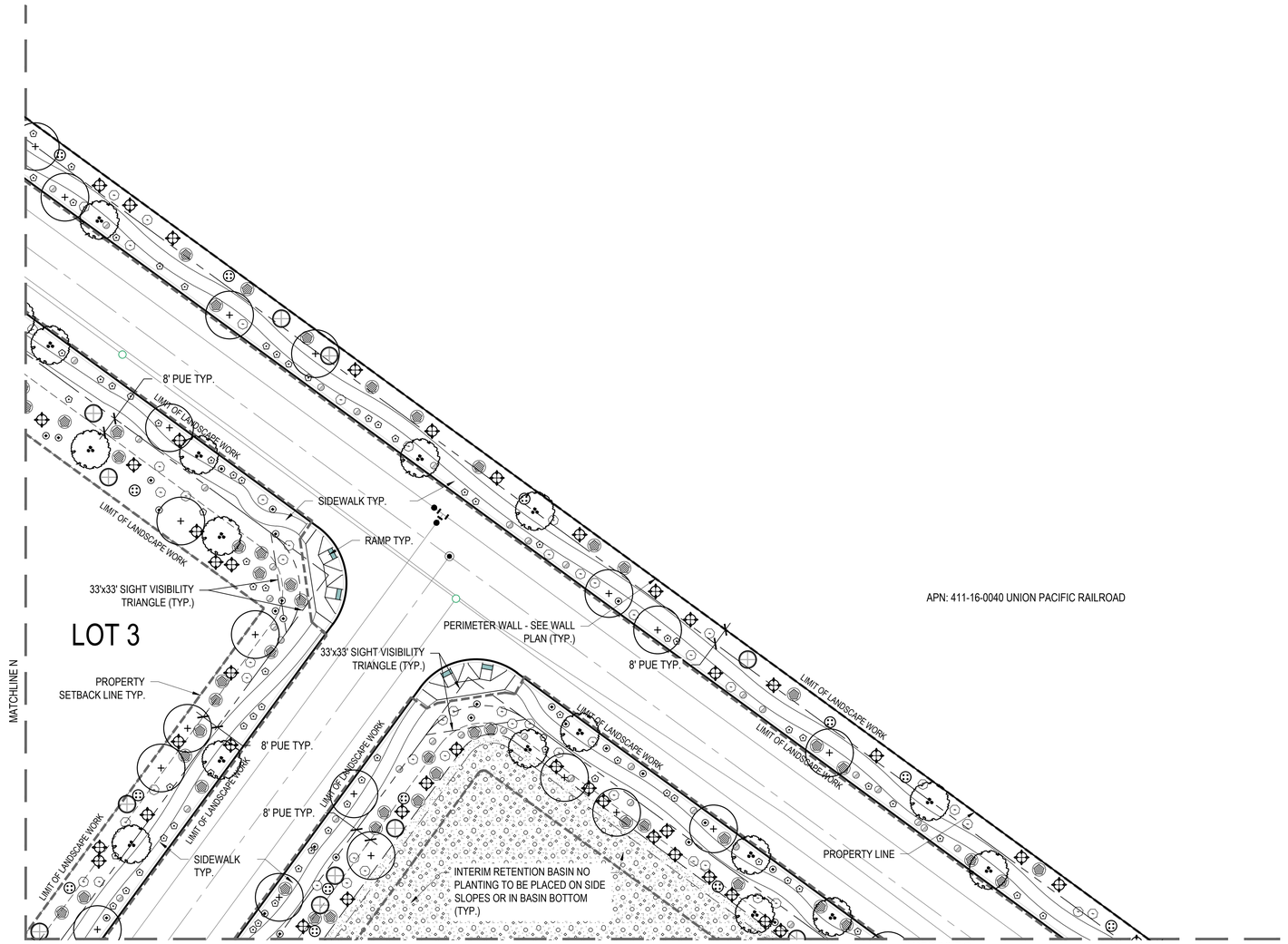
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PRELIMINARY LANDSCAPE PLAN

DAYBREAK
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PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
50733
SANJIN
MORIC
ARIZONA U.S.A.
3/31/28

DESIGNED:	SM
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PLOT DATE:	10/29/2025
SHEET	LS1.4 5 OF 23
PROJECT NO.	



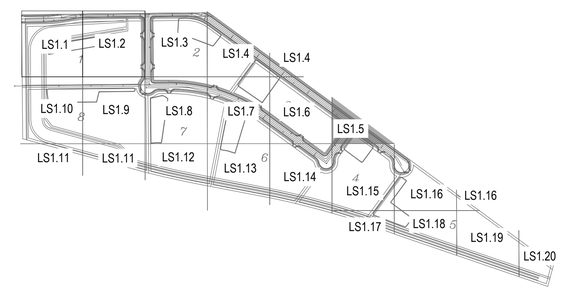
APN: 411-16-0040 UNION PACIFIC RAILROAD

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
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KEYMAP

NORTH

Contact Arizona 811 at least two full working days before you begin excavation. Call 811 or click Arizona811.com

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

NORTH

0 15 30 60
SCALE 1" = 30'

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Landscape Architecture
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Scottsdale, Arizona 85251
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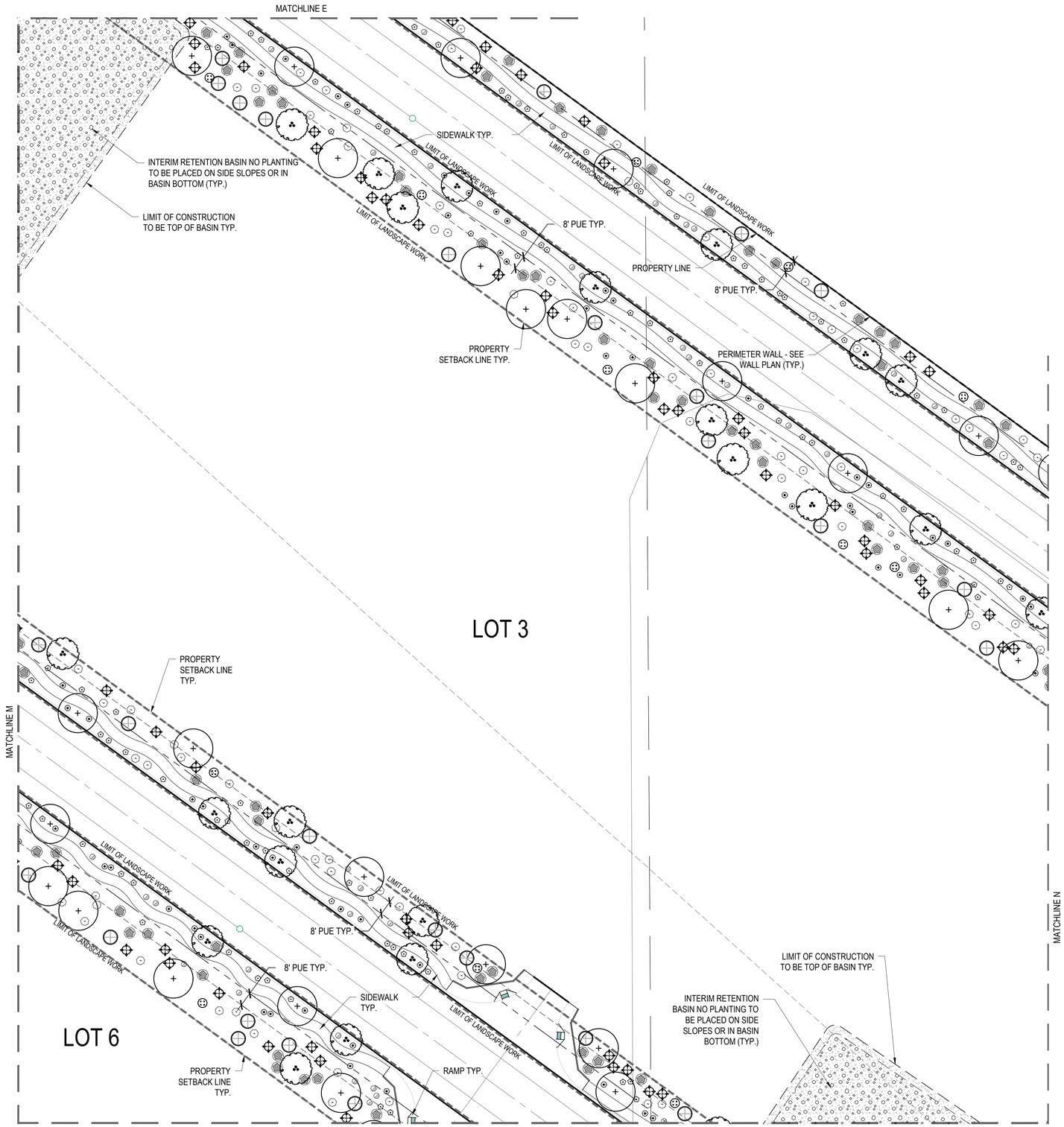
REVISIONS:

PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
50733
SANJIN
MORIC
CERTIFICATE NO.
Date Signed / Expires
ARIZONA, U.S.A.
3/31/28

DESIGNED: SM
DRAWN: STAFF
CHECKED: SM PLOT DATE: 10/29/2025
SHEET LS1.5 6 OF 23
PROJECT NO.

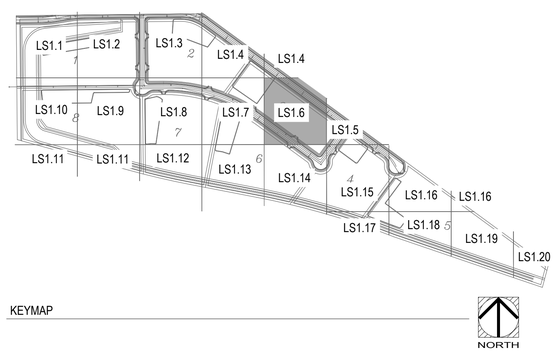


PLANT SCHEDULE

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KEYMAP

NORTH

STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

0 15 30 60
NORTH
SCALE 1" = 30'

Contact Arizona 811 at least two full working days before you begin excavation.
ARIZONA811
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smART Development
Landscape Architecture
3419 N. Kachina Lane
Scottsdale, Arizona 85251
Office 480-516-8845

REVISIONS:

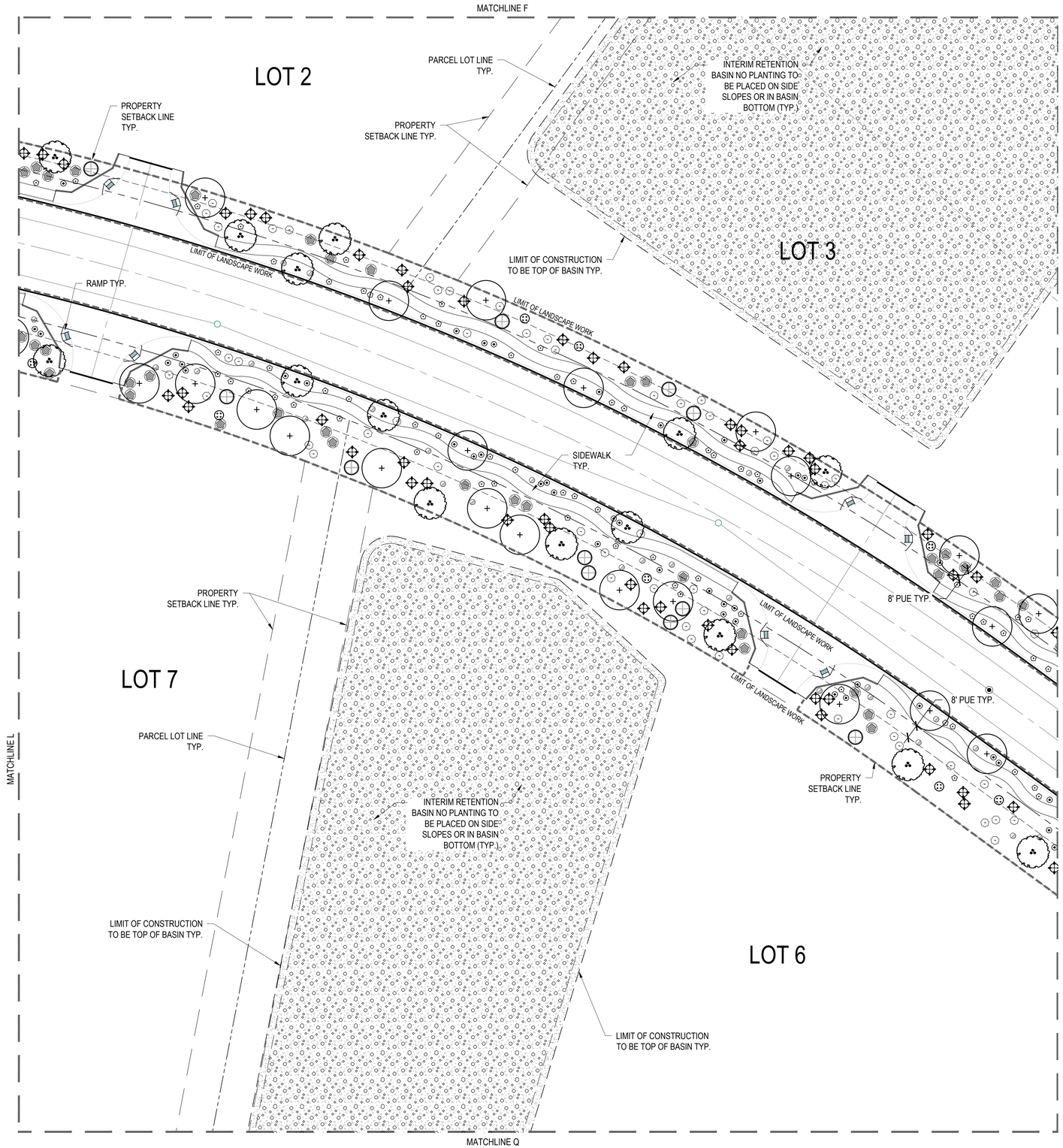
PRELIMINARY LANDSCAPE PLAN

DAYBREAK
SWC OF DATE RD. AND LA PALMA RD.
PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO.
50733
SANJIN MORIC
ARIZONA U.S.A.
3/31/28

DESIGNED:	SM
DRAWN:	STAFF
CHECKED:	SM
PLOT DATE:	10/29/2025
SHEET	LS1.6 7 OF 23
PROJECT NO.	

REVIEWED BY	SM	DATE
DRAFTED BY	STAFF	DATE
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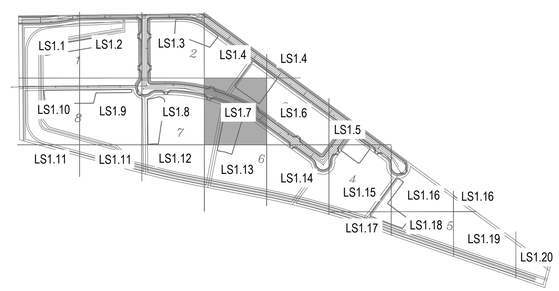


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
+	Parkinsonia x `Desert Museum` Desert Museum Palo Verde	24" Box	381
♣	Prosopis x `Rio Salado` Rio Salado Mesquite	24" Box	285
SHRUBS			
⊕	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
⬠	Calliandra eriophylla Fairy Duster	5 gal.	839
⁘	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
▨	Justicia californica Chuparosa	5 gal.	654
⬡	Leucophyllum frutescens `Green Cloud` TM Green Cloud Texas Ranger	5 gal.	73
✣	Simmondsia chinensis Jojoba	5 gal.	963
GROUNDCOVER			
▩	Acacia redolens Bank Catclaw	5 gal.	892
◆	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
⬡	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
⁘	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP

NORTH

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
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STAFF DATE: FEBRUARY 18, 2026
PPLAT2024-002

NORTH

0 15 30 60

SCALE 1" = 30'

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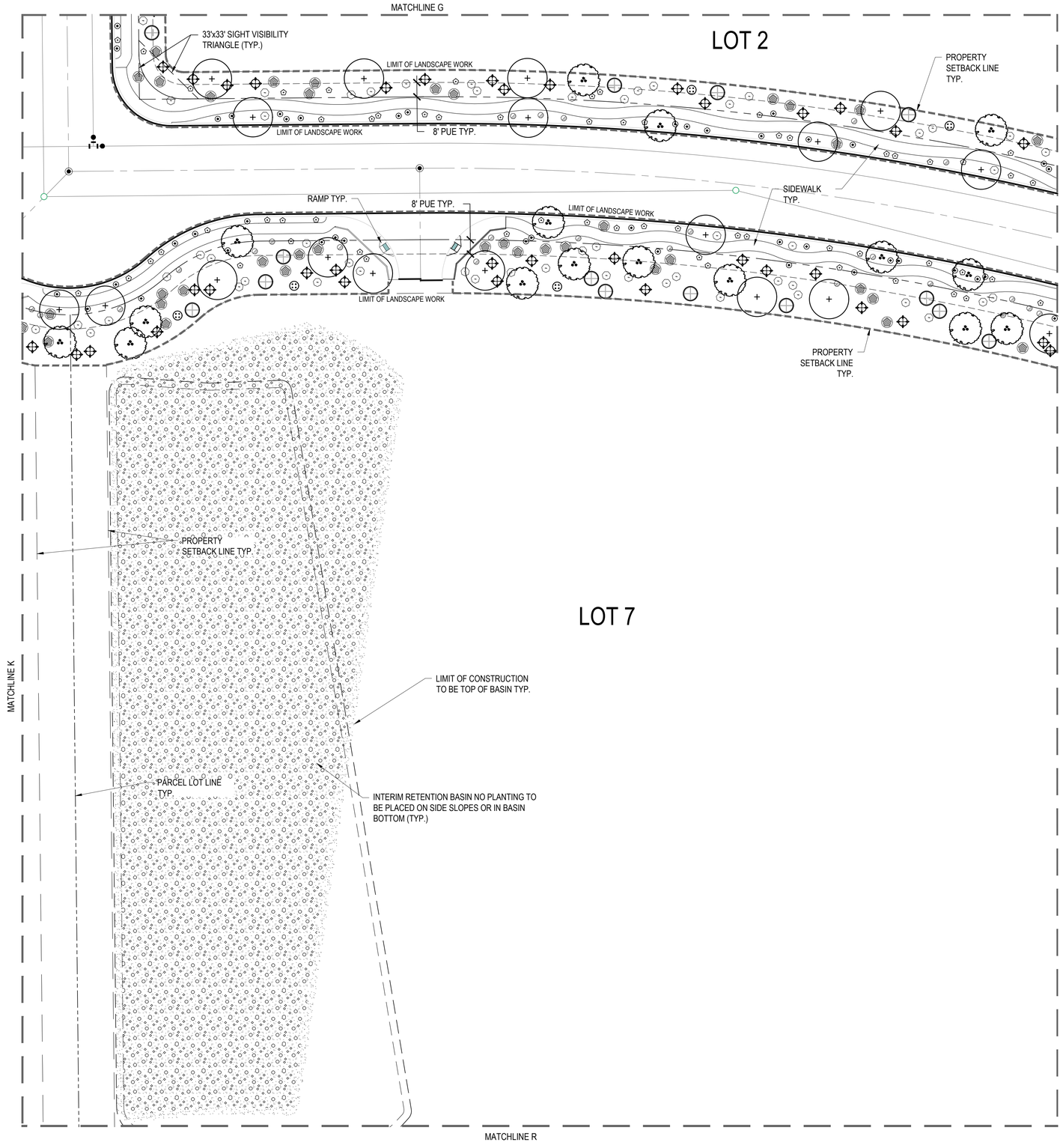
PRELIMINARY LANDSCAPE PLAN

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REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO.
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SANJIN MORIC
DATE SIGNED
ARIZONA U.S.A.

3/31/28

DESIGNED: SM
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CHECKED: SM PLOT DATE: 10/29/2025
SHEET LS1.7 8 OF 23
PROJECT NO.

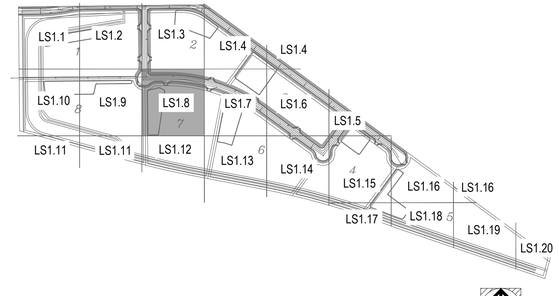


PLANT SCHEDULE

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	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens `Green Cloud` TM Green Cloud Texas Ranger	5 gal.	73
	Simmondsia chinensis Jojoba	5 gal.	963
GROUNDCOVER			
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	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP

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STAFF DATE: FEBRUARY 18, 2026
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NORTH

0 15 30 60

SCALE 1" = 30'

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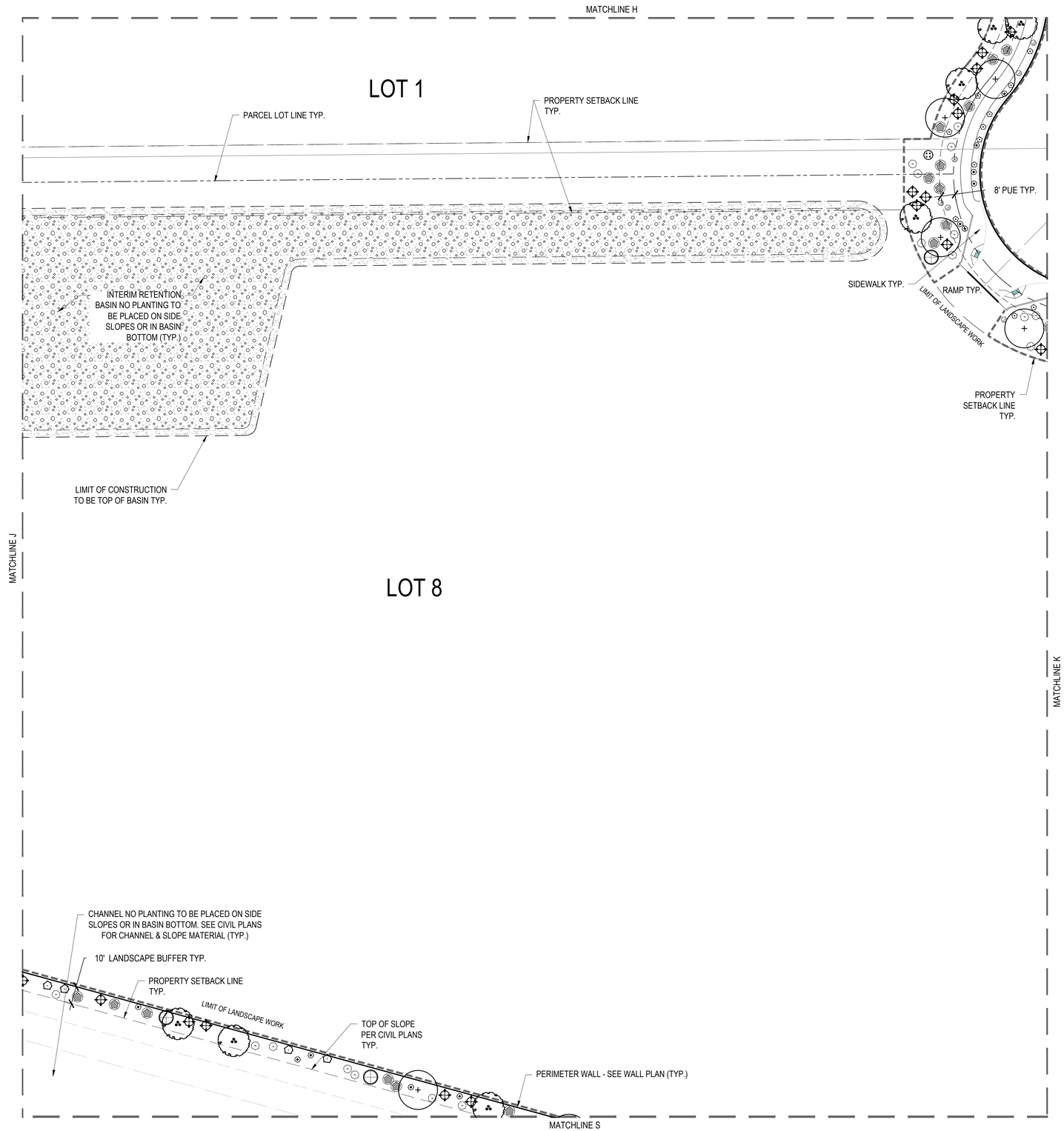
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PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE
50733
SANJIN
MORIC
DATE OF REGISTRATION
3/31/28

DESIGNED:	SM
DRAWN:	STAFF
CHECKED:	SM
PLOT DATE:	10/29/2025
SHEET	LS1.8 9 OF 23
PROJECT NO.	

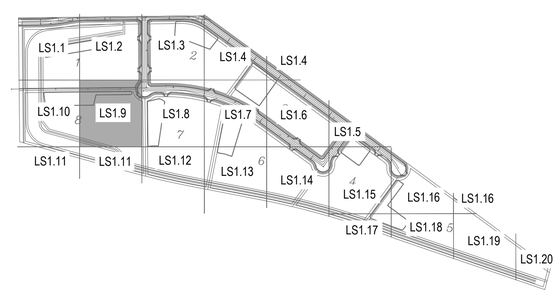


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



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PPLAT2024-002

NORTH

0 15 30 60

SCALE 1" = 30'

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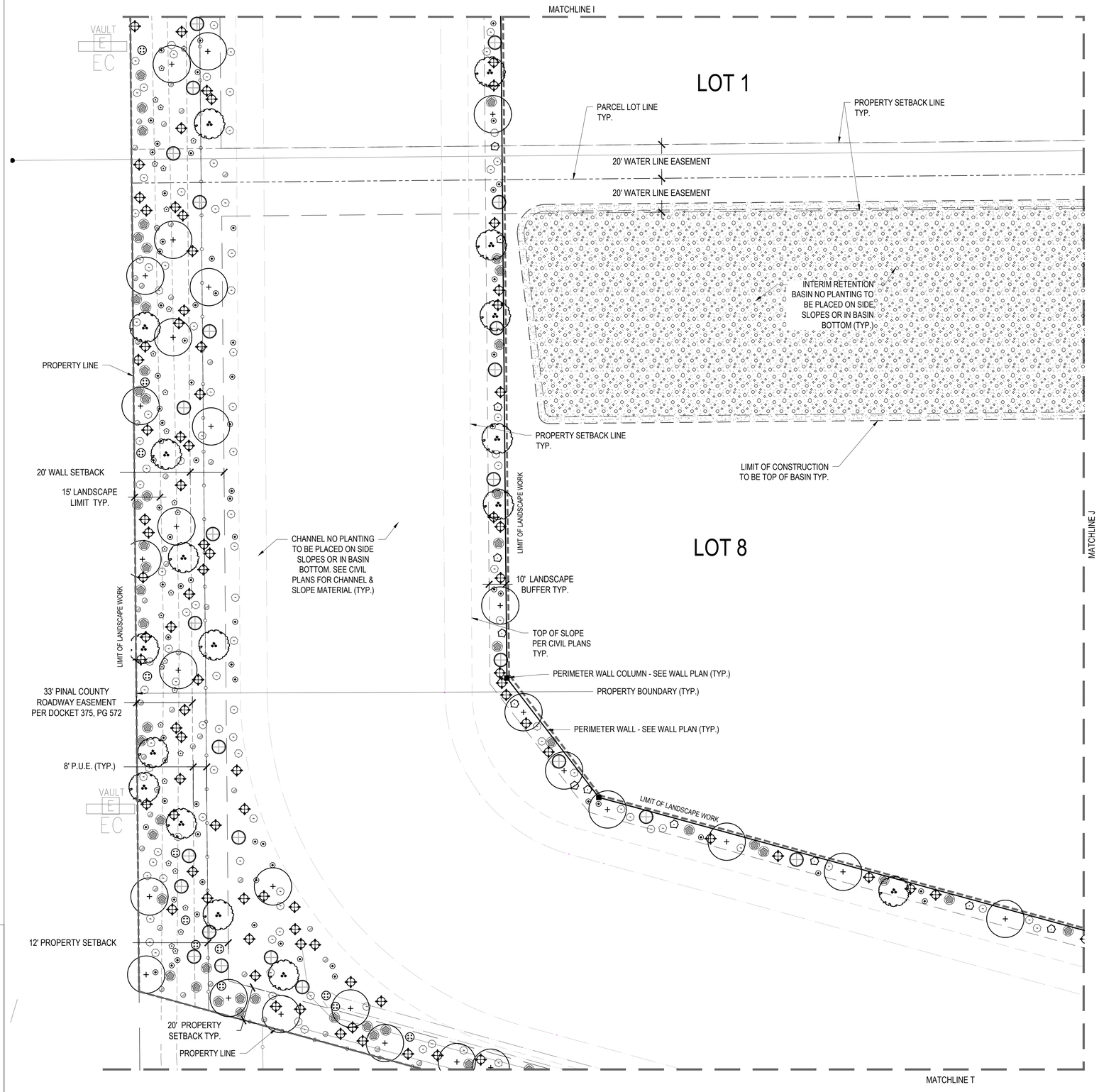
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PRELIMINARY LANDSCAPE PLAN

DAYBREAK
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PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
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SANJIN MORIC
ARIZONA U.S.A.
3/31/28

DESIGNED: SM
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CHECKED: SM PLOT DATE: 10/29/2025
SHEET LS1.9 10 OF 23
PROJECT NO.

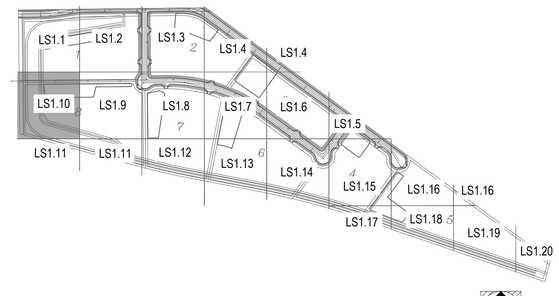


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
+	Parkinsonia x `Desert Museum` Desert Museum Palo Verde	24" Box	381
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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP

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NORTH

0 15 30 60

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PRELIMINARY LANDSCAPE PLAN

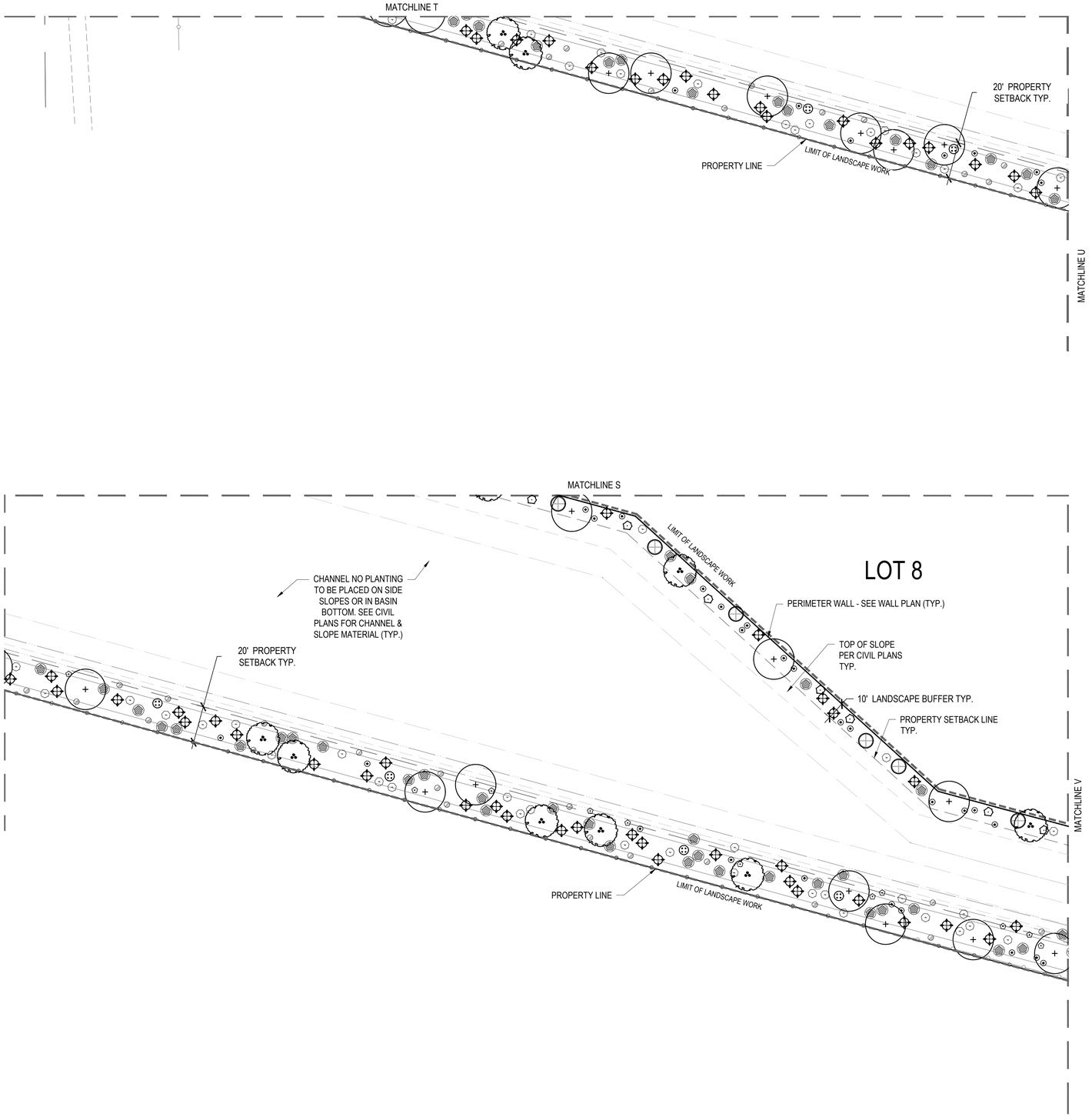
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PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO.
50733
SANJIN MORIC
Date Signed Withheld
ARIZONA U.S.A.

3/31/28

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CHECKED BY	SM	DATE

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DRAWN:	STAFF		
CHECKED:	SM	PLOT DATE:	10/29/2025
SHEET	LS1.10	11 OF	23
PROJECT NO.			

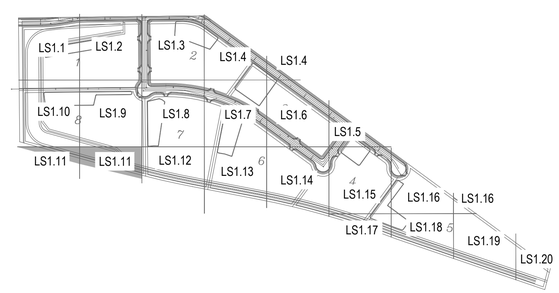


PLANT SCHEDULE

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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP

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PPLAT2024-002

NORTH

0 15 30 60

SCALE 1" = 30'

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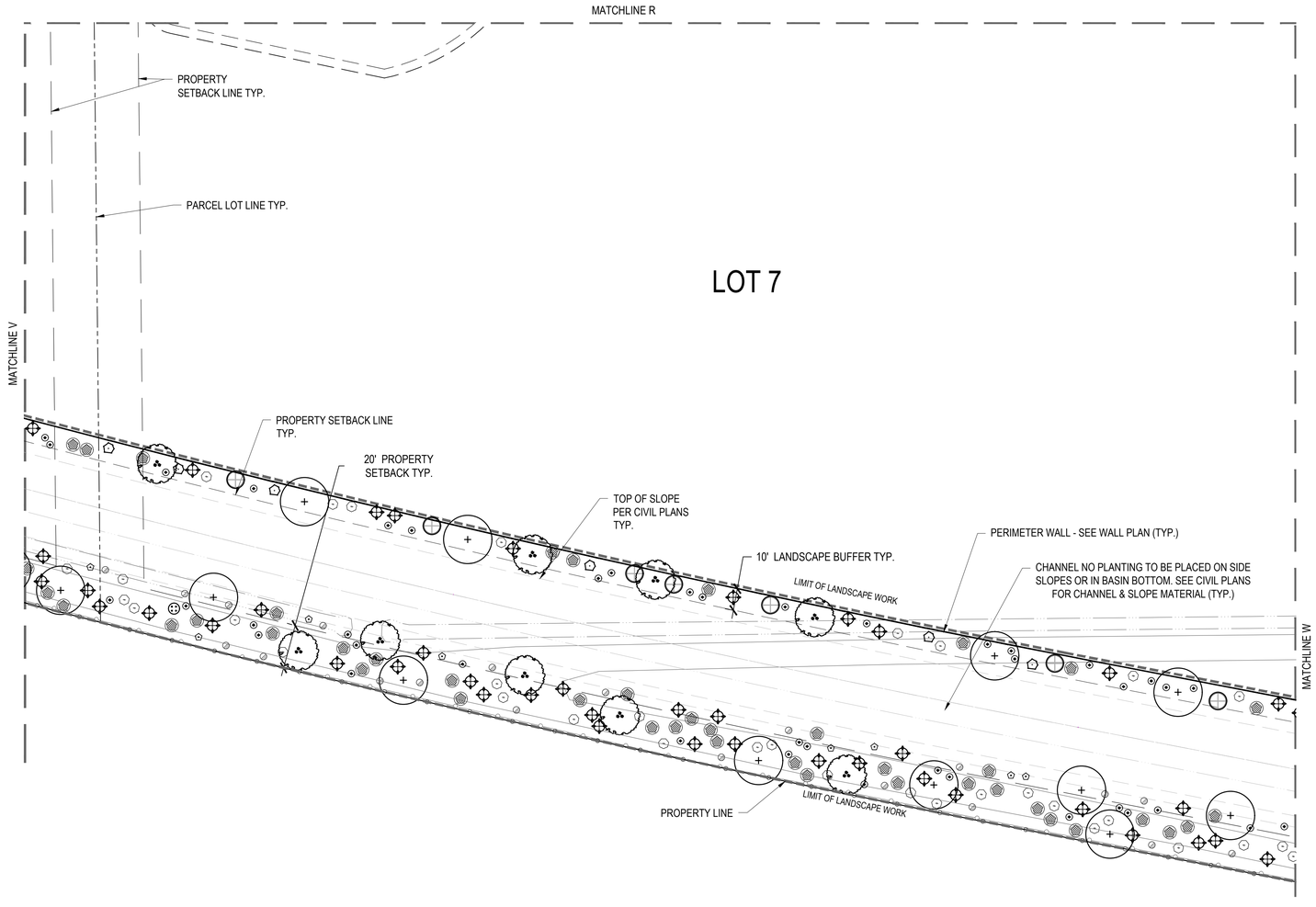
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PINAL COUNTY, AZ

REGISTERED LANDSCAPE ARCHITECT
50733
SANJIN MORIC
ARIZONA U.S.A.
3/31/28

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SHEET	LS1.11 12 OF 23
PROJECT NO.	

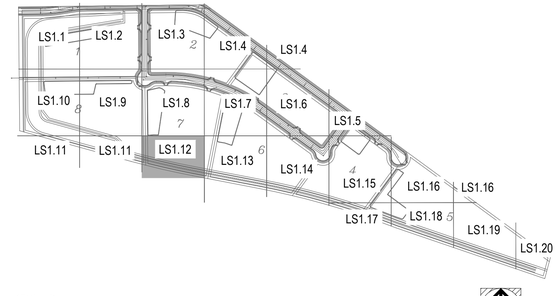


PLANT SCHEDULE

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LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
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	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



KEYMAP

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NORTH

0 15 30 60

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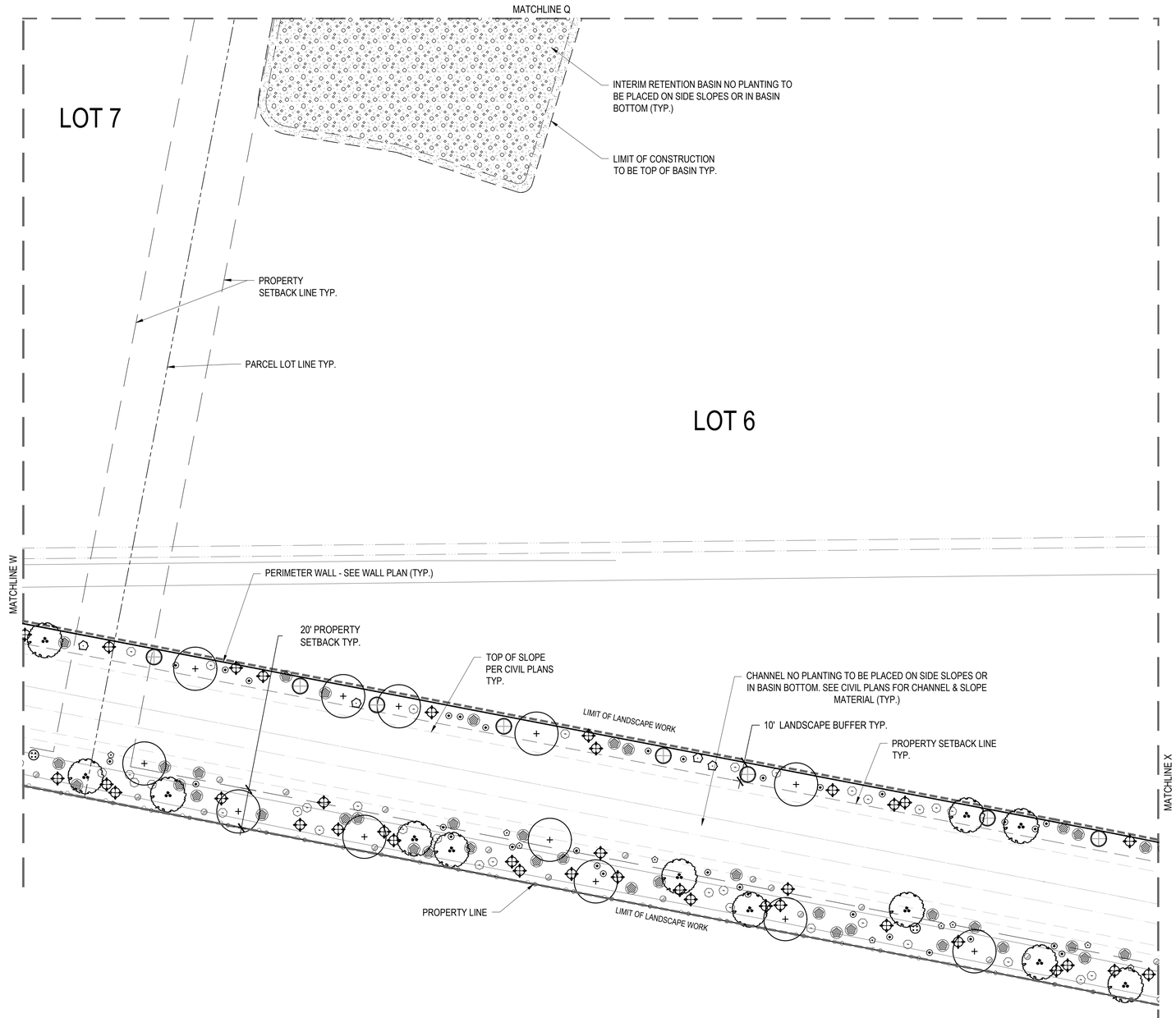
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Date Signed 10/29/25
ARIZONA U.S.A.
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SHEET LS1.12 13 OF 23
PROJECT NO.

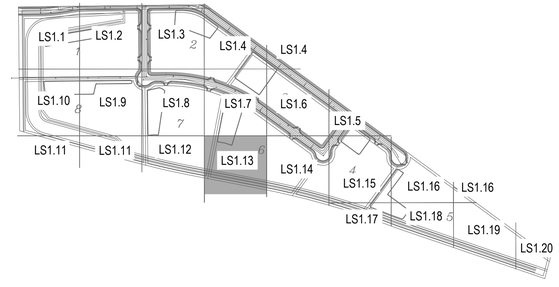


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LANDSCAPE MATERIALS

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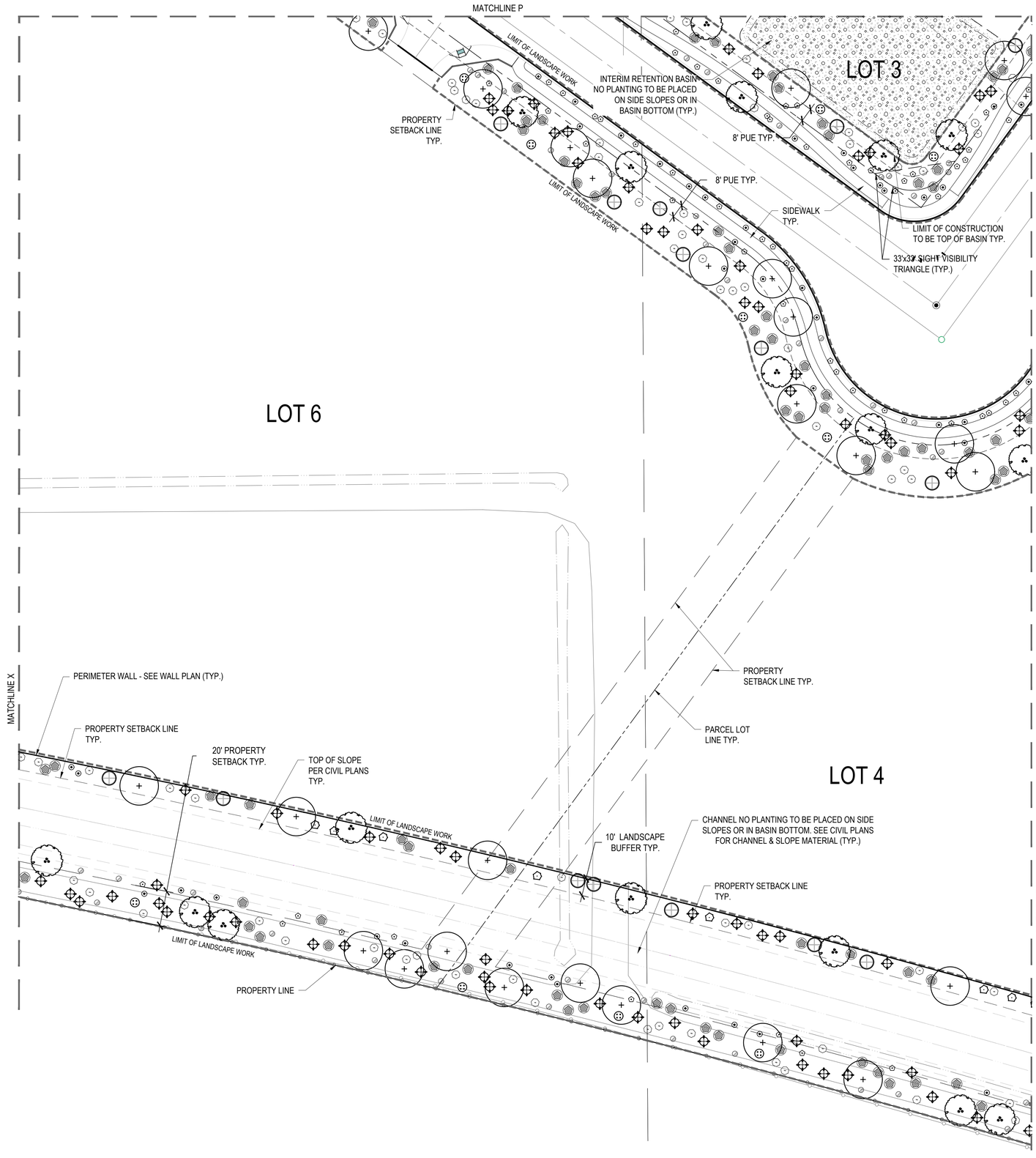
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MORIC
Date Signed not valid unless sealed
ARIZONA U.S.A.
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DESIGNED: SM
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SHEET LS1.13 14 OF 23
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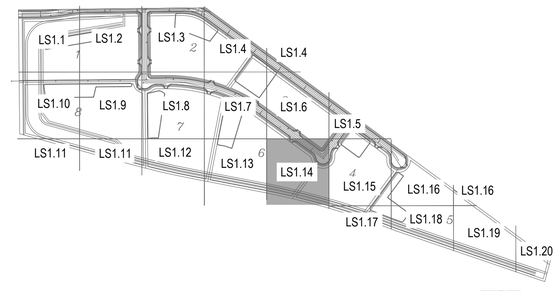


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NORTH

0 15 30 60

SCALE 1" = 30'

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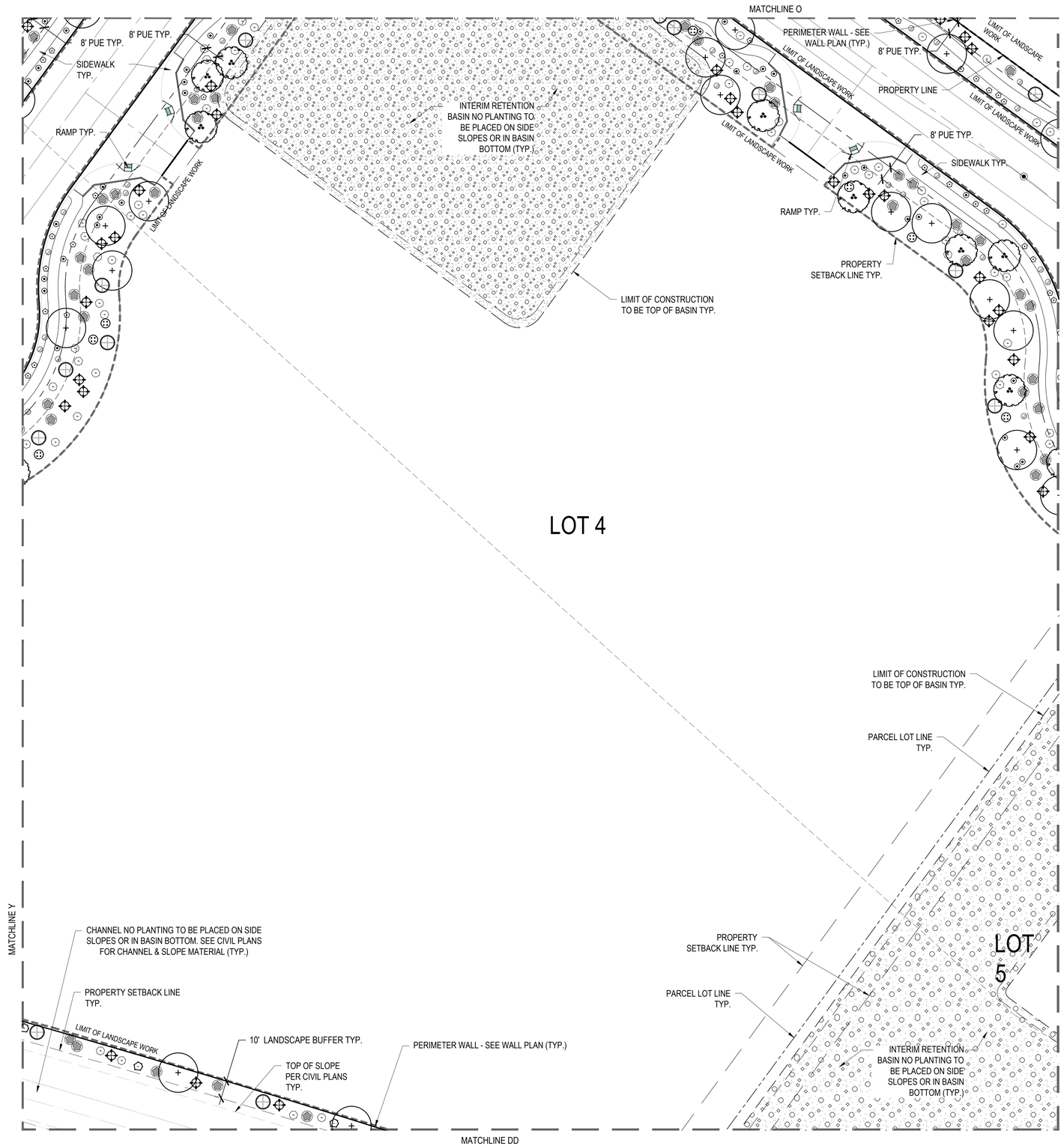
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PLOT DATE:	10/29/2025
SHEET	LS1.14 15 OF 23
PROJECT NO.	

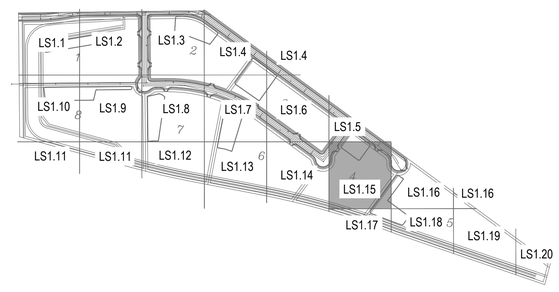


PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x `Desert Museum` Desert Museum Palo Verde	24" Box	381
	Prosopis x `Rio Salado` Rio Salado Mesquite	24" Box	285
SHRUBS			
	Caesalpinia mexicana Mexican Bird of Paradise	5 gal.	270
	Calliandra eriophylla Fairy Duster	5 gal.	839
	Cordia parvifolia Small-Leaf Geigertree	5 gal.	183
	Justicia californica Chuparosa	5 gal.	654
	Leucophyllum frutescens `Green Cloud` TM Green Cloud Texas Ranger	5 gal.	73
	Simmondsia chinensis Jojoba	5 gal.	963
GROUNDCOVER			
	Acacia redolens Bank Catclaw	5 gal.	892
	Ambrosia deltoidea Triangle Bur Ragweed	5 gal.	789
	Dalea greggii Trailing Indigo Bush	5 gal.	982

LANDSCAPE MATERIALS

SYMBOL	DESCRIPTION	QTY
LANDSCAPE MATERIALS		
	DECOMPOSED GRANITE: COLOR: MADISON GOLD SIZE: 1"-2" SCREENED DEPTH: 2"-3" IN ALL PLANTING AREAS	569,719 sf
	DECOMPOSED GRANITE: COLOR: MADISON GOLD: SIZE 1" SCREENED	415,859 sf



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NORTH
0 15 30 60
SCALE 1" = 30'

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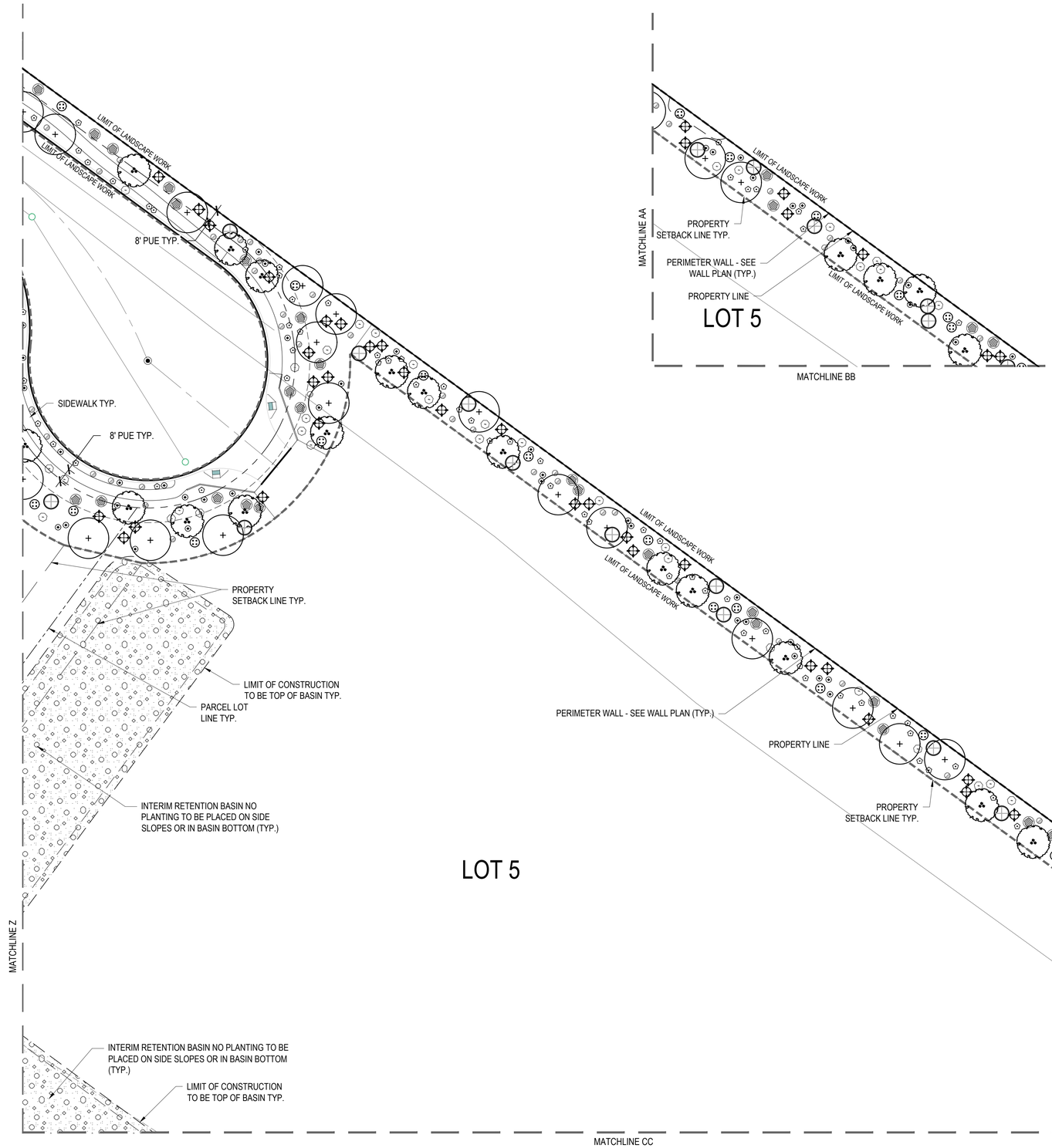
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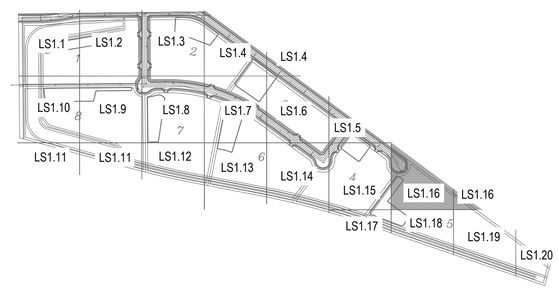


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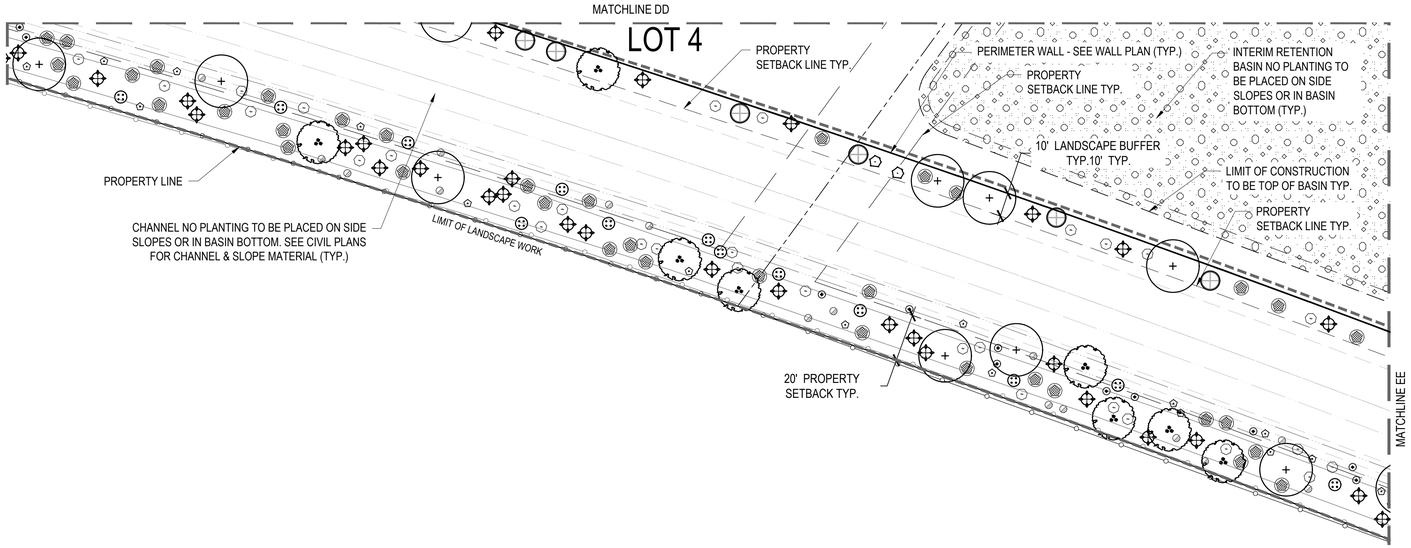
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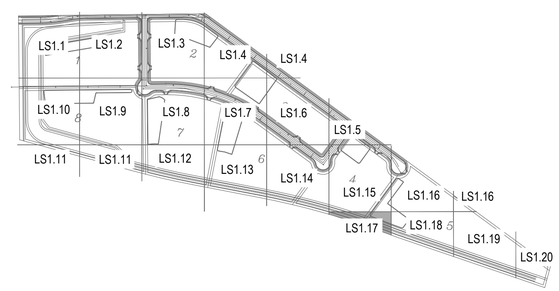


PLANT SCHEDULE

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⬡	Leucophyllum frutescens `Green Cloud` TM Green Cloud Texas Ranger	5 gal.	73
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KEYMAP

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NORTH

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SCALE 1" = 30'

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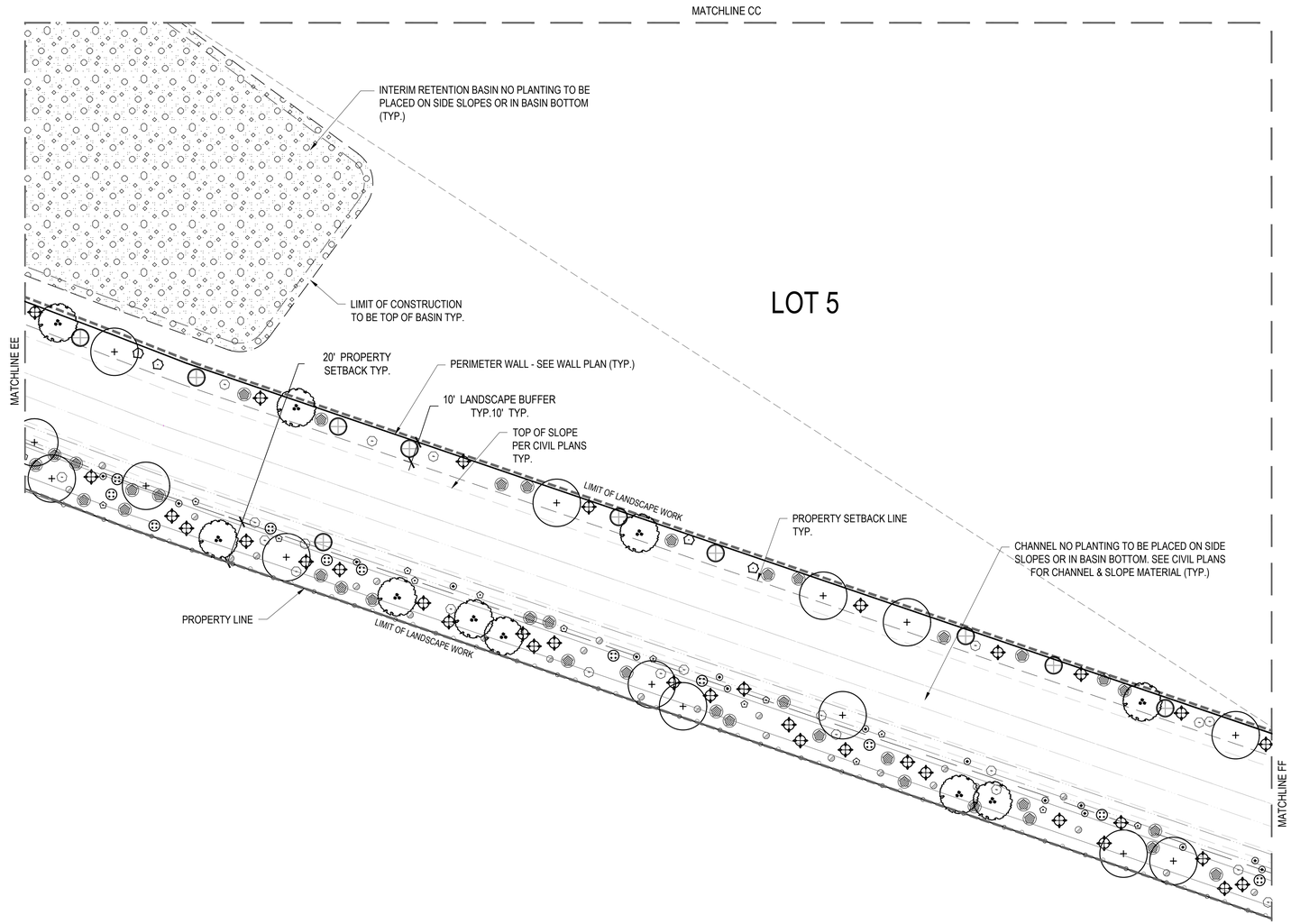
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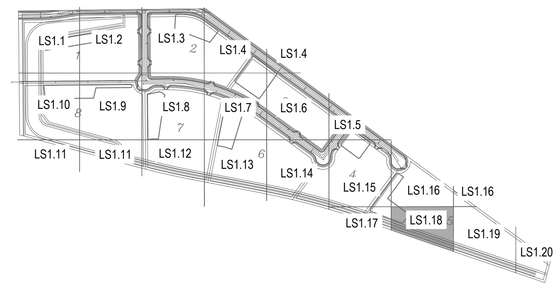


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SCALE 1" = 30'

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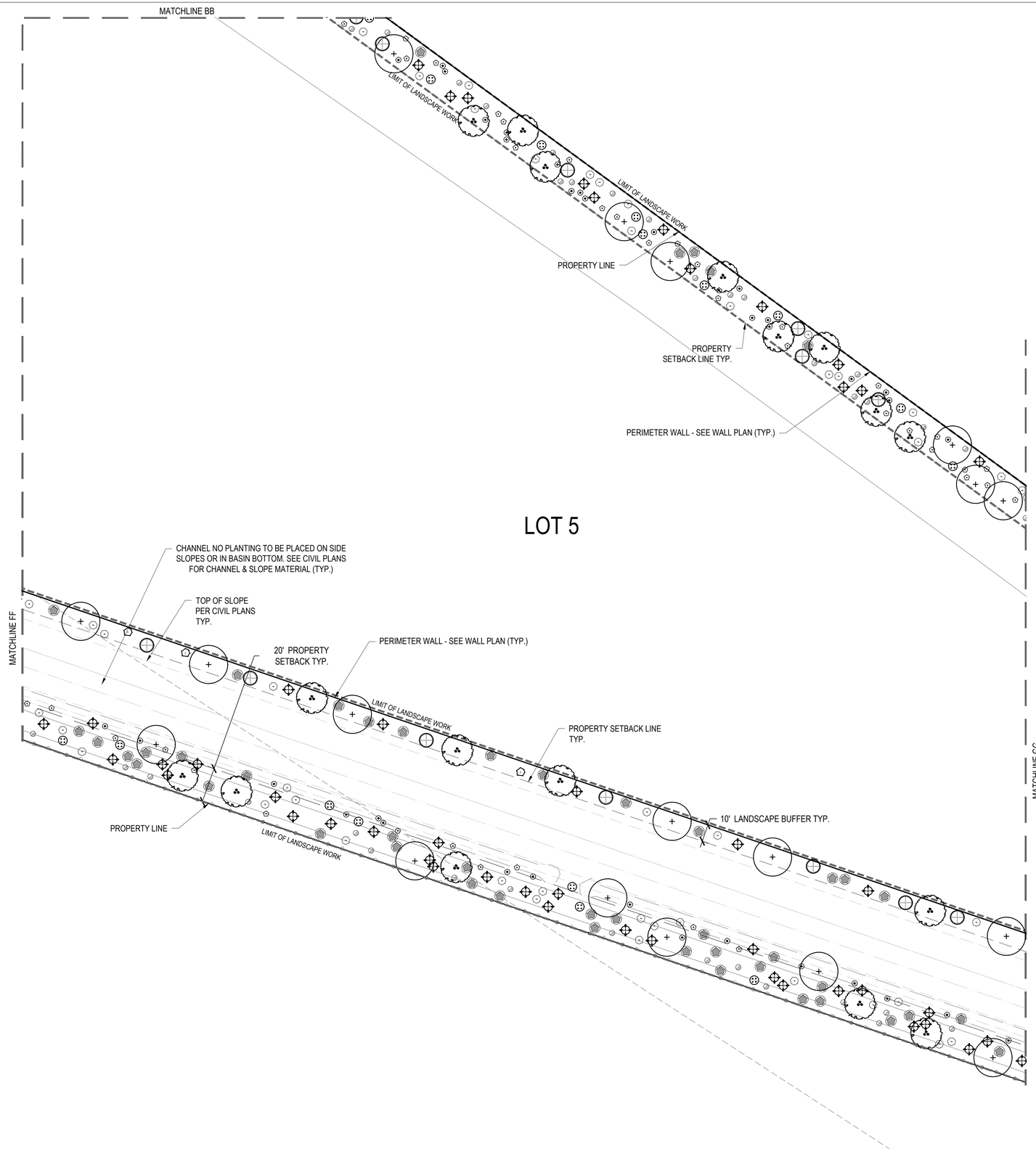
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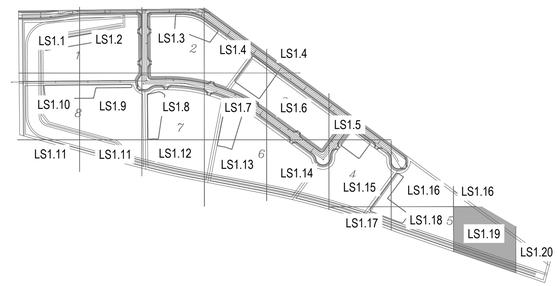


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NORTH

0 15 30 60
SCALE 1" = 30'

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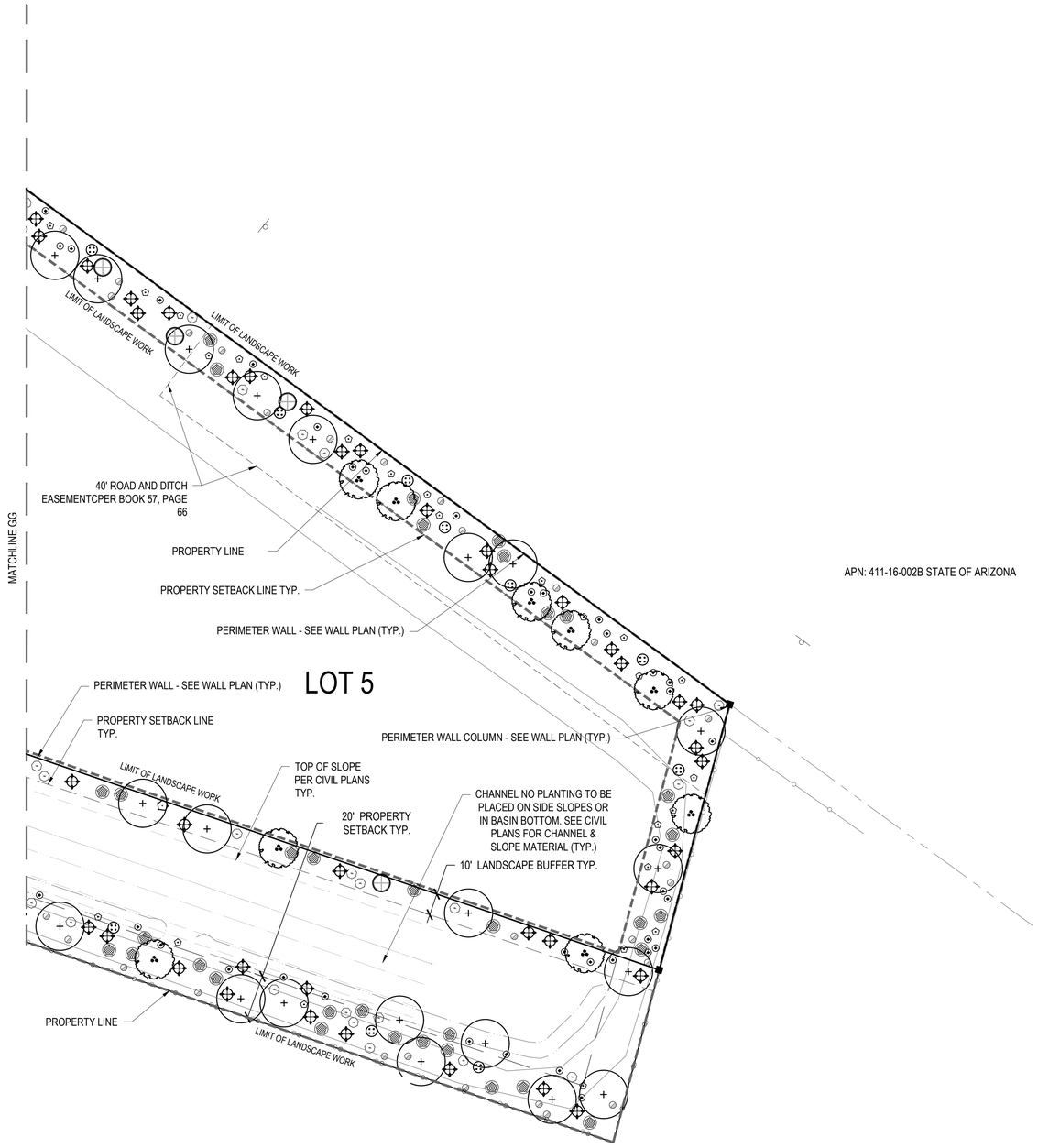
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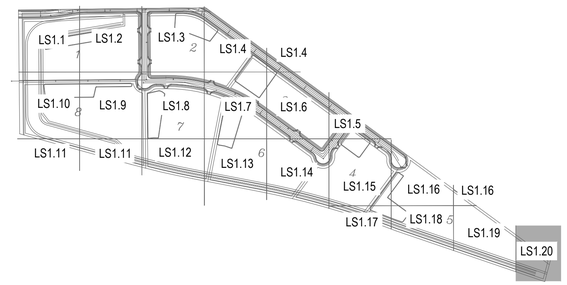
APN: 411-16-002B STATE OF ARIZONA

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY
TREES			
	Parkinsonia x `Desert Museum` Desert Museum Palo Verde	24" Box	381
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NORTH

0 15 30 60
SCALE 1" = 30'

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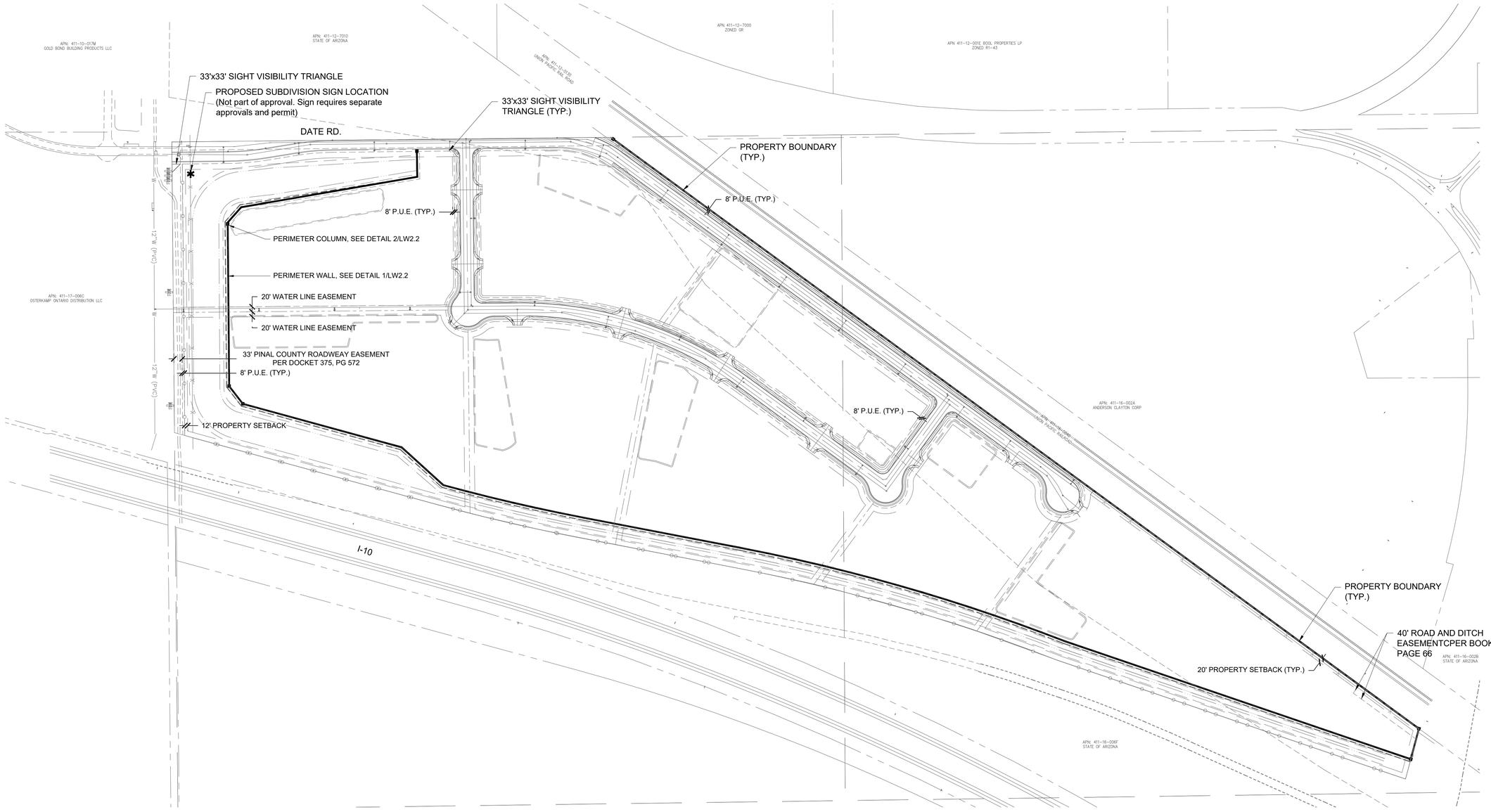
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WALL LEGEND

- ▪ PERIMETER CMU BLOCK COLUMN ELEVATION - SEE DETAIL 2/LW2.2
- ▬ PERIMETER CMU BLOCK WALL ELEVATION - SEE DETAIL 1/LW2.2
- ✱ PROPOSED SUBDIVISION SIGN LOCATION (Not part of approval. Sign requires separate approvals and permit)

NOTE: THE PERIMETER WALL TO BE CONSTRUCTED IN SECTIONS AS EACH INDIVIDUAL LOT DEVELOPS IF REQUIRED BY THE CITY AT TIME OF DEVELOPMENT

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NORTH

0 100 200 400
SCALE 1" = 200'

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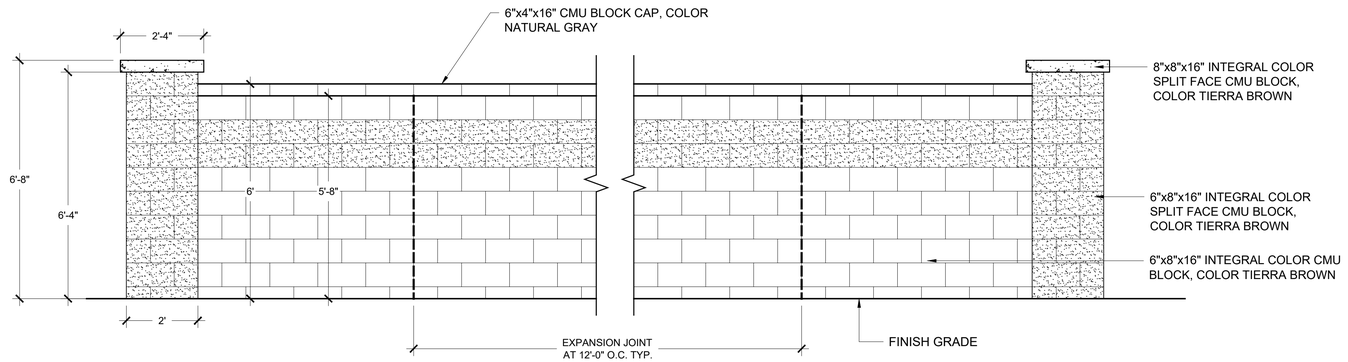
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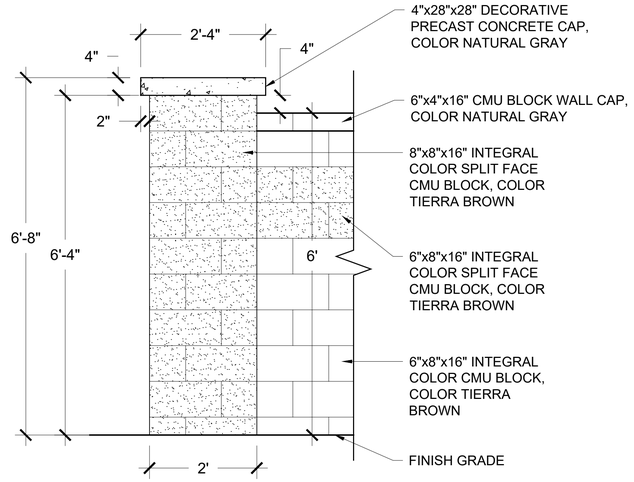
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1 PERIMETER CMU BLOCK WALL ELEVATION

SCALE: 1/2" = 1'-0"



2 PERIMETER CMU BLOCK COLUMN ELEVATION

SCALE: 3/4" = 1'-0"

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HILGARTWILSON

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PRELIMINARY DRAINAGE REPORT

FOR

DAYBREAK INDUSTRIAL

ELOY, ARIZONA

Prepared For:
CARDON HIATT INVESTMENTS
1223 South Clearview Ave, Suite 105
Mesa, AZ 85209
Phone: (480) 720-4030
Contact: Cameron MacDonald
Email: cmacdonald@cb-ch.com

Prepared By:
HILGARTWILSON, LLC
2141 E. Highland Avenue, Suite 250
Phoenix, AZ 85016
Phone: (602) 490-0535
Fax: (602) 368-2436



May 2025
HILGARTWILSON Project No. 2606.01

STAFF DATE: FEBRUARY 18, 2026
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PRELIMINARY DRAINAGE REPORT
FOR
DAYBREAK INDUSTRIAL

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APPENDICES

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B. Hydrologic Calculations
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1.0 INTRODUCTION

1.1 PROJECT NAME, LOCATION AND TOPOGRAPHY

Daybreak Industrial (the Project) is a proposed development that is anticipated to have general industrial uses. The Project is being developed at the northwest corner of State Route 87 and the Interstate–10 interchange in the city of Eloy, Arizona. The Project occupies approximately 120 acres within a portion of the northwest quarter of Section 16, Township 8 South, Range 8 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. More specifically, the Project is currently bound by agricultural fields to the north, Union Pacific Railroad to the northeast, I-10 to the south, undeveloped desert rangeland to the west and State Route 87 to the east. Currently the Project area is comprised of agricultural land sloping to the northwest at approximately 0.2%. Figure 1 in Appendix A provides a vicinity map for the Project.

1.2 PURPOSE

The purpose of this report is to describe the design methodology and provide hydrologic and hydraulic calculations for the drainage-related infrastructure for the Project. This report has been prepared in accordance with the City of Eloy drainage regulations and the drainage policies in the Pinal County *Drainage Manual Volume I – Design Criteria, Drainage Manual Volume II – Design Methodology and Procedures* (PCDM) (Pinal County 2004), and the *Pinal County Drainage Ordinance* (PCDO) (Pinal County 1998).

1.3 FEMA FLOODPLAIN DESIGNATION

The property is located within the Federal Emergency Management Agency's (FEMA) Special Flood Hazard Area (SFHA) Zone X (Unshaded) and Zone AE as delineated on the FEMA Flood Insurance Rate Map (FIRM) panel number 04021C1956F and 04021C1957F, dated May 16, 2019 which is presented on Figure 2 (FEMA Flood Map) of Appendix A. The flood hazard zone associated with the Project is defined below:

Zone X (Unshaded):

> The flood insurance rate zone that corresponds to areas outside the 500-year floodplains and protected from the 100-year flood by levees.

Zone AE:

> The flood insurance rate zone that corresponds to areas subject to inundation by the 100-year floodplains determined by detailed methods. Base Flood Elevations are shown within these zones.

2.0 PREVIOUS DRAINAGE STUDIES

2.1 NATIONAL GYPSUM WALLBOARD FACILITY IMPROVEMENT (FLOODPLAIN USE PERMIT ANALYSIS & REQUEST)

In March 2024, EPS Group prepared the *National Gypsum Wallboard Facility Improvement Floodplain Use Permit* for the Flood Control Division of Pinal County (EPS

Group, 2024). This report documented the effective drainage conditions for the downstream industrial site northwest of the Project. From this report the amount of effective regional flow that enters or are adjacent to the Project boundary were confirmed to be approximately 2,780 cfs.

2.2 PRELIMINARY DRAINAGE REPORT FOR DAYBREAK INDUSTRIAL PARK

In March 2012, EPS Group prepared the *Preliminary Drainage Report for Daybreak Industrial Park* (EPS, 2012). This Report was developed in supplement to the production of the Preliminary Plat for Daybreak Industrial Park. The existing drainage patterns established by EPS group provided confirmation of the approximately 350 cfs entering the wash along the La Palma Road alignment in existing conditions.

2.3 ELOY INDUSTRIAL PARK HYDROLOGIC ANALYSIS

In April 2014, Entellus prepared the *Eloy Industrial Park Hydrologic Analysis* (Entellus, 2014). This Report was developed to document the analyses performed along the Santa Cruz River and downstream contributing areas near Eloy Arizona. The purpose of these analyses was to document the existing drainage conditions in the area of the Santa Cruz River and Greene Canal Split and the downstream Eloy Industrial Park Area. This report estimated that there would be about 2,700 cfs crossing under the I-10 into the wash within the La Palma Road alignment, and only about 500 cfs will be contained within the wash. These estimations are in general agreement with the results generated from the Existing Conditions geoHECRAS 2D model developed for the Project.

3.0 EXISTING DRAINAGE PATTERNS

3.1 ONSITE

The Project site currently consists of agricultural fields and runoff generated onsite generally drains northwest at a slope of approximately 0.2%. While a small portion of the flows generated onsite may overtop the western boundary into the wash within the La Palma Road alignment (the Wash), the majority of flows generated onsite discharge from the Project along the northern boundary.

3.2 OFFSITE

3.2.1 Local

The majority of the local offsite flows are generated just south of the southern Project boundary and north of the I-10 and enter the site along the Projects southern boundary. A portion of flows contributing to the local offsite flows are generated directly east of the site, south of the Union Pacific railroad and west of SR-87. The local offsite area, OFF-1 is outlined in Figure 3 of Appendix A.

3.2.2 Regional

As shown in Figure 2, the western portion of the Project is located within a FEMA SFHA regional floodplain generated from flows southeast of the Project. The majority of flows within the floodplain are conveyed west, south of I-10. A portion of these regional flows

cross I-10 through a series of culverts and a large channel passing beneath the I-10, impacting the site along the western and southern boundary.

An existing conditions geoHECRAS 2D model was developed to analyze the regional offsite flows to better understand the impacts and historical drainage conditions. Figure 4 of Appendix A details flow rates and flood depths across the site. This model shows that of the approximately 2,780 cfs generated from the regional flows, only about 500 cfs enter the site. The geoHECRAS 2D model confirms that the regional flows that enter the Project from the south, remain within the site and exit the site along the northern boundary. The results of the model are in general agreement with the delineated regulatory floodplain

The remainder of the regional flow that does not enter the site will either continue west south of I-10, flow north within The Wash, or overtop the Wash west of the La Palma Road alignment and north of I-10, and flow northwest as sheet flow through the existing agricultural fields. The results of the geoHECRAS 2D model are in general agreement with the extents of the delineated FEMA floodplain.

4.0 PROPOSED OFFSITE DRAINAGE CONDITIONS

In order to collect and convey both the local and regional offsite flows entering the site, a collector channel will be constructed along the south and west property boundaries. The channel begins at the southeast corner of the site and flow west, increasing in width to accommodate flows entering the site from the regional floodplain. From the southwest corner of the property, the proposed channel will flow north along the western boundary. As flows are conveyed toward the northern property boundary, the channel will drain east into a spreader basin structure. The spreader basin will contain flows until they eventually overtop the northern slope of the spreader basin as uniform sheet flow, then over the proposed road. The flows will then discharge from the project as it does in existing conditions. The excess stormwater that does not overop the channel will be dewatered via bleed-off pipe. The regulatory FEMA SFHA Zone AE over the western portion of the project will be contained within the proposed channel and minimized through the CLOMR/LOMR process. The dimensions of the proposed channel segments and spreader basin are included in Figure 3 of Appendix A.

5.0 PROPOSED ONSITE DRAINAGE

Onsite rainfall runoff will be routed via surface flow, to the retention basins throughout the Project. Figure 3 shows the proposed channels, drainage areas, flow patterns, and retention areas for the site. The following sections provide additional detail for the design and management of onsite runoff to be used at Final Design.

5.1 ONSITE RETENTION

The onsite rainfall runoff from the site will be routed to onsite retention basins via on-street flow and storm drains, where necessary. Regulations typically require 100-year, 2-hour retention to be provided for new developments. However, with the proposed offsite channel, the Project may pursue a reduced retention requirement. Specifically, if deemed appropriate, the required storage volumes for retention basins with a direct outfall to the proposed channels traversing the site would be determined by the greater volume calculated by the First Flush or the 100—year Pre- vs. Post-developed conditions. If a reduced retention requirement is pursued at Final Design, HEC-1

hydrologic analyses will be prepared to demonstrate that the storage volumes provide sufficient capacity such that the post-developed condition peak flows and discharge volumes will be less than the pre-developed condition peak flows and volumes. Equations to calculate the 100-year, 2-hour, First Flush, and Pre- vs. Post-developed conditions required retention volumes are detailed below:

100-Year, 2-Hour

$$V_{100} = P/12*(C)*A$$

Where:

V_R = the 100-year, 2-hour retention volume (ft^3)
C = the runoff coefficient
P = the 100-year, 2-hour rainfall depth
A = the drainage area (ft^2).

First Flush

$$V_{FF} = C_{FF}*P/12*A$$

Where:

V_{FF} = the First-Flush retention volume (ft^3)
C_{FF} = the runoff coefficient (set=1)
P = the First-Flush rainfall depth (0.5 inches)
A = the drainage area (ft^2).

Pre vs. Post

$$V_{PP} = P/12*(C_D-C_E)*A$$

Where:

V_{PP} = the Pre vs. Post retention volume (ft^3)
C_E = the runoff existing conditions coefficient
C_D = the runoff developed conditions coefficient
P = the 100-year, 2-hour rainfall depth
A = the drainage area (ft^2).

Interim storage basins detailed on Figure 3 have been sized to retain the 100-year, 2-hour event runoff from the proposed tributary onsite and offsite areas. Retention calculations are provided in Appendix D. Runoff coefficients for tributary drainage areas were referenced from Table 2-1 of the PCDM, Volume II, and detailed in Table 1 below.

Table 1: Land Use Runoff Coefficients "C"

Land Use	2-Year "C" Coefficient	100-Year "C" Coefficient
Pavement and Rooftops	0.85	0.95
Industrial 2	0.80	0.95
Undeveloped Desert	0.40	0.50

The applicable runoff coefficients from this table are weighted based on the land uses and gross areas, presented in Appendix B. Interim retention basins have generally been graded such that the basin bottom is 1-foot below the retention basin outfall elevation.

5.2 DISSIPATION OF STORED RUNOFF

Stormwater storage basins will be designed such that retained runoff is discharged within 36 hours of the storm event in accordance with the PCDM. Outlet facilities will generally consist of natural infiltration and bleed-off pipes. Drywells may be utilized where physical constraints do not permit bleed-off capabilities. In general, basins have been sized to retain, at a minimum, 100-year, 2-hour for interim conditions. Post construction geotechnical tests will be performed in order to determine the actual drywell disposal rate as well as the natural infiltration rate of each basin.

5.3 PRELIMINARY PROPOSED CHANNEL CONVEYANCE

Preliminary hydraulic conveyance structures have been designed to handle offsite and onsite flows for the site generated by the 100-year storm. These analyses were performed using the AutoCAD extension program Hydraflow Express. Preliminary channel reports for each channel segment are found in Appendix B. Each of the channels and interior overflow corridors were modeled individually using standards set forth by the City and/or procedures from the PCDM.

Manning's n: All channels within the Site will consist of a soil cement lining with a Manning's n value of 0.025.

Slope: The slope for each of the channels will be calculated based on the preliminary grading design.

Velocity: Velocities in the soil cement channel have been designed to limit erosion for selected lining.

Freeboard: All Channels have a minimum freeboard of one foot.

5.4 CULVERT DESIGN

Culverts will be utilized throughout the Site where flow will need to be conveyed beneath roadways. Preliminary culvert calculations will be designed based upon the peak 100-year flows determined at final design.

Riprap aprons will be placed downstream of all culvert outlets to protect against scour, provide uniform spreading of flows, and decrease flow velocities. These aprons will be designed in accordance with the PCDM, as part of the final improvement plans.

5.5 INLET SIZING

At final design all catch basins/scuppers will be designed to collect the 10-year peak flow. Openings will be designed with a 0.5 foot ponding depth for the 10-year storm

event. Events in excess of the 10-year event will overtop the curb and drain into their respective retention basins. Design will be performed according to the PCDM.

The inlet capacities will be calculated according to the following equation:

$$Q = C_W (LF_{CL} + 1.8W) d^{1.5}$$

Where:

C_W = the weir coefficient (2.3)
W = the width of gutter (2 ft)
F_{CL} = clogging factor for curb-open catch basin/scupper (0.8)
d = depth of flow
L = length of curb-opening

Catch basin sizing calculations will be included in the final drainage report.

5.6 STORM DRAIN OUTLET STRUCTURES

Riprap aprons will be designed downstream of all storm drain pipe and scupper outlets to protect against scour, provide uniform spreading of flows, and decrease flow velocities and will be specified in the final drainage report.

5.7 ULTIMATE OUTFALL

The ultimate outfall for the Project is along the northern boundary of the site. Runoff exceeding the retention basins onsite overtops the northern spreader basin at an elevation of approximately 1,576', and continues to drain to the northwest, away from the Project.

5.8 FINISHED FLOORS

Finished floor elevations for the Project will be set a minimum of 1 foot above the 100-year flow outfall elevation from each retention basin, drainage corridor, and adjacent emergency outfalls of any basin.

6.0 SUMMARY AND CONCLUSIONS

The drainage system for Daybreak Industrial will be designed in accordance with all applicable City of Eloy and Pinal County drainage design guidelines and the drainage patterns outlined for adjacent developments. No adverse impacts to offsite properties are anticipated as a result of these improvements. Existing drainage patterns will be maintained throughout and around the Project.

- Onsite flows will be conveyed to retention basins near low points in the site via surface flow and, when necessary, storm drain pipes.
- Onsite retention basins will be provided with either a 100-year, 2-hour volume or the greater of the First Flush or Pre Vs. Post calculated volume. Emergency overflow corridors will be provided at the outfall of retention basins to convey excess runoff downstream.

- Retention basins will be drained within 36 hours. The dewatering of the retention basins will be accomplished with the use of drywells, bleed-off or a combination thereof.
- Culverts will convey the peak 100-year rainfall runoff according to City's design parameters.
- All finished floor elevations will be set at a minimum of 12 inches above the 100-year water surface elevations in adjacent drainage ways and the lowest outfall.
- Erosion will be effectively controlled through the use of riprap outlet protection placed downstream of all culvert, storm drain, and other discharge points to protect against scour.

7.0 REFERENCES

EPS Group, March 2012. *Preliminary Drainage Report for Daybreak Industrial Park.* EPS Group, Mesa, AZ

EPS Group, March 2024. *National Gypsum Wallboard Facility Improvement Floodplain Use Permit.* EPS Group, Mesa, AZ

Entellus, April 2014. *Eloy Industrial Park Hydrologic Analysis.* Pinal County, AZ

Pinal County 2004a. *Pinal County Drainage Manual, Volume 1 – Design Criteria.* August 2004. Pinal County, Arizona.

Pinal County 2004b. *Pinal County Drainage Manual, Volume 2 – Design Methodology and Procedures.* August 2004. Pinal County, Arizona.

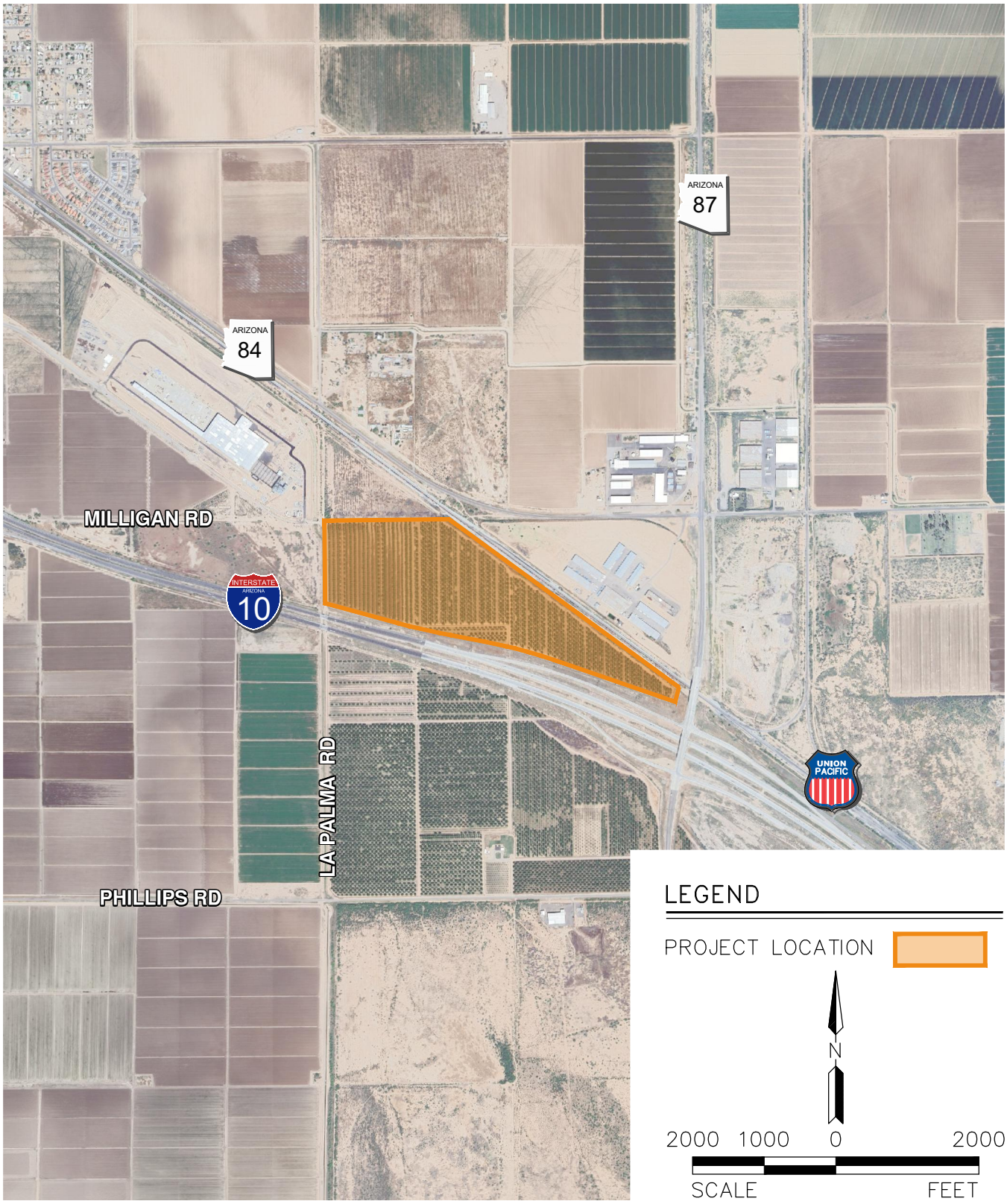
Pinal County, (1998). *Pinal County Drainage Ordinance*. November 1998. Pinal County, Arizona.

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APPENDIX A

FIGURES



PROJ.NO.:	2606
DATE:	SEP 2024
SCALE:	1" = 2,000'
DRAWN BY:	DM
CHECKED BY:	BB

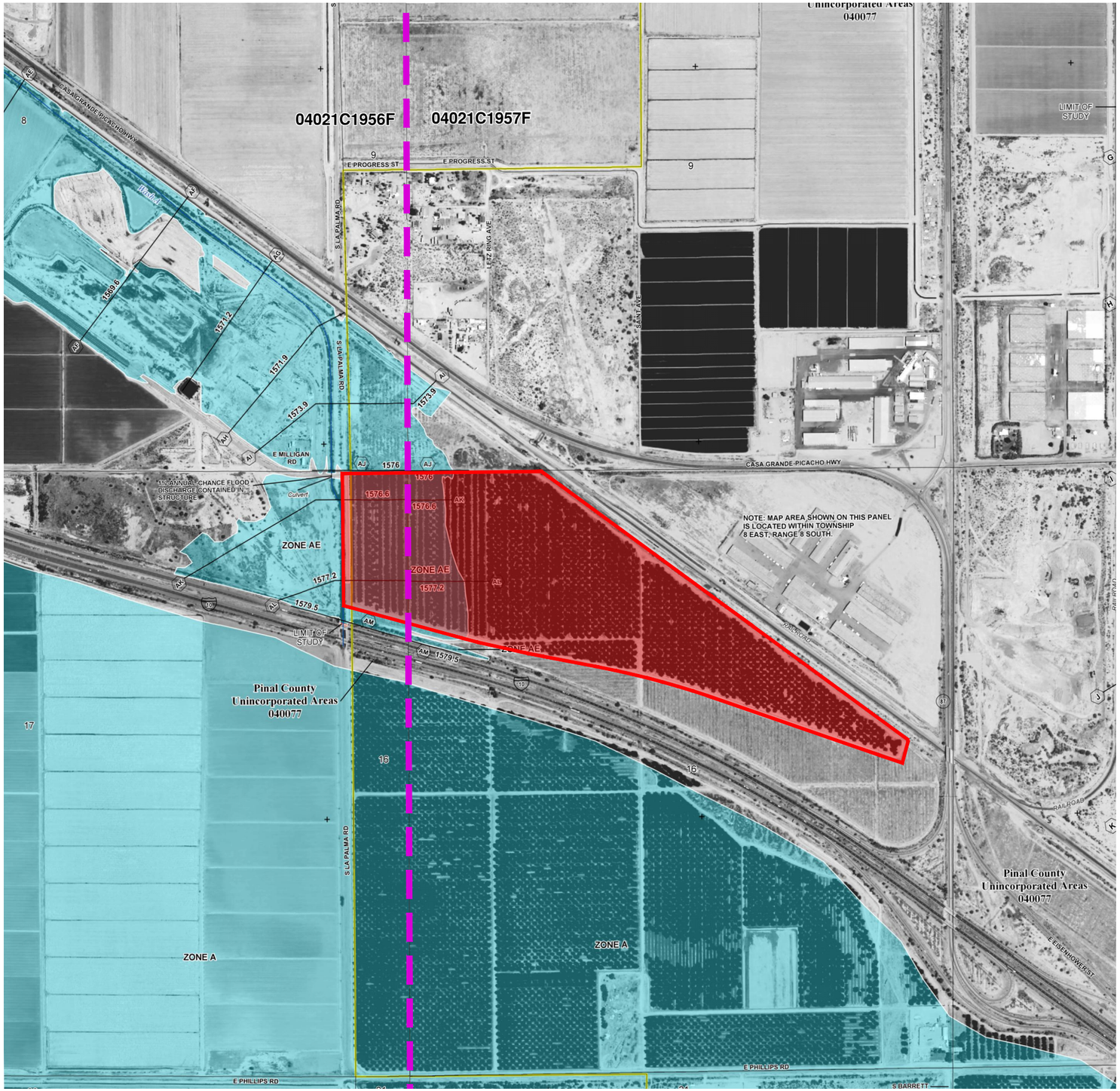
DAYBREAK INDUSTRIAL

CITY OF ELOY, ARIZONA

FIG 1: VICINITY MAP

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NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1956 OF 2575

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1956	F
PINAL COUNTY	040077	1956	F

VERSION NUMBER
2.3.3.0
MAP NUMBER
04021C1956F
MAP REVISED
MAY 16, 2019



NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1957 OF 2575

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1957	F
PINAL COUNTY	040077	1957	F

VERSION NUMBER
2.3.3.0
MAP NUMBER
04021C1957F
MAP REVISED
MAY 16, 2019

LEGEND

PROJECT LOCATION

FEMA MAP LIMITS

N

1000 500 0 1000
SCALE FEET

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DAYBREAK INDUSTRIAL
CITY OF ELOY, ARIZONA

FIG 2: FEMA FLOOD MAP

PROJ. NO.: 2606
DATE: SEP 2024
SCALE: 1" = 1,000'
DRAWN BY: DM
CHECKED BY: BB

© Copyright, 2024, HILGARTWILSON, LLC

U:\2600\2606\2606.01 Cardon Hiatt Investments\REPORTS\DRAINAGE\PDR\Exhibits\2606 Fig 2 – FEMA Flood Plan.dwg 9/18/2024 11:09 AM

RB-1A
HWE=1578.00
BOT=1577.00
V_{REQ}=46,156 CF
V_{PVD}=51,827 CF

SPREADER BASIN
BASINLENGTH=560'
OVERTOPPING Q=1682 CFS
OVERTOPPING DEPTH=0.70'

RB-2A
HWE=1577.50
BOT=1576.50
V_{REQ}=59,221 CF
V_{PVD}=62,759 CF

RB-3A
HWE=1579.00
BOT=1578.00
V_{REQ}=78,490 CF
V_{PVD}=81,815 CF

RB-4B
HWE=1580.00
BOT=1579.00
V_{REQ}=9,679 CF
V_{PVD}=10,509 CF

RB-4A
HWE=1580.00
BOT=1579.00
V_{REQ}=38,424 CF
V_{PVD}=39,419 CF

RB-5A
HWE=1582.50
BOT=1581.50
V_{REQ}=62,879 CF
V_{PVD}=64,653 CF

RB-6A
HWE=1580.00
BOT=1579.00
V_{REQ}=58,293 CF
V_{PVD}=61,855 CF

RB-7A
HWE=1579.50
BOT=1578.50
V_{REQ}=49,427 CF
V_{PVD}=56,022 CF

RB-8A
HWE=1579.00
BOT=1578.00
V_{REQ}=63,372 CF
V_{PVD}=69,097 CF

RB-1B/CHANNEL
V_{REQ}=15,100 CF
V_{PVD}=710,392 CF

CHANNEL 2
SOIL CEMENT
BOTTOM WIDTH=105'
TOP WIDTH=141'
TOTAL DEPTH=4.5'
VOLUME=710,392 CF
SIDE SLOPES=2:1

CHANNEL 1
SOIL CEMENT
BOTTOM WIDTH=10'
TOP WIDTH=34'
TOTAL DEPTH=3.00'
SIDE SLOPES=4:1

DETENTION BASIN 1

DATE ST

LA PALMA RD

ARIZONA 84

ARIZONA 87

UNION PACIFIC

INTERSTATE ARIZONA 10

PARCEL 1
PARCEL 2
PARCEL 3
PARCEL 4
PARCEL 5
PARCEL 6
PARCEL 7
PARCEL 8

ON-1A
ON-1B
ON-2A
ON-2B
ON-3A
ON-3B
ON-4A
ON-4B
ON-5A
ON-6A
ON-6B.1
ON-6B.2
ON-7A
ON-8A
ON-8B
OFF-1

RB-1A
RB-2A
RB-3A
RB-4A
RB-5A
RB-6A
RB-7A
RB-8A

Q_{100}=1390 cfs
Q_{100}=2780 cfs
Q_{100}=30 cfs
Q_{100}=103 cfs

LEGEND

- PROJECT BOUNDARY
- PARCEL BOUNDARY
- DRAINAGE AREA (ONSITE)
- DRAINAGE AREA (OFFSITE)
- ROUTING -R-XX-
- FLOW PATH
- FEMA FLOODPLAIN
- FLOODPLAIN PROPOSED TO BE REMOVED
- DRAINAGE CHANNEL (PROPOSED)
- DRAINAGE AREA ID (ONSITE) ON-XX
- 100-YEAR PEAK FLOW Q_{100}-XXX cfs
- RETENTION BASIN ID RB-XX
- RETENTION BASIN
- FLOW ARROW
- ULTIMATE OUTFALL
- CULVERT CROSSING (EXISTING)

N

250 0 250 500
SCALE: 1" = 250'

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DAYBREAK INDUSTRIAL

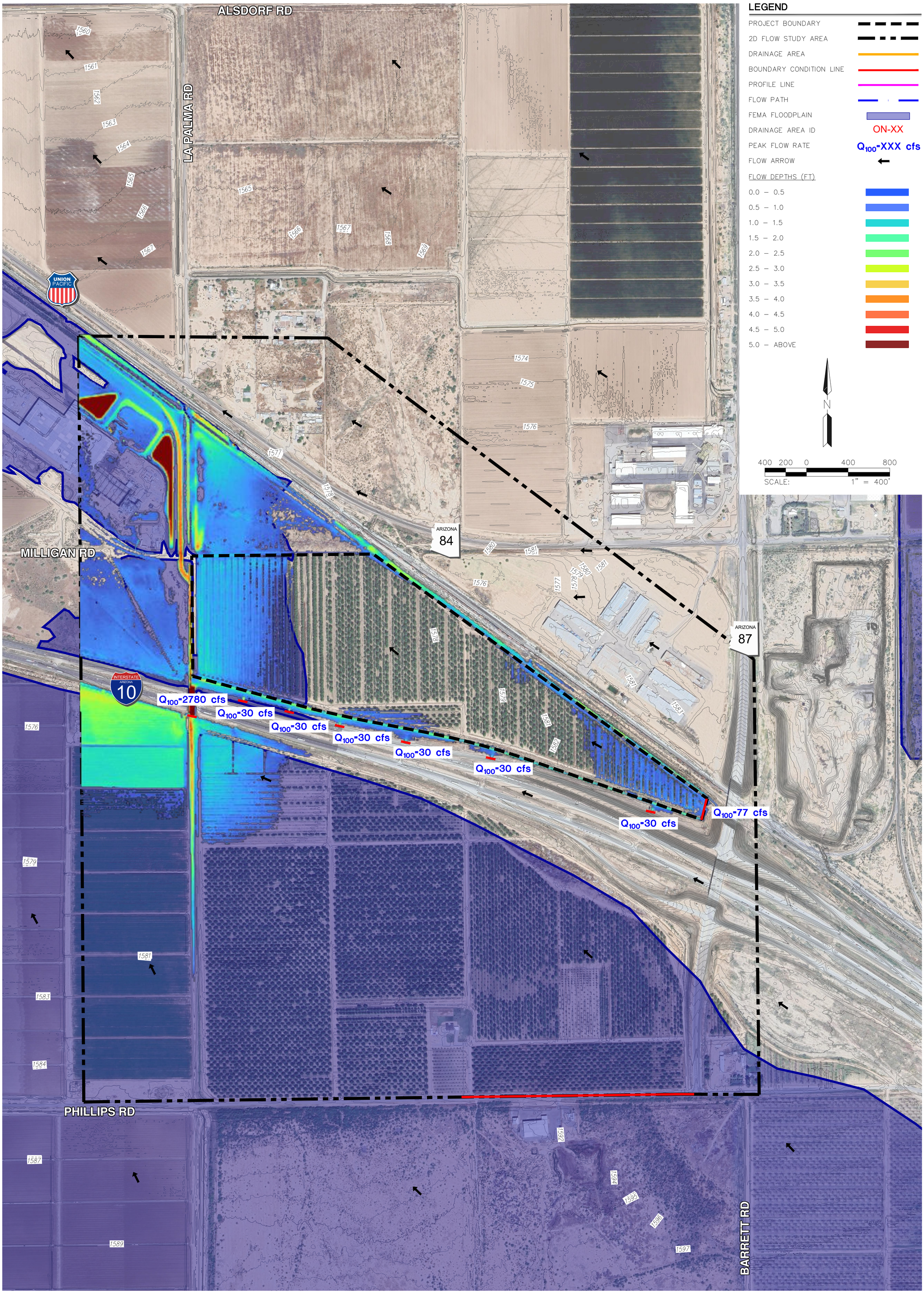
CITY OF ELOY, ARIZONA

INTERIM DRAINAGE PLAN

HILGARTWILSON
PROJ NO.: 2606
DATE: MAY 2025
SCALE: 1" = 250
DRAWN: DM
DESIGNED: BS
APPROVED: BB
DWG. NO.
SHT. OF

U:\2600\2606\2606.01 Cardon Hiatt Investments\REPORTS\DRAINAGE\Interim Conditions\Exhibits\2606 Fig 3 - Interim Conditions Drainage Map.dwg 5/6/2025 7:24 AM

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LEGEND

- PROJECT BOUNDARY
- 2D FLOW STUDY AREA
- DRAINAGE AREA
- BOUNDARY CONDITION LINE
- PROFILE LINE
- FLOW PATH
- FEMA FLOODPLAIN
- DRAINAGE AREA ID — ON-XX
- PEAK FLOW RATE — Q_{100}-XXX cfs
- FLOW ARROW

FLOW DEPTHS (FT)

- 0.0 – 0.5
- 0.5 – 1.0
- 1.0 – 1.5
- 1.5 – 2.0
- 2.0 – 2.5
- 2.5 – 3.0
- 3.0 – 3.5
- 3.5 – 4.0
- 4.0 – 4.5
- 4.5 – 5.0
- 5.0 – ABOVE

N

400 200 0 400 800

SCALE: 1" = 400'

U:\2600\2606\2606.01 Cordon Hiatt Investments\REPORTS\DRAINAGE\Interim Conditions\Exhibits\2606 Fig 4 – Existing Conditions 2D Hec-Ras Exhibit.dwg 5/6/2025 7:39 AM

HILGARTWILSON

PROJ NO.:	2606
DATE:	MAY 2025
SCALE:	1" = 400'
DRAWN:	DM
DESIGNED:	BS
APPROVED:	BB

SHT. OF DWG. NO.

DAYBREAK INDUSTRIAL

CITY OF ELOY, ARIZONA

FIG 4: EXISTING CONDITIONS 2D HEC-RAS EXIHIBT

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APPENDIX B

PRELIMINARY HYDRAULIC CALCULATIONS

Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Wednesday, Sep 18 2024

Channel 1

Trapezoidal

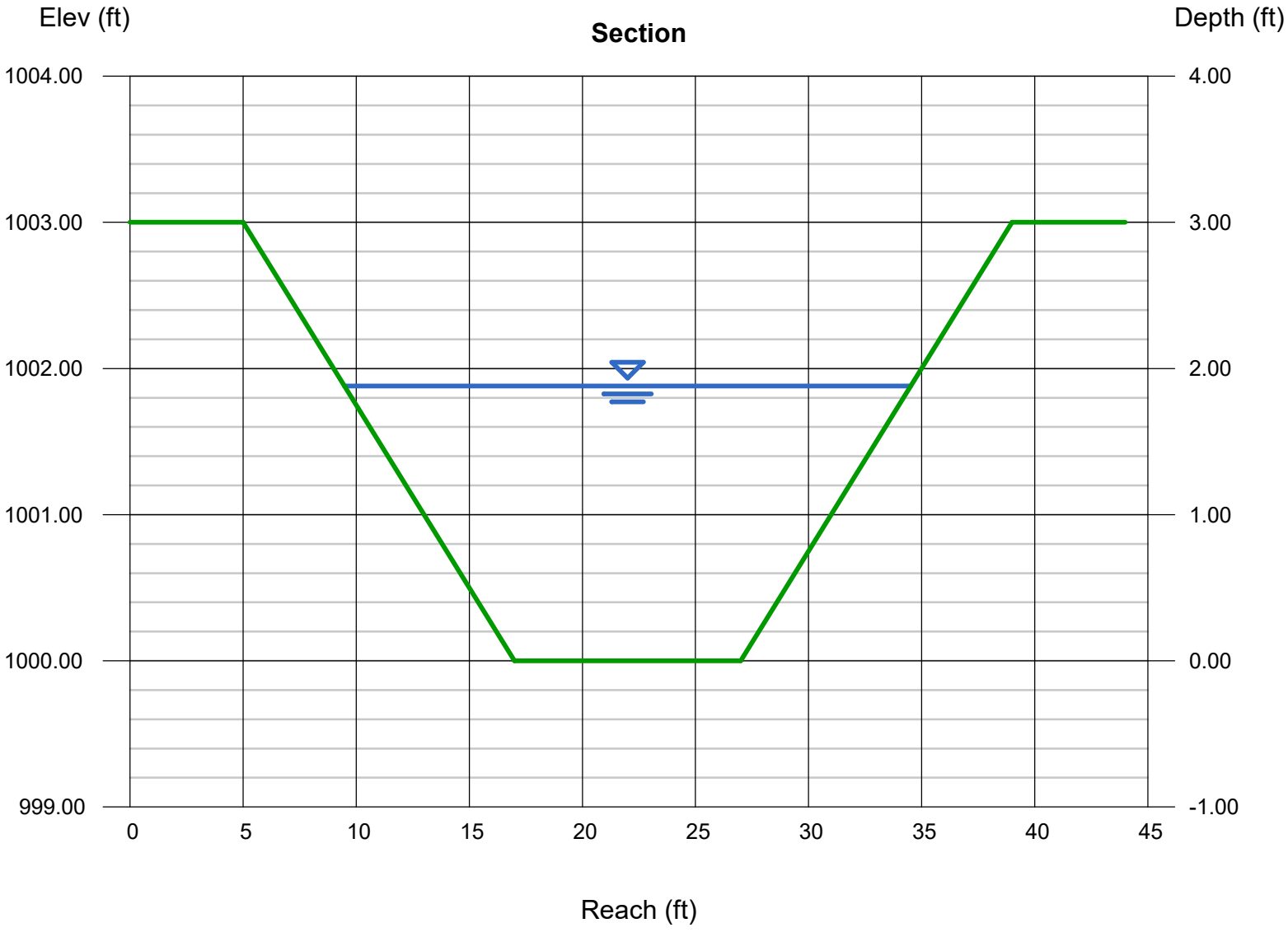
Bottom Width (ft)	= 10.00
Side Slopes (z:1)	= 4.00, 4.00
Total Depth (ft)	= 3.00
Invert Elev (ft)	= 1000.00
Slope (%)	= 0.20
N-Value	= 0.025

Calculations

Compute by:	Known Q
Known Q (cfs)	= 103.00

Highlighted

Depth (ft)	= 1.88
Q (cfs)	= 103.00
Area (sqft)	= 32.94
Velocity (ft/s)	= 3.13
Wetted Perim (ft)	= 25.50
Crit Depth, Yc (ft)	= 1.26
Top Width (ft)	= 25.04
EGL (ft)	= 2.03



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Monday, Sep 23 2024

Soil Cement Channel Option

Trapezoidal

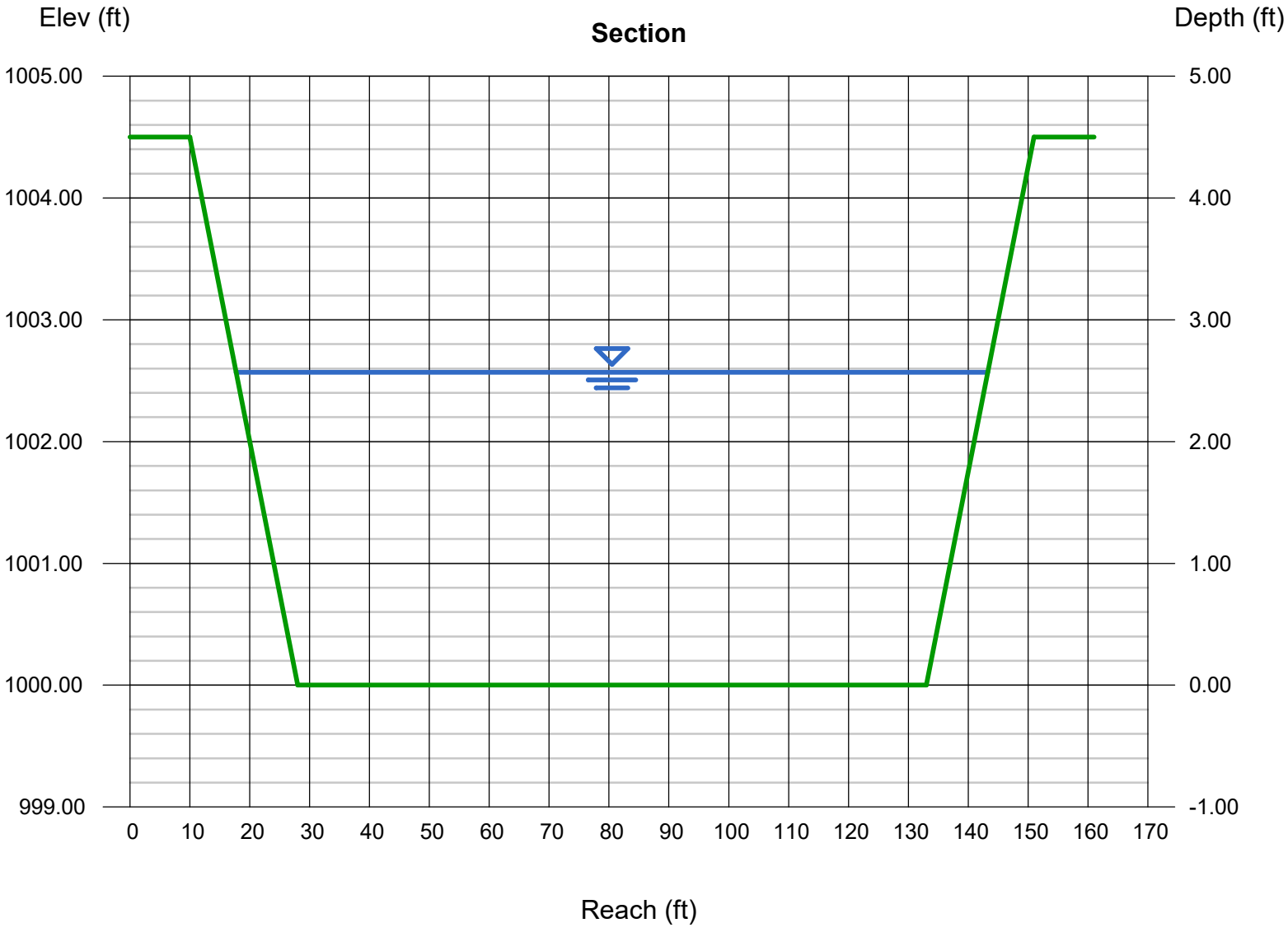
Bottom Width (ft)	= 105.00
Side Slopes (z:1)	= 4.00, 4.00
Total Depth (ft)	= 4.50
Invert Elev (ft)	= 1000.00
Slope (%)	= 0.20
N-Value	= 0.025

Calculations

Compute by:	Known Q
Known Q (cfs)	= 1390.00

Highlighted

Depth (ft)	= 2.57
Q (cfs)	= 1,390
Area (sqft)	= 296.27
Velocity (ft/s)	= 4.69
Wetted Perim (ft)	= 126.19
Crit Depth, Yc (ft)	= 1.73
Top Width (ft)	= 125.56
EGL (ft)	= 2.91



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APPENDIX C

PRELIMINARY RETENTION AND DEWATERING CALCULATIONS

DRAINAGE SUBAREA SUMMARY TABLE

Project: 2606 - Daybreak Industrial

Prepared by: BS

Date: May, 2025

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ENGINEER | PLAN | SURVEY | MANAGE

Drainage Subarea ID(s)	Concentration Point	Land Use Category[1]			Total Area	Total Area	Length of Longest Flowpath	Length of Longest Flowpath	Top Elevation	Bottom Elevation	Change in Elevation	Slope	Slope
		Pavement and Rooftops	Industrial 2	Undeveloped Desert									
		[ft^2]	[ft^2]	[ft^2]	[ft^2]	[ac]	[ft]	[mi]	[ft]	[ft]	[ft]	[ft/ft]	[ft/mi]
ON-1A	RB-1A	0	0	469,378	469,378	10.8	578	0.11	1579.8	1577.5	2.3	0.004	21
ON-1B	CHANNEL	80,821	0	0	80,821	1.9	1288	0.24	1582.1	1576.1	6.0	0.005	25
ON-2A	RB-2A	0	0	485,561	485,561	11.1	521	0.10	1580.7	1577.5	3.2	0.006	33
ON-2B	RB-2A	61,415	0	0	61,415	1.4	502	0.10	1580.4	1578.5	2.0	0.004	21
ON-3A	RB-3A	0	0	370,499	370,499	8.5	619	0.12	1583.3	1579.0	4.3	0.007	37
ON-3B	RB-3A	188,873	0	0	188,873	4.3	1768	0.33	1584.9	1577.8	7.1	0.004	21
ON-4A	RB-4A	0	0	390,752	390,752	9.0	627	0.12	1582.6	1580.0	2.6	0.004	22
ON-4B	RB-4B	51,807	0	0	51,807	1.2	416	0.08	1583.3	1581.9	1.4	0.003	18
ON-5A	RB-5A	0	0	639,447	639,447	14.7	1560	0.30	1587.0	1582.5	4.5	0.003	15
ON-6A	RB-6A	0	0	524,884	524,884	12.0	822	0.16	1581.9	1580.0	1.9	0.002	12
ON-6B.1	RB-6A	36,233	0	0	36,233	0.8	719	0.14	1583.3	1580.5	2.8	0.004	21
ON-6B.2	RB-6A	35,753	0	0	35,753	0.8	731	0.14	1583.3	1580.5	2.8	0.004	20
ON-7A	RB-7A	0	0	502,646	502,646	11.5	701	0.13	1580.9	1579.5	1.4	0.002	11
ON-8A	RB-8A	0	0	492,798	492,798	11.3	704	0.13	1580.4	1579.0	1.4	0.002	10
ON-8B	RB-8A	79,823	0	0	79,823	1.8	735	0.14	1583.0	1580.1	2.9	0.004	21
OFF-1	CHANNEL	0	0	867,123	867,123	19.9	FOR RETENTION PURPOSES ONLY						
	TOTAL	**382,916**	**0**	**2,355,637**	**2,738,553**	**63**							

(1) From Table 2-1 of the PCDM, Volume II Drainage Manual for Pinal County, Arizona: Volume II (August, 2004)

WEIGHTED RUNOFF COEFFICIENT CALCULATIONS

Project: 2606 - Daybreak Industrial

Prepared by: BS

Date: May, 2025

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Land use[1]	2 & 10-Year C Coefficient	100-Year C Coefficient
Pavement and Rooftops	0.85	0.95
Industrial 2	0.80	0.95
Undeveloped Desert	0.40	0.50

(1) From Table 2-1 of the PCDM, Volume II Drainage Manual for Pinal County, Arizona: Volume II (August, 2004)

Drainage Subarea ID(s)	Concentration Point	Subarea Surface Types & Areas					Weighted C Coefficient	
		Pavement and Rooftops [ft^2]	Industrial 2 [ft^2]	Undeveloped Desert [ft^2]	Agricultural [ft^2]	Total Area [ft^2]	C_w - 2 & 10 Year	C_w - 100 Year
ON-1A	RB-1A	0	0	469,378	0	469,378	0.40	0.50
ON-1B	CHANNEL	80,821	0	0	0	80,821	0.85	0.95
ON-2A	RB-2A	0	0	485,561	0	485,561	0.40	0.50
ON-2B	RB-2A	61,415	0	0	0	61,415	0.85	0.95
ON-3A	RB-3A	0	0	370,499	0	370,499	0.40	0.50
ON-3B	RB-3A	188,873	0	0	0	188,873	0.85	0.95
ON-4A	RB-4A	0	0	390,752	0	390,752	0.40	0.50
ON-4B	RB-4B	51,807	0	0	0	51,807	0.85	0.95
ON-5A	RB-5A	0	0	639,447	0	639,447	0.40	0.50
ON-6A	RB-6A	0	0	524,884	0	524,884	0.40	0.50
ON-6B.1	RB-6A	36,233	0	0	0	36,233	0.85	0.95
ON-6B.2	RB-6A	35,753	0	0	0	35,753	0.85	0.95
ON-7A	RB-7A	0	0	502,646	0	502,646	0.40	0.50
ON-8A	RB-8A	0	0	492,798	0	492,798	0.40	0.50
ON-8B	RB-8A	79,823	0	0	0	79,823	0.85	0.95
OFF-1	CHANNEL	0	0	867,123	0	867,123	0.40	0.50

RETENTION CALCULATIONS TABLE

Project: 2606 - Daybreak Industrial

Prepared by: BS

Date: May, 2025

100-YEAR, 2-HOUR CALCULATIONS

Retention Volume Required (100-Year, 2-Hour) = C * (P/12) * A

C = -Developed condition "C" Value

P = 2.36 in - Precipitation depth associated with the 100-year, 2-hour storm event (NOAA Atlas 14)

A = -Plan-view area of an individual drainage area

Retention Basin ID	Drainage Area ID	Area	Weighted Runoff Coefficient (100-YR)	Runoff Volume Required for 100-Year, 2-Hour	TOTAL Retention Required	TOTAL Retention Volume Provided	Provides Required Retention Volume?
		[ft^2]		[ft^3]	[ft^3]	[ft^3]	[YES/NO]
RB-1A	ON-1A	469,378	0.50	46,156	**46,156**	**51,827**	YES
RB-1B/CHANNEL	ON-1B	80,821	0.95	15,100	**15,100**	**710,392**	YES
RB-2A	ON-2A	485,561	0.50	47,747	**59,221**	**62,759**	YES
	ON-2B	61,415	0.95	11,474			
RB-3A	ON-3A	370,499	0.50	36,432	**78,490**	**78,490**	YES
	ON-3B	188,873	0.95	35,288			
	ON-6B.1	36,233	0.95	6,770			
RB-4A	ON-4A	390,752	0.50	38,424	**38,424**	**38,424**	YES
RB-4B	ON-4B	51,807	0.95	9,679	**9,679**	**10,509**	YES
RB-5A	ON-5A	639,447	0.50	62,879	**62,879**	**64,653**	YES
RB-6A	ON-6A	524,884	0.50	51,614	**58,293**	**61,855**	YES
	ON-6B.2	35,753	0.95	6,680			
RB-7A	ON-7A	502,646	0.50	49,427	**49,427**	**49,427**	YES
RB-8A	ON-8A	492,798	0.50	48,458	**63,372**	**69,097**	YES
	ON-8B	79,823	0.95	14,914			
					481,041	**1,197,433**	

NOTES:

(1) NOAA Atlas 14, Volume 1, Version 5, Point Precipitation Frequency Estimates (100-year, 2-hour).

(2) Utilized only for determining volume to be dewatered via drywell and/or natural infiltration.

CALCULATIONS FOR BLEED-OFF DEWATERING OF BASINS

Project: 2606 - Daybreak Industrial

Prepared by: BS

Date: May, 2025

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RUNOFF TYPE	EQUATION	VARIABLES	VALUE	UNITS
Retained Volume	**Flow Through Bleed-Off Pipe**	C_o = orifice coefficient	0.67	N/A
		g = gravitational constant	32.2	ft/sec^2
	$Q_o = C_oA(2gh)^{1/2}$	A = area of orifice	$= \pi * ((d/2)/12)^2$	ft^2
		d = orifice diameter	varies	in
	Bleed-Off Pipe Drain Time	V = Volume to be dewatered	varies	ft^3
	Time = V / Q_o / 3600	Q_o = orifice flow	varies	cfs

Retention Basin ID	Volume to be Dewatered (Volume Provided - First Flush Volume Required)[1]	Water Surface Elevation	Area	Depth (H)	Incremental Volume	Orifice Diameter	Q_o	Drain Time
	[cf]	[ft]	[ft^2]	[ft]		[in]	[cfs]	[hr]
Channel	710,392	1,576.00	316,281.80	4.00	--	10.00	-	--
		1,575.00	240,136.81	3.00	278,209		7.76	9.96
		1,574.00	175,075.99	2.00	207,606		6.56	8.79
		1,573.00	109,389.48	1.00	142,233		5.08	7.78
		1,572.00	55,297.19	0.00	82,343		2.93	7.80
					Σ			**34.3**

NOTES:

(1) Volume to be dewatered equal to the lesser of the 100-year, 2-hour volume required and the volume provided, minus the volume retained within basin below invert of orifice plate.

(2) Total Volume to be dewatered includes overflow from upstream basins

(3) The average water depth is equal to half of the water depth in the basin, above the orifice, when it is operating at maximum capacity (1 foot)

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HAS JOINED COLLIERS ENGINEERING & DESIGN

APPENDIX D

PREVIOUS DRAINAGE STUDY EXCERPTS

1130 N. Alma School Road, Suite 120, Mesa, AZ 85201 | T: 480.503.2250 | F: 480.503.2258 | **www.epsgroupinc.com**

Revised March 2024

Mr. Josh Plumb, P.E.
County Engineer
Flood Control Division
Pinal County
31 North Pinal Street, Building F
Florence, AZ 85132

Re: National Gypsum Wallboard Facility Improvement (Floodplain Use Permit Analysis & Request)

Mr. Wanamaker:
The purpose of this letter is for a narrative and explanation of results of analysis for the proposed construction of National Gypsum Wallboard Facility Improvement ('project"/"project site") and proposed improvements. The location of the property is shown below in **Figure 1A – Eloy Project Location**, and further shown in **Figure 1B – Project Vicinity and Parcel Information**.



Figure 1A - Eloy Project Location

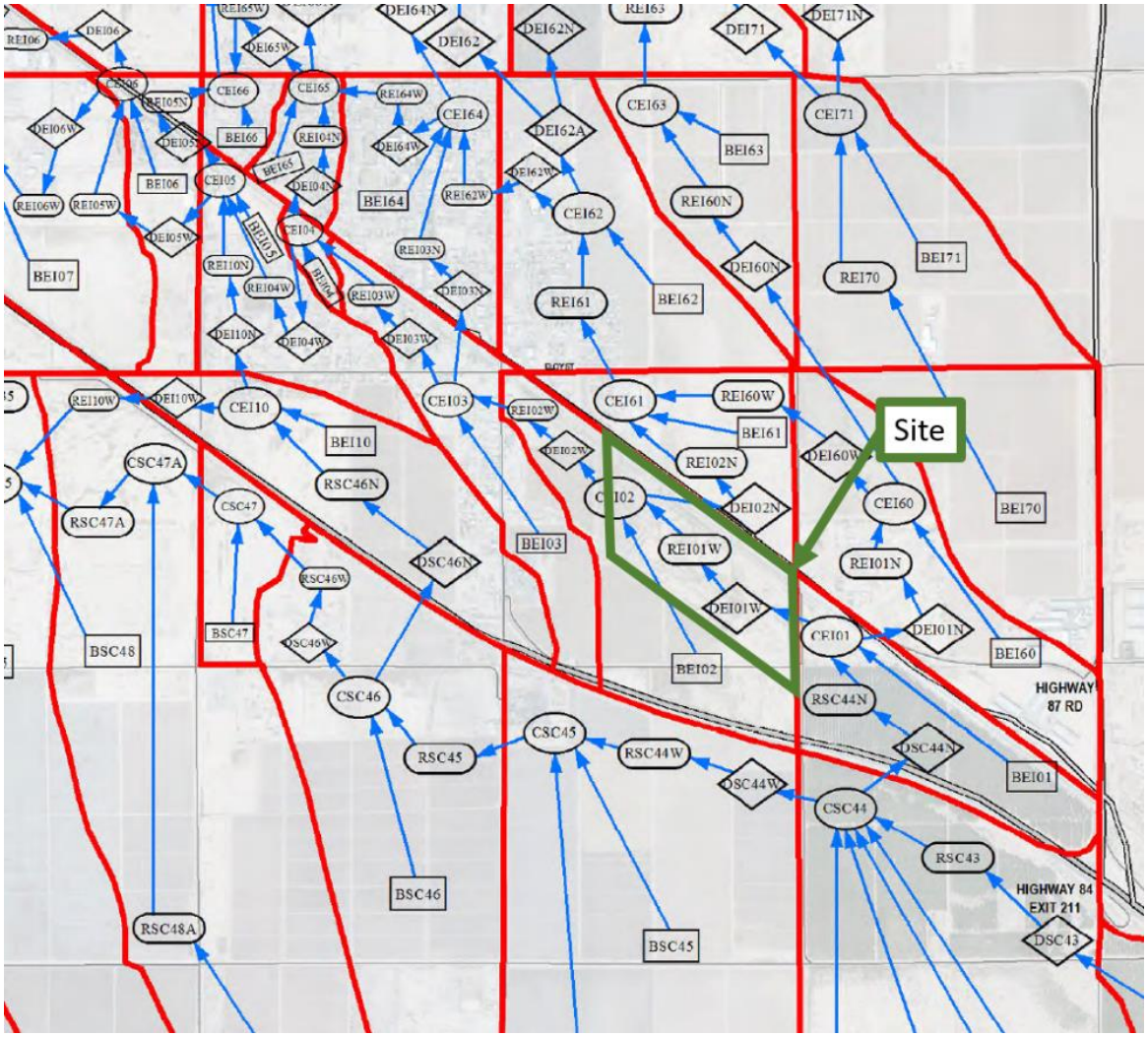


Figure 3 - Effective Drainage Conditions

As seen in **Figure 3 - Effective Drainage Conditions**, the hydrology used for the HEC-RAS study of this request provides 2,780 cfs near the boundary of the project site. Refer to the HEC-RAS file provided for this floodplain use permit request which contains boundary conditions to represent I-10 culverts and the wash under I-10 as inflows to the site.

The inflows from the HEC-1 analysis were extracted as hydrographs and used as inputs for a RAS 2D model covering the site, adjacent farm fields, and lengths of the wash upstream and downstream of the site. The analysis also accounted for culverts which pass flow underneath I-10 between Sunshine Boulevard and La Palma Road.

Figure 4 – Existing Flood Condition shows the existing drainage model which is based off of the hydrology from the Eloy Industrial Park Flood Insurance Study for the 100-year storm.

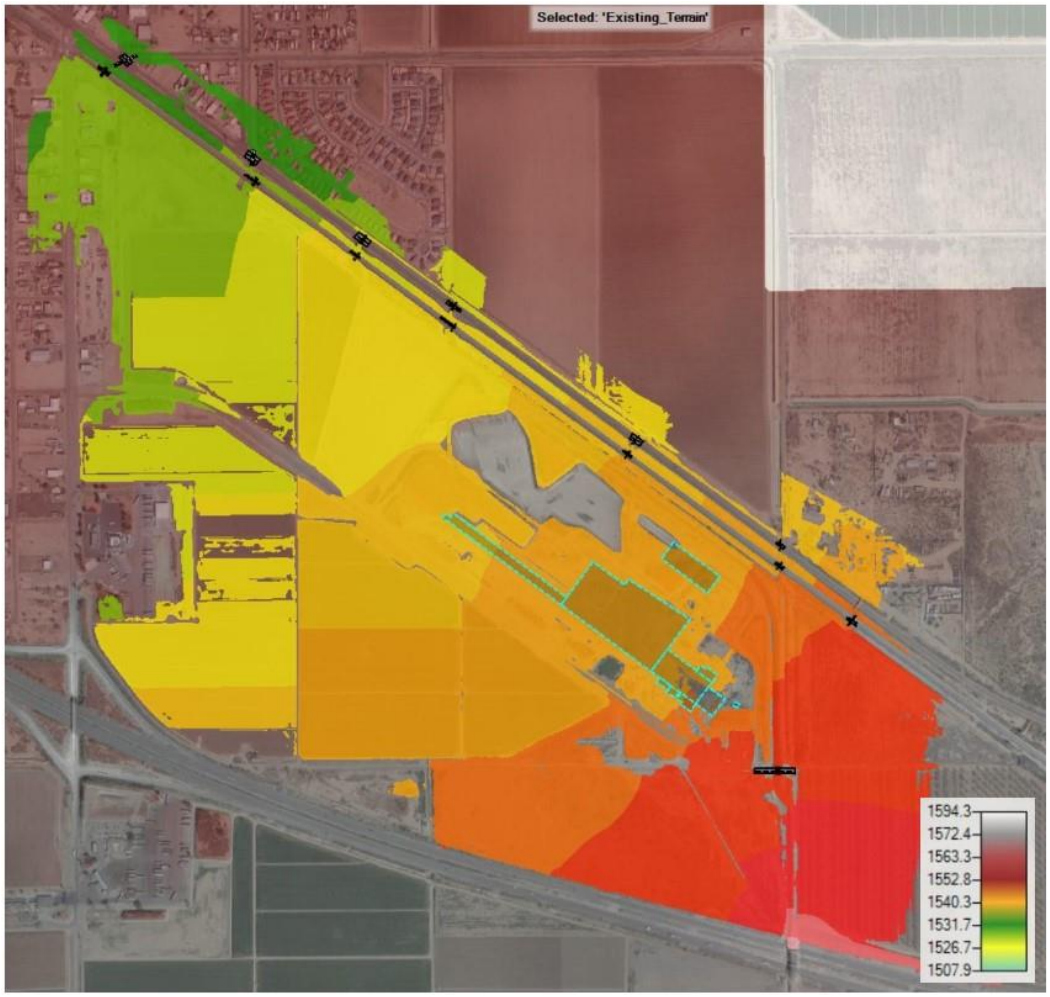


Figure 4 – Existing Flood Condition

The existing model was modified to reflect topographical changes and construction on the project site in the post-project condition. **Figure 5 – Post-Project Flood Condition** shows the water surface elevations throughout the model domain in the post-project flood condition. A freeboard table was created using WSE results adjacent to each proposed building at its most upstream end, and the building's finished floor (FF) value.

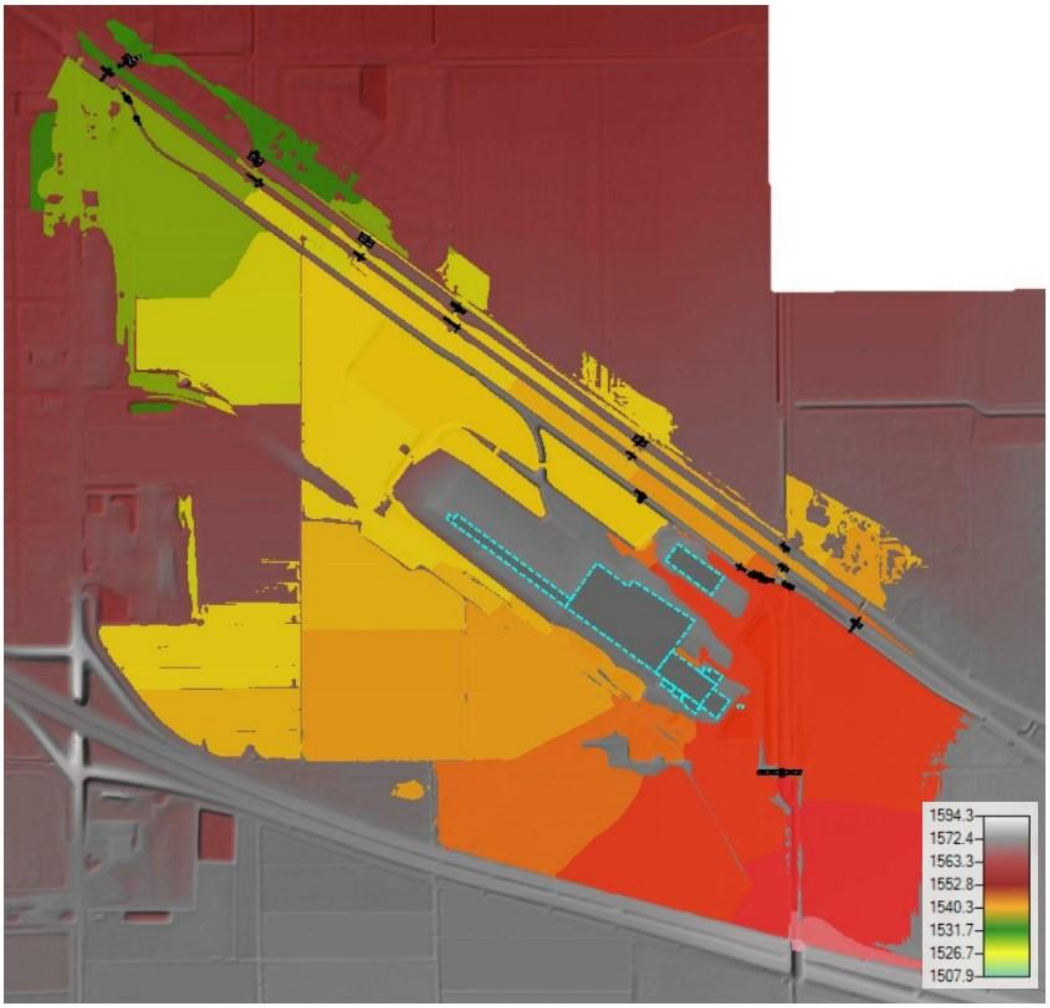


Figure 5 – Post-Project Flood Condition

The request for a Floodplain Use Permit is to benefit the construction of the project. The project is intended to be situated in the floodplain and constructed without the intended course of map revision by CLOMR/LOMR. The development site will remain in the effective flood zone, only changing if done by another regional flood control study. The portion of the project that lies in the floodplain includes manufacturing machinery, industrial buildings, graded open space areas, and piping infrastructure. Any associated site improvements will still allow free-flow of offsite drainage and existing flow will not be inhibited. Buildings to be constructed as part of the proposed improvements will lie one-foot or greater above the base flood elevation established by the Eloy Industrial Park Flood Insurance Study. See **Figure 6 – Site Improvements** for an overview of proposed improvements. A copy of the proposed grading and drainage plans have been submitted with this application.

Request for Floodplain Use Permit

This application requests a Floodplain Use Permit for this project site as the analysis of the floodplain conditions conclude that the improvements for the project will work to promote conveyance of flows as studied from the effective conditions with addition of the proposed project site for developed conditions.

With this application we affirm the statement that the proposed development meets the minimum requirements of the Pinal County Floodplain Management Ordinance and that the development does not result in an adverse effect to the adjacent properties.

We appreciate your review and consideration of this request for Floodplain Use Permit for the subject project. If you have any questions or require any additional information, please feel free to contact me.

Sincerely,

Joel P. Saurey, P.E.
EPS Group, Inc.
(480) 503-2250
joel.saurey@epsgroupinc.com



eps group, Inc.
Engineers, Planners & Surveyors

Preliminary Drainage Report

For

Daybreak Industrial Park

City of Eloy, Pinal County, Arizona

Owner/Developer
CARDON HIATT COMPANIES
1223 S. Clearview Avenue; Suite 105
Mesa AZ 85208



APPROVED

CITY OF ELOY ENGINEER DATE

THE CITY APPROVES THIS REPORT FOR CONCEPT ONLY AND ACCEPTS NO LIABILITY FOR ERRORS OR OMISSIONS

Project No. 11-077.1

Date: December 2011

2045 S. Vineyard Avenue, Suite 101
Mesa, AZ 85210
o: 480.503.2250
f: 480.503.2258

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added as shown in Exhibit 2: Onsite Drainage Exhibit. The easement has been added to assist in obtaining necessary approvals and permits from the governing agencies at the time of final engineering.

3.0 Existing Site Conditions

The existing site is bounded on the north, east, and south by major transportation corridors. To the north is the Union Pacific Railroad (UPRR) and Highway 84. To the east is Highway 87. To the south is Interstate 10. Sunshine Industrial Park and the National Gypsum Wallboard Facility are to the west of Daybreak Industrial Park. Each is at various stages of design or construction.

The existing Daybreak Industrial Park site is a pecan tree farm. The existing ground slopes to the northwest at between approximately 0.20% and 0.40%.

4.0 Offsite Drainage

The Offsite Drainage evaluation for Daybreak Industrial Park is guided largely by the McClellan Wash Watercourse Master Plan Hydrology by HDR Engineers (2010). Though a draft document, this work is in on-going review and finalization with Pinal County.

There are four aspects of offsite drainage that affect the Daybreak Industrial Park. They are described in Detail in the following sections.

4.1 45 cfs along North (Northeast) Boundary

Daybreak Industrial Park is affected by approximately 45 cfs that flows northwest on the south side of the UPRR tracks. This flow is generated, according to the HDR study, by the approximate limits of the project area. This flow represents the only FEMA floodplain to cover the project. A culvert located along the Union Pacific Railroad (UPRR), east of La Palma, and adjacent to the neighboring state land parcel is the eventual outfall of this 45 cfs. A 30' drainage easement has been estimated along the northeast boundary of the project to accommodate this flowing drainage and make consideration for future CLOMR/LOMR processes for this administered special flood hazard area (SFHA). Also, a 40' easement has been provided downstream of the 30' easement to allow for a spreader basin to return flow to pre-developed conditions. Flows from these easements will discharge to the northwest in their historic drainage patterns. See Figure 4 for location of the 30' and 40' easements. See Figure 2 for display of the project FIRM Maps. See Figure 5 for a summary of all offsite flows.

4.2 Regional Flows from South

The Daybreak site is located at the downstream end of a very large regional basin. This offsite flow approaches the project from the south. Area drainage studies rate this flow at approximately 8817 cfs. This regional flow is partially conveyed under Interstate 10 between La Palma and Sunshine in culverts and through the La Palma Interstate 10 Bridge.

Based on prior experience with this regional basin, it is been observed that very little of this flow will reach the Daybreak Industrial site though the culverts under I-10 adjacent to the project. This site is located east of and several feet above the point of discharge from this subarea. Flow in excess of the capacity of the existing facilities in I-10 continues northwest along I-10 and contributes to further downstream points along the Santa Cruz River. See Figure 5: Offsite Drainage Summary

It is estimated that regional runoff that may reach the culverts under I-10 adjacent to the Daybreak project will be lower in magnitude than the runoff that would be generated on the properties located south of and adjacent to the I-10. See Section 4.5 for a discussion of the runoff from the adjacent parcels to the south.

4.3 Wash at the La Palma Alignment

The Daybreak site is affected by the existing wash along the La Palma alignment. From design performed for the neighboring National Gypsum Facility and Sunshine Industrial Park, it has been determined that the wash along the La Palma alignment conveys approximately 350 cfs. The 350 cfs in this wash is a portion of the approximately 8817 cfs from the regional flows from the south.

The wash will be maintained in its current condition. As a part of development of Daybreak Industrial Park, this wash will have to be preserved in its current condition and location. A 45' drainage easement has been provided on the west side of the project to accommodate this existing wash as shown on Figure 4. See Figure 4: Onsite Drainage Map and Figure 5: Offsite Drainage Summary.

4.4 Runoff from I-10

Runoff from the I-10 will be conveyed to the west in drainage swales that have been constructed with the I-10 improvements that are located within the I-10 right-of-way.

It is estimated that runoff from I-10 that may reach the channel adjacent to Daybreak will be lower in magnitude than the runoff that would be generated on the properties located south of and adjacent to the I-10. See Section 4.5 for a discussion of the runoff from the adjacent parcels to the south.

4.5 Adjacent Properties to the South

The Daybreak site is affected by runoff that is generated on properties located south of and adjacent to the I-10. This is runoff generated on the farm fields north of Phillips Road that will flow towards the site. Field investigation has determined that drainage generated south of Phillips Road will flow westerly into the regional wash at the La Palma alignment. See Figure 3: Offsite Drainage Map, for a graphical depiction of the local offsite areas affecting the project. Flow from these local offsite areas will be conveyed under the I-10 freeway by existing culverts corresponding to each of the drainage areas. See Figure 5: Offsite Drainage Summary.

Offsite runoff from the culverts under I-10 will be conveyed in the existing drainage swale constructed within ADOT right-of-way. A supplemental onsite drainage easement located on the south side of the development has been provided for potential conveyance of drainage towards the wash at the La Palma alignment.

The size of the drainage easement provided on the south side of the project (north side of the I-10 freeway) has been estimated based conveyance of the runoff generated on the parcels south of the project west to the wash at the La Palma alignment. Peak flows from these drainage areas have been estimated using the rational method for preliminary sizing of this drainage easement.

5.0 Onsite Drainage

The onsite drainage scheme of this project is to allow each of the thirteen parcels to capture and retain the 100-year, 2-hour rainfall event on the parcels. The right of way adjacent to the parcels will also be retained on the adjacent parcels.

5.1 Rainfall Data

PINAL • COUNTY

Wide open opportunity

ELOY INDUSTRIAL PARK HYDROLOGIC ANALYSIS

TECHNICAL SUPPORT DATA NOTEBOOK

Contract NO. EV11-004

April 2014

[redacted]





Prepared by:

Intelligent Engineering
Innovative *Solutions*

Entellus™

[redacted]

[redacted]

[redacted]

ELOY INDUSTRIAL PARK
HYDROLOGIC ANALYSIS

EV11-004
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4.5.1 Hydrologic Results

One of the major outcomes of the analyses presented in this report and the appendices is the establishment of the Santa Cruz River and Greene Canal split flow through a FLO2D analysis based on current conditions (**Reference 2)**. Previous studies, such as the U.S. Army Corps of Engineers Feasibility Study (**Reference 17**) have recognized that this split flow has changed over the years due to channel degradation and other factors, and studies have utilized significantly different flows for the split flow.

This study also demonstrates that there were significant reductions in flows occurring along the Santa Cruz River downstream of the split with the Greene Canal when compared with other studies estimates. A detailed FEMA floodplain delineation along the south side of the Santa Rosa Canal was conducted back in 1998-1999 (**Reference 21**). This analysis estimated the flow at the Santa Rosa Canal near Eloy at Toltec Highway as being 15,800 cfs compared to 5,500cfs for this study at the same location. This is one documented location of flow reduction in the study area.

Analyzing the results of this study, as expected, a comparison of the results for the three scenarios modeled shows that the peak flow magnitudes were generally higher for Scenario 1. This scenario models the input hydrograph from the Santa Cruz River such that the timing of the Santa Cruz River peak flow and the local peak flow coincide. Complete results of the hydrologic analysis are presented in **Appendix D.6: Hydrologic Calculations**. In addition, the electronic HEC-1 input and output files and DDMSW models are included in **APPENDIX F: DVD**.

The main area of focus for this project is the Eloy Industrial Park which is located between Interstate 10 and the Union Pacific Railroad / State Route 84, and in particular south of the Santa Rosa Canal. An existing Zone A floodplain exists for much of this area from Alsdorf Road and extending north of the Santa Rosa Canal. This section will examine the hydrologic modeling results for the Eloy Industrial Park area south of the Santa Rosa Canal. The results for the Eloy Industrial Park area south of the Santa Rosa Canal are presented in **Plate 5 – Hydrology Results Map (Sheet 2)**. Additionally, **Plate 5 – Hydrology Results Map (Sheet 1)** shows the hydrologic results between Interstate 10 and the Union Pacific Railroad / State Route 84 north of the Santa Rosa Canal.

In the upstream portion of the Eloy Industrial Park area, offsite flow enters the area at a bridge crossing under the Interstate 10 freeway along La Palma Road. This location (HEC-1 concentration point CSC44) receives a considerable amount of flow (7200cfs) and the bridge is able to convey the low flows under the highway without flow leaving the small channel. However, above approximately 500 cfs, flow begins to divert to the west leaving the estimated flow that crosses under the highway at approximately 2700 cfs (DSC44N). There are numerous locations where flow is allowed to leave the Industrial Park area to the north through culverts under the railroad. The first such location occurs to the north along La Palma Rd under the railroad. Here approximately 830 cfs leaves to

the north while 1950 cfs continues within the Industrial Area south of the railroad. Additional flow leaves the project area to the northwest near Sunshine Blvd. A pair of culverts take flow from the channel along the south side of the railroad to channels along Eloy Street and Troyon Ave to the north. There are several other culverts that take flow away from the railroad channel to the north, in particular near Curiel Street, Adams Street and Eleven Mile Corner Road.

There is one additional inflow into the Eloy Industrial Park area south of the Santa Rosa Canal and this is through a series of culverts under Interstate 10 between Milligan Road and Eleven Mile Corner Road. This flow into the area is limited by the capacity of the culverts and equates to less than 800 cfs at the peak.

Local subbasin flows are a major contributing factor to flows in the area as retention is minimal. There is one major storage site that was modeled (SEI08) located just west of Battaglia Dr and Tweedy Rd. This large retention site encompasses more than 25 acres, is approximately 10 feet deep and is located on private land.

Once flow between the Interstate 10 and railroad reaches the Santa Rosa Canal it is directed to the west along the embankment of the canal to Interstate 10. Here there is an overchute that sends the flow to the north and the canal embankment is significantly lower in this location. For this diversion weir equations were utilized to estimate flow to the north through the overchute and over the canal embankment versus flow over the Interstate 10 freeway. As the canal embankment is significantly lower than the freeway at this location, the results showed that the initial 2350cfs would continue to the north over the Santa Rosa Canal embankment before any flow would weir over the freeway to the west.

4.5.2 Verification of Results

The results of the hydrologic analysis were verified to check the reasonableness of the model results. This was accomplished by comparing the HEC-1 results for all three scenarios against three indirect methods. The first method compares the results of the hydrologic model against a series of envelope curves. These curves were developed based on stream flow data gathered from the southwestern part of the United States. A detailed description of each envelope curve can be found in the FCDMC *Drainage Design Manual – Hydrology* (**Reference 14**). A comparison of the envelope curves to subbasin and concentration point discharges for the controlling scenario is presented in **Figure 4.9 – Unit Peak Discharge Relations and Envelope Curves (Scenario 1)**. As expected, the unit discharge data for scenario 1 plots below the curves since the envelope curves were developed from maximum observed flood discharges for different hydrologic regions. Similar to scenario 1, graphs for the other two modeling scenarios, show the subbasin and combine unit peak discharges plotted below the envelope curves. The indirect method 1 plots for scenario 2 and 3 are included in **Appendix D.6: Hydrologic Calculations**.

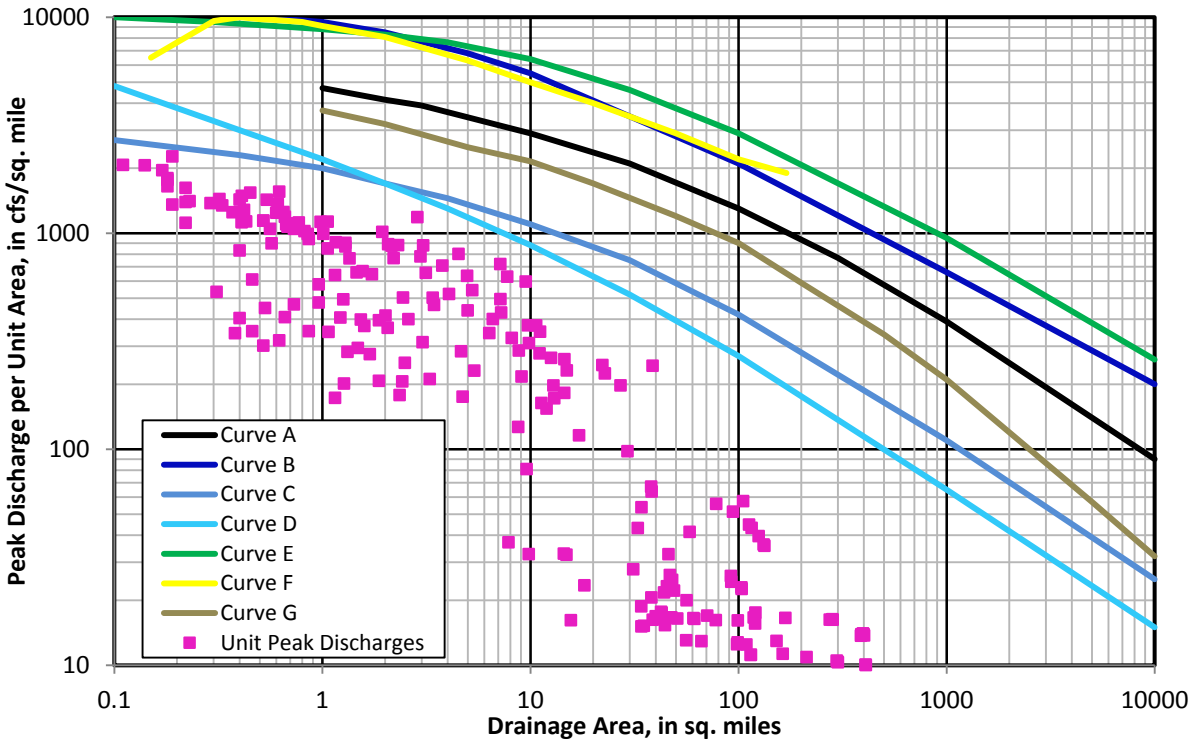


Figure 4.9 – Unit Peak Discharge Relations and Envelope Curves (Scenario 1)

The other two indirect methods for the controlling scenario (scenario 1) are plotted in **Figure 4.10 – Peak Flow for Scenario 1 – Regression Equations**. These methods include comparing the hydrologic model peak discharges to a Log-Pearson Type 3 (LP3) Regression Curve and the Region 13 Regression Equation.

The LP3 Regression Curve was developed by USGS using stream flow statistical data for the entire state of Arizona. As shown on the above mentioned figure, the majority of the peak discharges are scattered within the 75% tolerance limits. However, there are numerous data points that fall below the 75th percentile confidence line. In addition, there are 5 data points that lie above the Region 13 Regression Equation Curve. A review of the plotted data points show that the outlying subbasins are mostly in the agricultural areas, whereas the outlying combines are a result of retention areas and the contributing drainage area summation process. The same verification analyses were also performed for the other two modeling scenarios and these plots, which are very similar to the one below, are included in **Appendix D.6: Hydrologic Calculations**.

Conditions of Approval for Preliminary Plat:

Case No. PP2024-002

Daybreak Industrial

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

1. CONFORMANCE TO DEVELOPMENT PLAN. Except as required by the Eloy Code, and the Conditions of Approval herein, the civil improvement plans (construction documents) and final plat shall substantially conform to the following documents:
   a. The Preliminary Plat submitted by Colliers Engineering & Design, Inc., with a city staff date of February 18, 2026.
   b. The Preliminary landscape plan and wall details plan submitted by Smart Development Landscape Architecture, with a city staff date of February 18, 2026.
   c. The Preliminary Drainage Report submitted by Hilgart-Willson, with a city staff date of February 18, 2026.
2. INFRASTRUCTURE IMPROVEMENTS. The property owner/developer shall construct all water, wastewater, street, curb, gutter, sidewalk, street lights, and drainage improvements necessary to service the development as determined by the City Engineer, or its designee., and specifically in accordance with the Conditions of Approval hereafter.
3. DATE STREET IMPROVEMENTS. The property owner/developer shall construct a full commercial street cross-section improvements for East Date Street, from the end of the existing street improvements west of the La Palma Road alignment to the cul-de-sac abutting lot 5 shown on the above reference Preliminary Plat, except the sidewalk on the north and northwest side of East Date Street is not required with this development.
4. SIDEWALK AND WALL IMPROVEMENTS. The sidewalk and wall improvements shown on the landscape plans abutting the Union Pacific Railroad property, on the northwest side of East Date Street, are optional and are not required.
5. OPENSPACE. With the final plat submittal, the property owner/developer shall provided n open space plan that demonstrates compliance with the minimum open space requirements of the subdivision ordinance. All subdivision open space shall be located in a subdivision tract(s) that is owned and maintained by a property owner's association consisting of all property owners of the lots of the subdivision. The required open space shall be landscaped
6. STANDARDS OF IMPROVEMENTS. With the development of the property, all required infrastructure improvements shall be constructed in accordance with the Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development
7. TRAFFIC REPORT. In accordance with the subdivision provisions of Eloy Code, the property owner/developer shall submit a Traffic Impact Analysis (Final Traffic Report) with the final plat and civil improvement plans. Unless otherwise specified by the City Engineer or its designee, the analysis shall conform to the Arizona Department of Transportation uniform guidelines for conducting traffic

impact analyses. As part of the analysis, the report shall include the development's and adjacent traffic generation impacts on the intersection of North Sunshine Boulevard and East Date Street.

8. IN-LIEU PAYMENT. Prior to the recordation of any Final Plat, the property owner/developer shall make an in-lieu payment to the City for the development's proportionate share to construct the final design configuration and street improvements for a signalized arterial street intersection of North Sunshine Boulevard and East Date Street to accommodate the development, as determined by the City Engineer, or its designee.
9. PINAL COUNTY FLOOD CONTROL USE PERMIT. Unless otherwise determined by the Pinal County Flood Control District, the property owner/developer shall obtain a Floodplain Use Permit for those portions of the property with a special flood hazard designation and other areas of the property as determined by the aforementioned district.
10. STREETLIGHT IMPROVEMENT DISTRICT. With the final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Street Light Improvement District for the cost of the electricity, operation, and maintenance of the street lighting system within the development.
11. MAINTENANCE IMPROVEMENT DISTRICT. With the final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Maintenance Improvement District for the operations, maintenance, repair, and improvements to landscaping adjacent to designated public roadways and parkways within the proposed district, as well as drainage and retention within each proposed district.
12. CONSTRUCTION COMPLETED. Prior to the issuance of any Final Inspection for the development property, the property owner/Developer shall complete all infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer, or its designee.

CITY OF ELOY
REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.A.**
Date: **2/18/2026**

Date submitted: 02/12/2026 **Date requested:** 2/18/2026	**Action:** Other	**Subject: Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case Nos. GPA2025-001 and RZPAD2025-002: TES Eloy. A request by Julie Vermillion, of Coe & Van Loo Consultants, on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use, and Amendment to the Zoning Map (Rezone) from Single-Family Residential (R1-12) to Mixed Use (MU) and Multiple-Family Residential (R-3) with the Planned Area Development Overlay (PAD) consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street.**

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission provide a recommendation of approval to the City Council, subject to the attached Rezoning Conditions of Approval for Case Nos. GPA2025-001 and RZPAD2025-002: TES Eloy.

DISCUSSION:

General Plan Amendment Request (Case No.GPA2025-001):
The applicant's request is for a major General Plan Amendment of approximately 338 acres of property from Medium Density Residential and General Industrial to Mixed-use, located at the northeast corner of West Battaglia Road and West Frontier Street. The

purpose of this application is to accommodate a separate Amendment to the Zoning Map (Rezone) application (Case No. RZPAD2025-002) to rezone the property from Single-family (R1-12) to Mixed-Use (MU) Planned Area Development (PAD) and Multiple Family Residential (R-3) PAD.

Amendment to the Zoning Map (Rezone) Request (Case No. RZPAD2025-002):
The applicant's request is to rezone approximately 338 acres from R1-12 to MU PAD (≅261.5 acres) and R-3 PAD (≅76.5 acres).

General Plan:
The General Plan Future Land Use Map designation of the property is Medium Density Residential and General Industrial. The Medium Density Residential land use designation is intended to accommodate areas suitable for single-family, townhome, patio home, and duplex-type units; and the General Industrial land use designation is intended to allow intense industrial employment uses and generally consist of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods. Manufacturing areas typically produce noise, truck or rail traffic, and open storage.

The proposed General Plan designation Mixed Use accommodates a mix of retail, office, and higher-density residential at more urban densities with an emphasis on pedestrian scale and walkability. The proposed High Density Residential General Plan designation accommodates two-and three-story apartments, condominiums, and townhomes.

Context:
The property is located on the northeast corner of West Battaglia Road and West Frontier Street. The site is surrounded by primarily undeveloped land on most sides, North Eleven Mile Corner Road, West Frontier Street to the southwest, and the Santa Rosa Canal to the north. Within the upper center of the property is the City of Eloy water treatment facility, and Shumway Park on the northeast corner of North Eleven Mile Corner Road and West Battaglia Road.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	Light Industrial	Light Industrial (I-1) and Light Industrial (I-1) with the Aviation Overlay	Undeveloped land
North	Medium-Density Residential	Single Family Residential (R1-12) and Light Industrial (I-1), and General Industrial (I-2) on	Santa Rosa Canal, Undeveloped land, and City of Eloy Public Facilities

		the north side of I-10.	building, and Water Treatment facility.
South	Light Industrial, General Industrial and Public/Institutional	General Commercial (C-2)	West Battaglia Road and further south is undeveloped land
East	Low Density Residential and Public/Institutional	Single Family Residential (R1-12) and Open Space Recreational (OSR)	North Eleven Mile Corner Road and further east is the Shumway Park and undeveloped land
West	Medium-Density Residential	Light Industrial (I-1)	West Frontier Road and further west is the Union Pacific Railway

General Plan Amendment Criteria and Guidelines (Case No.GPA2025-001):
The applicant's request is considered a major General Plan Amendment based on the criteria outlined in Section 2.2 of the Eloy General Plan. Furthermore, under Section 2.3 of the Eloy General Plan, changes to the General Plan must also meet the guidelines outlined below: (Staff's analysis of the guidelines is included in bold italic text, and the applicant's analysis is included in their narrative, attached)

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

- ***The General Plan's Future Land Use Map currently designates approximately 2.4% of the City's planning area as Mixed-Use. The proposed application would increase the Mixed-Use designation to 2.5% of the City's total planning area. It is not uncommon for cities to allocate approximately 2% to 10% of their land area for Mixed-Use designations. While the Mixed-Use land use falls within this typical range, the proposed increase does not significantly expand the area of the City designated for this use. It should be noted that, if the application is approved, the City's planning area designated as Medium Density Residential would decrease from approximately 16.67% to 16.66%, and the General Industrial designation would decrease from approximately 1.77% to 1.74%.***

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

- ***The proposed amendment is anticipated to be an overall improvement to the General Plan, as the Mixed-Use land use designation allows for a***

broader variety of implementing zones—Small Property Residential (R-2), Multiple Family Residential (R-3), Neighborhood Commercial (C-1), General Commercial (C-2), Mixed-Use (MU), Public Facilities (PF), Business Park (BP), and Light Industrial (I-1)—within the Sun Corridor Growth Area. The proposed amendment would contribute to implementing the General Plan in the growth area by promoting commercial, employment, and industrial development within identified Growth Area nodes and encouraging a balanced, mixed-use environment (GP 3.3.1.2 and 3.3.1.3).

3. The amendment will not adversely impact any portion of the community by: a) Creating incompatible land use patterns; b) Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City; c) Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or d) Adversely affecting the livability of an area or the health and safety of existing residents.

- ***The proposed Mixed-Use land use designation is not anticipated to create an incompatible land use pattern with the abutting Community Commercial, Medium Density Residential, and General Industrial designations. Mixed-Use is typically located between lower-intensity and higher-intensity land uses, such as the railroad and North Frontier Street to the west, the water treatment facility in the center-north, and the Community Commercial area to the south.***
- ***There are water, wastewater (sewer), and roadway systems present within and adjacent to the property. The property owner/developer will be required to provide all necessary improvements related to traffic, roads, sewer, and water infrastructure, including any required relocation of existing facilities to accommodate the development and intended use of the property, as specified in the associated rezoning (Case No. RZPAD2025-001).***

4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

- ***The proposed Mixed-Use land use designation is consistent with the General Plan, as it contributes to achieving Goal 3.1.1.1, which seeks to "provide a range of supportive… land uses to encourage and maintain a sustainable community," and supports Goals 3.3.1.2 and 3.3.2.3 by encouraging a balance of land uses and promoting commercial development in the Sun Corridor Growth Area.***

Zoning Ordinance Issues for Consideration for a General Plan Amendment:

In determining whether to approve, approve with conditions, or deny proposed General Plan amendments, issues for consideration shall include, but not be limited to, staff's analysis, which is included in bold italic text, and the applicant's analysis, which is included in their narrative, attached.

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

- ***The General Plan's Future Land Use Map provides a limited amount of Mixed-Use land uses in this area of the city. Furthermore, most existing Mixed-Use designations are located at the south end of the Sun Corridor Growth Area, near State Route 87 and I-10, and in the recently approved area (GPA2024-005, Eloy 310) near North Sunland Gin Road and I-10. The addition of the Mixed-Use land use designation in the Sun Corridor Growth Area will help promote a broader balance of uses near the city center and the intersection of West Battaglia Road and North Frontier Road.***

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

- ***The proposed Mixed-Use land use designation is anticipated to constitute an overall improvement to the General Plan by increasing the area designated for this use within the City. Furthermore, the expansion of the Mixed-Use area supports the implementation of General Plan goals by providing a range of supportive land uses that encourage a sustainable community through the orderly development of the Sun Corridor Growth Area (Goals 3.1.1.1, 3.3.1.2, and 3.3.2.3).***

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by: 1) Significantly altering acceptable existing land use patterns; 2) Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore may negatively impact the development of other lands. The Commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized; 3) Adversely impacting existing uses due to increased traffic on existing systems; and 4) Affecting the livability of the surrounding area or the health and safety of present or future residents.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation is not anticipated to significantly alter existing land use patterns in the area. While improvements to roads, sewer, or water systems are expected to***

serve the development, these infrastructure needs have already been accounted for in the General Plan and the Water and Wastewater Master Plan to support the prevailing land uses and existing designations. The change from Medium Density Residential and General Industrial to Mixed-Use is not anticipated to affect the livability of the surrounding area or the health and safety of present or future residents.

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial land use designations is consistent with the intent of the General Plan, as it contributes to Goal 3.1.1.1, which seeks to "provide a range of supportive land uses to encourage and maintain a substantial community." The amendment also supports a balanced mix of uses within the designated Sun Corridor Growth Area (Goal 3.3.1.2). Furthermore, the proposed land use designation will assist in providing a mix of land uses and encouraging orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects, or trends which could reasonably exist in the future.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use*** **land use designation is not an error or oversight in the existing plan, or other factor that could reasonably exist in the future**.

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

- ***There have been no known events following the adoption of the Eloy General Plan that have superseded the original premises and findings. The proposed amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation will assist in promoting a balanced mix of uses within the designated Sun Corridor Growth Area (Goal 3.3.1.2). Furthermore, the proposed land use designation will help provide a mix of land uses and encourage orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

- ***Before and since the City Council adopted the General Plan in May 2020, the property has remained undeveloped. The proposed Mixed-Use land use designation is anticipated to provide additional flexibility in the development potential of the site.***

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this Section.

- ***The proposed General Plan Amendment from Medium Density Residential and General Industrial to the Mixed-Use land use designation will assist in promoting a balanced mix of uses within the designated Growth Area (Goal 3.3.1.2). Furthermore, the proposed land use designation will help provide a mix of land uses that is anticipated to encourage orderly development within Growth Areas throughout the City (Goals 3.3.1.2 and 3.3.1.3).***

Zoning Ordinance Issues for Consideration for an Amendment to the Zoning Map (Rezone) (Case No. RZPAD2025-002):
In determining whether to approve, approve with conditions, or deny the proposed Official Zoning Map amendment, the issue for consideration shall include, but not be limited to: (Staff's analysis of the consideration is included in bold italic text, and the applicant's analysis is included in their narrative, which is attached.)

A. Consistency (or lack thereof) with the adopted Eloy General Plan and other adopted plans;

- ***The property currently has a General Plan designation of Medium Density Residential and General Industrial. The requested rezone is inconsistent with the property's current designations. Upon approval of the associated application (Case No. GPA2025-001) to change the land use to Mixed-Use, the proposed MU and R-3 PAD zoning will conform to the General Plan.***

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

- ***The proposed MU and R-3 PAD zoning, along with the associated proposed uses of the development, are anticipated to be consistent and compatible with the existing, abutting, and adjacent properties, as well as the overall character of the area. Furthermore, the proposed zones will help provide a variety of land uses.***

C. Suitability of the subject property for uses permitted by the proposed zoning district;

- ***The property is currently undeveloped and abuts West Frontier Road, North Eleven Mile Corner Road, and West Battaglia Road. In the center of the property is the City of Eloy's water treatment facility. The proposed rezoning to MU and R-3 PAD will allow the property to accommodate a variety of commercial, mixed-use, light industrial, single-family, and multiple-family uses, which are anticipated to be suitable for the site. Furthermore, the proposed MU and R-3 PAD zoning will help facilitate a balance of uses within the designated Growth Area (Goal 3.3.1.2). In addition, the proposed zoning designations will assist in concentrating land uses more intensively, creating a mixed-use environment that promotes logical utilization and extension of existing infrastructure, encourages orderly development within Growth Areas, and supports a sustainable community (Goals 3.1.1.1, 3.3.1.2, and 3.3.1.3).***

D. Suitability of the subject property for uses permitted by the existing district; and

- ***The property is located within the General Plan's Sun Corridor Growth Area. Growth Areas are intended to guide new development and focus efforts to promote commercial, employment, and industrial development in areas of the City that meet the needs of all residents and businesses (Goal 3.3.1.3). The proposed MU and R-3 PAD zoning designations will facilitate the development of a mix of uses that is expected to help meet the General Plan's objective of balancing uses within a designated Growth Area (Goal 3.3.1.2). Furthermore, the proposed zones include uses that will assist in encouraging orderly development within Growth Areas and the logical extension of infrastructure and utility services within the City (Goals 3.3.1.1 and 3.3.1.4).***

E. Availability of sewer and water facilities.

- ***Water and wastewater (sewer) services are available along North Eleven Mile Corner Road and within the property. Water is also available along West Frontier Road, West Battaglia Road, and North Tumbleweed Road. These utilities are anticipated to be adequate to serve the proposed development. The property owner/developer will be required to extend and upgrade the existing water and wastewater services to accommodate the development.***

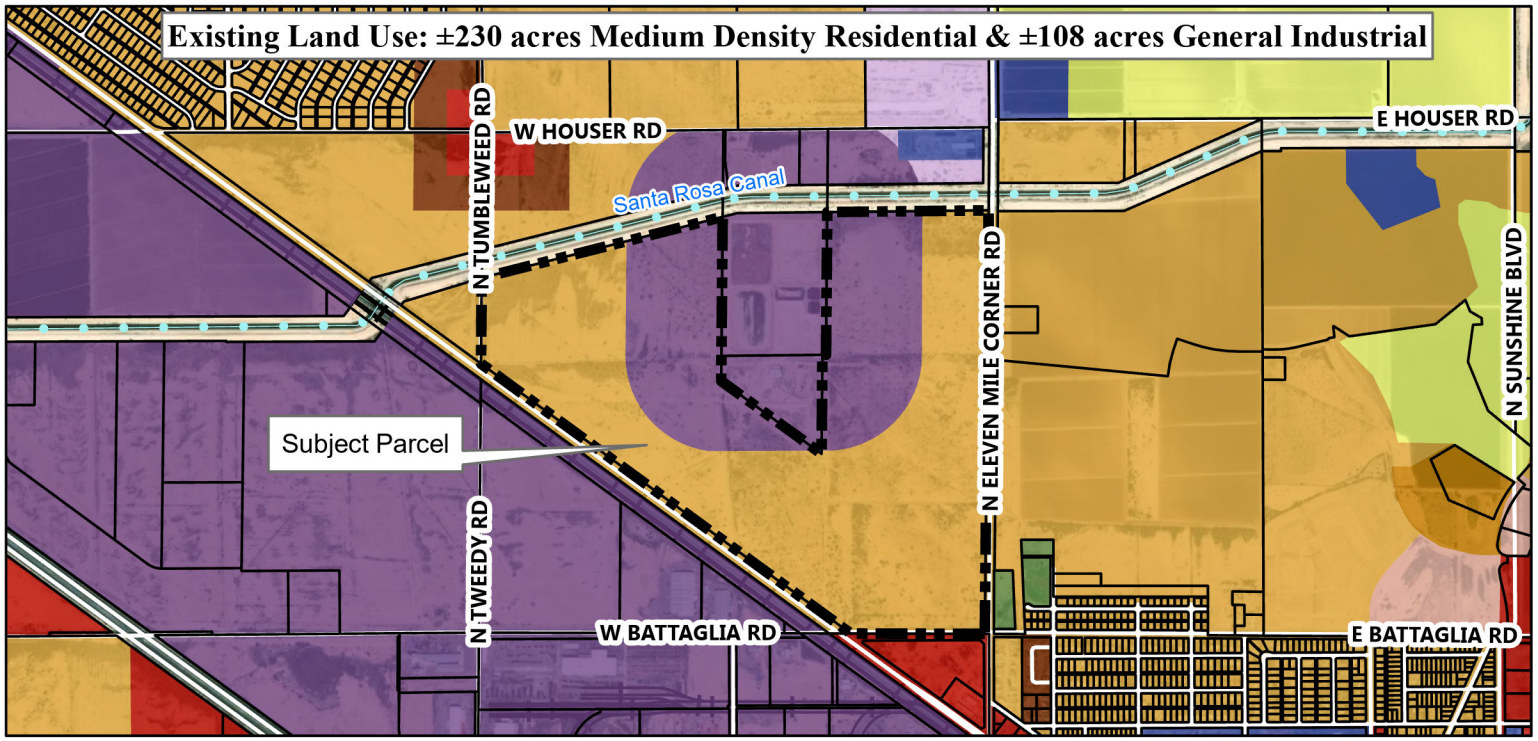
Planned Area Development (PAD) Consideration
A Planned Area Development (PAD) District may be approved only when the City Council determines that the proposed PAD would result in a greater benefit. It may include implementing adopted planning policies/design standards, natural resources preservation/conservation resources, provision of utilities, urban design,

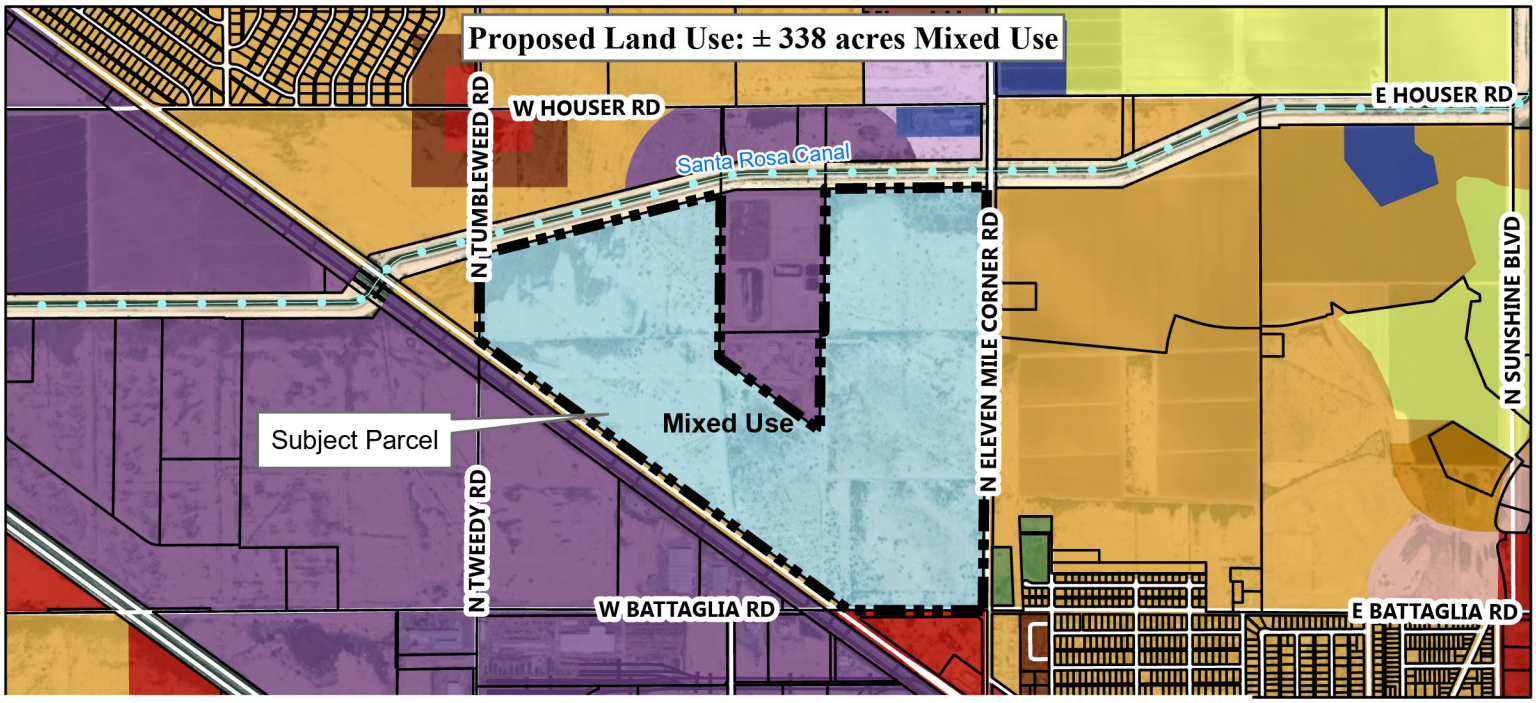
neighborhood/community amenities, or an overall level of increased development quality. (Staff's analysis is included in bold italic text, and the applicant's analysis is included in their narrative, attached):

- ***The proposed modifications to incorporate the land uses identified in the PAD Development Plan are intended to allow for a variety of housing options and densities. Additionally, the proposed PAD Development Plan will enable the property to operate with a level of flexibility not contemplated in the Zoning Ordinance and will promote consistency with General Plan objectives, including GP Goals 3.1.1.1, 3.3.1.2, 3.3.1.3, and 3.5.1.2.***

FISCAL IMPACT:

No financial impacts are anticipated from this agenda item.





Existing Land Use: ± 230 acres - MDR, ± 108 acres GI
Proposed Land Use: ± 338 acres - Mixed Use

TES Eloy Parcel
General Plan Amendment Exhibit - Case No: GPA2025-001

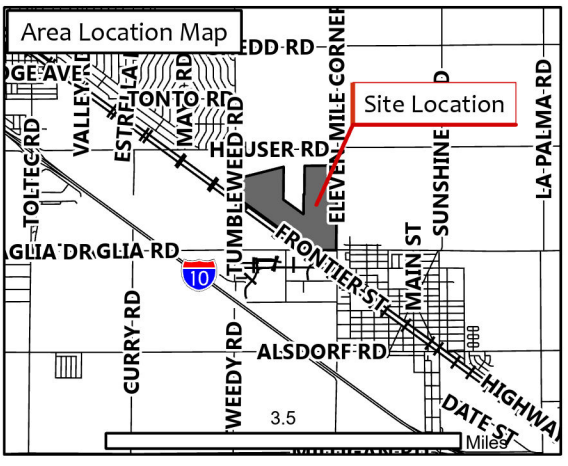
Land Use

Residential
- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 12 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial
- Neighborhood Commercial
- Community Commercial

Industrial
- Light Industrial
- General Industrial

Other
- Parks/Open Space
- Mixed Use
- Public/Institutional



Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.

October 29, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

General Plan Amendment Application Narrative

CVL CONSULTANTS

4550 N 12th Street
Phoenix, AZ 85014

Job #: 1-01-04099-01

General Plan Amendment Application Narrative

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC
3718 E Adobe Dr,
Phoenix, AZ 85050

Planning/Civil Engineering Consultant

CVL Consultants
4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

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Exhibits

Vicinity Map . . . . . Exhibit A

Existing General Plan Land Use . . . . . Exhibit B

General Plan Land Use . . . . . Exhibit C

Circulation Plan . . . . . Exhibit D

FEMA Map . . . . . Exhibit E

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this request to the City of Eloy (City) for a new master planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). North Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Exhibit A, Vicinity Map).

The purpose of this narrative is to identify the information and criteria for the General Plan Amendment (GPA) requested to facilitate the development of the Project as intended. Please refer to the Rezoning Application Narrative provided under the concurrent PAD application submittal for additional details regarding this request.

TES Eloy PAD will provide an environment that promotes a flexible and dynamic range of land uses to support the City by addressing the demand for diverse housing opportunities in the region while creating the framework for large scale employment, services, and supporting uses suitable for this location. This variety of compatible uses is permitted within the proposed Mixed Use (MU) Land Use district, as detailed further in this proposal and the companion Rezone Submittal.

2. Purpose of Request

The purpose of this request is to submit, process, and obtain approval for a General Plan Amendment (GPA) to facilitate the development consisting of a comprehensive vision of land use opportunities to provide for residential neighborhoods, commercial, and industrial uses. Please refer to the Rezoning Application Narrative and the companion Land Use & Development Standards Guide provided under the concurrent Rezoning application submittal for additional details regarding this request.

TES Eloy PAD is located primarily within the General Industrial and Medium Density Residential (3.0 - 6.0 du/ac) land uses designated by the City of Eloy General Plan. With the Medium Density Residential land use on the site currently sandwiched between large portions of the General Industrial designation, this amendment to the City of Eloy General Plan will allow for a layout of uses that will create a transition between the two uses and provide a well considered plan more fitting for the area. This proposal seeks to update the existing patchwork entitlements on this long

undeveloped property to an overall cohesive designation of Mixed Use (MU) for a new and attractive master plan in this growing area of Eloy. (Refer to Exhibits B and C, Existing General Plan Land Use and General Plan Land Use).

Companion rezoning to update the approximately 338-acre property from Single-Family Residential (R1-12) to MU PAD and R-3 PAD zoning is intended to facilitate development of the Property through land uses that are better suited for the Property's proximity to both the Frontier Street and the City's adjacent wastewater treatment plant, along with the associated easements bisecting the land to route utilities to the City's parcel which encumber the site for future development.

Through the requested applications and the future requests to be made through the development process, TES Eloy PAD seeks to bring a new and desirable master plan to the City, featuring a mix of land uses that meet the desires of current and future homebuyers, businesses, and industries in the area. The approval of this request as proposed provides benefits to the City, such as infrastructure improvements and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

3. Existing Conditions

TES Eloy PAD is primarily located at the northwest corner of Eleven Mile Corner Road and Battaglia Road in the City of Eloy, Arizona within Section 36, Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. The Assessor's Parcel Number is 404-12-0050 and the subject parcel is currently owned by I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC, managed by HATJ Management LLC.

The site is irregular in shape and consists of approximately 338-acres of undeveloped desert land that generally slopes to the northwest. It is bounded by a water treatment facility and the CAP Santa Rosa Canal to the north, Frontier Street to the southwest, agricultural land to the east, and undeveloped desert land to the west.

Regionally, the property is to the immediate northeast of the Frontier Street, which provides connectivity to nearby interstate highways for a route from the Project to metro Phoenix, Tucson, and further outlying communities.

4. Relationship to Surrounding Properties

The immediate surrounding area is within the jurisdiction of the City of Eloy. The character and zoning of the surrounding properties are detailed below.

Direction	Use	Zoning	General Plan
North	Santa Rosa Canal, undeveloped desert land, and Eloy Public Works.	R1-12, I-1, PF	MDR, GI, LI, P/I
South	Battaglia Road, Frontier Street, undeveloped desert land, and Republic Plastics plastic fabrication.	C-2, I-2, I-1	CC, GI
East	11 Mile Corner, undeveloped desert land.	R1-6, C-1	MDR,
West	Tumbleweed Road, undeveloped desert land.	R1-6	MDR,

Internal to the site is an existing outparcel which serves the City as a wastewater treatment plant. The proposed plan is an appropriate land use for this Property that will complement the existing and planned development.

5. Community Services

Service	Provider
Police	Eloy Police Department
Fire	Eloy Fire District
Library	Eloy Santa Cruz Library
School Districts	Toltec Elementary School District, Casa Grande Union High School District

The Eloy Police Department is located approximately 1 mile southeast of the Property at 630 N. Main St. Eloy, AZ 85131. The nearest fire protection facility is currently the Eloy Fire District Station 521, located approximately 2 miles southeast of the Property at 500 S. Sunshine Blvd., Eloy, AZ 85131.

6. Utilities and Services

All proposed utility systems and plans will be accessed and designed to the standards of the City of Eloy and the utility provider and submitted for staff review and approval with future development and permit applications. All required infrastructure improvements will be provided by the property development as part of the future development and permit application.

Service	Provider
Sewer	City of Eloy
Water	City of Eloy
Electric	Arizona Public Service (APS)
Telephone	CenturyLink, Cox Communications
Gas	Southwest Gas Corporation
Solid Waste	City of Eloy

Water

The Property is located within the water service area of the City of Eloy. Existing infrastructure includes a 6-inch water line within the project boundary. Adjacent infrastructure includes an existing 6-inch water line within N Tumbleweed Road, a 6-inch water line within W Frontier Street, and a 12-inch water line within 11 Mile Corner. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Wastewater

The Property is located within the wastewater service area of the City of Eloy. Existing infrastructure includes a 12-inch sewer main within the project boundary. Adjacent infrastructure includes sewer mains within Frontier Street and 11 Mile Corner.

The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or in easements dedicated to that use and shall comply with the City's minimum requirements. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

7. Circulation

TES Eloy PAD is planned at the northwest corner of Eleven Mile Corner Road and Battaglia Road. Both roads are classified as Major Arterial. Half-street infrastructure improvements will be provided along the perimeter roads bounding the Property in accordance with City standards. In addition Frontier Street is and Major Arterial street and Tumbleweed is a Minor Arterial street (Exhibit D, Circulation Map).

Once vertical development opportunities are known, infrastructure details, interior street patterns, and access and circulation for each parcel will be detailed during the site planning process. The design will pursue efficient and safe traffic circulation with careful consideration of connectivity for pedestrians.

8. Drainage

TES Eloy PAD is located within the FEMA Flood Insurance Rate Map (FIRM) for Pinal County, Arizona and incorporated areas, Panel Number 04021C1590F dated May 16, 2019. The FIRM, published by the Federal Emergency Management Agency (FEMA), indicates that the subject area is within Zone X (unshaded). (Exhibit E, FEMA Map). Zone X (unshaded) is defined by FEMA as an Other Area: "Area of minimal flood hazard."

Offsite flows are channelized around the site avoiding impact. The onsite drainage concept is to provide proper retention for the 100-year 2-hour storm as required by Pinal County. During final engineering, the streets will be designed to convey on-site runoff toward the various retention basins or underground retention within the site. The local streets will be designed such that the 10-year flows are contained within the top of curbs and 100-year flows are contained within the right-of-way. Where capacity of the street is exceeded, scupper or storm drain systems will be used to remove excess flow from the street and direct it toward retention basins or underground retention. To prevent erosion where flows are being concentrated for conveyance, riprap will be provided along scupper spillways, at the toes of scuppers, and at the outlet of storm drain pipes. Post development flows will not exceed pre-development flows in peak runoff, volume, or velocity and will not concentrate sheet flows without downstream offsite control per City of Eloy standards.

The design of the site will not cause any adverse drainage impacts or increased drainage problems for adjacent properties, upstream or downstream. For additional information please refer to the Master Drainage Report provided with this application.

9. General Plan and Zoning

The Property is currently split between the City of Eloy General Plan's Medium Density Residential (3.0-6.0 du/ac) and General Industrial land use categories. Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.).

As stated above, the intent of the requested Major General Plan Amendment is to amend the existing patchwork land use designations to overall MU to facilitate development of the Property with the intended variety of land uses.

Companion rezoning of the approximately 338 acre Property from R1-12 to MU PAD and R-3 PAD zoning is requested, which is permitted by and consistent with the intent of the MU land use designation and better suited to facilitate development of the Property with consideration for the Property's proximity to the City's adjacent wastewater treatment plant, along with the associated easements bisecting the land to route utilities to the City's PAD which encumber the site for future development.

The approval of this request as proposed provides significant benefits to the City, such as infrastructure improvements and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

10. General Plan Conformance

TES Eloy PAD is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

Land Use

The Land Use element of the General Plan analyzes the existing patterns of land use and identifies the changes that are needed to realize the community's vision for Eloy's future. TES Eloy PAD furthers the featured land use goals identified below.

Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Goal 3.1.1.2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

TES Eloy PAD establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply will the standards and guidelines established by the City Code.

Housing

The Housing element of the General Plan addresses several aspects of Eloy's housing supply and recommends strategies and actions for the future of Eloy. TES Eloy PAD furthers the housing goal featured in the list below.

Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

TES Eloy PAD proposes medium to high density housing to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.

Economic Prosperity

The Economic Prosperity element of the General Plan addresses the local economy, which helps determine the rate of growth in a community, the prosperity of its residents, and the resources available to the City government to carry out capital improvement projects, desired programs and services, and other public improvements. TES Eloy PAD furthers the economic goals featured in the list below.

Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 3.10.1.2. Brand Eloy as a prime regional location for business, community growth and capital investment.

TES Eloy PAD proposes the entitlements for a new area of industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of TES Eloy PAD could have a resulting increase in retail and service business activities.

Parks, Open Space, and Trails

The intent of the Parks, Open Space, and Trails element of the General Plan is to address Eloy's current and future networks of parks, open space, and trails, which are an asset to quality of life in Eloy. A selection of the goals met by TES Eloy PAD are listed below.

> ***Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.***
>
> ***Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.***

TES Eloy PAD furthers these plan elements by planning for active and passive green space and amenities area located within the residential and mixed-use components of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.

Circulation

The Circulation element of the General Plan describes the City's roads, pathways, and other means for people to get from place to place. It assesses how Eloy's transportation network is functioning, address where development that impact the transportation system might occur and determine the improvements that are needed. The featured circulation goals listed below are applicable to the TES Eloy PAD.

> ***Goal 3.2.1.1. Encourage public safety through appropriate street design.***
>
> ***Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.***

All new streets within TES Eloy PAD will be constructed to meet City of Eloy standards.

11. General Plan Amendment Guidelines

This proposal conforms to the amendment guidelines identified below pursuant to Section 2.3. of the City of Eloy General Plan.

A. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

This property is positioned at a major development corridor along Frontier Road, near the I-10 Corridor, with a patchwork General Plan land use designation of Medium Density Residential (MDR) and General Industrial (GI). Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This application corrects the incompatibility between the City's zoning map and General Plan.

B. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

This application corrects the existing incompatibility between the City's zoning map and General Plan noted above. The requested General Plan Amendment amends the existing patchwork of land use designations to an overall MU designation to facilitate development of the Property. The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing MDR and GI designations in conformance with the intent of the City's General Plan for the area. This request furthers opportunities for industry, employment and housing in the area to benefit the residents and workers in the City of Eloy.

C. The amendment will not adversely impact any portion of the community, by:

1. Creating incompatible land use patterns;

The Property is located near the I-10, which serves as a growing economic corridor. The proposed majority of industrial use with supporting multi-family residential is consistent with it's proximity to the I-10 and similar development currently proposed in the immediate surrounding area.

2. Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City;

This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of MDR and GI land use designations. The owner, developer, and builder of TES Eloy PAD are committed to paying their associated fair share of costs used to fund and finance the public services necessary to serve the development.

3. **Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or**

   Approving this amendment will not have any adverse impact on any existing uses. Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. The Traffic Impact Analysis (TIA) attached shows planned mitigation efforts and traffic improvements which will support the future growth of this area.

4. **Adversely affecting the livability of an area or the health and safety of existing residents.**

   The project will further the opportunities for employment, services, and housing options to the City of Eloy. The requested MU land use is consistent with the intent of the planned growth in the area. Traffic shall be mitigated according to the provided analysis.

D. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

This amendment is consistent with the General Plan's overall intent by brining the zoning and land use into compliance with one another and correcting an existing incompatibility. Any development standard not addressed within this proposal or by the concurrent rezoning process shall be consistent to the current City Code and shall be maintained or exceeded without deviation from any of the applicable City of Eloy zoning, engineering, and subdivision standards, design review standards, requirements or provisions for the proposed zoning and land use.

12. Issues for Consideration

This proposal conforms to the issues for consideration identified below pursuant to Section 21-6-4.5. of the Eloy Zoning Ordinance.

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing Residential and Industrial designations in conformance with the intent of the City's General Plan for the area. The MU land use is proposed to accommodate the concurrent rezoning to Mixed Use (MU) PAD and Multiple-Family Residential (R-3) PAD. Optional sites for the requested MU land use or similar uses that permit the desired combination of zones for TES Eloy PAD are not identified in other appropriate locations on the future land use plan.

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

The Property is currently split between the City of Eloy General Plan's Medium Density Residential (3.0-6.0 du/ac) and General Industrial land use categories. Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This request resolves an incompatibility between the City's zoning map and General Plan.

The intent of the requested Major General Plan Amendment is to amend the existing patchwork land use designations to overall MU to facilitate development of the Property with the requested variety of land uses. The Project has been designed with the parameters of the MU land use in mind.

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by:

1. Significantly altering acceptable existing land use patterns;

The Property is well suited for the proposed majority of industrial and employment use with supporting commercial services and multi-family residential due to its location adjacent to Frontier Street.

2. Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore, may negatively impact development of other lands. The commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized;

Approving this amendment will not require additional or more expensive improvements to be funded by the City. This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of residential and industrial land use designations. Furthermore, the owner, developers, and builders of TES Eloy PAD are committed to paying their associated fair share of costs for the public services necessary to serve the development.

3. Adversely impacting existing uses due to increased traffic on existing systems; or

Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. The Traffic Impact Analysis (TIA) attached shows

planned mitigation efforts and traffic improvements which will support the future growth of this area.

4. **Affecting the livability of the surrounding area or the health and safety of present or future residents.**

   Traffic shall be mitigated according to the provided analysis.

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

The proposed plan allows the flexibility to prepare for future market conditions while providing additional industry, employment and housing opportunities in this area.

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects or trends which could reasonably exist in the future.

The existing zoning currently does not match the existing land use designation. This amendment will clean up this discrepancy and bring the zoning, the use and the General Plan into compliance.

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. The proposed plan allows the flexibility to prepare for future market conditions while providing additional industry, employment and housing opportunities in this area.

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. The location of the TES Eloy PAD property adjacent to Frontier Road and the City's WWTP makes good land use sense for the intended plan.

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this section.

This amendment, in conjunction with the concurrent rezoning application, will allow for much-needed improvements to the existing undeveloped site well positioned at a major development corridor. The proposed improvements will provide additional housing and employment for residents and workers in the City of Eloy and surrounding area. For these reasons it will create an excellent land use solution for this growing area of Eloy.

13. Conclusion

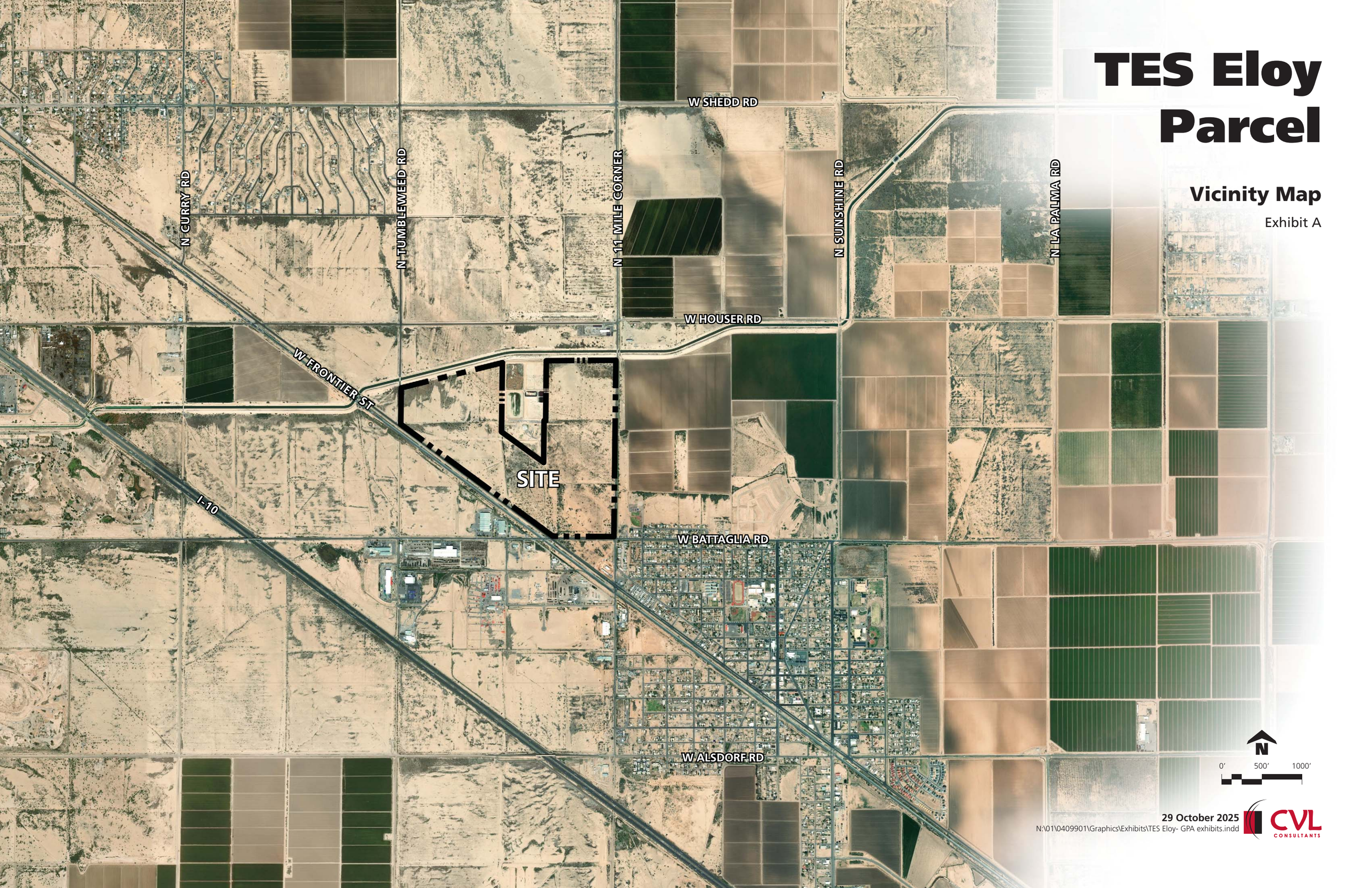
TES Eloy PAD will transform the existing site into a development that will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request provides compatibility with the intent of the existing land use designations on the site, while supporting the goals and objectives of the City of Eloy described above. The proposed request makes good land use sense for this property and will be an economically attractive presence in the area.

The development team believes that this request represents appropriate and favorable planning of the site and a positive contribution to the area. We look forward to our continued coordination with staff in the processing of TES Eloy PAD.

TES Eloy Parcel

Vicinity Map

Exhibit A



29 October 2025

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CVL CONSULTANTS

TES Eloy Parcel

Existing General Plan Land Use

Exhibit B

SANTA ROSA CANAL

N TUMBLEWEED RD

Airport Influence

W FRONTIER RD

W BATTAGLIA RD

11 MILE CORNER

GI

GI

GI

GI

MDR

MDR

MDR

SITE

CC

POS

POS

Legend

- General Industrial
- Medium Density Residential (3.0 - 6.0 du/ac)
- High Density Residential (10 - 24 du/ac)
- Community Commercial
- Parks/Open Space
- Public/Institutional
- Light Industrial
- Airport Influence
- Site Boundary
- 300' Offset

N

0' 250' 500'

29 October 2025

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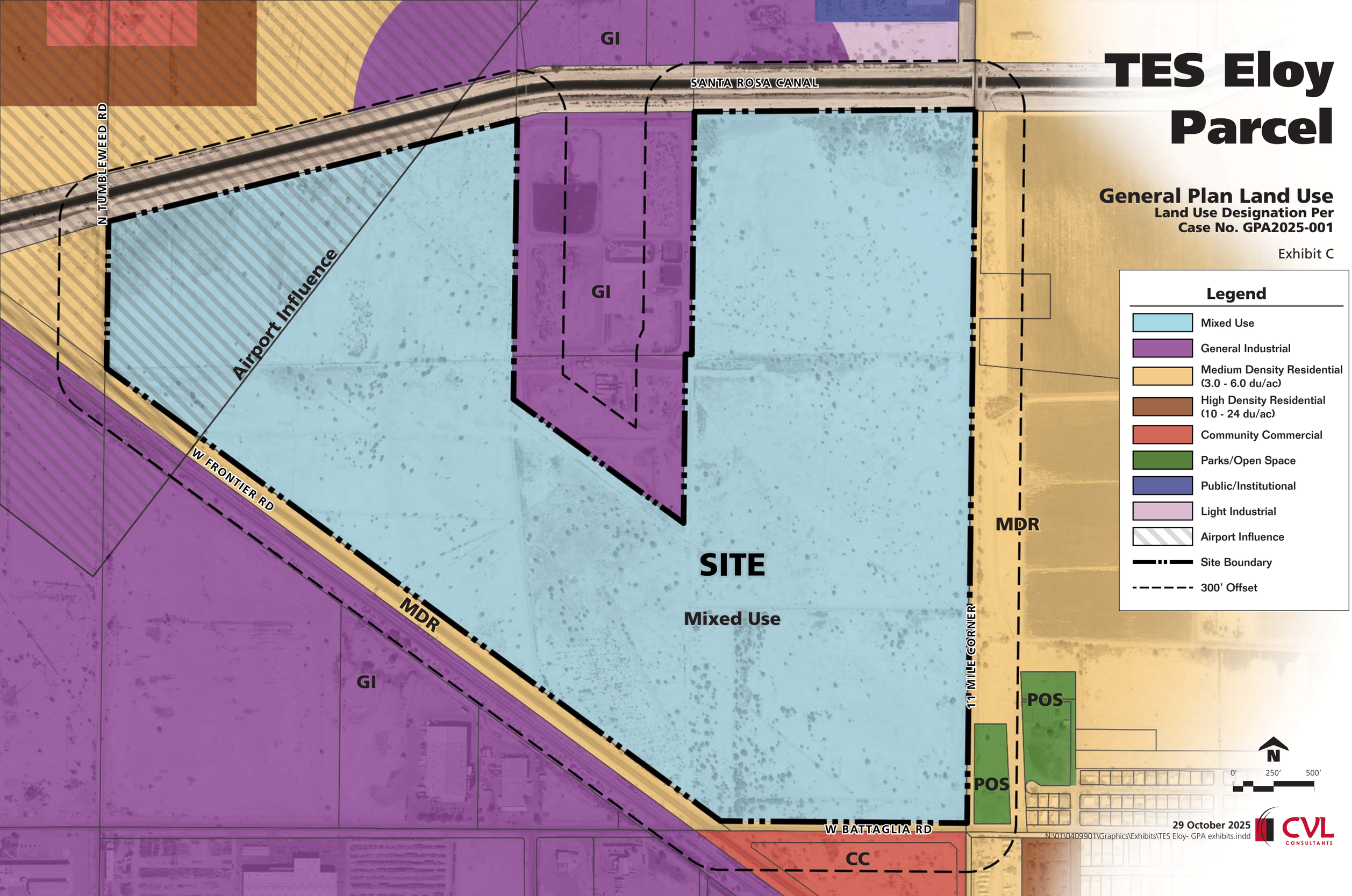
CVL CONSULTANTS

TES Eloy Parcel

General Plan Land Use

Land Use Designation Per Case No. GPA2025-001

Exhibit C



29 October 2025

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CVL CONSULTANTS

TES Eloy Parcel

Circulation Plan

Exhibit D

W HOUSER RD

N TUMBLEWEED RD

N 11 MILE CORNER

SANTA ROSA CANAL

W FRONTIER ST

W BATTAGLIA RD

SITE

Legend

- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Local Roads
- Site Boundary

N

0' 250' 500'

29 October 2025

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CVL CONSULTANTS

TES Eloy Parcel

FEMA Map

Exhibit E

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1590 OF 2575

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1590	F
PINAL COUNTY	040077	1590	F

VERSION NUMBER
2.3.3.0

MAP NUMBER
04021C1590F

MAP REVISED
MAY 16, 2019

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTP://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) *Zone A,V, A99* With BFE or Depth *Zone AE, AO, AH, VE, AR* Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X* Future Conditions 1% Annual Chance Flood Hazard *Zone X* Area with Reduced Flood Risk due to Levee See Notes. *Zone X* Area with Flood Risk due to Levee *Zone D*
OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard *Zone X* Area of Undetermined Flood Hazard *Zone D*
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall
OTHER FEATURES	E 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation 8 Coastal Transect Coastal Transect Baseline Profile Baseline Hydrographic Feature 513 Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary

29 October 2025
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CVL CONSULTANTS



4550 N 12th Street
Phoenix, AZ 85014

October 29, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

Rezoning Application Narrative

Case No. RZPAD2025-002

CVL CONSULTANTS

4550 N 12th Street
Phoenix, AZ 85014

Job #: 1-01-04099-01

Rezoning Application Narrative

Case No. RZPAD2025-002

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC
3718 E Adobe Dr,
Phoenix, AZ 85050

Planning/Civil Engineering Consultant

CVL Consultants
4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

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Exhibits

Vicinity Map . . . . . Exhibit A

General Plan Land Use . . . . . Exhibit B

Existing Zoning Map . . . . . Exhibit C

Zoning Map . . . . . Exhibit D

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this request to the City of Eloy (City) for a new master-planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). The West Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Exhibit A, Vicinity Map).

TES Eloy PAD will provide an environment that promotes a flexible and dynamic range of land uses to support the City by providing opportunities for large-scale employment, services, commercial and supporting uses, as well as residential uses. This variety of compatible uses is allowed, or conditionally allowed, within the proposed Mixed Use (MU) PAD and Multiple-Family R-3 PAD zoning district. To achieve the flexibility of the uses within the PAD, land uses from the MU, R-3, General Commercial (C-2), Business Park (BP), Light Industrial (I-1), and General Industrial (I-2) have been incorporated. Please refer to the Use Regulations of the proposed TES Eloy PAD Development Plan for additional details.

TES Eloy PAD provides a comprehensive vision of land use opportunities allowing for a variety of residential, commercial, and industrial uses with consideration for appropriate transitional buffering between uses of differing intensities. The proposed plan allows the Project to utilize multiple land uses to accommodate changes in future market conditions while providing further opportunities for industry, employment, and housing options in this area and mitigating conditions that encumber the site.

TES Eloy PAD achieves the goals identified herein while providing the opportunity for development of the highest and best land-use solution for this undeveloped property in a growing area of Eloy.

2. Purpose of Request

The purpose of this request is to rezone the Property from R1-12 to Mixed-Use (MU) Planned Area Development (PAD) and Multiple-Family (R-3) PAD to allow for the development of industrial, commercial, and residential uses on the property. The property owner believes that these land uses are better suited to meet current market demands with consideration for the Property's proximity to both Frontier Road and the City's adjacent wastewater treatment facility, along with the associated easements bisecting the land to route utilities to the City's parcel which encumber

the site for future development (Refer to Exhibits C and D, Existing Zoning Map and Zoning Map). Please refer to the TES Eloy PAD Development Plan for additional information on the proposed land use and development standards.

To accomplish the rezoning of the property, this application is being submitted concurrently with a General Plan Amendment (GPA) application to change the land use of the property from Medium-Density Residential and General Industrial to Mixed Use (MU). (Refer to Exhibit B, Existing General Plan Land Use).

Through the requested applications and the future requests to be made through the development process, TES Eloy PAD seeks to bring a new and desirable master plan to the City, featuring a mix of land uses that could bring opportunities to current and future homebuyers, businesses, and industries in the area. The approval of this request as proposed provides benefits to the City such as necessary infrastructure improvements, and opportunities for housing in support of new and existing residents to meet the goals of the City of Eloy General Plan further described in this narrative.

3. Existing Conditions

TES Eloy PAD is largely located at the northwest corner of Eleven Mile Corner Road and Battaglia Road in the City of Eloy, Arizona within Section 36, Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. The Assessor's Parcel Number is 404-12-0050, and the subject parcel is currently owned by I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC, managed by HATJ Management LLC.

The site is irregular in shape and consists of approximately 338-acres of undeveloped desert land that generally slopes to the northwest. It is bounded by a water treatment facility and the CAP Santa Rosa Canal to the north, Frontier Street to the southwest, agricultural land to the east, and undeveloped desert land to the west.

Regionally, the Property is to the immediate northeast of Frontier Street (Casa Grande-Picacho Highway), which provides connectivity to nearby interstate highways for a route from the Project to metro Phoenix, Tucson, and further outlying communities.

Community Services

Service	Provider
Police	Eloy Police Department
Fire	Eloy Fire District
Library	Eloy Santa Cruz Library
School Districts	Toltec Elementary School District, Casa Grande Union High School District

The Eloy Police Department is located approximately 1 mile southeast of the Property at 630 N. Main St. Eloy, AZ 85131. The nearest fire protection facility is the Eloy Fire District Station 521, located approximately 2 miles southeast of the Property at 500 S. Sunshine Blvd., Eloy, AZ 85131.

4. Drainage

TES Eloy PAD is located within the FEMA Flood Insurance Rate Map (FIRM) for Pinal County, Arizona and incorporated areas, Panel Number 04021C1590F dated May 16, 2019. The FIRM, published by the Federal Emergency Management Agency (FEMA), indicates that the subject area is within Zone X (unshaded).

- FEMA defines Zone X (unshaded) as an Other Area: "Area of minimal flood hazard."

Offsite flows are channelized around the site avoiding impact. The onsite drainage concept is to provide proper retention for the 100-year 2-hour storm as required by Pinal County. During final engineering, the streets will be designed to convey on-site runoff toward the various retention basins or underground retention within the site. The local streets will be designed such that the 10-year flows are contained within the top of curbs and 100-year flows are contained within the right-of-way. Where the capacity of the street is exceeded, scupper or storm drain systems will be used to remove excess flow from the street and direct it toward retention basins or underground retention. To prevent erosion where flows are being concentrated for conveyance, riprap will be provided along scupper spillways, at the toes of scuppers, and at the outlet of storm drain pipes. Post-development flows will not exceed pre-development flows in peak runoff, volume, or velocity and will not concentrate sheet flows without downstream offsite control per City of Eloy standards.

The site's design will not cause any adverse drainage impacts or increased drainage problems for adjacent properties, upstream or downstream. For additional information please refer to the Master Drainage Report provided with this application.

5. Utilities and Services

All proposed utility systems and plans will be accessed and designed to the standards of the City of Eloy and the utility provider and submitted for staff review and approval with future development and permit applications. The utility and service providers listed below have been contacted to determine their existing facilities, their adequacy, and their capacity in relation to the proposed development. The property developer will provide all required infrastructure improvements as part of the future development and permit applications.

Service	Provider
Sewer	City of Eloy
Water	City of Eloy
Electric	Arizona Public Service (APS)
Telephone	CenturyLink, Cox Communications
Gas	Southwest Gas Corporation
Solid Waste	City of Eloy

Water

The Property is located within the water service area of the City of Eloy. Existing infrastructure includes a 6-inch water line within the project boundary. Adjacent infrastructure includes an existing 6-inch water line within N Tumbleweed Road, a 6-inch water line within W Frontier Street, and a 12-inch water line within 11 Mile Corner. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Wastewater

The Property is located within the wastewater service area of the City of Eloy. Existing infrastructure includes a 12-inch sewer main within the project boundary. Adjacent infrastructure includes existing sewer mains within W Frontier Street and 11 Mile Corner. The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or easements dedicated to that use and shall comply with the City's minimum requirements. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

6. Existing General Plan and Zoning

The approximately 338-acre Property is currently zoned Single-Family (R1-12) and the existing General Plan designation for the property is General Industrial and Medium-Density Residential.

Relationship to Surrounding Properties

The immediate surrounding area is within the jurisdiction of the City of Eloy. The character and zoning of the surrounding properties are detailed below.

Direction	Use	Zoning Districts	General Plan Land-Use Designations
North	Santa Rosa Canal, undeveloped desert land, and Eloy Public Works.	R1-12 Single-Family Residential; minimum 12,000 sq. ft. per du, I-1 Light Industrial, PF Public Facilities	MDR Medium Density Residential, GI General Industrial, LI Light Industrial, P/I Public Institutional
South	Battaglia Road, the Casa Grande-Picacho Highway, undeveloped desert land, and Republic Plastics plastic fabrication.	C-2 General Commercial, I-2 General Industrial, I-1 Light Industrial	CC, GI
East	11 Mile Corner, undeveloped desert land.	R1-6 Single-Family Residential; minimum 6,000 sq. ft. per du, C-1 Neighborhood Commercial	MDR,
West	Tumbleweed Road, undeveloped desert land.	R1-6 Single-Family Residential; minimum 6,000 sq. ft. per du	MDR,

Internal to the site is an existing out parcel that serves the City as a wastewater treatment plant. The proposed plan is an appropriate land use for this Property that will complement the existing and planned development.

7. Development Plan

The intent for this proposal is to establish the entitlements to facilitate future development of the Property. The key to the success of this development is to allow flexibility in the different land uses planned throughout the approximately 338-acre site. In response to market conditions and buyer demands, shifts in acreage and reallocation of land uses may be necessary. To accommodate changing real estate market and demographic conditions, specific locations and quantities of the proposed land use categories identified herein are subject to market conditions and will be dependent on the end user(s) of the Property, subject to the regulations of this MU PAD and R-3 PAD.

A selection of compatible land uses is considered for this Project. The proposed concept reflects the existing conditions of the Property and neighboring land by proposing a gradual transition from the commercial and residential uses planned along the perimeter corners to the light industrial uses planned alongside them and the higher intensity general industrial planned internal to the Property surrounding the existing wastewater treatment plant.

The subsequent site plan and design review submittal(s) will further address the site design and relevant requirements such as architecture, open space, vehicular and pedestrian circulation, site access, landscaping, public services, and other required site improvements once the end users of the site have been determined. All site plan and design review submittal(s) for the Project are to remain in conformance with the City Code, as modified by this TES Eloy PAD.

Site Data

A comprehensive list of detailed site data for this proposal is identified below for reference.

Site Data	
Gross Area	338 acres
Assessor's Parcel No.	404-12-0050
Existing Use	Undeveloped desert land
General Plan (Case No. GPA2025-001)	Mixed Use
Existing Zoning	Single-Family Residential (R1-12)
Proposed Zoning	Mixed Use (MU) Planned Area Development & Multiple Family (R-3) Planned Area Development

8. Circulation

TES Eloy PAD is planned at the northwest corner of Eleven Mile Corner Road and Battaglia Road. Both roads are classified as Principal Arterial. Street standards and improvement will be dictated by City Code the and requirements of a Comprehensive TIA.

Once vertical development opportunities are known, infrastructure details, interior street patterns, and access and circulation for each parcel will be detailed during the site planning process.

9. Phasing of Development

The economic market will dictate the phasing of the Project. If applicable, a phasing schedule will be provided to the City for review and approval once vertical development opportunities are known. Connectivity between the TES Eloy PAD development and the regional transportation system will be provided within the first phase to ensure that each phase of the Project will stand alone.

10. PAD Approval Criteria

This proposal conforms to the PAD approval criteria identified below pursuant to Section 21-2-7.5. of the Eloy Zoning Ordinance.

- **A PAD District may be approved only when the City Council determines that the proposed PAD would result in a greater benefit to the City as a whole than would development under conventional zoning district regulations and would not adversely affect the existing and/or future permissible uses of adjacent properties. Such greater benefit may include implementation of adopted planning policies/design standards, natural resource preservation/ conservation, enhanced provision of utilities, urban design, neighborhood/ community amenities or an overall level of increased development quality.**

  As demonstrated by this proposal, TES Eloy PAD will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City and generating employment opportunities. This request provides compatibility with existing development in the area while supporting the goals and objectives of the City of Eloy identified herein.

11. General Plan Conformance

TES Eloy PAD is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

Land Use

The Land Use element of the General Plan analyzes the existing patterns of land use and identifies the changes that are needed to realize the community's vision for Eloy's future. TES Eloy PAD furthers the featured land use goals identified below.

> ***Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.***
>
> ***Goal 3.1.1.2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.***

TES Eloy PAD establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply will the standards and guidelines established by the City Code.

Housing

The Housing element of the General Plan addresses several aspects of Eloy's housing supply and recommends strategies and actions for the future of Eloy. TES Eloy PAD furthers the housing goal featured in the list below.

> ***Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.***

TES Eloy PAD proposes medium to high density housing to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.

Economic Prosperity

The Economic Prosperity element of the General Plan addresses the local economy, which helps determine the rate of growth in a community, the prosperity of its residents, and the resources available to the City government to carry out capital improvement projects, desired programs and services, and other public improvements. TES Eloy PAD furthers the economic goals featured in the list below.

Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 3.10.1.2. Brand Eloy as a prime regional location for business, community growth and capital investment.

TES Eloy PAD proposes the entitlements for a new area of industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of TES Eloy PAD could have a resulting increase in retail and service business activities.

Parks, Open Space, and Trails

The intent of the Parks, Open Space, and Trails element of the General Plan is to address Eloy's current and future networks of parks, open space, and trails, which are an asset to quality of life in Eloy. A selection of the goals met by TES Eloy PAD are listed below.

Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.

Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.

TES Eloy PAD furthers these plan elements by planning for active and passive green space and amenities area located within the residential and mixed-use components of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.

Circulation

The Circulation element of the General Plan describes the City's roads, pathways, and other means for people to get from place to place. It assesses how Eloy's transportation network is functioning, address where development that impact the transportation system might occur and determine the improvements that are needed. The featured circulation goals listed below are applicable to the TES Eloy PAD.

Goal 3.2.1.1. Encourage public safety through appropriate street design.

Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.

All streets within TES Eloy PAD will be constructed to meet City of Eloy standards.

12. Issues for Consideration (Amendments to Zoning Map (Rezone))

In determining whether to approve, approve with conditions, or deny proposed Official Zoning Map amendments, issues for consideration shall include but not be limited to:

A. Consistency (or lack thereof) with the adopted Eloy General Plan, and other adopted plans;

TES Eloy PAD is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

- *Land Use. Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.*
    - *TES Eloy PAD establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply will the standards and guidelines established by the City Code.*
- *Housing. Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.*
    - *TES Eloy PAD proposes medium to high density housing to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.*
- *Economic Prosperity. Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.*
    - *TES Eloy PAD proposes the entitlements for a new area of industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of TES Eloy PAD could have a resulting increase in retail and service business activities.*
- *Parks, Open Space, and Trails. Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.*
    - *TES Eloy PAD furthers these plan elements by planning for active and passive green space and amenities area located within the residential and mixed-use components of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.*

- *Circulation. Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.*
    - *All new streets within TES Eloy PAD will be constructed to meet City of Eloy standards and the development will follow the recommendations of the TIA.*

By advancing these adopted goals, the rezoning request is consistent with the intent of the General Plan and supports orderly growth.

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

The property is surrounded by primarily undeveloped land and Frontier Street (Casa Grande Picacho Highway) to the immediate southwest. The property surrounds an existing wastewater treatment plant. The Property is currently split between the City of Eloy General Plan's General Industrial and Medium Density Residential land use categories. Both categories are incompatible with the site's existing zoning of R1-12 Single Family Residential (12,000 sq. ft.). Due to this incompatibility, a General Plan Amendment and Rezoning request would be necessary to pursue development of the property. '

C. Suitability of the subject property for uses permitted by the proposed zoning district;

The property is in a growing economic corridor along Frontier Street (Casa Grande Picacho Highway), providing a suitable location for industrial, commercial, and higher density residential uses. The site is in an adequate and appropriate location for the uses proposed for the Project. The proposed residential component is planned on the eastern end of the site to neighbor the existing residential land zoned to the east with industrial uses planned closer to the wastewater treatment plant.

D. Suitability of the subject property for uses permitted by the existing district; and

The current zoning for low density residential use is not the most appropriate or functional designation for the property's frontage on Fronteir Road (Casa Grande-Picacho Highway) and immediate proximity to the City's existing wastewater treatement plant. The property's configuration and surroundings are better suited for the proposed plan for industry, employment and housing.

The proposed uses are best suited to mitigate the conditions of the site such as the proximity to Frontier Street (Casa Grande Picacho Highway) and the adjacent wastewater treatment plant.

E. Availability of sewer and water facilities.

The Property is located within the City of Eloy's water and wastewater service area. Existing water infrastructure includes a 6-inch water line within the project boundary.

Adjacent infrastructure includes an existing 6-inch water line within N Tumbleweed Road, a 6-inch water line within W Frontier Street, and a 12-inch water line within 11 Mile Corner. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Existing wastewater infrastructure includes a 12-inch sewer main within the project boundary. Adjacent infrastructure includes sewer mains within W Frontier Street and 11 Mile Corner Road. The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or in easements dedicated to that use and shall comply with the City's minimum requirements. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

13. Conclusion

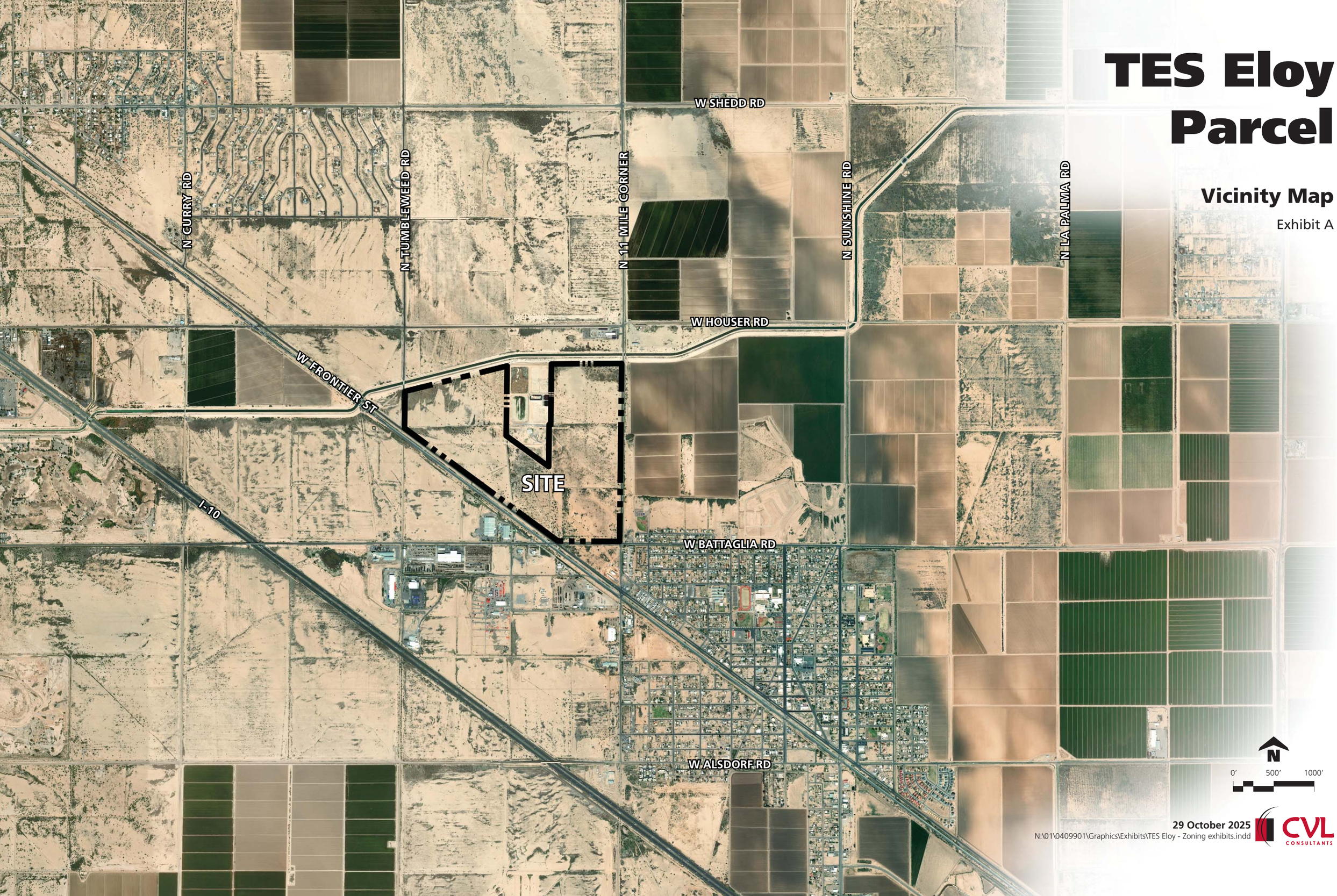
TES Eloy PAD will transform the existing site into a development that will improve upon the existing entitlements to provide economic opportunities to residents, fulfilling a need in this area of the City. The proposed request makes good land use sense for this property and will be an economically attractive presence in the area.

The development team believes that this request represents appropriate and favorable planning of the site and a positive contribution to the area. We look forward to our continued coordination with staff in the processing of TES Eloy PAD.

TES Eloy Parcel

Vicinity Map

Exhibit A



29 October 2025

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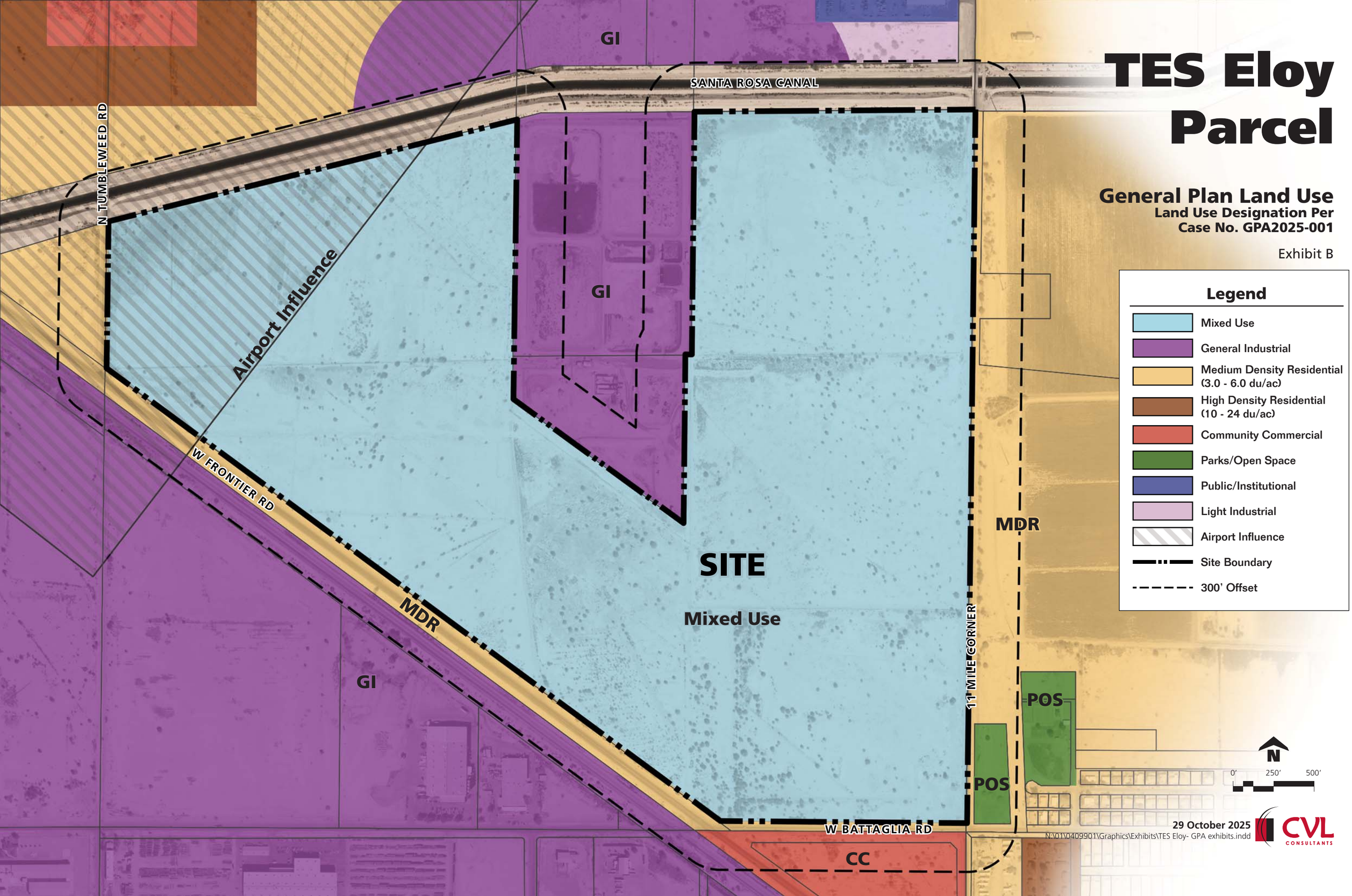
CVL CONSULTANTS

TES Eloy Parcel

General Plan Land Use

Land Use Designation Per Case No. GPA2025-001

Exhibit B



29 October 2025

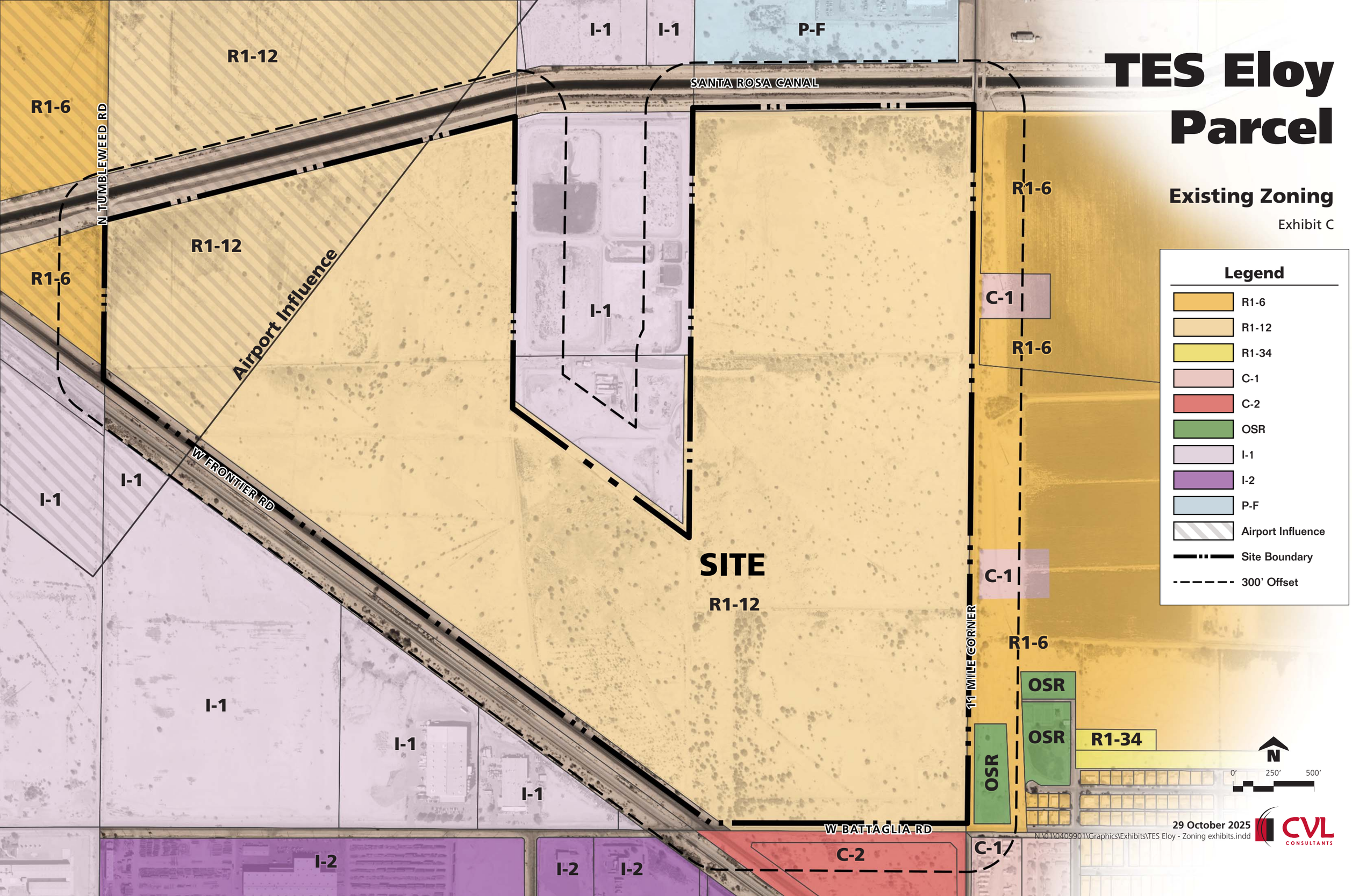
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CVL CONSULTANTS

TES Eloy Parcel

Existing Zoning

Exhibit C



Legend

- R1-6
- R1-12
- R1-34
- C-1
- C-2
- OSR
- I-1
- I-2
- P-F
- Airport Influence
- Site Boundary
- 300' Offset

N

0' 250' 500'

29 October 2025

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CVL CONSULTANTS

TES Eloy Parcel

Zoning

Zoning Designation Per Case No. RZPAD2025-002

Exhibit D

Legend

- R-3 PAD
- MU
- R1-6
- R1-12
- R1-34
- C-1
- C-2
- OSR
- I-1
- I-2
- P-F
- Airport Influence
- Site Boundary
- 300' Offset

SITE

MU PAD

R-3 PAD

R1-12

R1-6

R1-34

C-1

C-2

OSR

I-1

I-2

P-F

Airport Influence

N TUMBLEWEED RD

SANTA ROSA CANAL

W FRONTIER RD

W BATTAGLIA RD

11 MILE CORNER

N

0' 250' 500'

29 October 2025

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CVL CONSULTANTS



4550 N 12th Street
Phoenix, AZ 85014

Exhibit A
TES ELOY PAD

October 29, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

Development Plan - Amended Land Use & Development Standards

CVL CONSULTANTS

4550 N 12th Street
Phoenix, AZ 85014

Job #: 1-01-04099-01

STAFF DATE 02/18/2026
RZPAD2025-002

Development Plan

Amended Land Use and Development Standards

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC
3718 E Adobe Dr,
Phoenix, AZ 85050

Planning/Civil Engineering Consultant

CVL Consultants
4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

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    Development Standards. 2
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Exhibits

Vicinity Map. . . . . Exhibit A
General Plan Land Use . . . . . Exhibit B
Existing Zoning Map . . . . . Exhibit C
Zoning Map . . . . . Exhibit D
Conceptual Site Plan . . . . . Exhibit E
Circulation Plan . . . . . Exhibit F
FEMA Map . . . . . Exhibit G
Concept Photos . . . . . Exhibit H
    Concept Photos: Commercial . . . . . Exhibit H.1
    Concept Photos: Industrial . . . . . Exhibit H.2
    Concept Photos: Residential . . . . . Exhibit H.3

1. Introduction

The purpose of this Development Plan (hereafter, the TES Eloy PAD) is to establish the amended land uses and locations &, development standards, architectural character and form, primary vehicular circulation routes, and provide a Zoning Land Use Plan for the TES Eloy Planned Area Development (PAD) Overlay Zoning District. Site and building design and improvements, as well as building sizes, will be determined with each site plan application for the development of the property.

2. Governing Provisions of the TES Eloy PAD

The TES Eloy PAD serves as a regulatory document, and is intended to establish the framework for the development of the property.

- Where this TES Eloy PAD is silent on a topic, the Zoning Ordinance shall govern. Where there is conflict between the TES Eloy PAD and the Zoning Ordinance, the TES Eloy PAD shall govern.
- Development of the TES Eloy PAD shall conform to the exhibits attached hereto.
- For the purpose of the TES Eloy PAD, Mixed-Use is the inclusion of residential with commercial or public and semi-public uses identified on the Table of Uses for the TES Eloy PAD below, either vertically or horizontally, on one parcel of land. See the Zoning Land Use Plan for the locations where vertical mixed-use in an option but horizontal mixed-use is not.
- Residential dwellings shall not be provided above, or horizontally attached to any building containing an industrial use.

3. Development Standards

The table below identifies the development standards for this TES Eloy PAD to facilitate the development of the project.

Development Standards

TES Eloy PAD			
Mixed-Use PAD Property Development Standards			
Development Type and Regulation			**TES Eloy PAD MU PAD Development Standard**
Non-residential, Nursing Home, and Assisted Living Center Developments			
	Setbacks, minimum		
		Front	20 ft [1]
		Side, adjacent to residential-only and mixed-use	30 ft
		Side setback to the boundary of the TES Eloy PAD zone	15 ft
		Side, all other	15 ft [2]
		Street side	15 ft
		Rear, adjacent to residential-only and mixed-use	30 ft
		Rear, all other	15 ft
	Lot Coverage, maximum		65%
	Building height, maximum:		48 ft
	Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a residential or mixed-use development		15 ft [3, 4, 11]
	Landscape buffer minimum width abutting the property line and right-of-way line of the boundary of the TES Eloy PAD zone		15 ft
Mixed-Use Development			
	Setbacks, minimum		
		Front	20 ft [1]
		Side, adjacent to residential-only	30 ft
		Side, all other	15 ft [2]
		Street side	15 ft [5]
		Rear, adjacent to residential-only development	30 ft
		Rear, all other	15 ft
	Lot Coverage, maximum		65%

	Building height, maximum		48 ft
	(Height is allowed in areas that have the Mixed Use areas designated on the Zoning Land Use Plan)		
	Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a non-residential or a residential-only development		15 ft [3, 4, 11]
	Landscape buffer minimum width abutting the property line and right-of-way line of the boundary of the TES Eloy PAD zone		15 ft
	Horizontal separation between residential, mixed-use and non-residential buildings and structures on the same lot or parcel, minimum		10 ft
	Residential density (dwelling units/gross acre) of a mixed-use development, minimum		10 du/ac [12]
	Residential Floor Area, maximum		Note 6
Residential-Only Development			
(Excluding Nursing Home, and Assisted Living Center)			
	Net Lot Area, minimum		
		Single-family Residential, Attached Dwelling	3,500 sf
		Single-family Residential, Detached Dwelling	5,000 sf
		Multi-family Dwelling Development	7,000 sf [7]
	Lot width, minimum		
		Single-family Residential, Attached	25 ft
		Single-family Residential, Detached	40 ft
	Setbacks, minimum – Single-family Residential, Attached		
		Front	10 ft [5]
		Side	0 ft [5, 8, 9]
		Street side	10 ft [5,8,9]
		Rear	25 ft [10]
	Setbacks, minimum – Single-family Residential, Detached		
		Front	10 ft [5]
		Side	5 ft [5, 9]
		Street side	10 ft [5]
		Rear	25 ft
	Setbacks, minimum – Multi-family Dwelling Development		
		Front	20 ft [1]
		Side	15 ft
		Street side	15 ft [5]
		Rear	15 ft

	Lot Coverage, maximum	60%
	Building height, maximum	35 ft [13]
	Residential density (dwelling units/gross acre) (Single-family Residential, Detached dwelling units)	3 du/ac [12] Min. 7 du/ac [12] Max.
	Residential density (dwelling units/gross acre) (Single-family Residential, Attached dwelling units)	12 du/ac Max.
	Residential density (dwelling units/gross acre) (Multi-family Residential Development)	10 du/ac [12] Min. 24 du/ac [12] Max.
	Product acreage range (Single-family Residential, Detached dwelling units)	0-15 acres
	Product acreage range (Single-family Residential, Attached dwelling units)	0-15 acres
	Product acreage range (Multi-family Residential Development)	15-20 acres
	Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a non-residential or mixed-use development	15 ft [3, 4, 11]
	Landscape buffer minimum width abutting the TES Eloy PAD's zoning boundary property line and the Shedd Rd. right-of-way line.	15 ft
	Horizontal separation between multi-family residential buildings and structures on the same lot or parcel, minimum	10 ft

MU PAD Development Standard Notes:
1. A minimum of fifteen (15) foot front setback for street-facing parking lots and drive aisles is allowed.
2. A zero (0) setback is allowed between non-residential and non-residential structures and between mixed-use and mixed-use structures on separate lots or parcels if each structure that has a zero (0) side setback complies with the applicable regulations of the City of Eloy Building Codes of Chapter 5 of the City Code, as amended.
3. A minimum of fifteen (15) foot landscape buffer is to be provided between residential-only, mixed-use development, and non-residential developments, including areas identified in Exhibit E that are to contain a residential or mixed-use development.
4. If a landscape buffer is required and the existing development on an abutting lot or parcel has not provided a minimum fifteen (15) foot landscape buffer abutting the shared property line, then the minimum width of the landscape buffer shall be a minimum of thirty (30) feet abutting the shared property line – exclude any landscape area on the abutting lot.
5. A setback of twenty (20) feet shall be provided for front entry garages and carports accessed directly from a public or private street.
6. For each one (1) gross square foot of non-residential floor, a maximum of three (3) gross square feet of residential floor area, including the gross floor area of interior amenities and common areas, is allowed. Residential and non-residential shall be on the same lot or parcel.
7. Residential condominium developments on a single parcel, the minimum lot area required shall be seven hundred (700) square feet per dwelling unit.

8. A five (5) foot side setback shall be provided on the end lot abutting an interior side property line. The end lot contains the last unit on either end of a roll of consecutive attached units on individual lots.
9. A minimum ten (10) foot interior side setback shall be provided abutting a subdivision tract that is less than ten (10) feet wide where the tract abuts a right-of-way or private street tract. A five (5) foot interior side setback is allowed abutting a subdivision tract that is ten (10) feet wide or greater where the tract abuts a right-of-way or private street tract. The owner association shall own the subdivision tract.
10. A ten (10) foot minimum rear yard setback is allowed when abutting a property containing a Single-family Residential, Attached dwelling.
11. A minimum thirty (30) foot wide landscaped subdivision track may be provided between residential-only, mixed-use development, and non-residential developments in place of the landscape buffer.
12. Residential density is based on gross area lot or parcel specifically containing the development. Density transfers from one lot or parcel within the TES Eloy PAD requires a separate zoning approval specifically addressing the transfer of development rights.
13. Multiple-family developments are allowed a height up to 48 feet.

TES Eloy PAD			
R-3 PAD Property Development Standards			
Development Type and Regulation			**TES Eloy PAD R-3 PAD Development Standard**
Residential-Only Development			
	Net Lot Area, minimum		
		Single-family Residential, Attached Dwelling	3,500 sf
		Single-family Residential, Detached Dwelling	6,000 sf
		Multi-family Dwelling Development	7,000 sf [1]
	Lot width, minimum		
		Single-family Residential, Attached	25 ft
		Single-family Residential, Detached	45 ft
	Setbacks, minimum – Single-family Residential, Attached		
		Front	10 ft [2]
		Side	0 ft [2, 3, 4]
		Street side	10 ft [2]
		Rear	25 ft [5]
	Setbacks, minimum – Single-family Residential, Detached		
		Front	10 ft [2]
		Side	5 ft [2, 4]
		Street side	10 ft [2]
		Rear	25 ft
	Setbacks, minimum – Multi-family Dwelling Development		

		Front	20 ft [6]
		Side	15 ft
		Street side	15 ft [2]
		Rear	15 ft
	Lot Coverage, maximum		60%
	Building height, maximum		35 ft [7]
	Residential density (dwelling units/gross acre) (Single-family Residential, Detached dwelling units)		3 du/ac [8] Min. 7 du/ac [8] Max.
	Residential density (dwelling units/gross acre) (Single-family Residential, Attached dwelling units)		12 du/ac Max.
	Residential density (dwelling units/gross acre) (Multi-family Residential Development)		10 du/ac [8] Min. 24 du/ac [8] Max.
	Landscape buffer minimum width abutting a shared property line between a lot or parcel containing a non-residential or mixed-use development		15 ft [9, 10, 11]
	Landscape buffer minimum width abutting the TES Eloy PAD's zoning boundary property line and the Shedd Rd. right-of-way line.		15 ft
	Horizontal separation between multi-family residential buildings and structures on the same lot or parcel, minimum		10 ft
Nursing Home and Assisted Living Center uses			Comply with MU-PAD Development Standards as indicated on standards table.

R-3 PAD Development Standard Notes:

1. Residential condominium developments on a single parcel, the minimum lot area required shall be seven hundred (700) square feet per dwelling unit.

2. A setback of twenty (20) feet shall be provided for front entry garages and carports accessed directly from a public or private street.

3. A five (5) foot side setback shall be provided on the end lot abutting an interior side property line. The end lot contains the last unit on either end of a roll of consecutive attached units on individual lots.

4. A minimum ten (10) foot interior side setback shall be provided abutting a subdivision tract that is less than ten (10) feet wide where the tract abuts a right-of-way or private street tract. A five (5) foot interior side setback is allowed abutting a subdivision tract that is ten (10) feet wide or greater where the tract abuts a right-of-way or private street tract. The owner association shall own the subdivision tract.

5. A ten (10) foot minimum rear yard setback is allowed when abutting a property containing a Single-family Residential, Attached dwelling.

6. A minimum of fifteen (15) foot front setback for street-facing parking lots and drive aisles is allowed.

7. Multiple-family developments are allowed a height up to 48 feet. A zero (0) setback is allowed between non-residential and non-residential structures and between mixed-use and mixed-use structures on separate lots or parcels if each structure that has a zero (0) side setback complies with the applicable regulations of the City of Eloy Building Codes of Chapter 5 of the City Code, as amended.

8. Residential density is based on gross area lot or parcel specifically containing the development. Density transfers from one lot or parcel within the TES Eloy PAD requires a separate zoning approval specifically addressing the transfer of development rights.
9. A minimum of fifteen (15) foot landscape buffer is to be provided between residential-only, mixed-use development, and non-residential developments, including areas identified in Exhibit E that are to contain a residential or mixed-use development.
10. If a landscape buffer is required and the existing development on an abutting lot or parcel has not provided a minimum fifteen (15) foot landscape buffer abutting the shared property line, then the minimum width of the landscape buffer shall be a minimum of thirty (30) feet abutting the shared property line – exclude any landscape area on the abutting lot.
11. A minimum thirty (30) foot wide landscaped subdivision track may be provided between residential-only, mixed-use development, and non-residential developments in place of the landscape buffer.

4. Use Regulations

The Table below, labeled "Table of Uses for the TES Eloy PAD," lists the land uses and indicates whether they are permitted ("Allowed") by right, with approval of a Conditional Use Permit (CUP) or are an accessory use to a primary use on the property. In addition, the table identifies the section of the Supplemental Use Regulations of the zoning ordinance that applies to the specific land uses.

The regulations are established by letter designations as follows:

- "P" designates an allowed land use.
- "C" designates a land use that requires the approval of a Conditional Use Permit to be allowed.
- "N/P" designates land uses that are not allowed.
- "P/C" designated a land use that requires the approval of a Conditional Use Permit to be allowed if the "Note" criteria specified in the land use table are applicable. If the "Note" criteria are not applicable, the use is allowed without a Conditional Use Permit.
- "P/O" designates that the use requires the application and approval of the appropriate Manufactured Home overlay district.
- "A" designates a land use that is allowed as an accessory use only to an established primary land use allowed on the property. Other accessory uses are allowed that are not specifically identified on the table.

Table of Uses for the TES Eloy PAD				
Use Category	Specific Use Type	R-3 PAD	MU PAD	Supplemental Use Regulations
Residential	Assisted living center	P	P	21-3-1.5
	Boarding/shelter care	NP	C	Note 4
	Caretaker's quarters (living quarters)	NP	C	21-3-1.9
	Child care, home	P	P	
	Dwelling, live/work	NP	P	
	Dwelling, duplex	P	P	
	Dwelling, manufactured home[1]	P/O	NP	
	Dwelling, multi-family	P	P	
	Dwelling, single-family attached	P	P	
	Dwelling, single-family detached	P	P	
	Manufactured home, park[1]	P/O	NP	
	Nursing home	P	P	21-3-1.28
	Park Models[1]	P/O	NP	
	Recreational vehicle, park[1]	P/O	NP	
	Vacation home rentals	P	P	
Public and semi-public	Arboretum or botanical garden	NP	P	
	Assembly hall/ auditorium	NP	P	
	Bus terminal	NP	C	Note 2
	Campground	NP	C	21-3-1.8
	Cemetery	NP	C	Note 2
	Child care, center	NP	P	21-3-1.11
	College or university	NP	P	21-3-1.13
	Community playfields and parks	NP	P	
	Community recreation center	NP	P	
	Crematorium or funeral parlor	NP	P	
	Cultural facility	NP	P	
	Fraternal or social club, nonprofit	NP	P	
	Government offices and civic buildings	NP	P	

	Health care/medical facility or clinic	NP	P	
	Hospitals	NP	P	
	Library	NP	P	
	Museum, cultural facility	NP	P	
	Non-profit/non-governmental organization	NP	C	
	Public safety facility	NP	P	
	Religious assembly	NP	P	21-3-1.33
	School, boarding	NP	C	21-3-1.35
	School, public or private, K - 8	NP	C	21-3-1.35
	School, public or private, 9 - 12	NP	C	21-3-1.35
	Social service facility	NP	C	
	Solar generation facility	NP	C	21-3-1.38
	Utility facility and service yard, major	NP	P	Notes 3 and 4
	Utility facility, minor	NP	P	
	Wireless facility (including tower and supporting facilities)	NP	P	21-4-4
Commercial	Alcoholic beverages, retail sale	NP	P	
	Animal, hospital/ veterinarian	NP	P	21-3-1.4
	Animal kennel/shelter	NP	P	Note 2
	Automobile rentals	NP	P	
	Automobile repair major	NP	P	21-3-1.6, Note 3 and 4
	Automobile repair minor	NP	P	21-3-1.6
	Automobile sales and leasing	NP	P	Note 3
	Bar, lounge, or tavern	NP	P	
	Business services	NP	P	
	Car wash	NP	P	Note 5
	Coffee shop/cafe	NP	P	
	Coffee shop/cafe with drive through	NP	P	21-3-1.18 Note 8, 9
	Commercial entertainment, indoor	NP	C	Note 5

	Commercial entertainment, outdoor	NP	C	Note 3
	Convenience store	NP	P	21-3-1.15
	Farmers market	NP	P	
	Feed store	NP	P	
	Financial institution (chartered; bank)	NP	P	21-3-1.18
	Financial institution (chartered), with drive through	NP	P	21-3-1.18, Note 8 and 9
	Fitness and sports center	NP	P	
	Flea market	NP	C	Note 3
	General market	NP	P	
	General personal services	NP	P	
	General personal services with drive through	NP	P	21-3-1.18, Note 8 and 9.
	General recreation, indoor	NP	P	
	Hotel or motel	NP	P	
	Instructional services or trade schools	NP	P	
	Medical marijuana dispensary	NP	C	21-3-1.25, Note 6
	Medical marijuana cultivation	NP	C	21-3-1.24, 21-3-1.25, 21-3-1.26, Note 4, 6 and 13
	Medical marijuana infusion	NP	C	21-3-1.26, Note 6
	Microbrewery, craft distillery or tasting room	NP	P	21-3-1.27
	Mixed-use	NP	P	
	Movie theater	NP	P	
	Nightclub	NP	C	
	Non-chartered financial institution (payday loan/check cashing)	NP	NP	
	Nursery, commercial	NP	C	Note 4
	Office, business or professional	NP	P	
	Outdoor/mobile vending	NP	A	Note 7

	Parking lots and parking structure	NP	P	
	Recreational marijuana establishments and dual licensee facilities	NP	C	21-3-1.33, note 6
	Recreational marijuana: establishments, testing facilities and dual licensee facilities	NP	C	21-3-1.33, note 6
	Restaurant	NP	P	
	Restaurant, with drive-through	NP	P/C	21-3-1.18, Note 8, 9
	Restaurant, with off track betting	NP	C	
	Retail, general	NP	P	
	Retail, general with drive-through	NP	P/C	21-3-1.18, Note 8, 9
	Retail, large format	NP	P	
	Retail, pawnshop	NP	P	Note 4
	Retail, smoke shop	NP	P	
	Self-storage, indoor	NP	P	21-3-1.37, Note 5
	Service station	NP	P	21-3-1.38
	Service station with car wash	NP	P	21-3-1.37, Note 5
	Tour services	NP	P	
Industrial	Assembly, light	NP	P	Note 3 and 4
	Auctions, indoor	NP	P	
	Building materials sales, indoor retail	NP	P/C	Note 8
	Building materials sales, outdoor or wholesale	NP	P	Note 3 and 4
	Distribution/ Warehousing Center, Indoor	NP	P	
	Manufacturing, light	NP	P	Note 3 and 4
	Outside storage (vehicles, boat, RV)	NP	P	21-3-1.30, Note 3, 4
	Research laboratory	NP	P	
	Truck stop	NP	NP	
	Heavy rental, outdoor	NP	NP	
	Wholesale establishment	NP	P	Note 3 and 4

Notes
1. May be permitted in any Residential Zoning District that is also located within an existing Manufactured Home Overlay District.
2. The listed use shall not be on a lot or parcel within 1000 feet of another lot or parcel containing a residential use or a residential zoning district.
3. The listed use shall not be on the same property containing a residential use, within 1000 feet of another lot or parcel containing a residential use or a residential zoning district, at the time of the listed use's initial occupancy, nor shall the listed use be enlarged to be within the aforementioned distance or on to the same property containing a residential use
4. Use is limited to area within 500 feet of a southwest and west property line of the water treatment facility identified on the Zoning Land Use Site Plan.
5. The listed use shall not be on the same property containing a residential use, within 500 feet of another lot or parcel containing a residential use or a residential zoning district, at the time of the listed use's initial occupancy, nor shall the listed use be enlarged to be within the aforementioned distance or on to the same property containing a residential use.
6. The listed use shall not be on the same property containing a residential use, or within 1320 feet of another lot or parcel containing a residential use at the time of the listed use's initial occupancy, nor shall the listed use be enlarged to be within the aforementioned distance or on to the same property containing a residential use. This distance shall be measured in a straight line from the exterior walls of the building or portion thereof in which the business is conducted or proposed to be conducted to the property line of the of the lot or parcel containing a residential uses.
7. Outdoor/Mobile Vending is allowed Accessory Land Use as on a lot or parcel containing an established allowed primary commercial or industrial use identified in the land use table of the properties zone, in accordance with the following requirements:
a. Outdoor/Mobile Vending businesses shall not to be place on the property in a permanent way.
b. All signs shall be affixed to the vending cart, stand, vehicle, or stall.
c. Vending carts, stands, vehicles, stalls, tables, chairs, bench, refuse receptacle, or structures and features associated Outdoor/Mobile Vending use shall be:
i. Placed or located in a manner that is on, or block, a driveway, sidewalk or other point of emergency vehicular access, including emergency access points.
ii. Located at on the property and at least five feet (5') from any street sidewalk and/or ten feet (10') from any street whichever is the lesser.
iii. Located outside a visibility triangle per section 21-4-2.11 of this chapter.
d. Located in paved parking areas and shall not occupy parking spaces required for the principal use if said principal use is in operation during the same hours as the outdoor vendor.
8. A Conditional Use Permit is required and shall be obtained for the listed use that is on the same lot or parcel containing a residential use, within 250 feet of another lot or parcel containing a residential use or a residential zoning district.
9. The property owner shall submit a traffic impact study evaluating the effects of a drive-through on adjacent street traffic, internal vehicular circulation, and drive-through queue length design. The evaluation shall be based on a comparable use, approved by the City Engineer or their designee. The study shall include minimum drive-through queue lengths required to accommodate the use and proposed mitigation measures for vehicular circulation. Drive-through queue designs shall also address queue overflow to ensure that vehicular parking and drive aisles are not obstructed. The traffic impact study shall receive acceptance from by the City Engineer or their designee.

5. Architectural Design Standards

Specific product type and elevations will be provided during the City's architectural design review process. All development within the Project shall be subject to the City's design review process, as required by the Zoning Ordinance. Building elevations shall provide architectural features that meet or exceed City requirements and fit within the character of the TES Eloy PAD as proposed.

Industrial, Commercial, and Mixed-Use

Industrial, commercial, and mixed-use areas within the development shall be designed to positively contribute to the overall character of TES Eloy PAD through the intentional use of massing and scale, colors and materials, architectural design, building orientation, and façade articulation. (Refer to Exhibit H, Concept Photos)

To contribute to the identity of the development, and coexist with the adjacent uses and development, both internal and external to the TES Eloy PAD, the development shall adhere to the design guidelines listed below.

- Development within business parks and employment areas shall be designed to minimize potential visual impacts due to scale, location of mechanical equipment, and outdoor storage. These visual impacts shall be mitigated in accordance with the zoning ordinance.
- Buildings, entries, windows, and other prominent design features should face streets and public areas, where appropriate.
- Architectural enhancements, special landscaping and hardscape treatments and other design features that will provide visual interest are concentrated in areas visible from the public view and in public areas within the site where possible. This includes views from streets, freeways, and the public areas of adjacent properties.
- All building elevations shall incorporate complementary or similar related materials, textures, details, and colors.
- Offsets or changes of roof planes are encouraged to provide visual relief. A mix of slope roof and flat roof forms are encouraged.
- Awnings, windows, and entrances are encouraged, and shall be comprised of consistent form, material, color, and mounting arrangement for structures utilized on one or more buildings. The color of the awnings shall complement the character.
- Architectural styles should draw from local or regional design influences with an overall effect of cohesiveness and a quality built environment.

- Ensure development that provides consistency with the residential portions of the Project and appear as an integrated part of the overall TES Eloy PAD design concept.

Residential

The development will have the flexibility to provide a mixture of housing products (single-family attached, single-family-detached, multiple-family, etc.) pursuant to the development standards and permitted uses identified in the tables provided herein. Housing product will be designed to meet the needs of the diverse population within the City, providing the framework for a range of housing opportunities for all lifestyles and economic needs. (Refer to Exhibit H, Concept Photos).

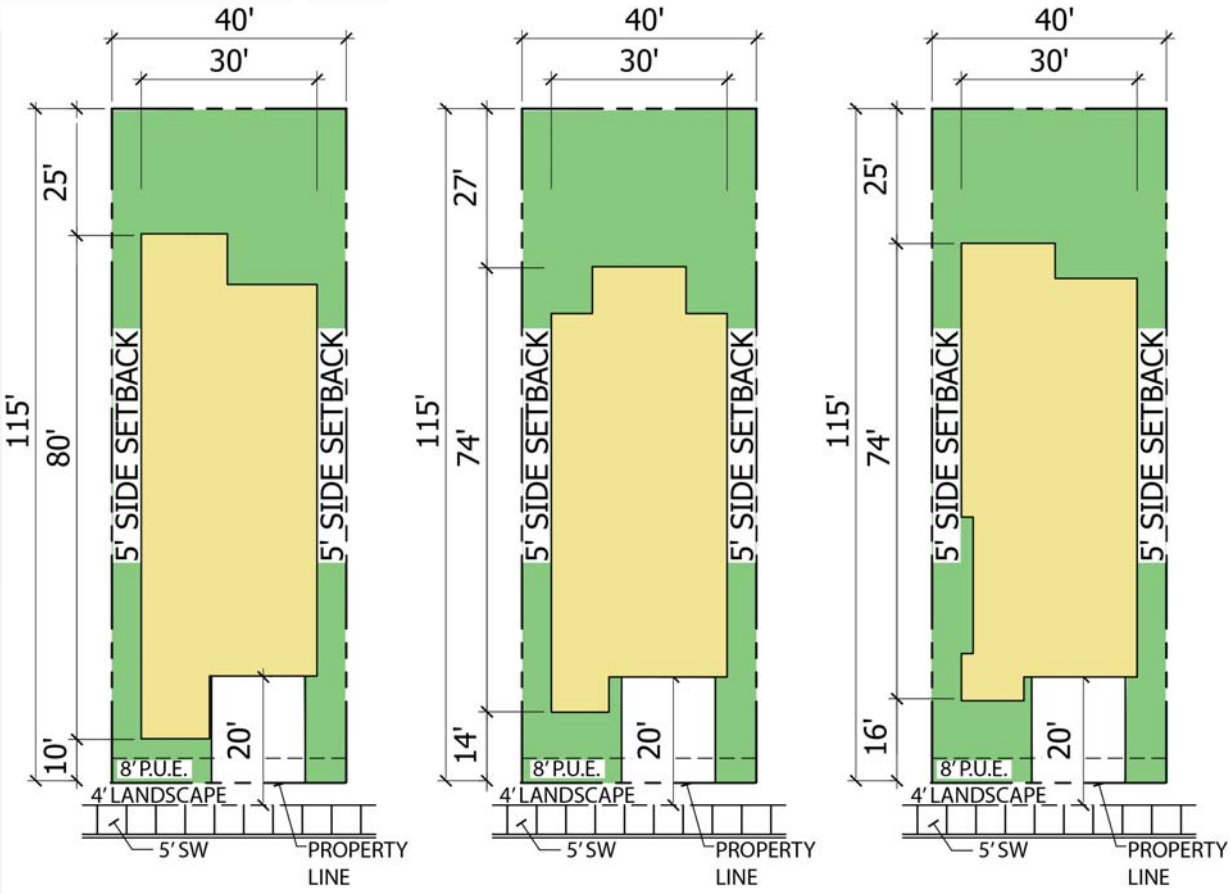
Single family detached housing product shall adhere to the design guidelines listed below.

- A minimum of four (4) floor plans will be provided for each subdivision unit. Each floor plan will provide a minimum of three (3) distinctly different elevations.
- A minimum of three (3) distinctly different exterior paint color schemes will be provided for each floor plan with a minimum of three (3) colors of roof material, three (3) styles of garage doors.
- The same elevations will not be utilized across from or adjacent to each other.
- Home design will incorporate four-sided architecture elements when architecture is visible from public view.
- Front porches are encouraged.
- Rear patios must be covered.
- Each detached single residence will include a minimum two (2) car garage. The design and materials of detached garages will be compatible with the main structure. Tandem garages are permitted to encourage elevation and floor plan diversity.
- Forward facing garage doors located on the front half of the lot and facing the street, shall have a surface design in relief and/or windows.
- Forward facing garage doors shall not exceed sixty percent (60%) of the house width. Where more than a standard two car front-entry garage can be accommodated, the additional garage bay(s) shall be architecturally designed to appear separate and distinct from the remainder of the garage.

- Forward facing garage elevations shall have a recessed façade and door, with the recess setback a minimum of three feet (3') from the primary building façade or the façade of a front covered patio or portico, whichever extends farther from the garage face.
- Overhanging eaves and front facing covered porches are encouraged.
- Wood shake and shingles are prohibited.
- Open gable roofs are permitted provided that a minimum of one architectural enhancement is included in the gable design. Architectural elements include roof vents, pop-outs, and other articulation.
- Varying rooflines, style combinations, stepping, or different orientations will be demonstrated in building elevations.
- Enhanced window design and styles are required (i.e. window embellishments, architectural enhancements, trim, window recesses, and structural pop-outs).
- Paint and material colors will have a light reflective value ("LRV") no greater than forty (40) percent. Limited use of contrasting accenting colors in excess of forty (40) percent LRV for small elements such as entryways and special architectural features of the building may be allowed.
- Residential mirrored surfaces, or reflective treatments that change or enhance ordinary glass into mirrored surfaces are prohibited. Solar panels are expressly permitted.
- Bright, untarnished metallic surfaces, including roof materials with the exception of solar panels, will be chemically treated so as to be non-reflective.
- Roof mounted mechanical equipment (other than solar installations) is prohibited. All mechanical equipment will be installed at ground level or be wall mounted and will be screened from public view and designed to appear as an integral part of the building.

Conceptual 40' Lot Detail

The development will provide visual interest by providing architectural variety through the use of distinct building elevations, exterior materials, roof lines, garage placement, and/or building placement. A conceptual lot detail for a 40' single family detached housing product option is provided below for reference . Pursuant to the development standards provided herein, the garage must be 20 feet back from the sidewalk and all setbacks must be measured from the property line.



Conceptual 40' Lot Detail

N.T.S.

6. Landscape and Open Space

Development of the Property shall comply with the City design standards for each of the various land use categories of the Eloy TES PAD as modified in the TES Eloy PAD Development Plan Development Standards herein.

Open space areas will be primarily focused primarily focus on creating a feeling of spaciousness, using uniform details and plant materials, providing a variety of screening techniques and setbacks for visual interest, and creating linear connections to unify the Property.

Total Open Space

This PAD is committed to providing a portion of the Property as Open Space Recreation (OSR). A modification from the 15% of the net subject property acreage required by the Zoning Ordinance for PAD zoning is requested due to the significant acreage of industrial use planned within the TES Eloy PAD.

- The residential portions of the development will be subject to provide a minimum of eighteen percent (18%) of the net residential acreage as Open Space Recreation (OSR).
- The commercial portions of the development will be subject to provide a minimum of ten percent (10%) of the net commercial acreage as Open Space Recreation (OSR).
- The industrial portions of the development will be subject to provide a minimum of five percent (5%) of the net industrial acreage as Open Space Recreation (OSR).

Open space areas are identified on the Conceptual Site Plan provided as Exhibit E. All landscaping will be provided as required by the Zoning Ordinance.

Open Space Buffer (Between Land Uses)

Open space buffers are required to be provided where the Light Industrial and/or General Industrial categories abut Residential and Mixed-Use. All open space buffers required between land uses shall contain 30' of landscaped tract area situated along the shared parcel boundary, to be centered with even distribution on either side, off-center, or located entirely on one side or the other.

This 30' minimum width of tract area is not defined as a separate platted tract or excluded from any other setbacks, landscape buffers, or open space requirements for development. Open space buffers may overlap with other required perimeter

landscape buffers, recreation areas, and contribute to open space calculations, as well as contribute to open space calculations, contain retention, and easements, and serve to meet the other City Code and PAD requirements established in this proposal.

7. Walls and Fences

Fence and wall requirements shall comply with City standards except as modified herein. Walls will be designed to reflect the quality and character of the master plan while aesthetically complementing adjacent developments and existing forms found in the natural desert environment. Walls shall be constructed of masonry, brick, block, painted block, stone, stucco, architectural metal, concrete, split-face, single-score, or patterned integrally colored block or similar.

8. Conclusion

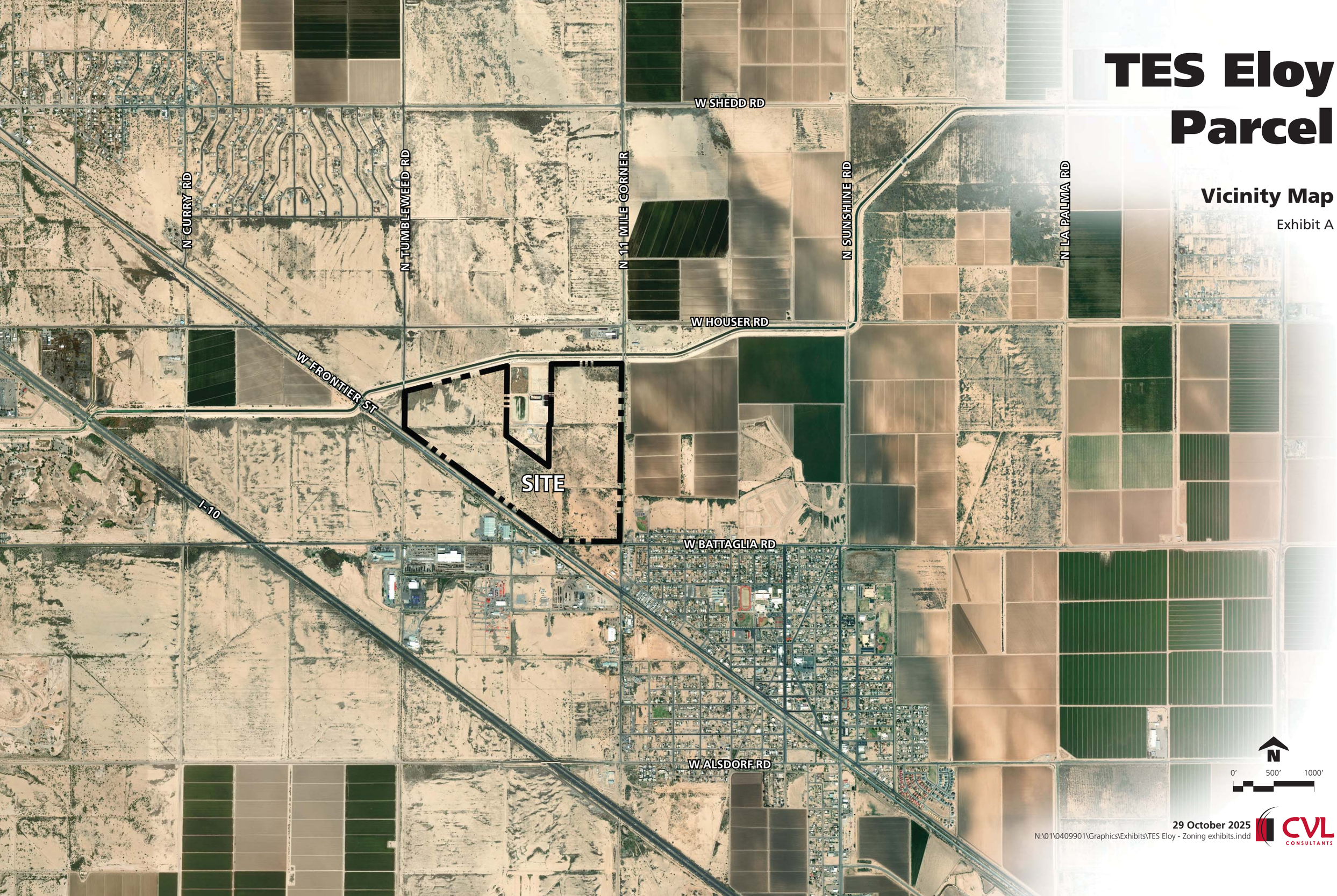
TES Eloy PAD will transform the existing site into a development that will improve upon the existing entitlements to provide economic opportunities to residents, fulfilling a need in this area of the City. The proposed request makes good land use sense for this property and will be an economically attractive presence in the area.

The development team believes that this request represents appropriate and favorable planning of the site and a positive contribution to the area. We look forward to our continued coordination with staff in the processing of TES Eloy PAD.

TES Eloy Parcel

Vicinity Map

Exhibit A



29 October 2025

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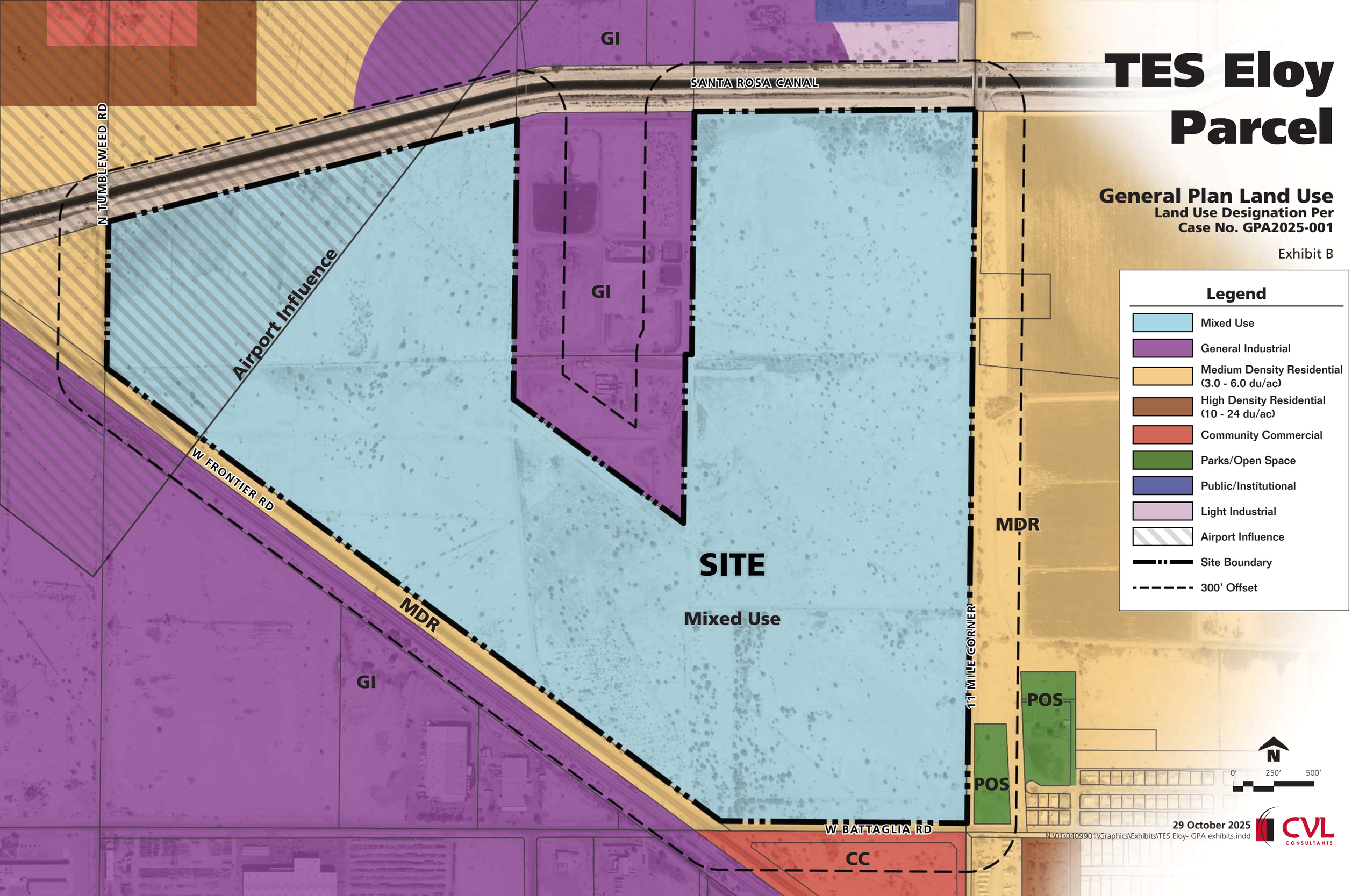
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TES Eloy Parcel

General Plan Land Use

Land Use Designation Per Case No. GPA2025-001

Exhibit B



29 October 2025

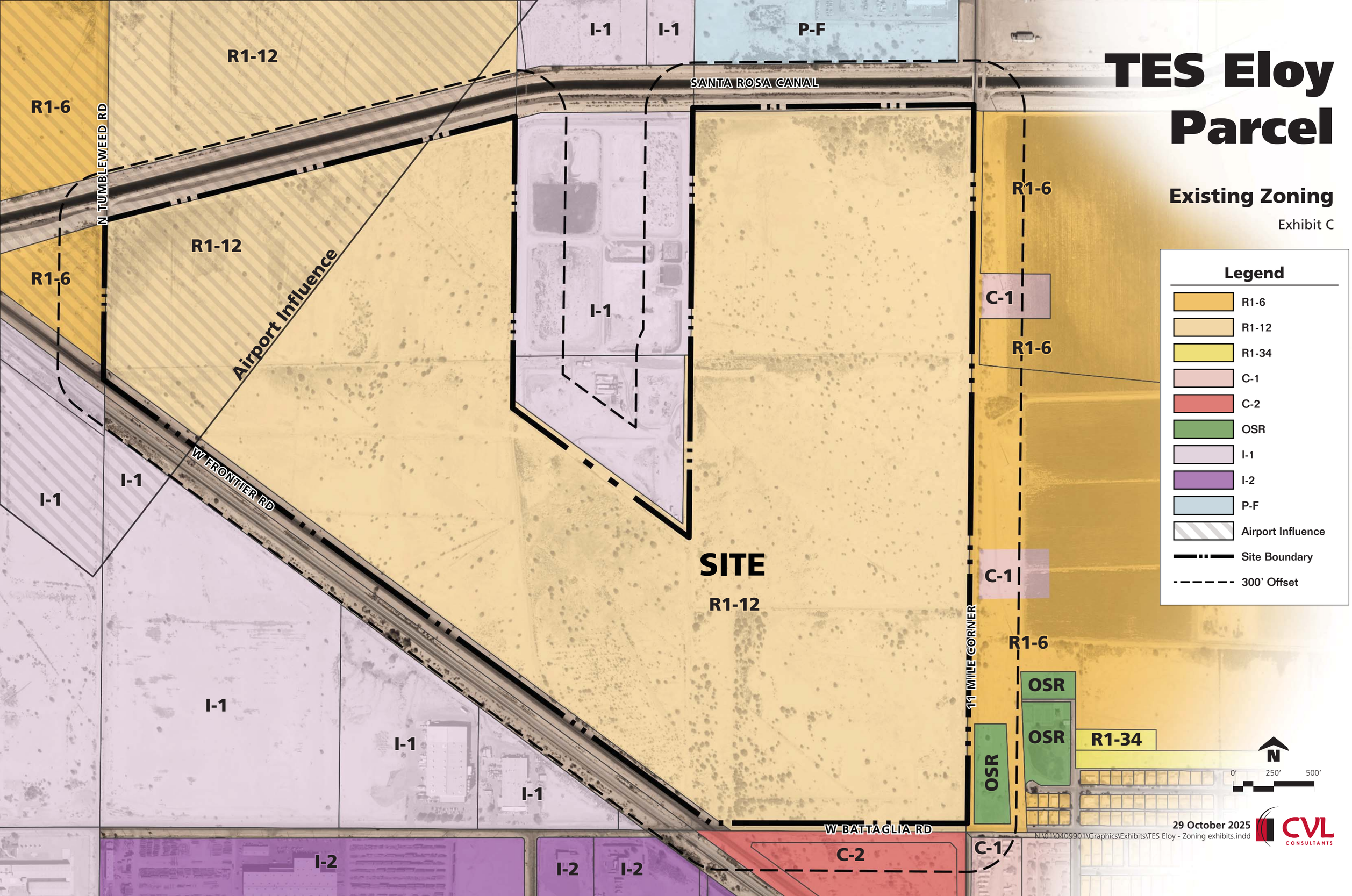
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TES Eloy Parcel

Existing Zoning

Exhibit C



Legend

- R1-6
- R1-12
- R1-34
- C-1
- C-2
- OSR
- I-1
- I-2
- P-F
- Airport Influence
- Site Boundary
- 300' Offset

N

0' 250' 500'

29 October 2025

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TES Eloy Parcel

Zoning

Zoning Designation Per Case No. RZPAD2025-002

Exhibit D

SANTA ROSA CANAL

N TUMBLEWEED RD

W FRONTIER RD

11 MILE CORNER

W BATTAGLIA RD

SITE

MU PAD

Airport Influence

R1-12

R1-6

R1-34

R-3 PAD

I-1

I-2

P-F

C-1

C-2

OSR

Legend

- R-3 PAD
- MU
- R1-6
- R1-12
- R1-34
- C-1
- C-2
- OSR
- I-1
- I-2
- P-F
- Airport Influence
- Site Boundary
- 300’ Offset

N

0’ 250’ 500’

29 October 2025

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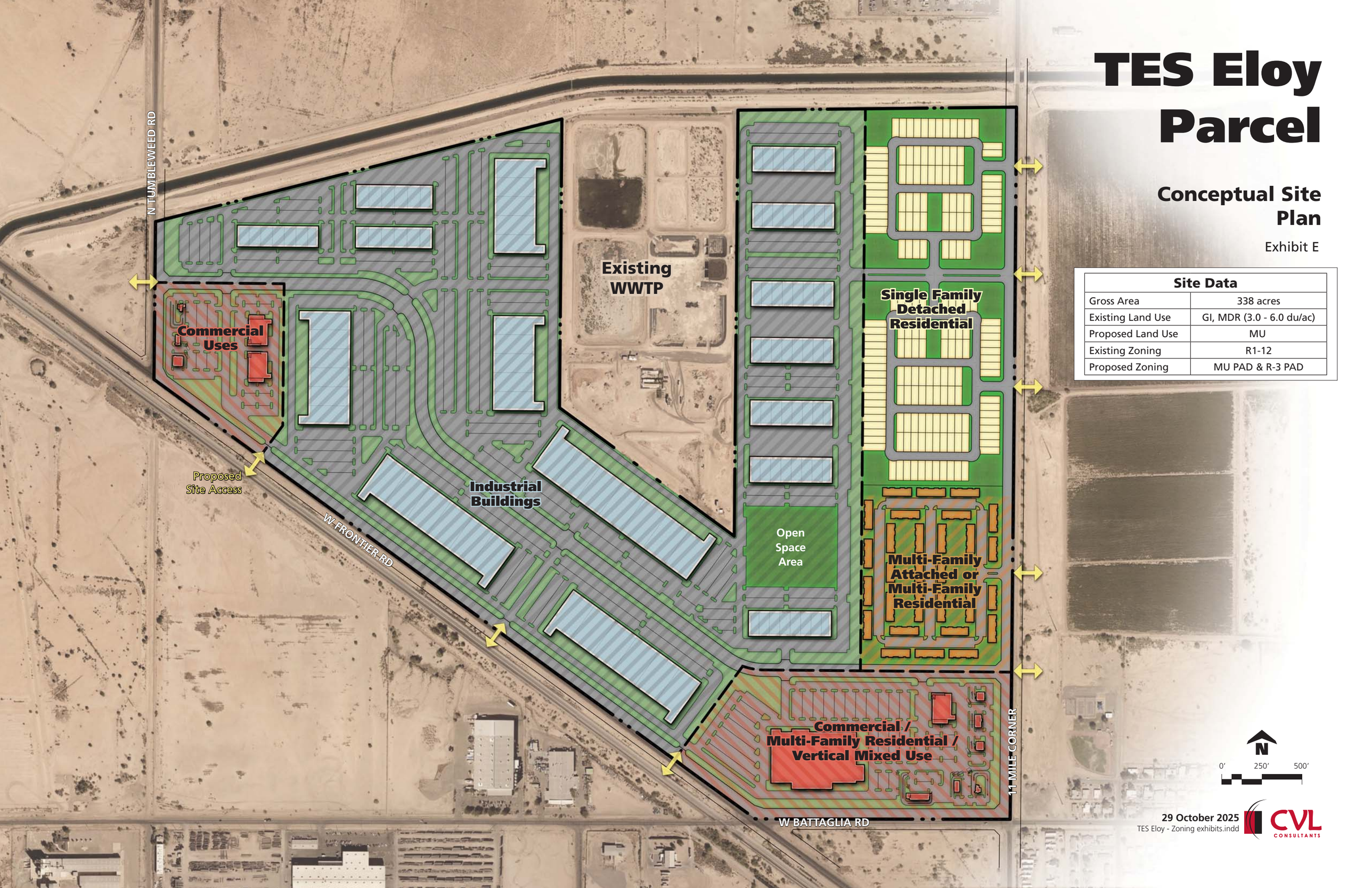
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TES Eloy Parcel

Conceptual Site Plan

Exhibit E

Site Data	
Gross Area	338 acres
Existing Land Use	GI, MDR (3.0 - 6.0 du/ac)
Proposed Land Use	MU
Existing Zoning	R1-12
Proposed Zoning	MU PAD & R-3 PAD



29 October 2025
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Circulation Plan

Exhibit F

W HOUSER RD

N TUMBLEWEED RD

N 11 MILE CORNER

SANTA ROSA CANAL

W FRONTIER ST

SITE

W BATTAGLIA RD

Legend

- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Local Roads
- Site Boundary

N

0' 250' 500'

29 October 2025

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NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1590 OF 2575

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1590	F
PINAL COUNTY	040077	1590	F

VERSION NUMBER
2.3.3.0

MAP NUMBER
04021C1590F

MAP REVISED
MAY 16, 2019

TES Eloy Parcel

FEMA Map

Exhibit G

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTP://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A,V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- E 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary

29 October 2025
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CVL CONSULTANTS

TES Eloy PAD

Concept Photos: Commercial

Exhibit H.1









29 August 2025

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TES Eloy PAD

Concept Photos: Industrial

Exhibit H.2



Note: All building color shall comply with the Zoning Ordinance. Colors shown are not representative of exception, modification, or amendment to the Zoning Code; and are not approved as part of the application.

29 August 2025

CVL CONSULTANTS

TES Eloy PAD

Concept Photos: Residential

Exhibit H.3















Note: All building color shall comply with the Zoning Ordinance. Colors shown are not representative of exception, modification, or amendment to the Zoning Code; and are not approved as part of the application.

29 August 2025

CVL CONSULTANTS



4550 N 12th Street
Phoenix, AZ 85014

TES Eloy

NEC of Battaglia Road & Frontier Street

Traffic Impact Analysis

Eloy, Arizona

October 2025

First Submittal: September 2024

APPROVED BY:

_____ _____

CITY OF ELOY CITY ENGINEER DATE
CITY OF ELOY PUBLIC WORKS DEPARTMENT

PREPARED FOR:

CVL Consultants



PREPARED BY:

Y2K Engineering, LLC.

Project No. 24-088

Contact: Melissa Gende, PE, PTOE, RSP_1; mgende@y2keng.com

1921 S. Alma School Rd, Ste 204, Mesa, AZ 85210 480.696.1701 info@y2keng.com

STAFF DATE: FEBRUARY 18, 2026
RZPAD2025-002

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EXECUTIVE SUMMARY

TES Eloy is a proposed mixed-use development on the northeast side of Battaglia Road and Frontier Street in Eloy, Arizona. The development consists of industrial, medical office, commercial, and residential land uses spread across 354 gross acres (or approximately 332 net acres). The project tentatively plans to develop 1,794,670 square feet of light industrial, 278,780 square feet of medical office, 304,920 square feet of commercial, 300 multi-family dwelling units as part of a mixed-use development, 285 multi-family dwelling units as part of a general low-rise development, and 185 single-family dwelling units.

TRIP GENERATION

- At full buildout, the development is anticipated to generate a net total of 28,134 daily trips (entering and exiting) with internal reduction. A net total of 1,489 AM peak hour trips and 2,429 PM peak hour trips are projected.

SAFETY ANALYSIS

- During the five-year analysis period (2019-2023), there were a total of 46 crashes. The intersection with the most crashes was Battaglia Road and Frontier Street (alternately named Casa Grande Highway) with 22 crashes. The most common collision manner was angle (25 crashes), followed by rear end (10 crashes).
- There were four serious injury crashes, three (3) at the intersection of Battaglia Road and Casa Grande Highway and one (1) at Battaglia Road and 11 Mile Corner Road. All serious injury crashes were angle crash type.

SITE ACCESS

- The project is anticipated to be accessed by a total of nine new driveways – seven full access driveways and two right-in/right-out driveways. Six driveways will be constructed by opening year to serve the industrial and medical parcels (Driveways A, B, C, D, E, and H), and three additional driveways will be constructed by final buildout to serve the residential parcels (Driveways F, G, and I). Driveways A, B, D, E, and H are expected to provide cross access to serve multiple land uses.

LEVEL OF SERVICE ANALYSIS

- Under existing conditions, all movements at the study intersections are projected to operate at sufficient LOS.
- All movements at the study intersections are projected to operate at adequate LOS in the 2025 background and total conditions.
- Under 2030 total conditions, the eastbound left-/thru/right-turn movement at Frontier Street/Battaglia Road is expected to operate at LOS E in the PM peak hour. All other movements are expected to operate at LOS D or better in the 2030 background and total conditions.
- Under 2035 background and/or total conditions, several movements are expected to break down at Tumbleweed Road/Frontier Street, Frontier Street/Battaglia Road, 11 Mile Corner Road/Battaglia Road, and Driveways B, C, and E.
- With mitigation, most movements are projected to operate at LOS D or better. The southbound left-turn movement at Driveways B and eastbound left-turn movement at Driveway E are projected to operate at LOS E with 36.0 and 40.5 seconds of delay, respectively.

RECOMMENDATIONS

The recommended improvements to be installed by final buildout of the TES Eloy developments are listed below and depicted in **Figure 1.**

Tumbleweed Road and Frontier Street

- Maintain the existing 200 feet of storage for the eastbound left-turn lane.
- Construct a dedicated westbound right-turn lane with 100 feet of storage
- Construct dedicated southbound left- and right-turn lanes with 150 feet of storage each.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Tumbleweed Road/Frontier Street to alleviate the delays.

Frontier Street and Battalia Road

- Lengthen the southbound left-turn lane to provide 325 feet of storage.
- Construct a westbound right-turn lane with 200 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Frontier Street/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the eastbound and westbound approaches, it is advised to operate the traffic signal with split phasing on the eastbound and westbound approaches.

11 Mile Corner Road and Battaglia Road

- Construct dedicated left- and right-turn lanes on the southbound approach with 175 feet and 100 feet of storage, respectively.
- Construct a dedicated eastbound left-turn lane with 225 feet of storage.
- While not along project frontage, there is sufficient width on the westbound approach to stripe a dedicated left-turn lane, allowing the eastbound and westbound left-turn movements to align. It is advised to stripe this westbound left-turn lane with at least 100 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at 11 Mile Corner Road/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the northbound approach, it is advised to operate the traffic signal with split phasing on the northbound and southbound approaches.

11 Mile Corner Road and Houser Road

- Maintain existing lane configurations and traffic control.

Tumbleweed Road and Houser Road

- Maintain existing lane configurations and traffic control.

Driveway A and Tumbleweed Road

- Install a northbound right-turn lane with 175 feet of storage.
- Install a southbound left-turn lane with 100 feet of storage.
- Provide a STOP sign on the westbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

- Driveway A appears to be at least 500 feet south of a bridge crossing an irrigation canal; this is preliminarily anticipated to be sufficient distance for the tapering associated with the southbound left-turn lane without impacts to the bridge.

Driveway B and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

Driveway C and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 175 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.
- Provide a staging area in the central raised median for southbound left-turn traffic to complete the maneuver in two stages.

Driveway D and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide a right-turn lane on the southbound approach for exiting traffic.

Driveways E, F, G, H, and I and 11 Mile Corner Road

- Install a southbound right-turn lane with 100 feet of storage at all driveways except for Driveway H, which will need 125 feet of storage.
- Install a northbound left-turn lane with 100 feet of storage at all driveways except for Driveway E, which is anticipated to need 275 feet of storage. Driveway I will not need a northbound left-turn lane, as it is anticipated to be restricted to right-in/right-out access due to its proximity to an existing utility service road.
- Provide a STOP sign on the eastbound exiting approach.
- Provide sufficient width for eastbound exiting traffic to separate themselves into left- and right-turn movements at all driveways except for Driveway I, which will only allow for right-turns.

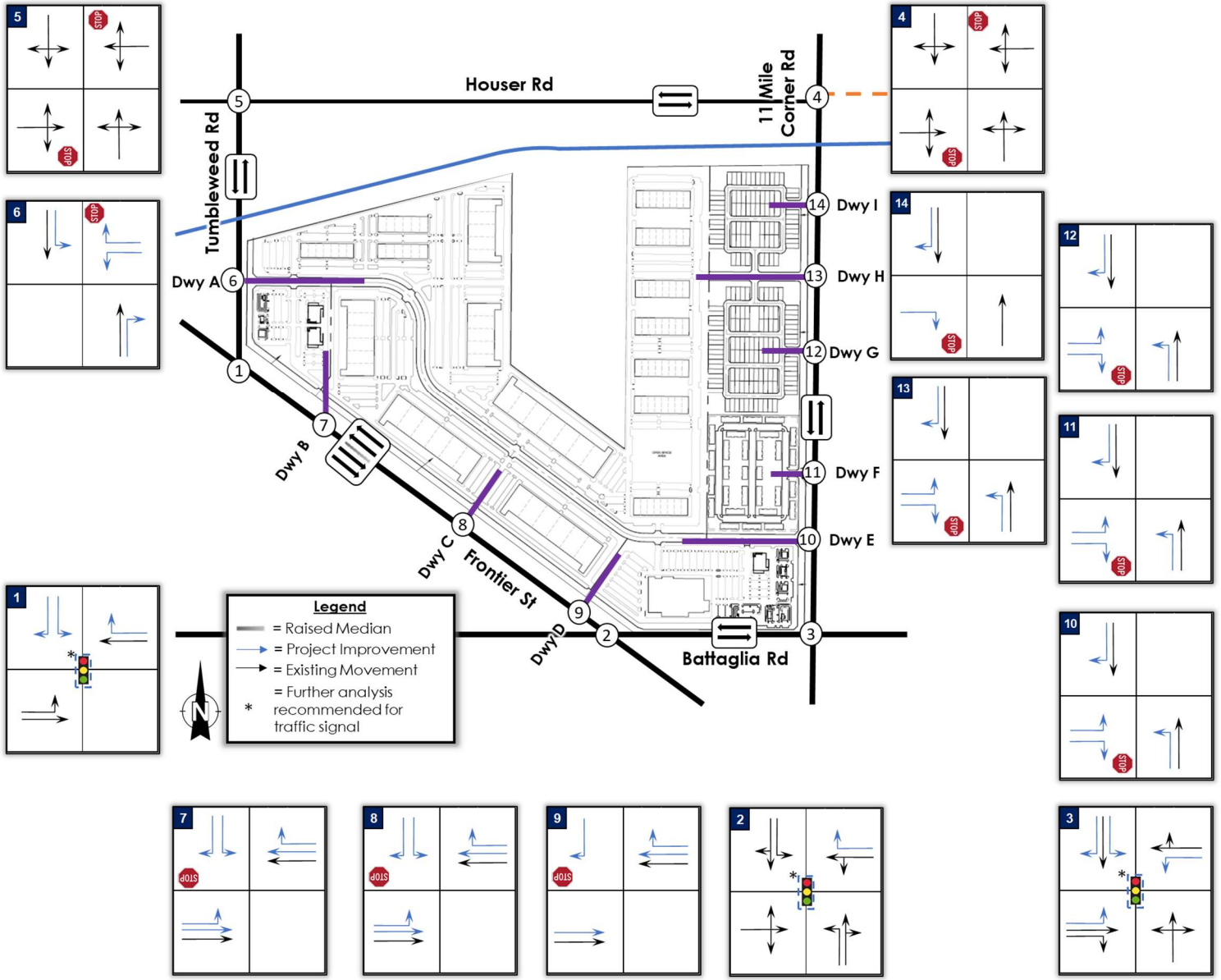


Figure 1: 2035 Recommended Lane Configuration and Traffic Control

INTRODUCTION

TES Eloy is a proposed development located on existing undeveloped land on the northeast side of Battaglia Road and Frontier Street in Eloy, Arizona. The development consists of industrial, commercial, and residential land use across 354 gross acres. This study is a revised version of a previous study sealed on September 10, 2024 and has been revised per comments from City of Eloy staff. A comment resolution form is provided in **Appendix A**.

STUDY OBJECTIVES

The objectives of the study include the following:

- Document existing conditions and perform an existing level of service analysis.
- Perform a safety analysis by studying the past five years crashes within the study limits.
- Estimate generated trips for the development and distribute them to the surrounding street system.
- Add the new trips from the proposed development to the background traffic.
- Determine future levels of service with and without the proposed project.
- Recommend roadway improvements to provide for a safe and efficient transportation system and to mitigate significant impacts of the proposed development.

SCOPE OF STUDY

The Traffic Impact Analysis has been prepared in accordance with the *Pinal County Traffic Impact Assessment Guidelines & Procedures (January 2007)*. Per the Pinal County guidelines, the analysis years for a Category IIc include the opening year (assumed to be 2025), five years after opening (2030), and ten years after opening (2035). The study area for a Category IIc study includes all site access points, signalized intersections, and major unsignalized street intersections within three miles of the project site.

STUDY AREA

The study area includes the following intersections:

1. Tumbleweed Road & Frontier Street
2. Frontier Street & Battaglia Road
3. Battaglia Road & 11 Mile Corner Road
4. 11 Mile Corner Road & Houser Road
5. Houser Road & Tumbleweed Road

ANALYSIS TIME PERIODS AND HORIZON YEARS

The weekday AM and PM peak hour periods were analyzed. The future traffic analyses were conducted for the 2025 Opening Year, the 2030 Horizon Year, and for the 2035 Horizon Year, per Pinal County TIA Guidelines. This study features all phases of the development which is assumed to be fully built by the horizon year 2035.

Figure 2 provides the vicinity map and **Figure 3** includes an aerial image of the project study area.



Figure 2: Vicinity Map

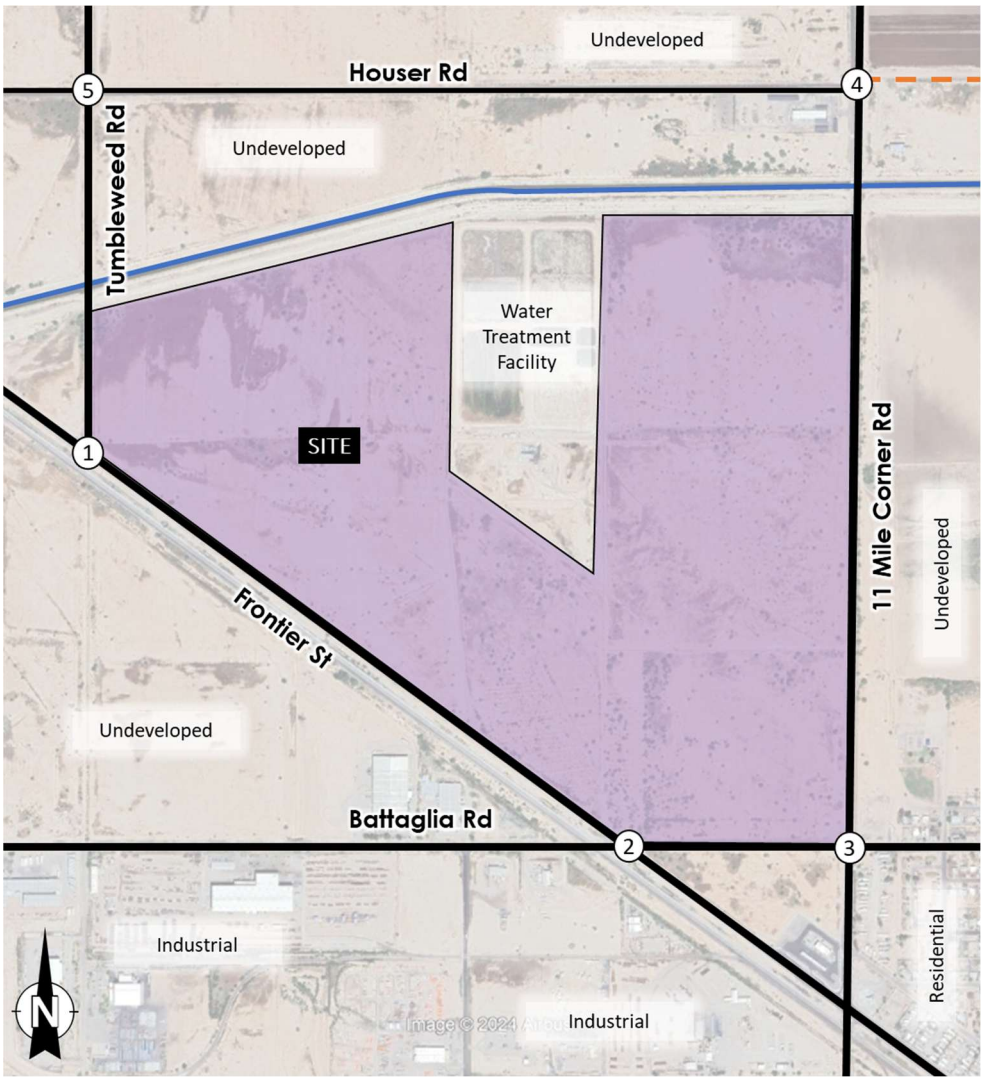


Figure 3: Project Site Aerial Image

EXISTING CONDITIONS

SURROUNDING AREA

The proposed development will be located near the northeast corner of Battaglia Road and Frontier Street. This project is proposed on currently undeveloped land. The lot is surrounded by adjacent undeveloped land, as well as industrial developments to the south and residential communities to the southeast.

PINAL COUNTY REGIONALLY SIGNIFICANT ROUTES (RSR)

Requirements for RSR access management and design are included in the *2008 Regionally Significant Routes for Safety & Mobility* (RSRSM) *Final Report* and the *Pinal County Access Management Manual, February 2017*. Battaglia Road, Houser Road, and 11 Mile Corner are identified as Regionally Significant Routes in Pinal County's map for *Regionally Significant Routes for Safety & Mobility (RSRSM), 2020 Update*. The 2008 RSRSM Access Management Manual states that "RSR Principal Arterials are major roadways that emphasize a high level of traffic mobility and a low level of access to land; generally, roadways of regional importance, intended to serve moderate to high volumes of traffic traveling relatively long distances and at higher speeds." Additional requirements include 75-feet of half-street right-of-way dedicated on plat for regionally significant roadways.

DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM

BATTAGLIA ROAD

Battaglia Road is an east-west collector roadway classified as a Regionally Significant Route (RSR). The two-lane roadway has a posted speed limit of 35 mph. In the project limits Battaglia Road has paved shoulders and overhead utilities along the south side of the roadway. There are no existing bicycle or pedestrian facilities on Battaglia Road. The roadway provides access to Frontier Street (Casa Grande Highway) on the south side of the site, and crosses Interstate 10 (I-10) approximately 1.35 miles west of the development site, although a traffic interchange is not provided at the crossing.

FRONTIER STREET

Frontier Street, alternately named Casa Grande Highway, is an arterial roadway that has a northwest-southeast orientation. Within the project limits Frontier Street is a two-lane undivided roadway with dirt shoulders. Further southeast of the project site, the roadway offers two lanes in each direction separated by a raised median. A speed limit of 45 mph is posted on Frontier Street along the project frontage.

11 MILE CORNER ROAD

11 Mile Corner Road is a north-south roadway classified as a Regionally Significant Route (RSR) with plans to become an arterial road in the future. The roadway features one lane in each direction of travel. Roadway improvements such as curb, gutter, sidewalks, lighting, or bike lanes are not present on 11 Mile Corner Road. Overhead utilities are present on both the east and west sides of the roadway. The posted speed limit on 11 Mile Corner Road is 35 mph along project frontage.

HOUSER ROAD

Houser Road is an east-west roadway located north of the proposed development. The roadway is classified as a Regionally Significant Route (RSR). Houser Road features one lane in each direction of travel and has a posted speed limit of 45 mph. Curb, gutter, sidewalks, lighting, and bike lanes are not available on either side of the roadway. Overhead utilities are present on the south side of Houser Road. Houser Road connects to a traffic interchange with I-10 approximately two miles west of the project site.

TUMBELWEED ROAD

Tumbleweed Road is a two-lane arterial roadway with a north-south orientation within the project vicinity. Roadway improvements such as curb, gutter, sidewalks, lighting, or bike lanes are not present along either side of the roadway. Overhead utilities are available on the west side of the roadway. The posted speed limit on Tumbleweed Road is 45 mph.

INTERSECTION OF TUMBLEWEED ROAD AND FRONTIER STREET

Tumbleweed Road and Frontier Street is a three-legged intersection that operates under minor street STOP control. The southbound approach on Tumbleweed Road features one lane that allows left and right-turning movements. The eastbound approach is served by a left-turn lane and a through lane. The westbound approach features a shared through/right-turn lane. A STOP sign exists for the southbound approach on Tumbleweed Road.

INTERSECTION OF BATTAGLIA ROAD AND FRONTIER STREET

Battaglia Road and Frontier Street is a four-legged intersection that operates under two-way STOP control. The eastbound and westbound approaches on Battaglia Road feature a STOP sign while the northbound and southbound approaches on Frontier Street are free-flowing. The northbound and southbound approaches include a left-turn lane and shared through/right-turn lane. The eastbound and westbound approaches are served by one lane that serves left-turning, through, and right-turning movements.

INTERSECTION OF BATTAGLIA ROAD AND 11 MILE CORNER ROAD

The intersection of Battaglia Road and 11 Mile Corner Road is a four-legged intersection operating under all-way STOP control. The northbound, southbound, and westbound approaches feature a single lane that allows for all movements. The eastbound approach is served by a shared left-turn/through lane and a right-turn lane.

INTERSECTION OF 11 MILE CORNER ROAD AND HOUSER ROAD

11 Mile Corner Road and Houser Road is a four-legged intersection that operates under two-way STOP control. The eastbound and westbound approaches on Houser Road features a STOP sign while the northbound and southbound approaches on 11 Mile Corner Road are free-flowing. All four approaches features one lane that allows for left-turning and right-turning movements. The east and west legs are offset from one another by approximately 75 feet, and the east leg is currently unpaved.

INTERSECTION OF HOUSER ROAD AND TUMBLEWEED ROAD

The intersection of Houser Road and Tumbleweed Road is a four-legged intersection that operates under minor street STOP control. The eastbound and westbound approaches on Houser Road feature a STOP sign while the northbound and southbound approaches on Tumbleweed Road allow for free-flowing traffic. All approaches feature one lane that allows for left-turning, through, and right-turning movements.

The existing roadway geometry and intersection traffic control are depicted in **Figure 4**.

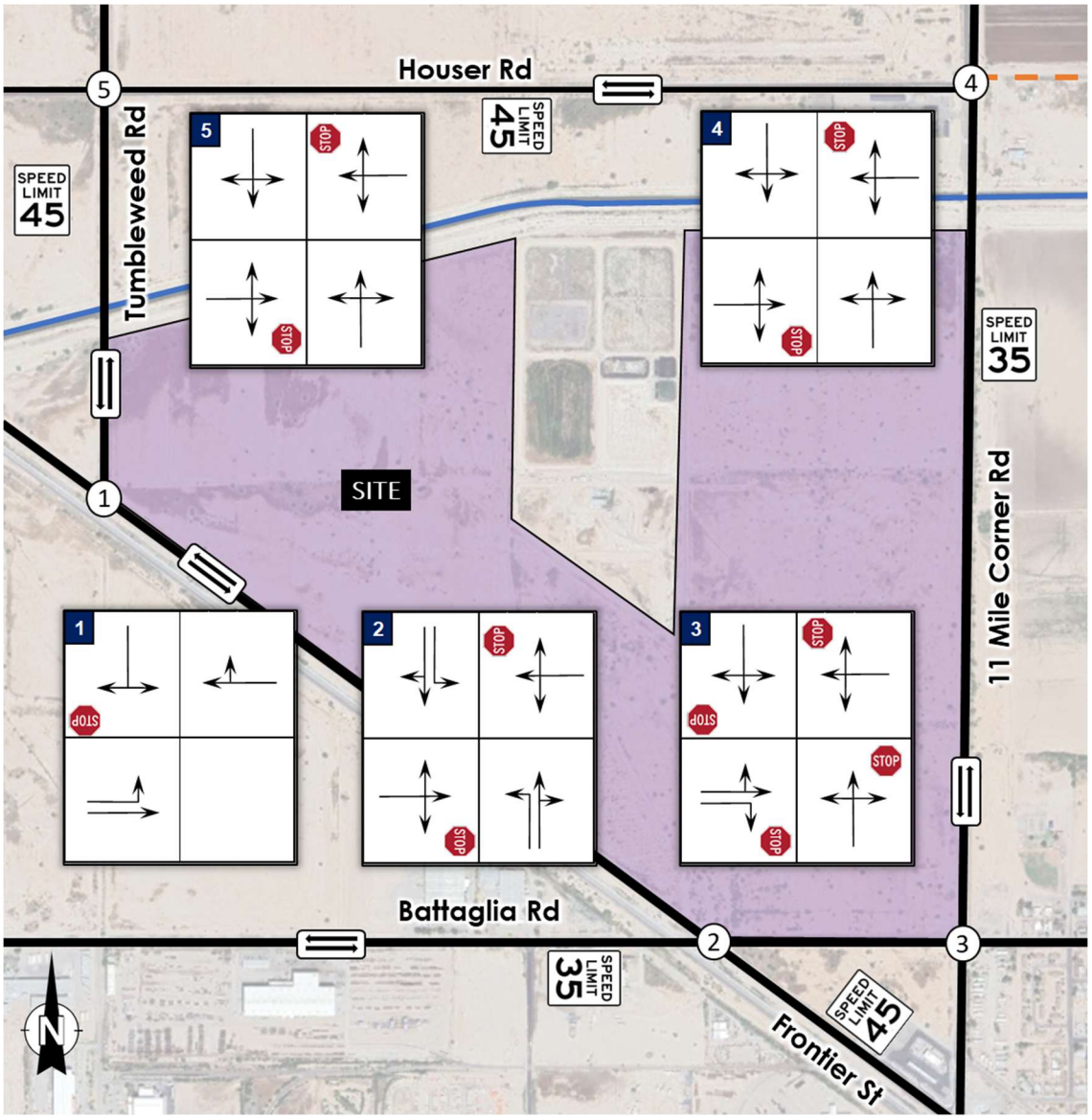


Figure 4: Existing Lane Configurations and Traffic Control

SAFETY ANALYSIS

Five years of crash data (2019-2023) were obtained from the ADOT crash database for each study intersection. Crashes within 150 feet from the center of an intersection were considered in this analysis. All crashes are summarized by year and injury severity in **Table 1** and by collision manner in **Table 2**.

During the five-year analysis period (2019-2023), there were a total of 46 crashes at the studied intersections. The intersection with the most crashes was Battaglia Road and Frontier Street (alternately named Casa Grande Highway) with 22 crashes. The most common collision manner was angle (25 crashes), followed by rear end (10 crashes). No bicyclist or pedestrian-involved crashes were reported. There were four serious injury crashes, three (3) at the intersection of Battaglia Road and Casa Grande Highway and one (1) at Battaglia Road and 11 Mile Corner Road. All serious injury crashes were a result of an angle crash.

Table 1: All Crashes by Injury Severity

1. Tumbleweed Rd & Casa Grande Hwy						
YEAR	**No Injury**	**Possible Injury**	**Minor Injury**	**Serious Injury**	**Fatal**	**Total**
2019	1					1
2020						
2021						
2022	2	1				3
2023						
Total						**4**
2. Battaglia Rd & Casa Grande Hwy						
YEAR	**No Injury**	**Possible Injury**	**Minor Injury**	**Serious Injury**	**Fatal**	**Total**
2019	2	2	1			5
2020	1			1		2
2021	4	2	1			7
2022	2	2		2		6
2023	2					2
Total	**11**	**6**	**2**	**1**		**22**
3. Battaglia Rd & 11 Mile Corner						
YEAR	**No Injury**	**Possible Injury**	**Minor Injury**	**Serious Injury**	**Fatal**	**Total**
2019	1	1				2
2020	2					2
2021	2					2
2022	1		1			2
2023	4	2	3	1		10
Total	**10**	**3**	**4**	**1**		**18**
4. Houser Rd & 11 Mile Corner						
YEAR	**No Injury**	**Possible Injury**	**Minor Injury**	**Serious Injury**	**Fatal**	**Total**
2022	1					1
Total						**1**
5. Tumbleweed Rd & Houser Rd						
YEAR	**No Injury**	**Possible Injury**	**Minor Injury**	**Serious Injury**	**Fatal**	**Total**
2023			1			1
Total						**1**
					Overall Total Crashes:	**46**

Table 2: All Crashes by Collision Manner

1. Tumbleweed Rd & Casa Grande Hwy								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2019	1							1
2020								
2021								
2022			1	1			1	3
2023								
Total	**1**		**1**	**1**			**1**	**4**
2. Battaglia Rd & Casa Grande Hwy								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2019	2	2	1					5
2020	1		1					2
2021	3		4					7
2022	2		2				2	6
2023	1		1					2
Total	**9**	**2**	**9**				**2**	**22**
3. Battaglia Rd & 11 Mile Corner								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2019	1	1						2
2020	2							2
2021	2							2
2022	2							2
2023	7	1					2	10
Total	**14**	**2**					**2**	**18**
4. Houser Rd & 11 Mile Corner								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2022							1	1
Total							**1**	**1**
5. Tumbleweed Rd & Houser Rd								
YEAR	Angle	Left-Turn	Rear End	Sideswipe	Pedestrian	Bicycle	Other	Total
2023	1							1
Total	**1**							**1**
						Overall Total Crashes:		**46**

EXISTING TRAFFIC VOLUMES

TRAFFIC COUNTS

Traffic volumes were collected at the existing study intersections on Wednesday, August 28, 2024, while school was in session. Traffic volumes are provided in **Appendix B**. 13-hour turning movement counts were provided in 15-minute intervals from 6:00 AM to 7:00 PM. From the data, peak hours were identified as 7:15-8:15 PM and 4:00-5:00 PM. The considered 2024 existing volumes are shown in **Figure 5**.

It should be noted that a utility driveway is present north of the site on both 11 Mile Corner Road and on Tumbleweed Road. The utility driveways serve the existing water treatment plant nearby, and are expected to have very low, intermittent traffic volumes. Due to this, turning movement counts were not collected at the driveways and they are not included in the existing analysis.

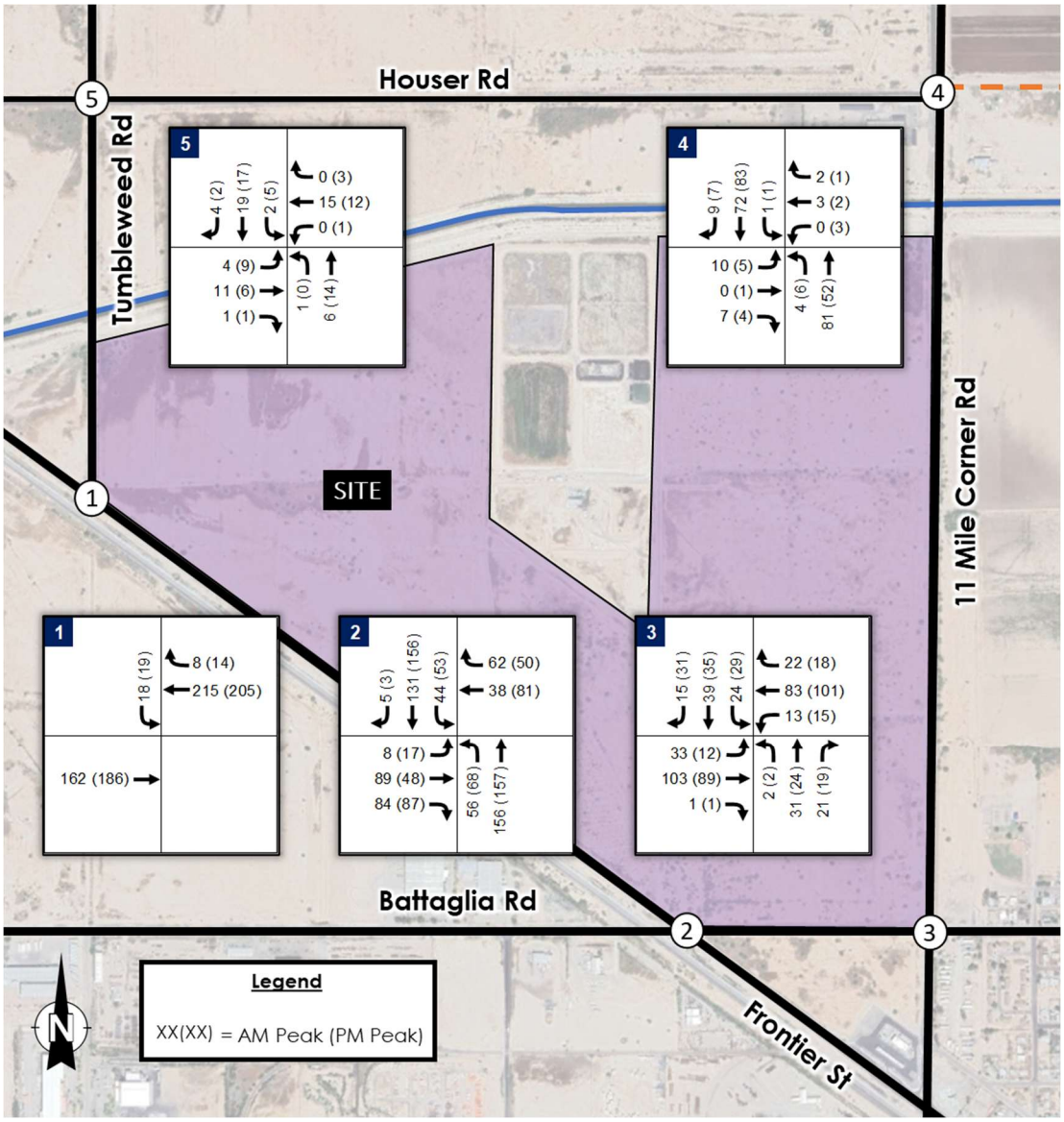


Figure 5: 2024 Existing Traffic Volumes

EXISTING LEVEL OF SERVICE ANALYSIS

The 2024 existing traffic volumes were analyzed to determine the level of service (LOS) during the weekday AM and PM peak hours at the three existing intersections within the study area. The LOS analysis was prepared using Synchro 11 software. The level of service criteria, as stated in the *Highway Capacity Manual, Sixth Edition,* is provided in **Table 3.** The analysis worksheets are included in **Appendix C**, and a summary of the existing level of service analysis is provided in **Table 4.**

Table 3: Level of Service Criteria

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

Table 4: 2024 Existing Level of Service

Intersection	Traffic Control	Movement/ Approach	Existing Conditions			
			AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control					
		EB Left	0.0	A	0.0	A
		SB Left/Right	11.6	B	11.8	B
2 Frontier Street and Battaglia Road	Minor Street Stop Control					
		EB Left/Thru/Right	16.9	C	17.2	C
		WB Left/Thru/Right	12.7	B	17.6	C
		NB Left	7.7	A	7.8	A
		SB Left	7.7	A	7.7	A
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	INTERSECTION	8.7	A	8.6	A
		EB Approach	9.4	A	8.9	A
		EB Left/Thru	9.4	A	8.9	A
		EB Right	7.1	A	7.1	A
		WB Approach	8.5	A	8.7	A
		WB Left/Thru/Right	8.5	A	8.7	A
		NB Approach	8.0	A	7.9	A
		NB Left/Thru/Right	8.0	A	7.9	A
		SB Approach	8.4	A	8.3	A
		SB Left/Thru/Right	8.4	A	8.3	A
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control					
		EB Left/Thru/Right	9.5	A	9.4	A
		WB Left/Thru/Right	9.7	A	9.7	A
		NB Left/Thru/Right	7.4	A	7.4	A
		SB Left/Thru/Right	7.4	A	7.3	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control					
		EB Left/Thru/Right	9.2	A	9.1	A
		WB Left/Thru/Right	9.4	A	9.2	A
		NB Left/Thru/Right	7.3	A	0.0	A
		SB Left/Thru/Right	7.2	A	7.3	A

Under existing traffic conditions, all movements at the study intersections operate at acceptable levels of service.

PROPOSED DEVELOPMENT

The parcel owner is requesting a rezoning of the parcel from the existing R1-12 to MU PAD and is concurrently pursuing a major amendment to the general plan to ensure the mixture of proposed land uses will be allowed. The site plan provided for this study is a concept plan for how the site may be developed and represents a conservative estimate of the amount of traffic the rezoned site may generate. Ultimately, a revised traffic analysis will be submitted at the time the development plan is finalized to confirm the recommendations made in this study.

SITE DESCRIPTION

The project is located on currently undeveloped land in Eloy, Arizona. The overall site will consist of a mixture of light industrial, commercial, and residential land uses. A preliminary site plan showing a potential layout for the development has been prepared. This analysis assumes the following:

- 32 acres of a medical plaza with 0.20 floor-area-ratio (FAR) equates to 278,780 buildable square feet. Based on the size, proposed layout, and limited data in the ITE manual, this is analyzed with ITE land use code (LUC) 720 – office complex.
- 206 acres of light industrial with 0.20 FAR equates to 1,794,670 buildable square feet. Based on the ITE manual and description of land uses, this is analyzed with ITE LUC 150 – warehousing.
- 15 acres of commercial on the west side of the site with 0.20 FAR equates to 130,680 buildable square feet. Based on the proposed layout, this is analyzed with ITE LUC 821 – shopping plaza without supermarket.
- 40 acres on the east side of the site split 50/50 with a "mixed-use" designation is 20 acres of commercial and 20 acres of multi-family residential. The 20 acres of commercial is assumed to have a 0.20 FAR with 174,240 square feet of buildable space; based on the buildable size it is analyzed as ITE LUC 820 – shopping center. The 20 acres of multi-family residential is assumed to have a density of 15 dwelling units per acre (DU/acre), equating to 300 DU; based on the mixed use classification, it was analyzed as ITE LUC 221 – multi-family housing (mid-rise).
- 19 acres of residential on the southeast side of the site may become either single-family attached housing (townhomes) or multi-family housing. The single-family attached housing may have a density around 10 DU/acre to yield 190 DU, and the multi-family housing may have a density around 15 DU/acre to yield 285 DU. As the multi-family housing with 285 units is expected to generate more trips than the single-family attached housing with 190 units, LUC 220 – multi-family housing (low-rise) – was analyzed in this report.
- 42 acres of single-family housing with 185 total DU are planned on the northeast side of the site. This was analyzed with ITE LUC 210 – single-family detached housing.

Coordination with the development team indicates the tentative phasing is:

- 2025 – 25% of industrial and medical constructed
- 2030 – 50% of industrial and medical constructed
- 2035 – 100% of industrial, commercial, and residential constructed

ACCESS

The project is anticipated to be accessed by a total of nine new driveways – seven full access driveways and two right-in/right-out driveways. The project site plan and location of the proposed driveways are shown in Figure 6. A detailed site plan is provided in Appendix D. Six driveways will be constructed by opening year to serve the industrial and medical parcels (Driveways A, B, C, D, E, and H), and three additional driveways will be constructed by final buildout to serve the residential parcels (Driveways F, G, and I). Driveways A, B, D, E, and H are expected to provide cross access to serve multiple land uses.

Driveway A is a full-access driveway on Tumbleweed Road on the north side of the site, approximately 550 feet north of Frontier Street. The driveway will form an east-west internal spine road serving multiple industrial and medical parcels, and will eventually provide access to the commercial parcels.

Driveway B is planned on Frontier Street approximately 800 feet east of Tumbleweed Road. The driveway is anticipated to facilitate full-access movements to serve the industrial and medical parcels and eventually provide cross-access to the western commercial parcel.

Driveway C is anticipated to solely serve the industrial and medical parcels. The full-access driveway is proposed on Frontier Street approximately 0.4 miles west of Battaglia Road and 0.5 miles east of Tumbleweed Road.

Driveway D is planned to facilitate right-in/right-out access on Frontier Street approximately 600 feet west of Battaglia Road. The driveway will serve the industrial and office parcel, and eventually provide cross-access to the eastern commercial parcel.

Driveway E will form the east-west internal spine road serving various parcels in the development. The full-access driveway is planned nearly 1,200 feet north of Battaglia Road.

Driveway F will solely serve the multi-family residential parcel, and is planned to allow for full-access movements. The driveway is tentatively planned 600 feet north of Driveway E.

Driveway G and Driveway I will solely serve the single-family residential parcels. Driveway G is anticipated to offer full-access, while Driveway I is anticipated to provide right-in/right-out access due to its proximity to a utility service road located immediately north of the project site (approximately 400 feet north). Driveway G is planned 1,000 feet north of Driveway F and Driveway I planned 2,250 feet north of Driveway G and about 400 feet south of the existing utility service road.

Driveway H will provide access to the medical plaza and two single-family residential communities. The driveway is anticipated to provide full-access and will be approximately 700 feet north of Driveway G.

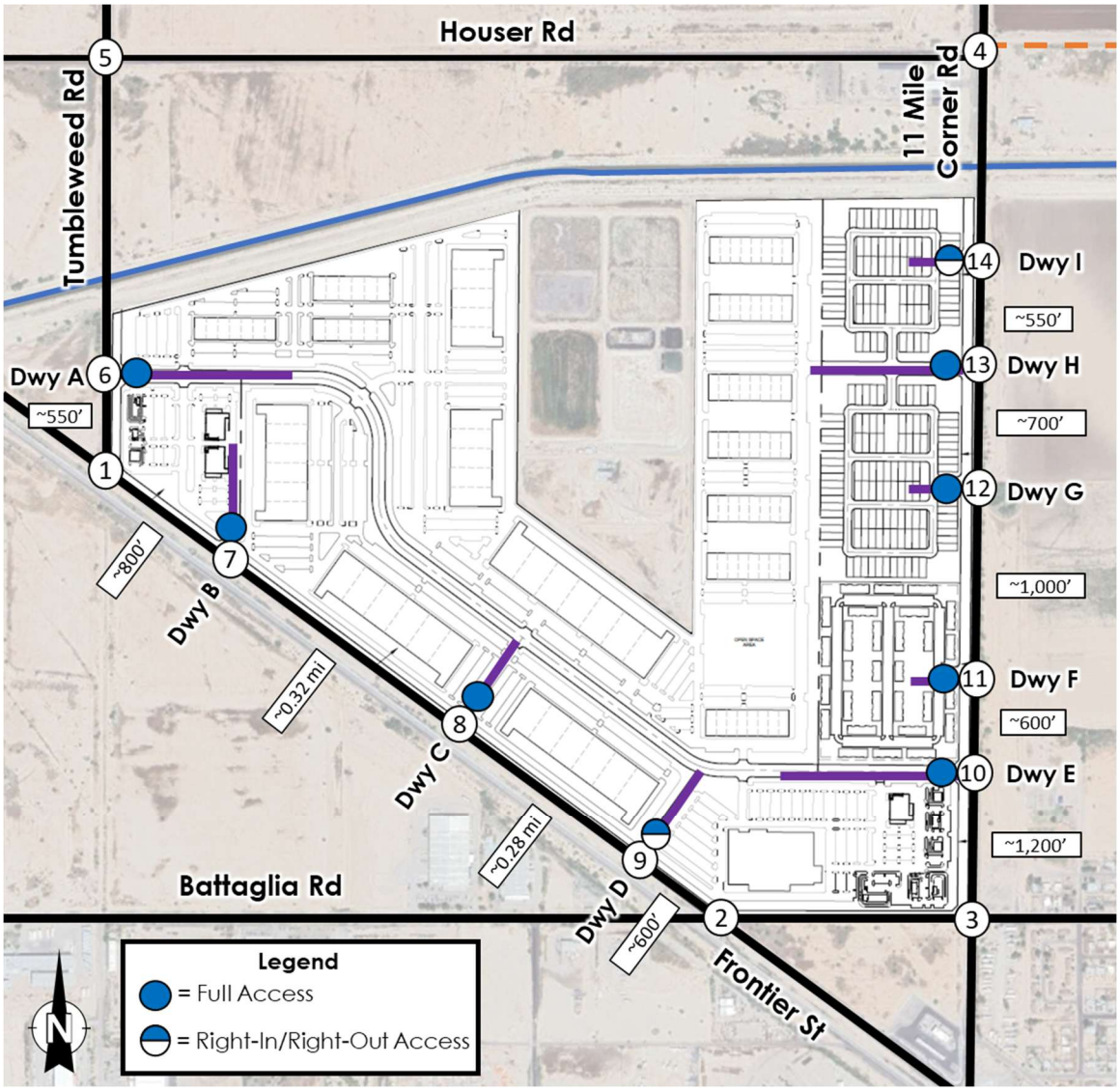


Figure 6: Site Plan and Driveway Spacing

TRIP GENERATION

The trip generation for the project was estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. ITE's Trip Generation Manual contains data collected by various transportation professionals for a wide range of different land uses. The data summarized in the manual includes average rates and equations that have been established correlating the relationship between an independent variable that describes the development size and the generated trips for each land use.

As previously noted in the SITE DESCRIPTION section, the following land uses were analyzed: LUC 720 Office Park with 278,780 square feet of medical plaza, ITE LUC 150 Warehousing with 1,794,670 square feet of light industrial, ITE LUC 821 Shopping Plaza without Supermarket with 130,680 square feet of commercial on the western side, ITE LUC 820 Shopping Center with 174,240 square feet of commercial on the eastern side, ITE LUC 221 Multi-Family Residential (Mid-Rise) with 300 dwelling units in the mixed-use commercial area, ITE LUC 220 Multi-Family Residential (Low-Rise) with 285 dwelling units, and ITE LUC 210 Single Family Detached Housing with 228 dwelling units. The trip generation worksheets are provided in Appendix E.

Please note that a previous version of the site plan was utilized when creating the trip generation. The previous site plan depicted 228 single-family dwelling units, while the current site plan depicts 185 DU. The trip generation estimates with 228 DU are utilized in this report to maintain a conservative analysis.

Internal capture was considered to account for the trips within the retail, mixed-use residential parcels, light industrial, and medical office parcels. A small reduction was applied based on the internal capture methodology set forth in NCHRP Report 684, and internal capture worksheets are provided in Appendix E.

The estimated trips for the proposed TES Eloy development at full buildout (2035) are shown in Table 5.

Table 5: Full Buildout (2035) Trip Generation

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS						
					Daily	AM Peak Hour			PM Peak Hour		
ID	Land Use	ITE LUC	Size		Total	Enter	Exit	Total	Enter	Exit	Total
1	Medical Plaza (Office Park)	750	278.78	KSF	3,331	406	50	456	52	320	372
2	Warehousing	150	1794.67	KSF	3,069	235	70	305	90	233	323
3	Shopping Plaza (40-150k) without Supermarket	821	130.68	KSF	8,824	140	86	226	332	346	678
4	Mixed Use: Shopping Center (>150k)	820	174.24	KSF	10,413	147	89	236	404	438	842
5	Mixed Use: Multi-Family Residential (Mid-Rise)	221	300	DU	1,385	28	92	120	72	45	117
6	Multi-Family Residential (Low-Rise)	220	285	DU	1,921	27	87	114	92	53	145
7	Single-Family Detached Housing	210	228	DU	2,154	40	120	160	136	80	216
				Total	**31,097**	**1,023**	**594**	**1,617**	**1,178**	**1,515**	**2,693**
				Internal Reduction Percentage	*11%*	*7%*	*16%*	*10%*	*14%*	*10%*	*11%*
				Internal Reduction Trips	*2,963*	*64*	*64*	*128*	*132*	*132*	*264*
				Total Trips w/ Reduction	**28,134**	**959**	**530**	**1,489**	**1,046**	**1,383**	**2,429**

As summarized in Table 5, the full buildout of the TES Eloy development is anticipated to generate a net total of 28,134 daily trips (entering and exiting) with internal reduction. A net total of 1,489 AM peak hour trips and 2,429 PM peak hour trips are projected.

It should be noted that for the opening year (2025), only 25% of the industrial and medical sites are expected to be constructed. Five years after opening (2030), 50% of the industrial and medical area is expected to be constructed. Therefore, the 2025 and 2030 trip generation are shown in Table 6 and Table 7 for clarity.

Table 6: 25% Industrial and Medical (2025) Trip Generation

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS						
					Daily	AM Peak Hour			PM Peak Hour		
ID	Land Use	ITE LUC	Size		Total	Enter	Exit	Total	Enter	Exit	Total
1	Medical Plaza (Office Park)	750	279	KSF	833	102	13	114	13	80	93
2	Warehousing	150	1795	KSF	767	59	18	76	23	58	81
				Total	**1,600**	**161**	**31**	**190**	**36**	**138**	**174**

Table 7: 50% Industrial and Medical (2030) Trip Generation

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS						
					Daily	AM Peak Hour			PM Peak Hour		
ID	Land Use	ITE LUC	Size		Total	Enter	Exit	Total	Enter	Exit	Total
1	Medical Plaza (Office Park)	750	279	KSF	1,666	203	25	228	26	160	186
2	Warehousing	150	1795	KSF	1,535	118	35	153	45	117	162
				Total	**3,201**	**321**	**60**	**381**	**71**	**277**	**348**

TRIP DISTRIBUTION AND ASSIGNMENT

The generated trips for the proposed development were distributed and assigned to the surrounding street system based on access to nearby freeways, the assumed location of the driveways, and anticipated traffic patterns and volumes in the general Eloy area.

Seven (7) trip distributions were prepared for the separate industrial, medical office, western commercial, eastern commercial, mixed-use multi-family residential, general apartments, and single-family residential developments. The distribution percentages used in the analysis are depicted in **Figure 7** through **Figure 13**.

Using the trip generation estimates and the site distribution assumptions, the hourly volumes were assigned to the study network. The 2025, 2030, and 2035 industrial assignments are depicted in **Figure 14** through **Figure 16**. The 2025, 2030, and 2035 medical plaza assignments are depicted in **Figure 17** through **Figure 19**. The 2035 assignment for western commercial, eastern commercial, mixed-use multi-family, general apartments, and single-family residential are shown in **Figure 20** through **Figure 24**.

The overall combined 2025, 2030, and 2035 assignments used in this analysis are shown in **Figure 25**, **Figure 26**, and **Figure 27**, respectively.

FUTURE TRAFFIC

ANNUAL GROWTH RATE AND BACKGROUND TRAFFIC VOLUMES

Historical traffic volumes from the Arizona Department of Transportation Traffic Data Management System was reviewed to determine an appropriate growth rate in the area. The historical volumes did not provide sufficient data in the vicinity of the project site. To account for future growth in the area, a conservative annual growth rate of 4% was utilized to estimate future traffic volumes for the 2025 opening year, 2030 horizon year, and the 2035 horizon year.

The peak hour traffic volumes for 2025, 2030, and 2035 background conditions are depicted in Figure 28, **Figure 29**, and **Figure 30**, respectively.

TOTAL TRAFFIC VOLUMES

The total traffic volumes represent the sum of the background and site traffic volumes. The 2025 total traffic volumes shown in **Figure 31** include the 2025 background traffic volumes (**Figure 28**) and the combined 2025 assignment (**Figure 25**).

The 2030 total traffic volumes illustrated in **Figure 32** include the 2030 background traffic volumes (**Figure 29**) and the combined 2030 assignment (**Figure 26**).

The 2035 total traffic volumes depicted in **Figure 33** include the 2035 background traffic volumes (**Figure 30**) and the overall 2035 assignment (**Figure 27**).

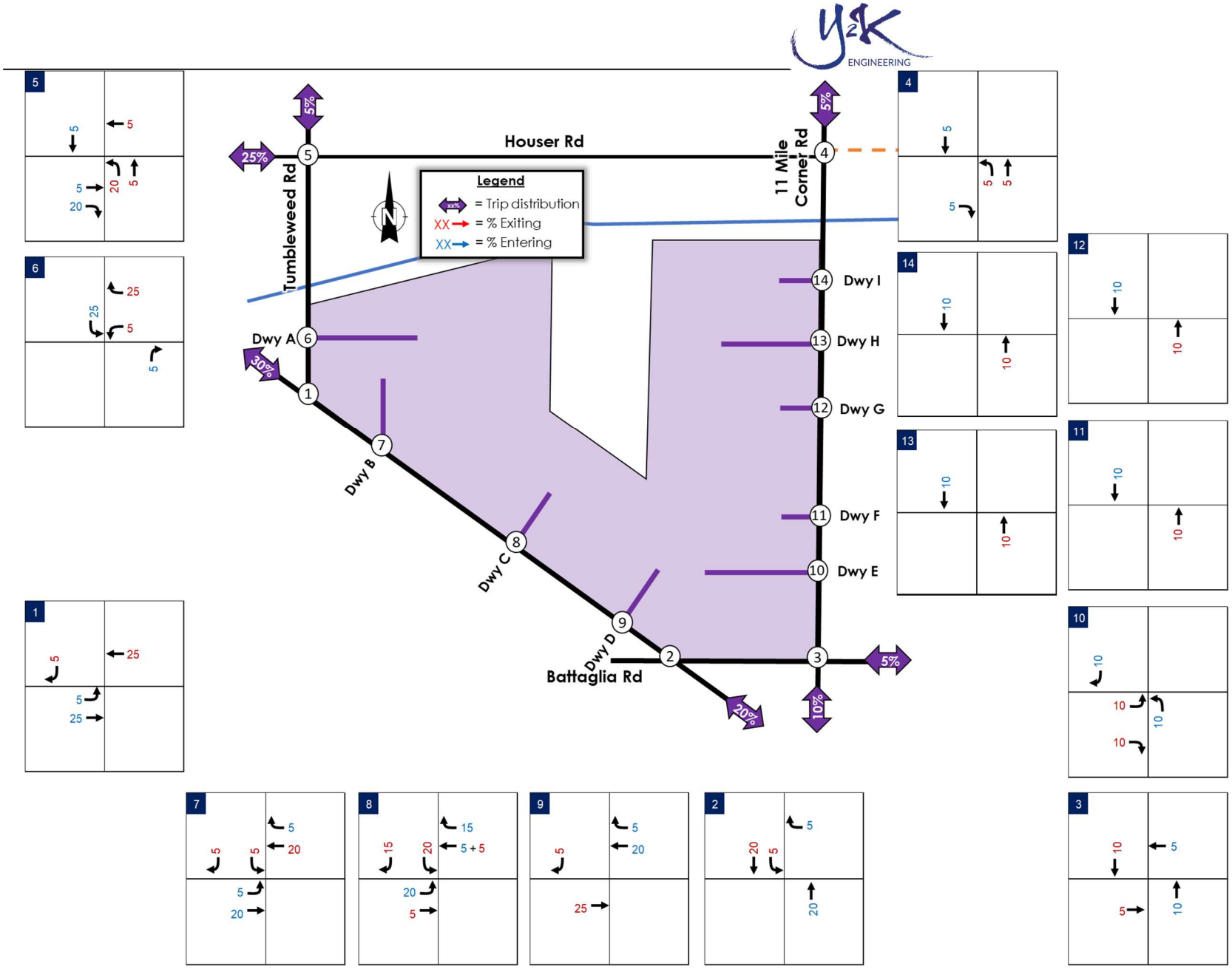


Figure 7: Industrial Trip Distribution

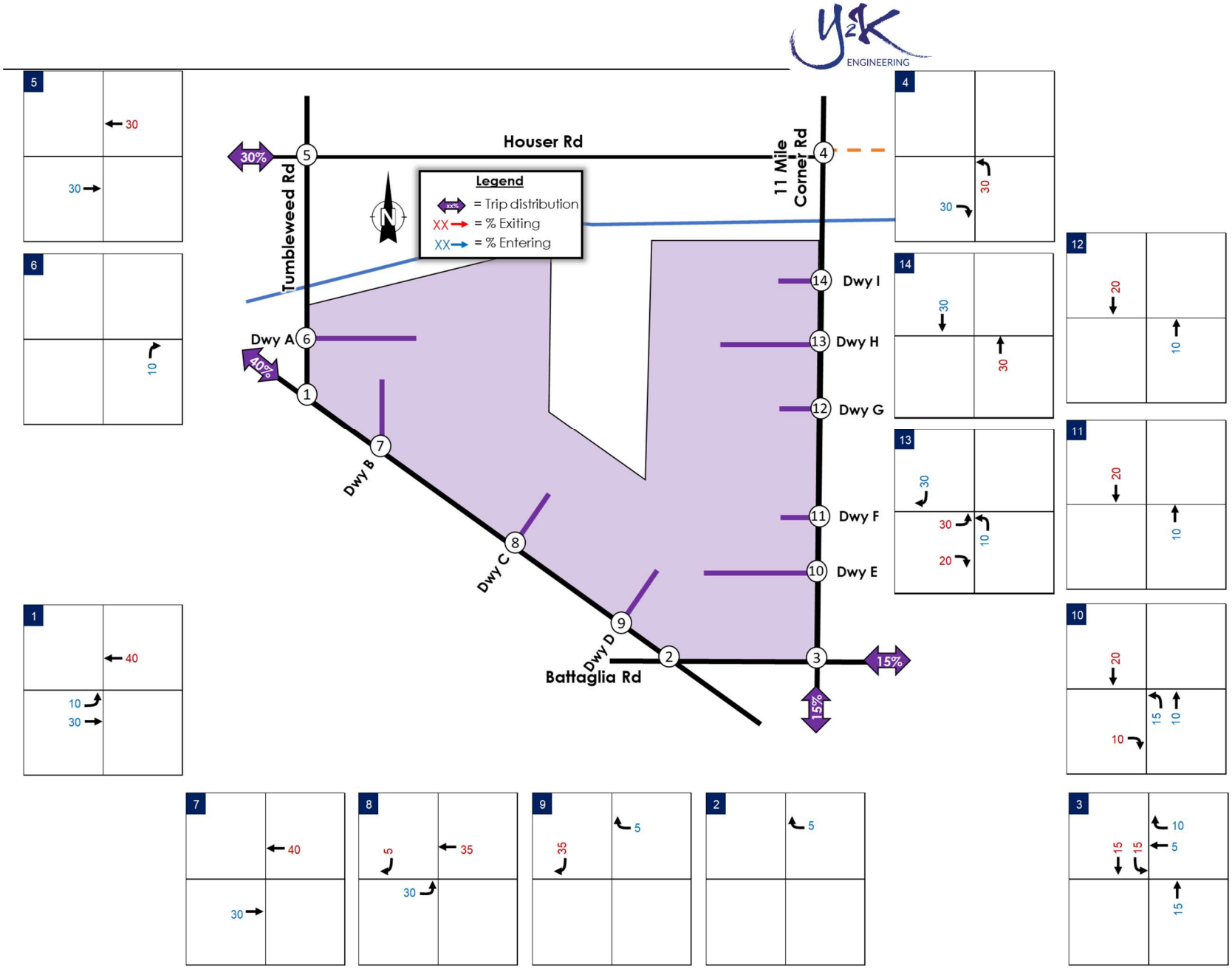


Figure 8: Medical Office Trip Distribution

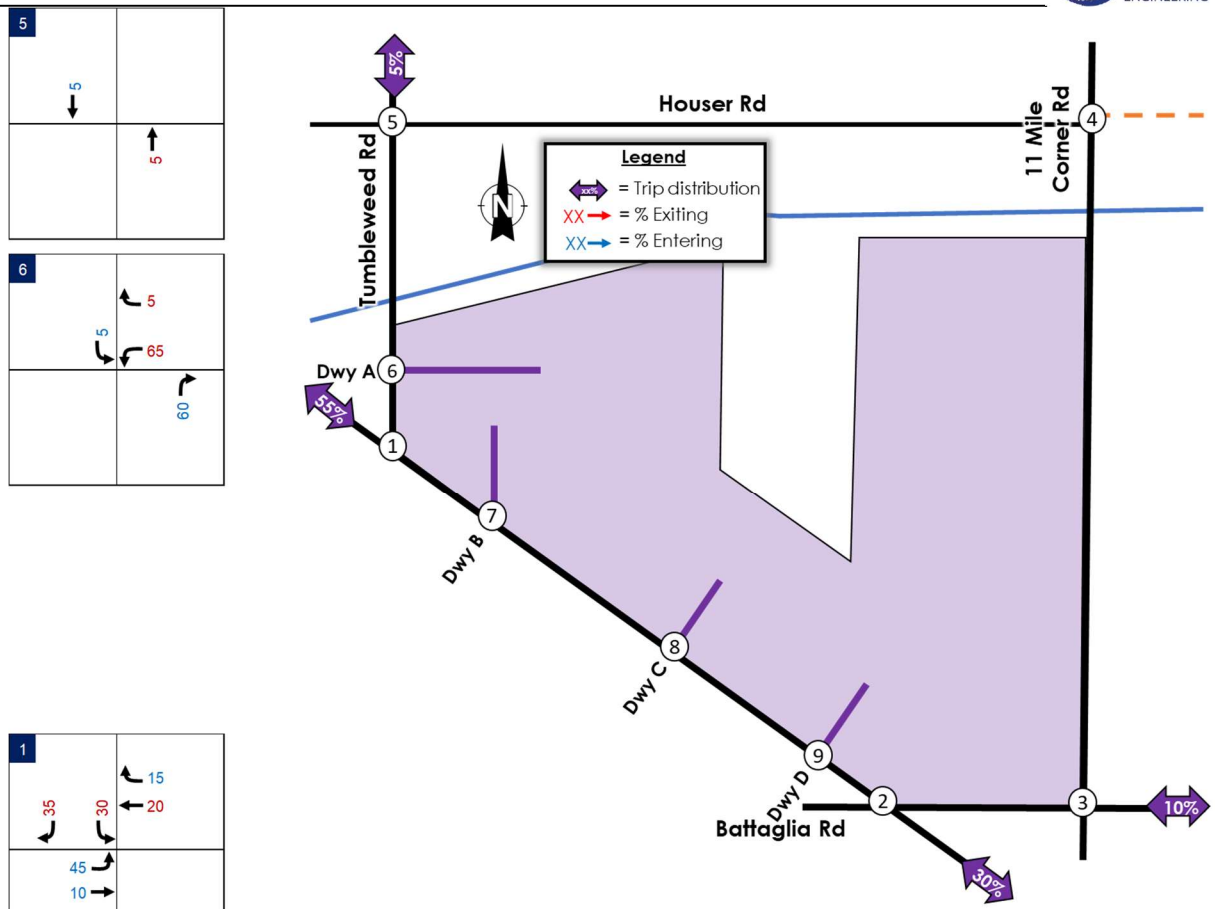


Figure 9: Western Commercial Trip Distribution

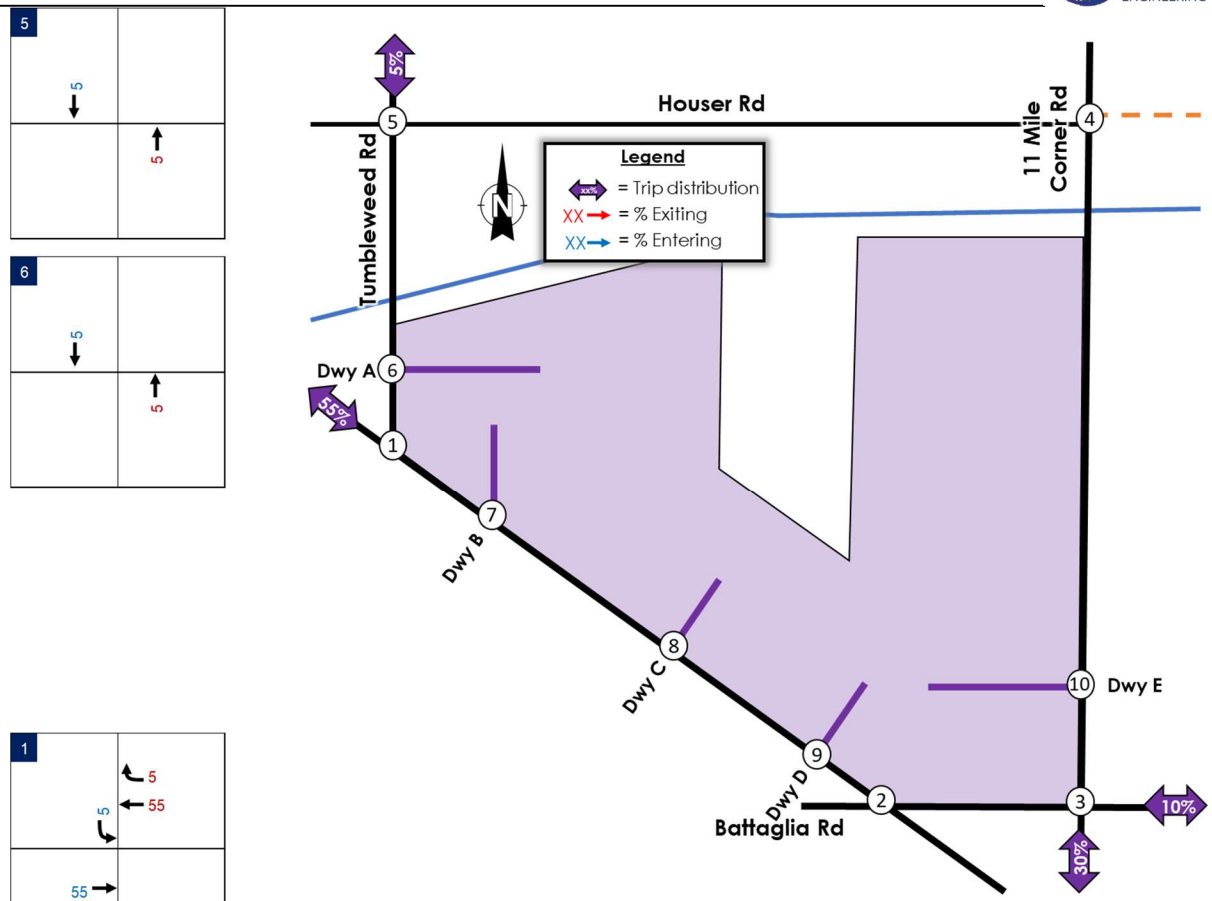


Figure 10: Eastern Commercial Trip Distribution

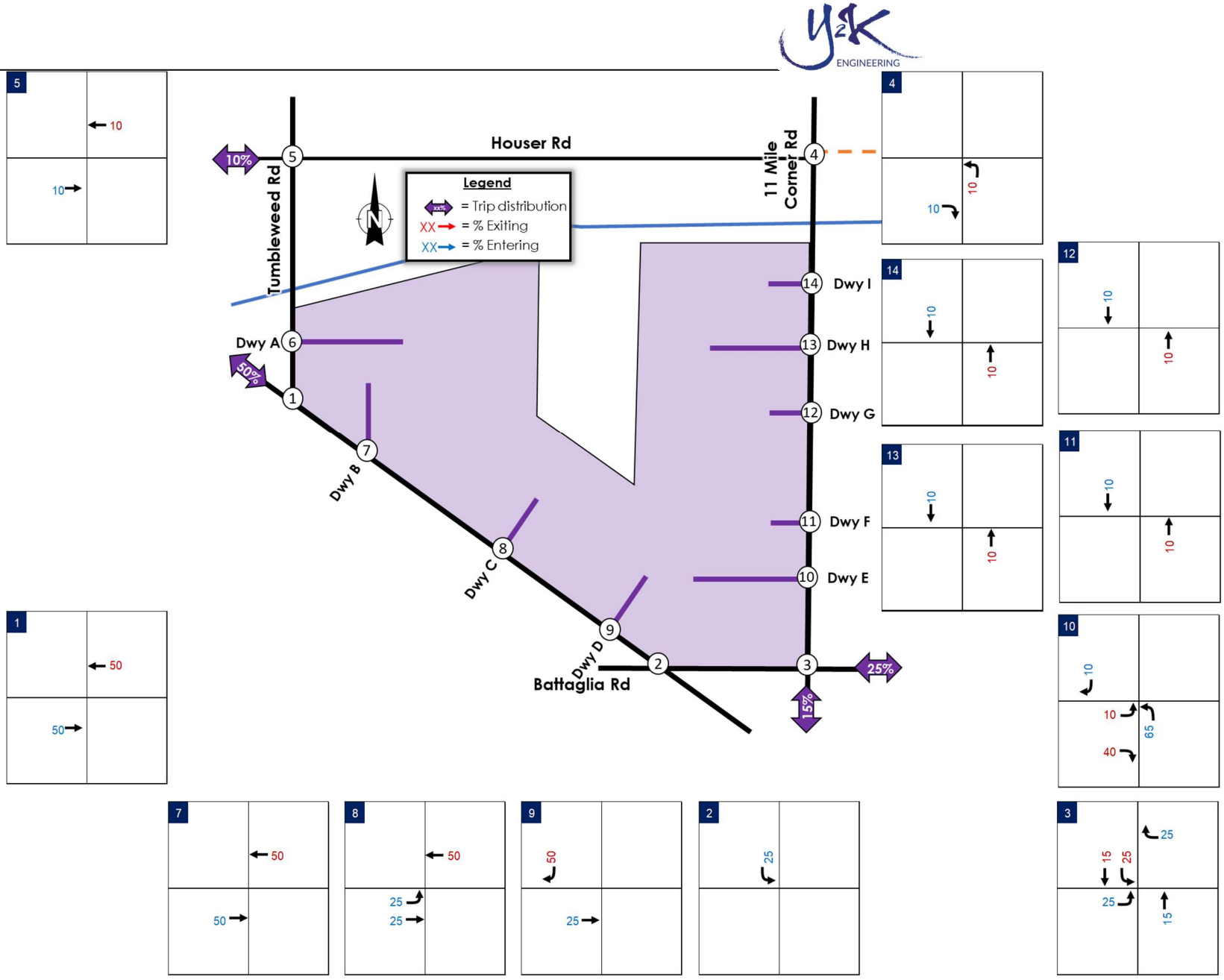


Figure 11: Mixed-Use Multi-Family Residential Trip Distribution



Figure 12: General Multi-Family Residential Trip Distribution

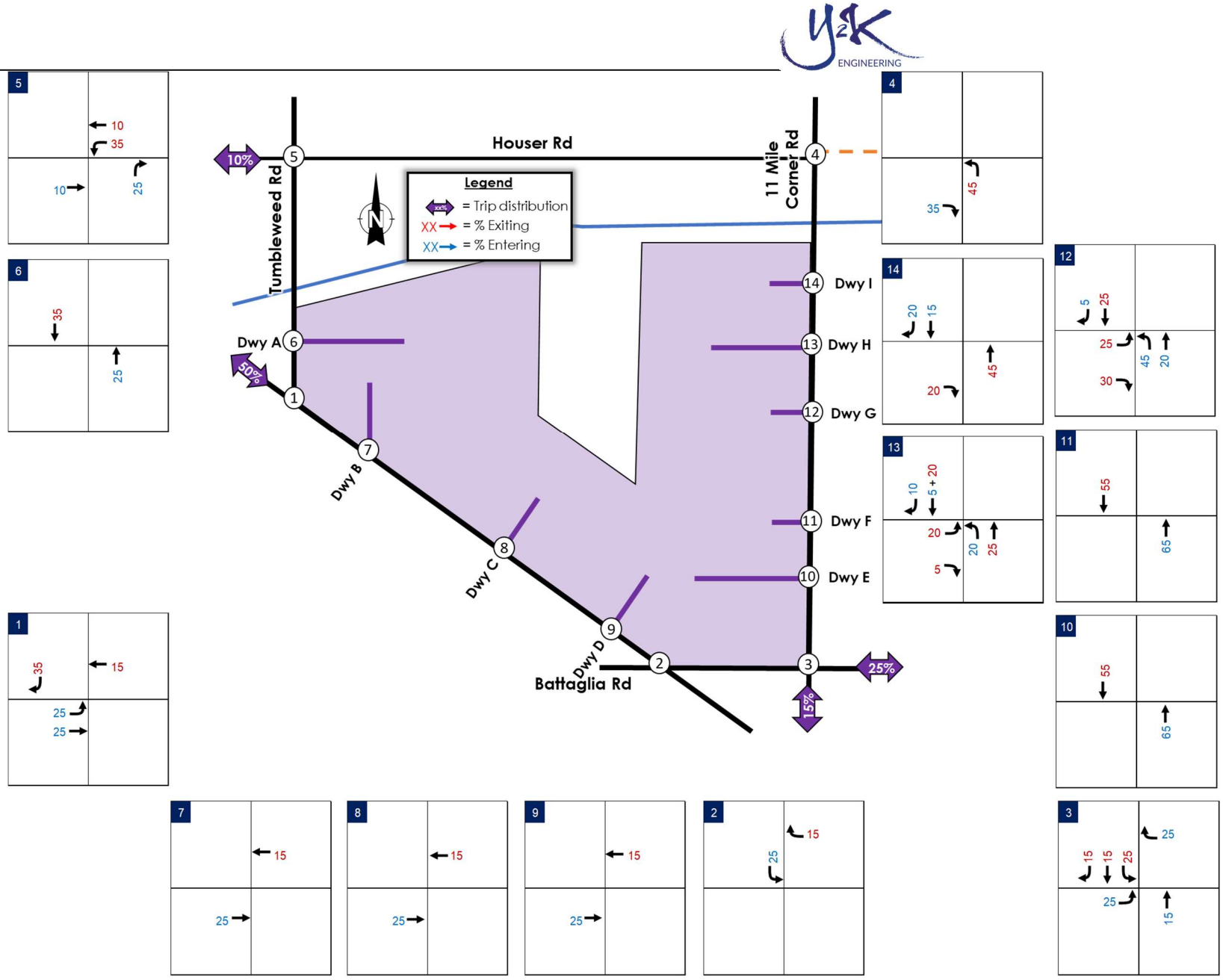


Figure 13: Single-Family Residential Trip Distribution

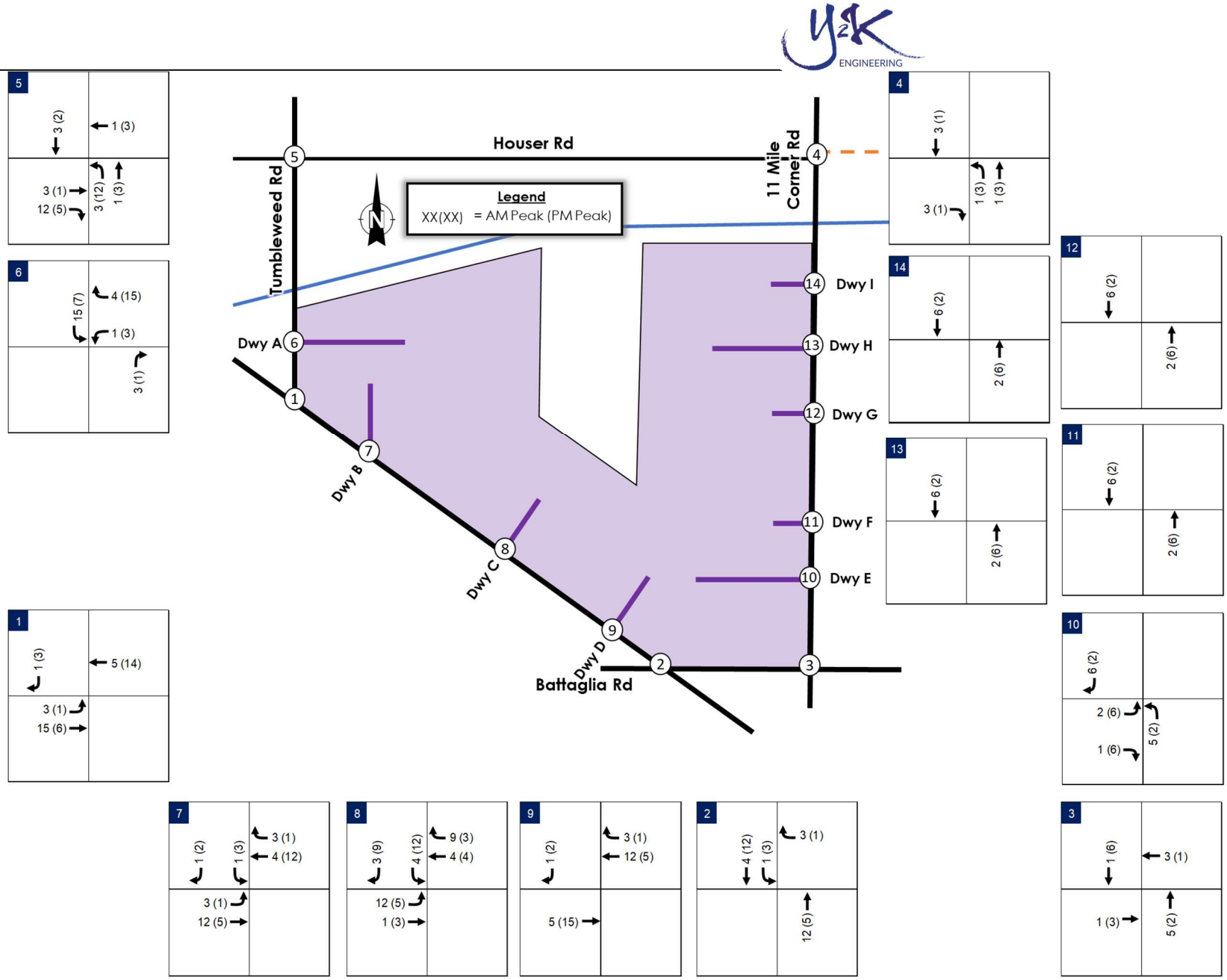


Figure 14: 2025 Industrial Assignment

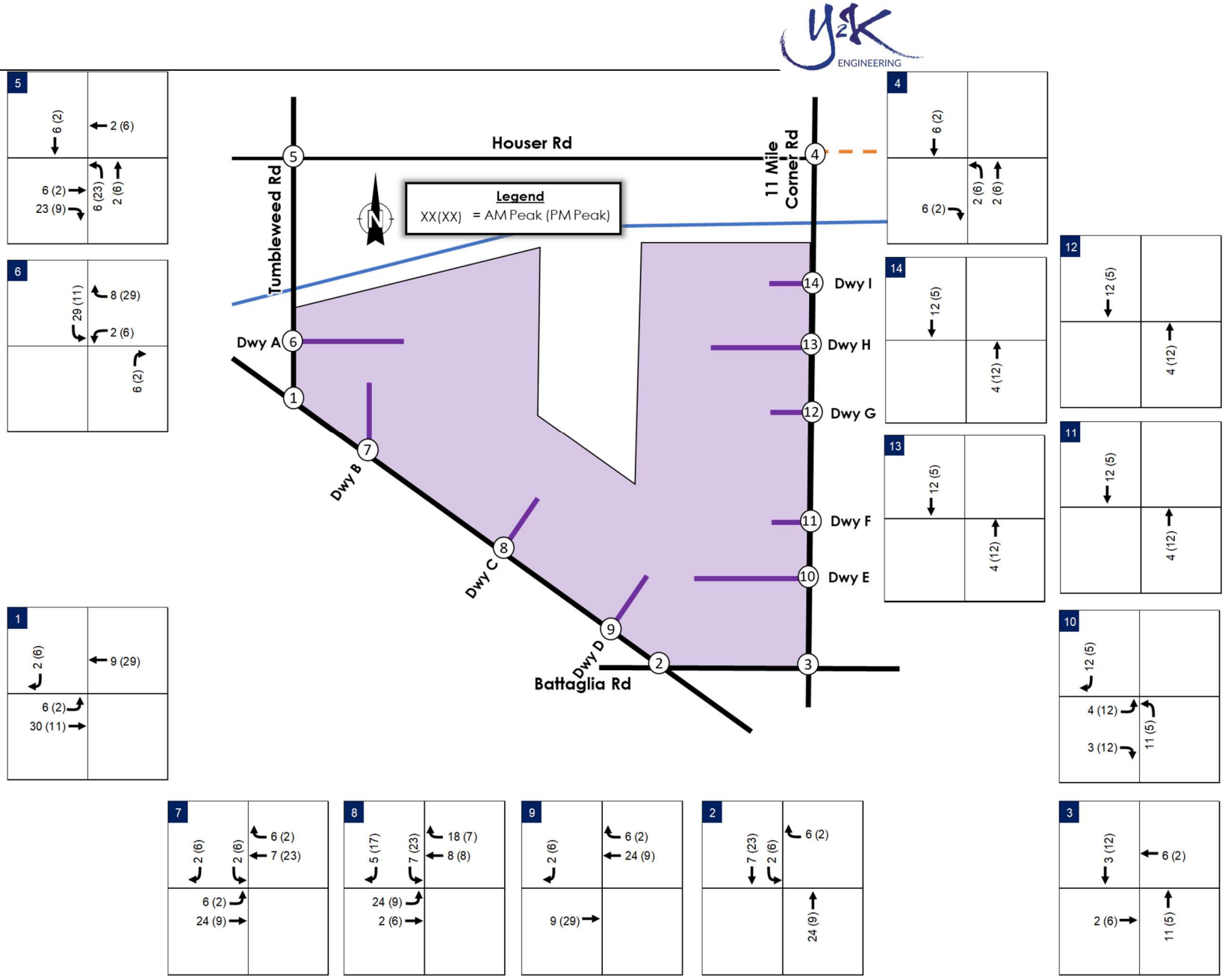


Figure 15: 2030 Industrial Assignment

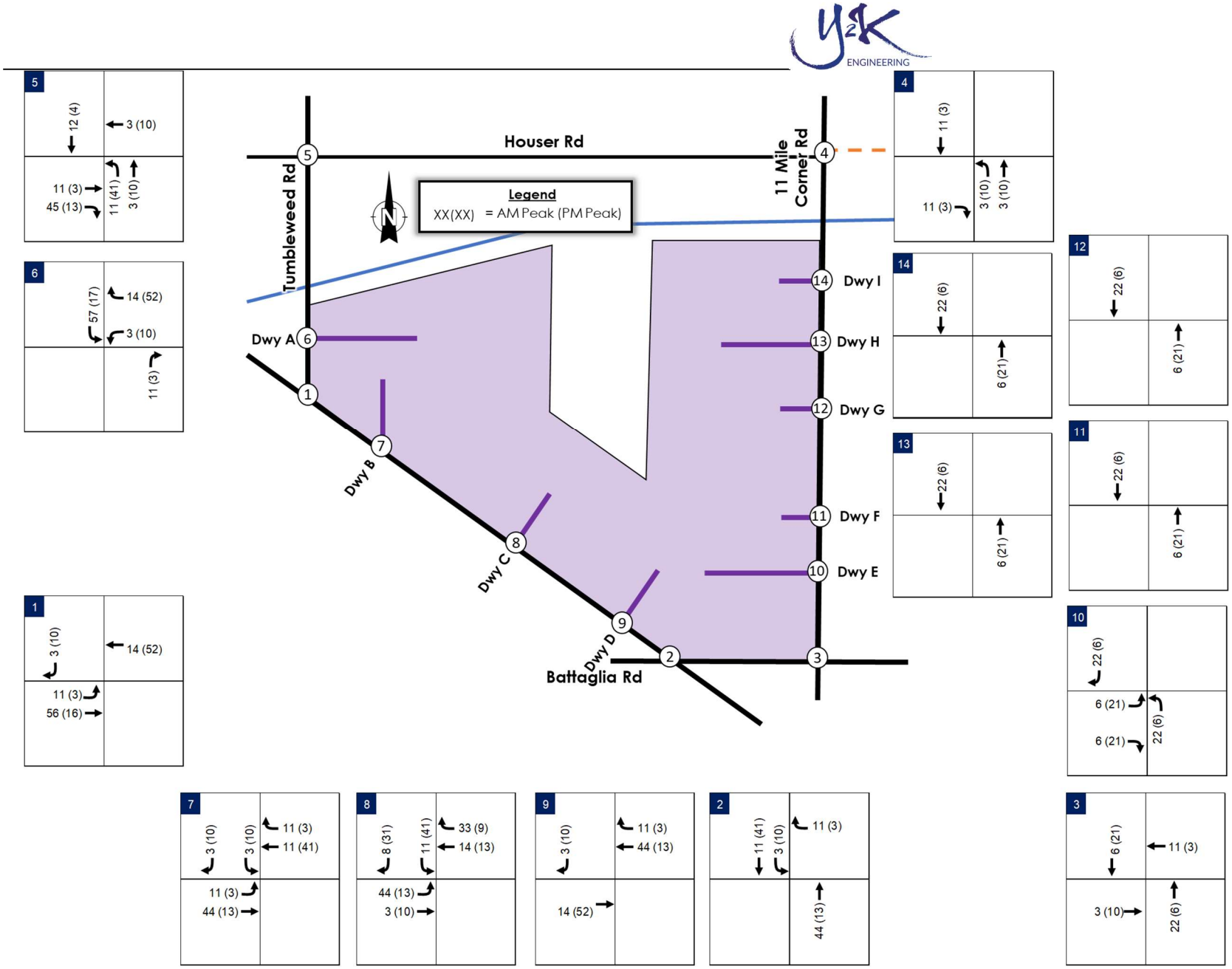


Figure 16: 2035 Industrial Assignment



Figure 17: 2025 Medical Office Assignment



Figure 18: 2030 Medical Office Assignment



Figure 19: 2035 Medical Office Assignment

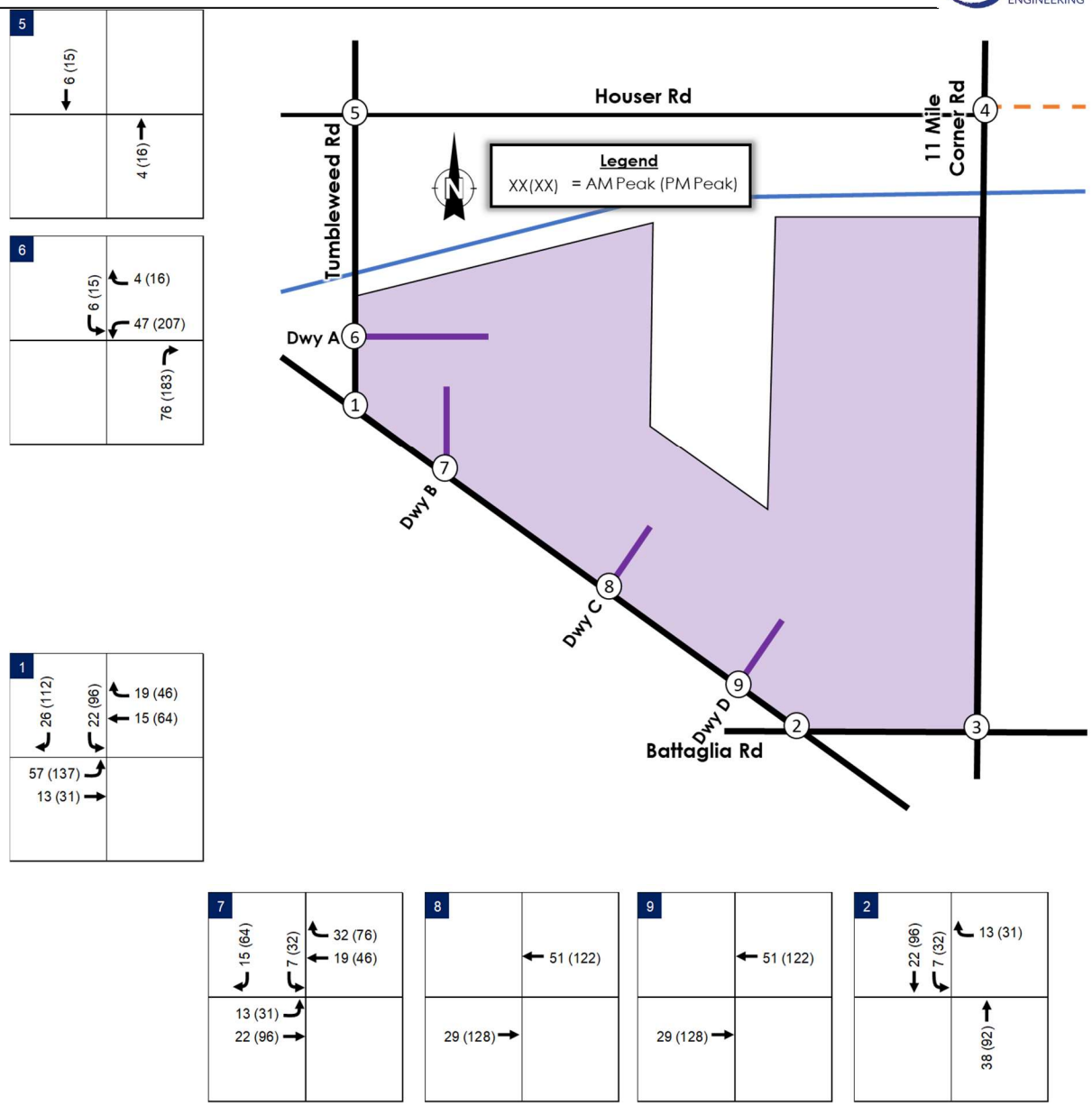


Figure 20: 2035 Western Commercial Assignment



Figure 21: 2035 Eastern Commercial Assignment



Figure 22: 2035 Mixed-Use Multi-Family Residential Assignment



Figure 23: 2035 General Multi-Family Assignment

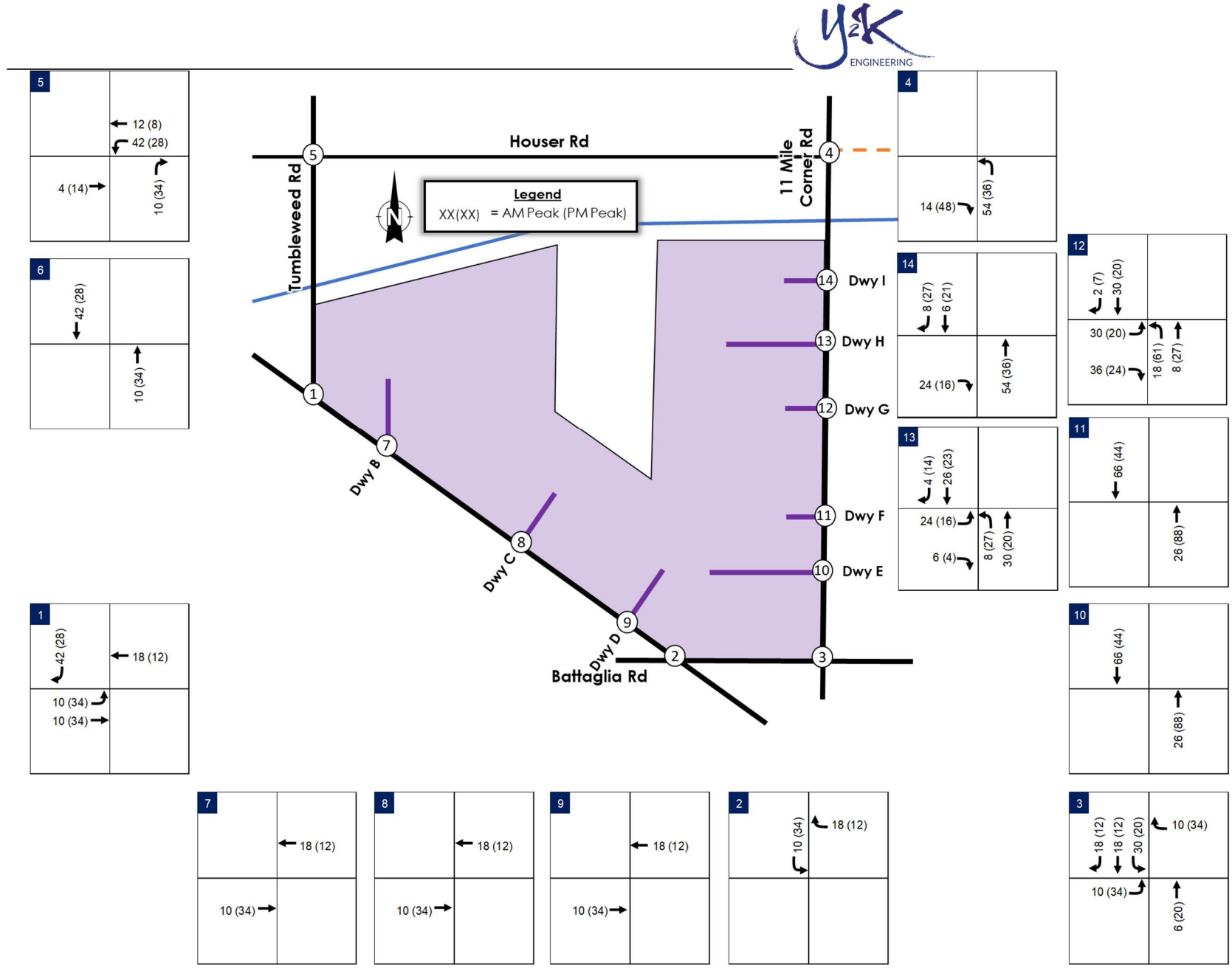


Figure 24: 2035 Single-Family Residential Assignment

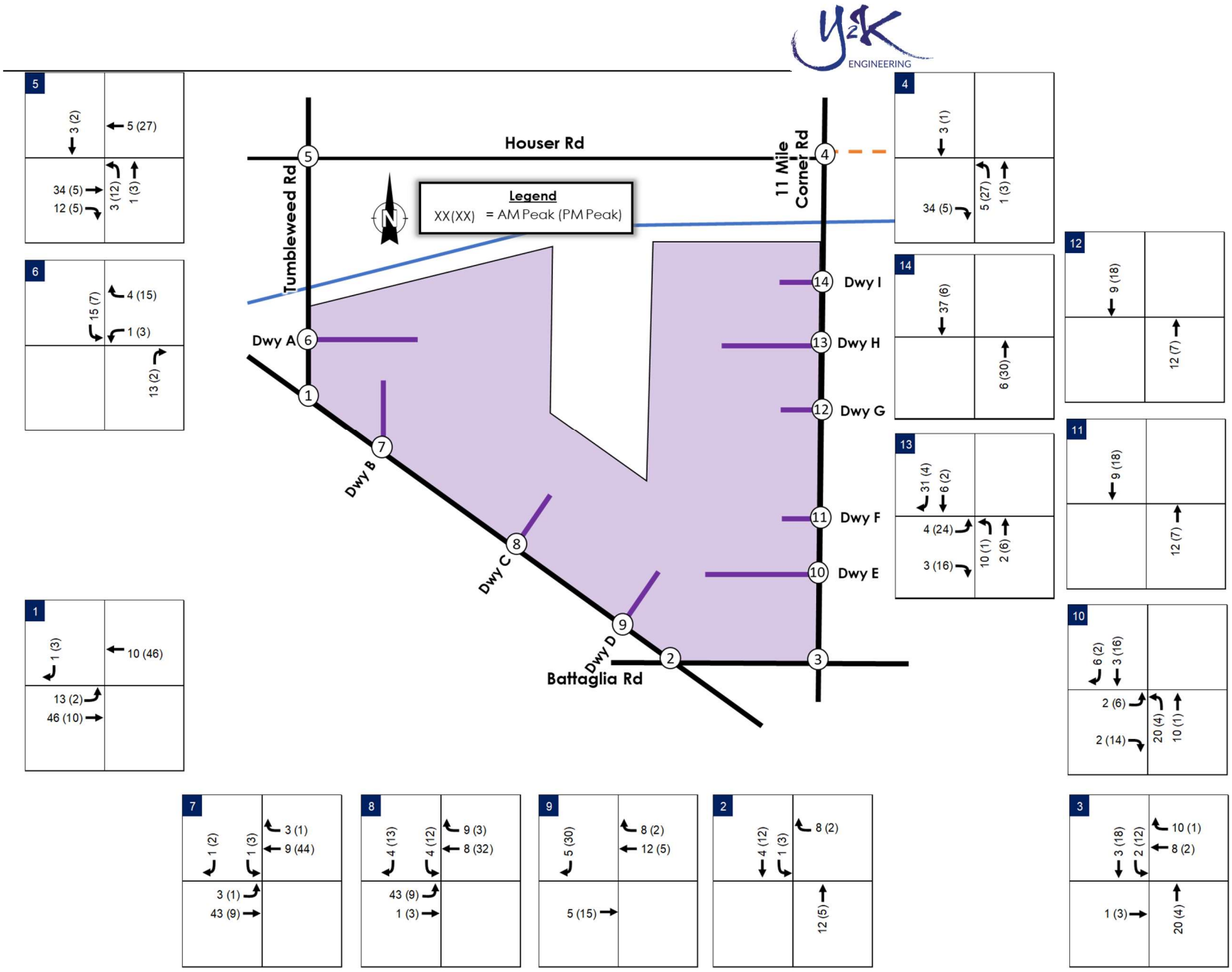


Figure 25: Overall 2025 Assignment

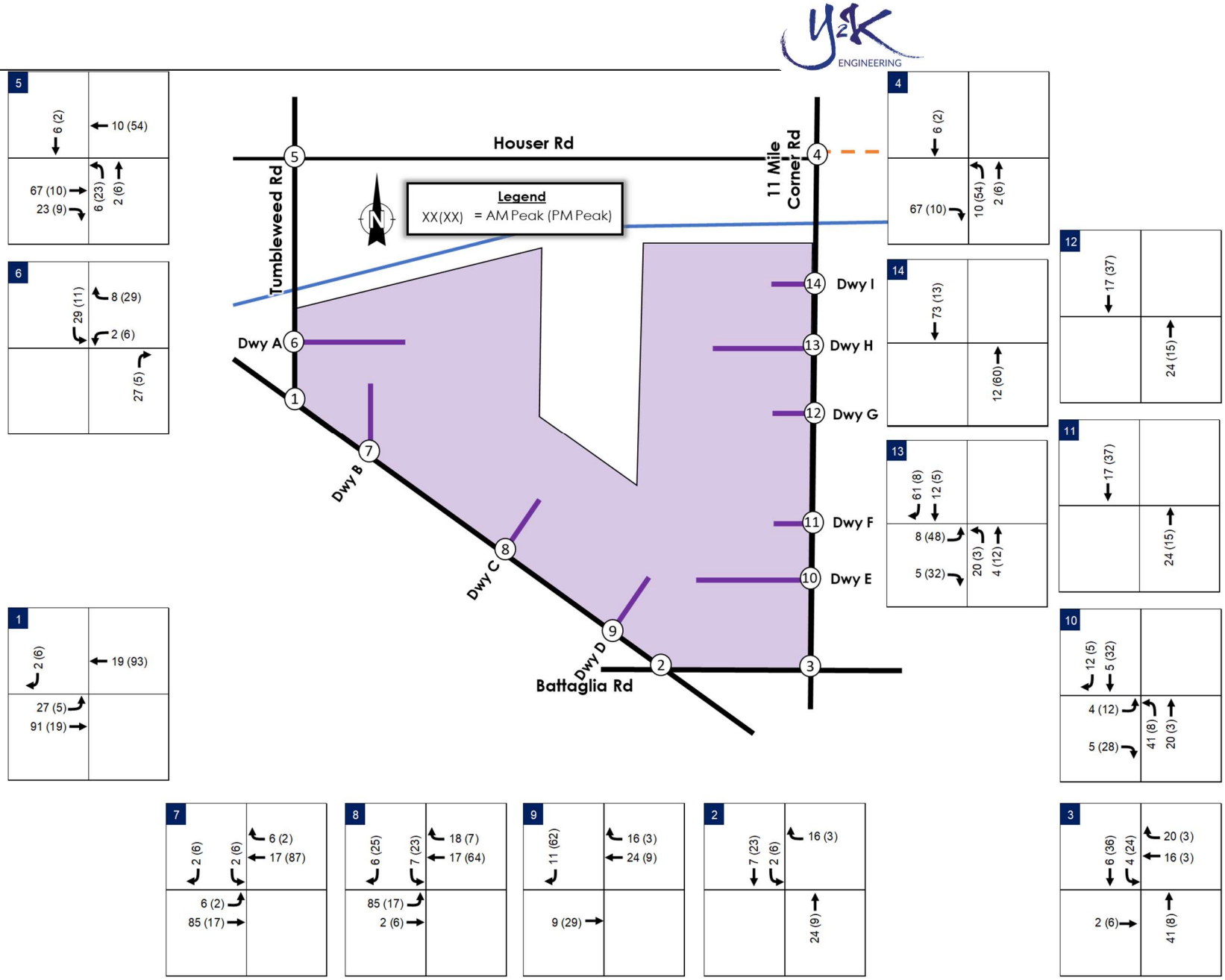


Figure 26: Overall 2030 Assignment

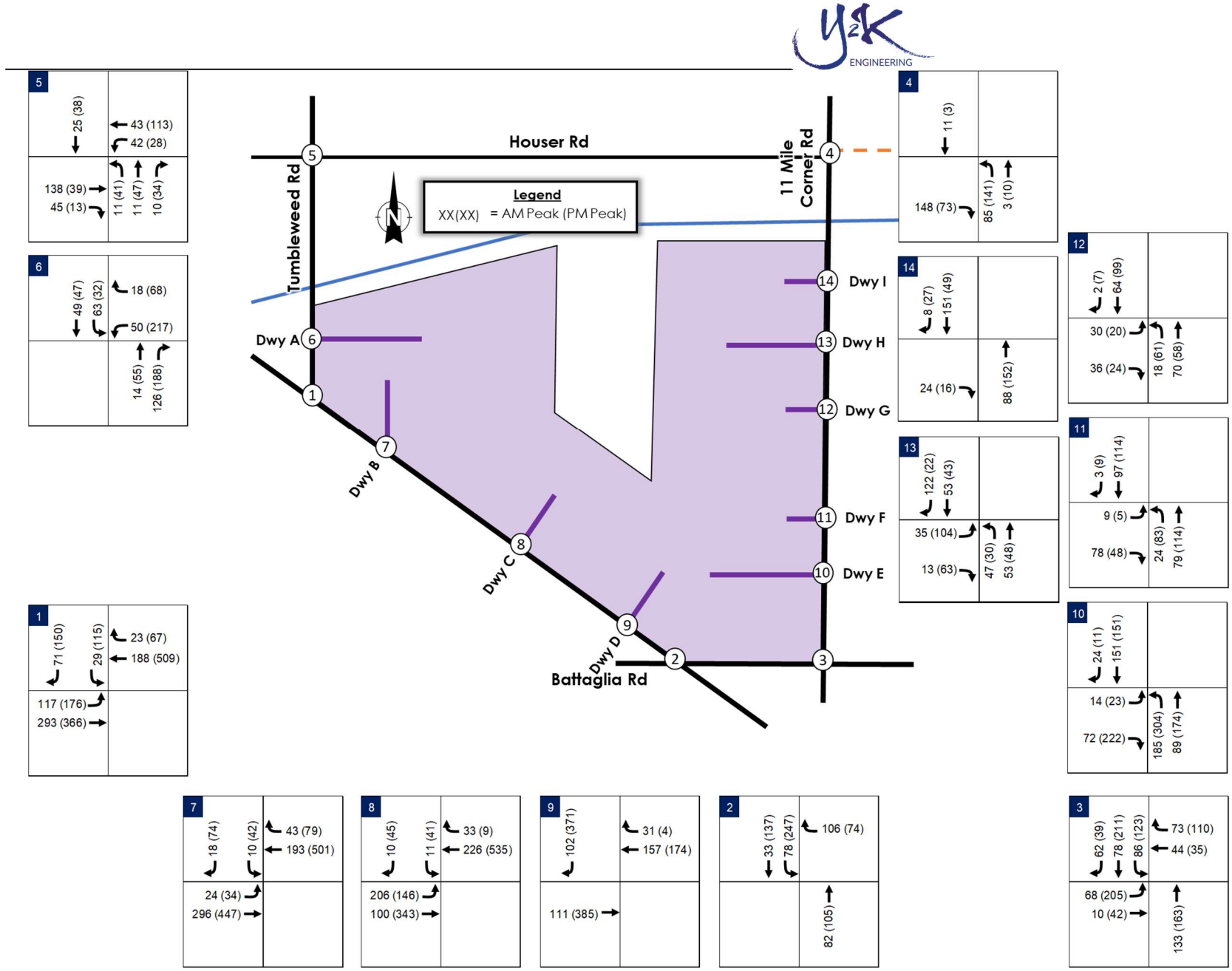


Figure 27: Overall 2035 Assignment

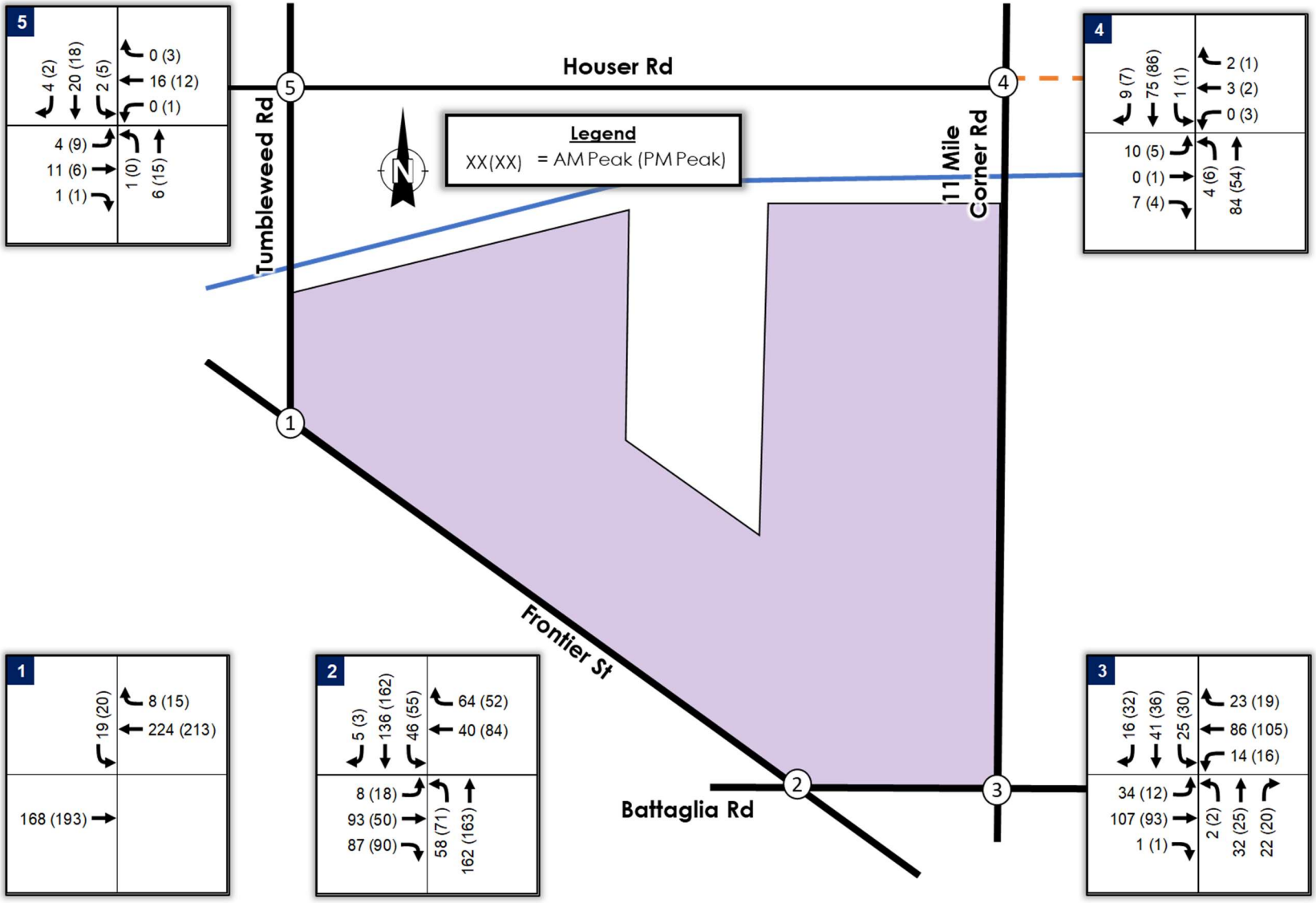


Figure 28: 2025 Background Traffic Volumes

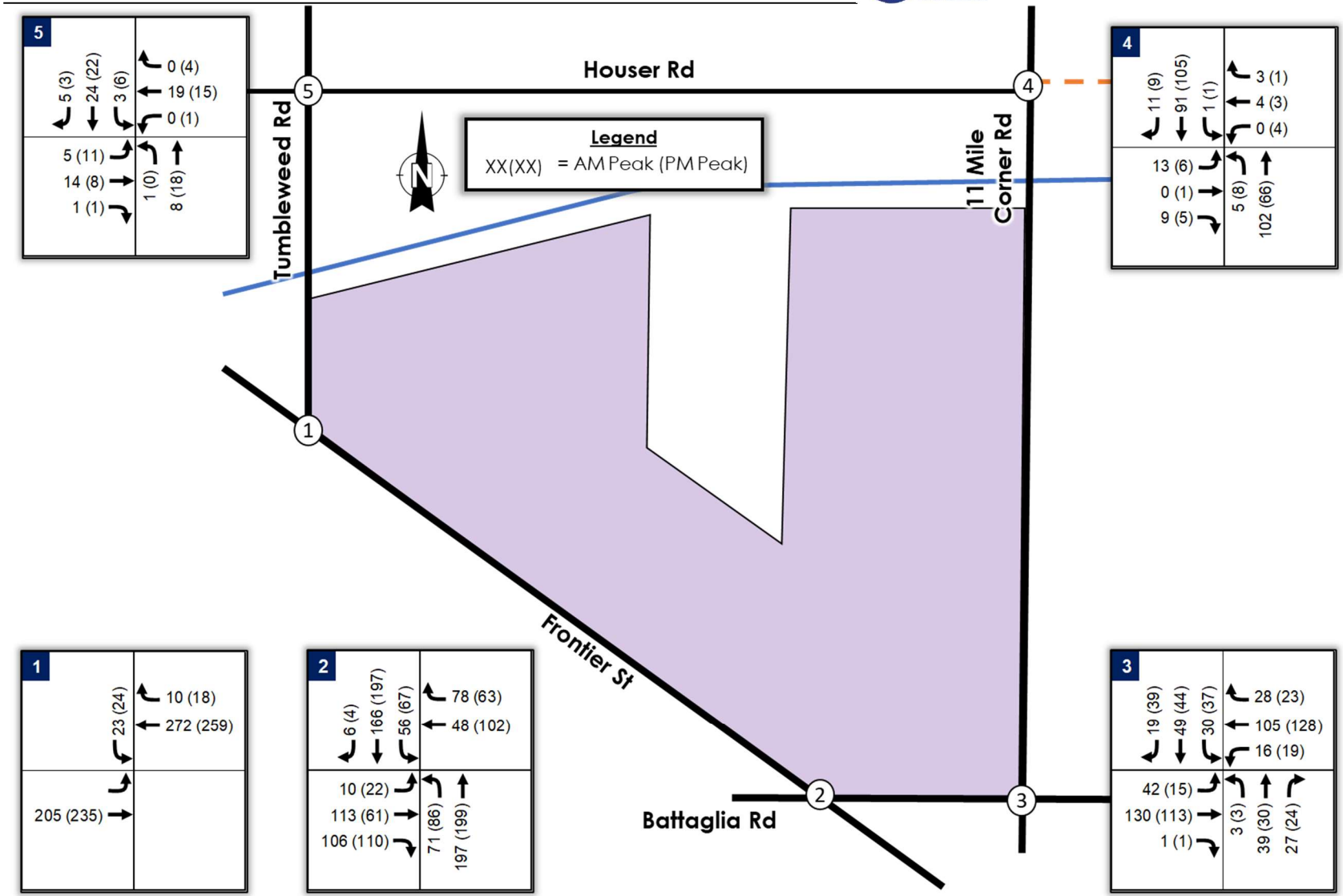


Figure 29: 2030 Background Traffic Volumes

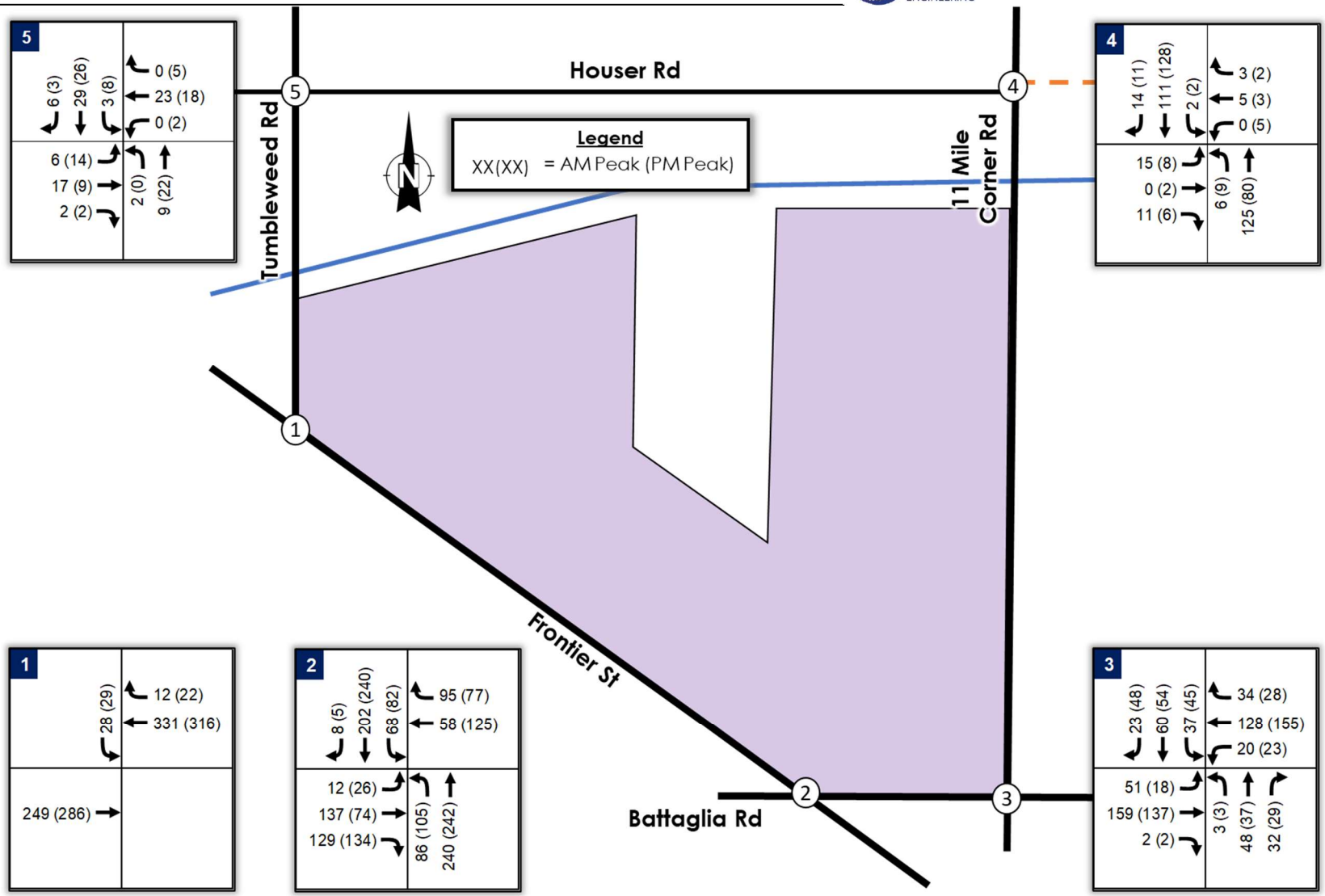


Figure 30: 2035 Background Traffic Volumes

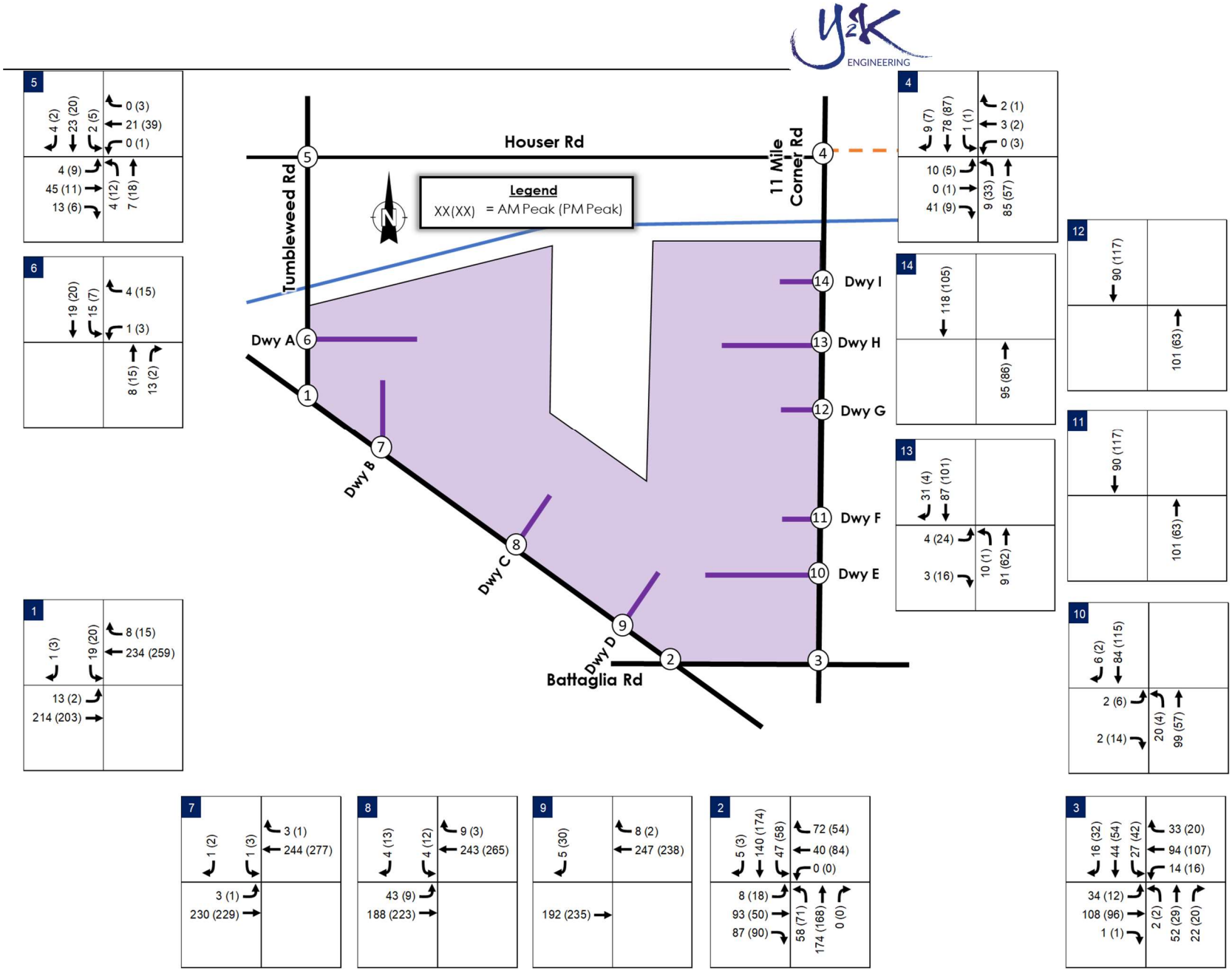


Figure 31: 2025 Total Traffic Volumes

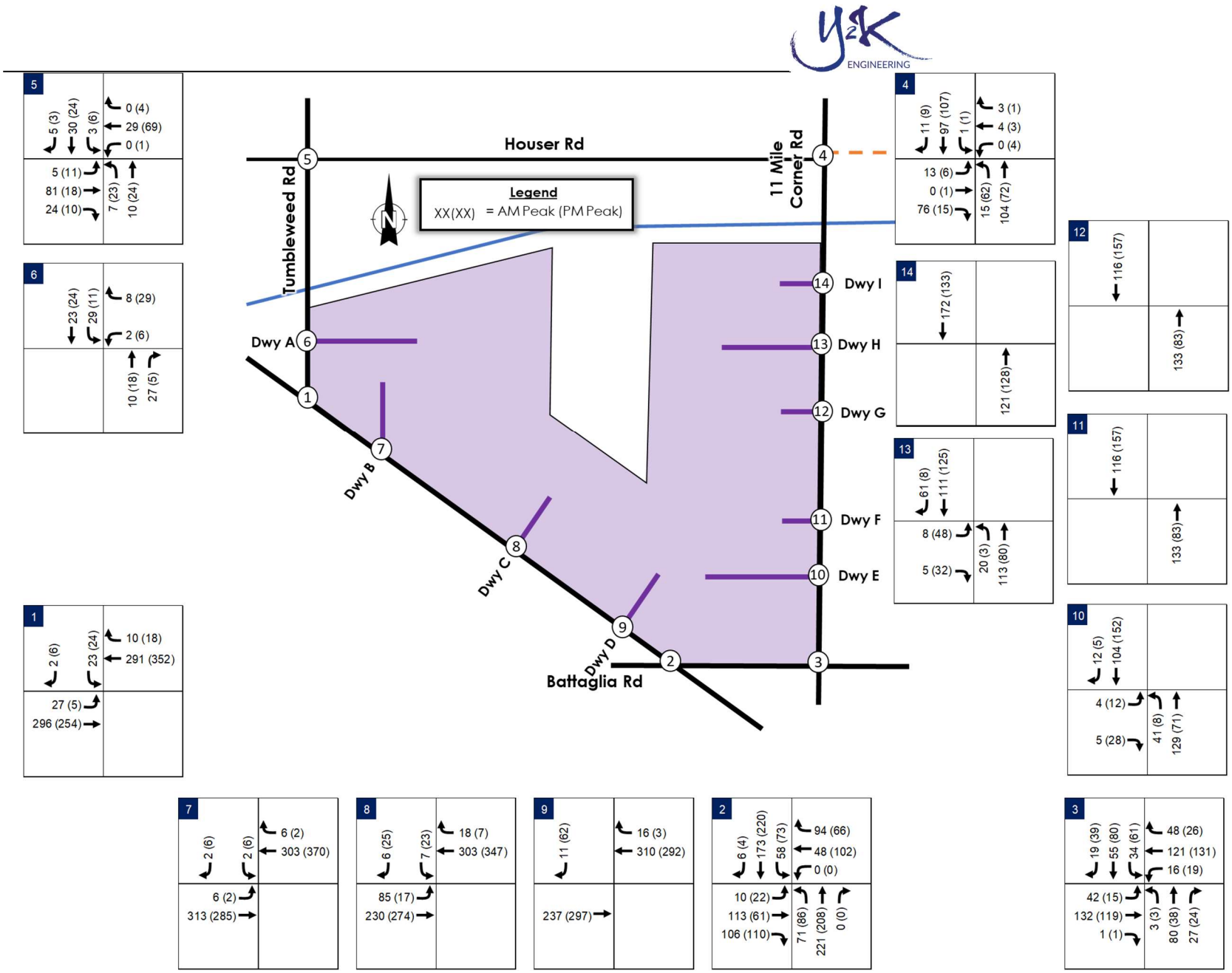


Figure 32: 2030 Total Traffic Volumes

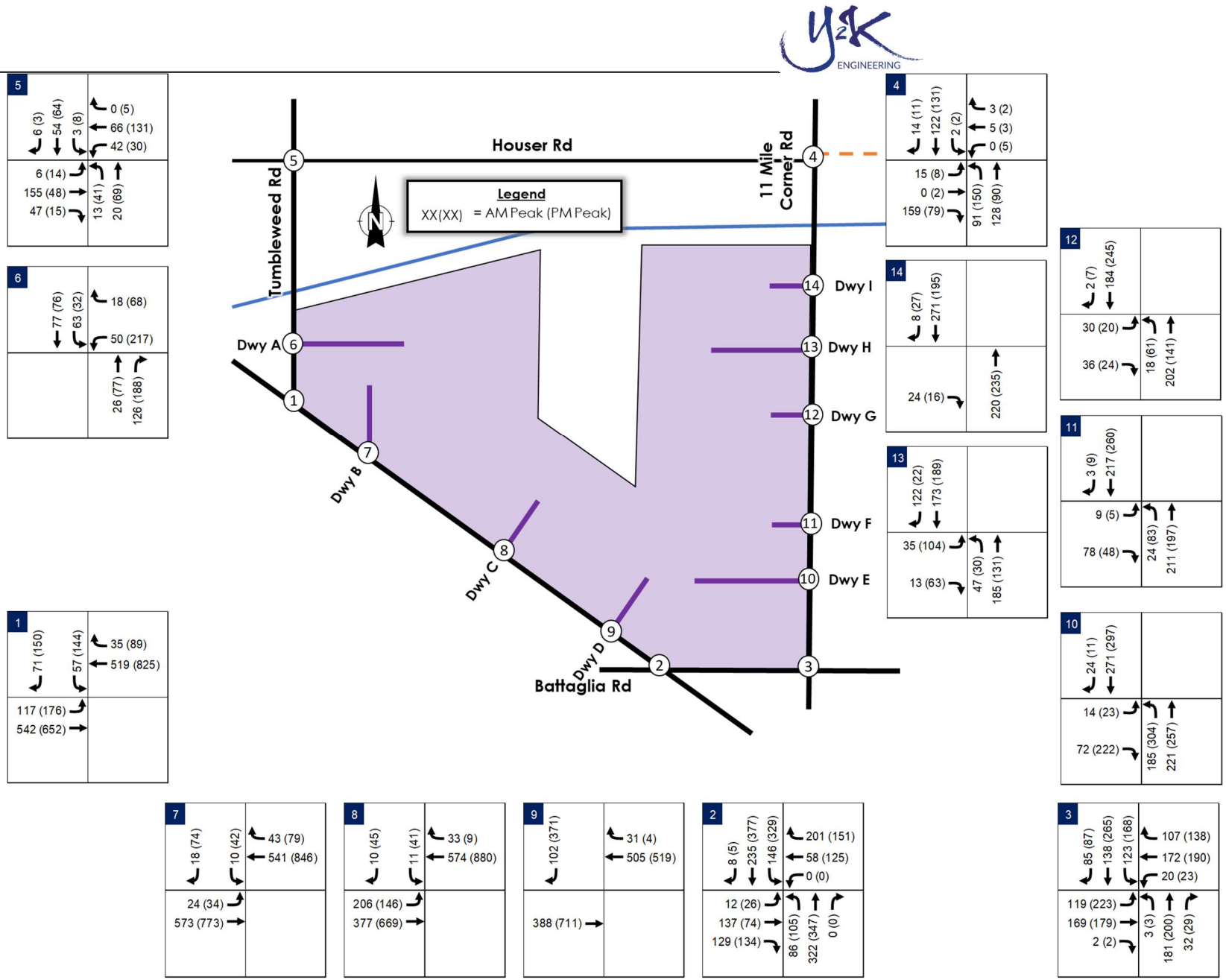


Figure 33: 2035 Total Traffic Volumes

FUTURE TRAFFIC ANALYSES

LEVEL OF SERVICE ANALYSES

Level-of-service (LOS) analyses were prepared for the AM and PM peak hours for the study intersections utilizing Synchro 12 software. Conditions were analyzed for the 2025 opening year, 2030 horizon year, and 2035 horizon year with and without traffic from the proposed TES Eloy development. The level of service criteria, as stated in the *Highway Capacity Manual,* is provided in **Table 3.**

In order to provide an apples-to-apples comparison of intersection delay, the existing roadway conditions were maintained throughout all analysis scenarios. For any intersections that operates at inadequate level of service, the roadway improvements and mitigation recommendations are discussed in the *Mitigation* section of this report.

A summary of the LOS analysis for 2025, 2030, and 2035 are provided in **Table 8**, **Table 9**, and **Table 10**, respectively. The Synchro reports are included in **Appendix F**, **Appendix G**, and **Appendix H** for 2025, 2030, and 2035, respectively.

As seen in **Table 8**, all movements are expected to operate at adequate level of service in the 2025 background and total conditions.

Table 9 shows that all movements at the study intersections are expected to continue operating at adequate LOS in the 2030 background and total conditions, with the exception of the eastbound left/thru/right-turn movement at Frontier Street/Battaglia Road. The movement is projected to operate at LOS E in the PM peak hour with site traffic. The proposed development does not add any traffic to the movement, and the delays are due to large north-south volumes on Frontier Street that do not leave an acceptable number of gaps for the minor-street traffic to turn. The delays are relatively minor for a few peak hours in the afternoon and are not expected to adversely affect the surrounding roadway network.

Table 10 demonstrate that several movements begin to operate at LOS E or F in the 2035 background and/or total conditions. The conservative 4% compounded growth rate, combined with the full buildout of the development, creates large through and turning volumes. The existing roadway lane configurations and traffic control do not provide adequate capacity for the large volumes, generating delays. Options to alleviate the delays are explored in the *Mitigation* section.

Table 8: 2025 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2025 Background Conditions				2025 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control									
		EB Left	0.0	A	0.0	A	7.9	A	7.9	A
		SB Left/Right	11.8	B	12.0	B	12.8	B	12.5	B
2 Frontier Street and Battaglia Road	Minor Street Stop Control									
		EB Left/Thru/Right	17.9	C	18.6	C	18.5	C	19.6	C
		WB Left/Thru/Right	13.1	B	18.6	C	13.3	B	19.3	C
		NB Left	7.7	A	7.8	A	7.7	A	7.8	A
		SB Left	7.7	A	7.7	A	7.8	A	7.8	A
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	INTERSECTION	8.8	A	8.6	A	9.0	A	8.9	A
		EB Approach	9.5	A	9.0	A	9.7	A	9.2	A
		EB Left/Thru	9.5	A	9.0	A	9.7	A	9.2	A
		EB Right	7.1	A	7.1	A	7.2	A	7.2	A
		WB Approach	8.6	A	8.8	A	8.9	A	9.0	A
		WB Left/Thru/Right	8.6	A	8.8	A	8.9	A	9.0	A
		NB Approach	8.1	A	7.9	A	8.4	A	8.1	A
		NB Left/Thru/Right	8.1	A	7.9	A	8.4	A	8.1	A
		SB Approach	8.5	A	8.4	A	8.7	A	8.8	A
		SB Left/Thru/Right	8.5	A	8.4	A	8.7	A	8.8	A
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control									
		EB Left/Thru/Right	9.5	A	9.5	A	9.3	A	9.5	A
		WB Left/Thru/Right	9.7	A	9.7	A	9.8	A	10.2	B
		NB Left	7.4	A	7.4	A	7.4	A	7.5	A
		SB Left	7.4	A	7.3	A	7.4	A	7.3	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control									
		EB Left/Thru/Right	9.2	A	9.2	A	9.5	A	9.5	A
		WB Left/Thru/Right	9.4	A	9.2	A	9.5	A	9.8	A
		NB Left	7.3	A	0.0	A	7.3	A	7.3	A
		SB Left	7.2	A	7.3	A	7.2	A	7.3	A
6 Driveway A and Tumbleweed Road	Minor Street Stop Control									
		WB Left	N/A - Intersection Does Not Exist				8.4	A	8.5	A
		WB Right					7.3	A	7.3	A
		SB Left					0.0	A	0.0	A
7 Driveway B and Frontier Street	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				7.8	A	7.9	A
		SB Left					12.5	B	12.8	B
		SB Right					9.8	A	10.1	B
8 Driveway C and Frontier Street	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				8.0	A	7.9	A
		SB Left					13.4	B	13.1	B
		SB Right					9.9	A	10.1	B
9 Driveway D and Frontier Street	Minor Street Stop Control									
		SB Right	N/A - Intersection Does Not Exist				9.9	A	10.0	A
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				10.1	B	9.7	A
		EB Right					8.8	A	9.0	A
		NB Left					7.5	A	7.5	A
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				10.0	A	9.8	A
		EB Right					8.9	A	9.0	A
		NB Left/Thru					7.5	A	7.5	A

Table 9: 2030 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2030 Background Conditions				2030 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control									
		EB Left	0.0	A	0.0	A	8.0	A	8.2	A
		SB Left/Right	12.9	B	13.2	B	15.1	C	14.2	B
2 Frontier Street and Battaglia Road	Minor Street Stop Control									
		EB Left/Thru/Right	28.0	D	33.1	D	31.4	D	41.2	E
		WB Left/Thru/Right	15.5	C	27.1	D	16.1	C	30.6	D
		NB Left	7.8	A	7.9	A	7.8	A	8.0	A
		SB Left	7.8	A	7.9	A	7.9	A	7.9	A
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	INTERSECTION	9.4	A	9.2	A	10.0	A	9.8	A
		EB Approach	10.3	B	9.5	A	10.8	B	10.1	B
		EB Left/Thru	10.3	B	9.5	A	10.8	B	10.1	B
		EB Right	7.2	A	7.3	A	7.5	A	7.5	A
		WB Approach	9.2	A	9.4	A	9.9	A	9.9	A
		WB Left/Thru/Right	9.2	A	9.4	A	9.9	A	9.9	A
		NB Approach	8.5	A	8.3	A	9.3	A	8.7	A
		NB Left/Thru/Right	8.5	A	8.3	A	9.3	A	8.7	A
		SB Approach	8.9	A	8.9	A	9.4	A	10.0	A
		SB Left/Thru/Right	8.9	A	8.9	A	9.4	A	10.0	A
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control									
		EB Left/Thru/Right	9.8	A	9.7	A	9.7	A	9.9	A
		WB Left/Thru/Right	9.9	A	10.1	B	10.1	B	11.4	B
		NB Left	7.5	A	7.5	A	7.5	A	7.6	A
		SB Left	7.5	A	7.4	A	7.5	A	7.4	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control									
		EB Left/Thru/Right	9.3	A	9.3	A	10.0	A	9.9	A
		WB Left/Thru/Right	9.5	A	9.3	A	9.7	A	10.5	B
		NB Left	7.3	A	0.0	A	7.3	A	7.3	A
		SB Left	7.2	A	7.3	A	7.2	A	7.3	A
6 Driveway A and Tumbleweed Road	Minor Street Stop Control									
		WB Left	N/A - Intersection Does Not Exist				8.5	A	8.6	A
		WB Right					7.4	A	7.3	A
		SB Left					0.0	A	0.0	A
7 Driveway B and Frontier Street	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				8.0	A	8.1	A
		SB Left					14.0	B	14.7	B
		SB Right					10.1	B	10.7	B
8 Driveway C and Frontier Street	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				8.3	A	8.1	A
		SB Left					16.4	C	15.5	C
		SB Right					10.2	B	10.7	B
9 Driveway D and Frontier Street	Minor Street Stop Control									
		SB Right	N/A - Intersection Does Not Exist				10.3	B	10.8	B
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				11.1	B	10.3	B
		EB Right					8.9	A	9.4	A
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				10.7	B	10.3	B
		EB Right					9.1	A	9.2	A
		NB Left/Thru					7.7	A	7.5	A

Table 10: 2035 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2035 Background Conditions				2035 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control									
		EB Left	0.0	A	0.0	A	9.4	A	12.6	B
		SB Left/Right	14.3	B	14.7	B	58.2	F	1870.6	F
2 Frontier Street and Battaglia Road	Minor Street Stop Control									
		EB Left/Thru/Right	76.0	F	235.7	F	320.8	F	>100*	F
		WB Left/Thru/Right	20.1	C	63.7	F	>100*	F	>100*	F
		NB Left	8.0	A	8.1	A	8.1	A	8.6	A
		SB Left	8.0	A	8.0	A	8.5	A	9.5	A
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign	INTERSECTION	10.3	B	10.0	A	29.0	D	128.3	F
		EB Approach	11.5	B	10.4	B	33.2	D	125.2	F
		EB Left/Thru	11.5	B	10.4	B	33.4	D	125.8	F
		EB Right	7.4	A	7.5	A	10.0	A	12.1	B
		WB Approach	10.0	A	10.3	B	26.4	D	68.3	F
		WB Left/Thru/Right	10.0	A	10.3	B	26.4	D	68.3	F
		NB Approach	9.0	A	8.8	A	20.4	C	37.3	E
		NB Left/Thru/Right	9.0	A	8.8	A	20.4	C	37.3	E
		SB Approach	9.6	A	9.6	A	33.3	D	214.4	F
		SB Left/Thru/Right	9.6	A	9.6	A	33.3	D	214.4	F
4 11 Mile Corner Road and Houser Road	Minor Street Stop Control									
		EB Left/Thru/Right	10.2	B	10.1	B	10.9	B	10.6	B
		WB Left/Thru/Right	10.3	B	10.3	B	12.0	B	15.1	C
		NB Left	7.5	A	7.6	A	7.7	A	7.9	A
		SB Left	7.5	A	7.4	A	7.5	A	7.4	A
5 Tumbleweed Road and Houser Road	Minor Street Stop Control									
		EB Left/Thru/Right	9.4	A	9.4	A	11.7	B	12.3	B
		WB Left/Thru/Right	9.6	A	9.4	A	12.2	B	14.2	B
		NB Left	7.3	A	0.0	A	7.4	A	7.5	A
		SB Left	7.2	A	7.3	A	7.3	A	7.5	A
6 Driveway A and Tumbleweed Road	Minor Street Stop Control									
		WB Left	N/A - Intersection Does Not Exist				8.9	A	9.8	A
		WB Right					7.7	A	8.0	A
		SB Left					0.0	A	0.0	A
7 Driveway B and Frontier Street	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				9.0	A	10.6	B
		SB Left					28.4	D	160.0	F
		SB Right					12.8	B	22.1	C
8 Driveway C and Frontier Street	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				10.2	B	11.7	B
		SB Left					54.3	F	449.7	F
		SB Right					13.0	B	19.7	C
9 Driveway D and Frontier Street	Minor Street Stop Control									
		SB Right	N/A - Intersection Does Not Exist				14.1	B	34.4	D
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				22.8	C	44.6	E
		EB Right					10.8	B	13.1	B
		NB Left					8.6	A	9.1	A
11 Driveway F and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				12.7	B	15.5	C
		EB Right					10.2	B	10.4	B
		NB Left/Thru					7.8	A	8.1	A

* Delay was not reported in the Synchro printouts. Due to high volumes, the delays are assumed to be well over 100 seconds.

2035 Level of Service Analysis Continued

Intersection	Traffic Control	Movement/ Approach	2035 Background Conditions				2035 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
12 Driveway G and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				12.4	B	13.8	B
		EB Right					9.6	A	10.0	A
		NB Left/Thru					7.7	A	8.0	A
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control									
		EB Left	N/A - Intersection Does Not Exist				14.1	B	13.5	B
		EB Right					9.8	A	10.0	A
		NB Left/Thru					8.1	A	7.8	A
14 Driveway I and 11 Mile Corner	Minor Street Stop Control									
		EB Right	N/A - Intersection Does Not Exist				10.2	B	9.7	A

AUXILIARY LANES AND QUEUE ANALYSIS

The primary factors that determine the need for an exclusive left turn or right-turn deceleration lanes include the combination of through traffic volumes, turning traffic volumes, and the posted roadway speed. Left turn and right-turn lane warrant criteria for the site access points are provided by Pinal County in the Traffic Impact Assessment Guidelines & Procedures, as shown in **Figure 34**. Turn lanes criteria at arterial intersections are described in the Pinal County Subdivision & Infrastructure Design Manual:

> "6.17.1 Right turn lanes shall be provided on arterial streets at all street intersections, and where warranted per the Traffic Impact Analysis."
>
> "6.17.7 Deceleration lanes are required as determined by the approved Traffic Impact Analysis. In addition, deceleration lanes are required when both of the following factors are determined to apply:
>
> a. The 85th percentile traffic speed on the street is at least 35 mph or 45 mph for a two lane roadway.
> b. At least 20 vehicles will be making right turns into the access way and 100 vehicle directional traffic in a one-hour period."

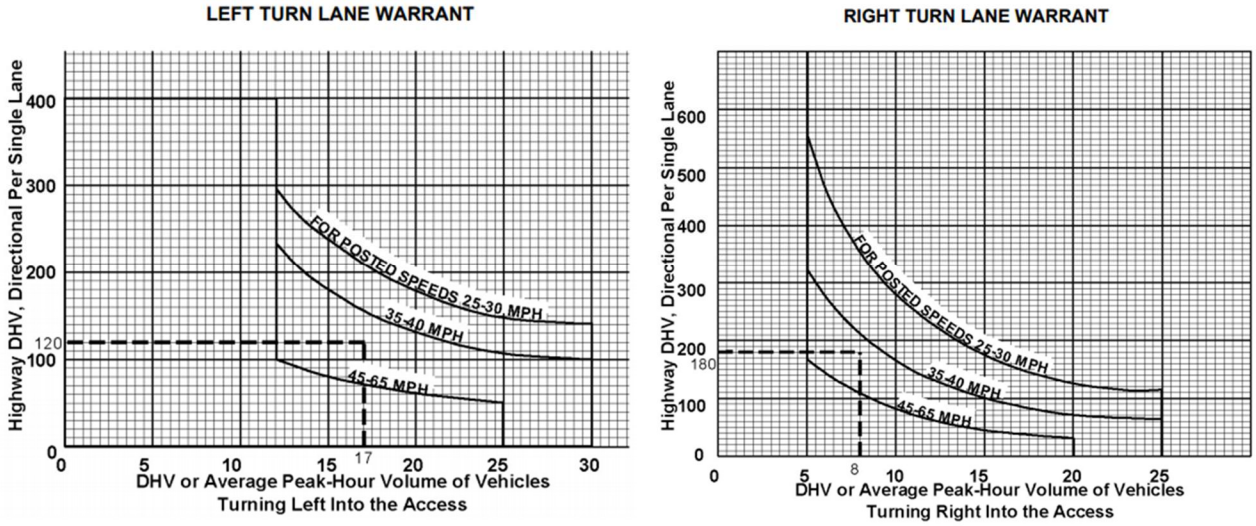


Figure 34: Pinal County Left-Turn and Right-Turn Warrant Criteria

Based on the combination of turning volumes, directional or opposing through volumes, and the roadway speed, left- and right-turn lanes are projected to be warranted at all site driveways.

While not along project frontage, there appears to be sufficient width on the westbound approach to Battaglia Road/11 Mile Corner Road to stripe a left-turn lane and shared through/right-turn lane. This will help the left-turn movements align with the warranted left-turn lane on the eastbound approach.

The ultimate turn lane storage needs were evaluated using 2035 total traffic volumes. The results of the queue storage evaluation are provided in Table 11. AASHTO guidance recommends that turn lanes at unsignalized intersections accommodate the number of vehicles likely to arrive in a 2-minute period. AASHTO guidance recommends that turn lanes at signalized intersections accommodate one to two times the number of vehicles expected to arrive in a cycle length. In this methodology, a vehicle length of 25 feet is assumed, and the resulted storage lengths are rounded to the nearest 25 feet. It should be noted that the AASHTO method overestimates the storage length needed for right-turn movements as it does not consider the effect of right-turns on red on the queue estimation. Additionally, for turn lanes resulting in an AASHTO queue length of less than 100 feet, a minimum recommended storage length of 100 feet was applied.

As shown in Table 11, the results of the queue storage analysis indicate that the existing 225-foot southbound left-turn lane at Frontier Street/Battaglia Road is not expected to provide sufficient storage space for the projected 2035 total traffic volumes. It is advised to restripe the lane with 275 feet of storage; alternatively, vehicles can queue within the taper area upstream of the turn lane without impacting the through volumes on Frontier Street. The warranted westbound right-turn lane is recommended to provide 175 feet of storage.

All left- and/or right-turn lanes at 11 Mile Corner Road/Battaglia Road and Driveways A through H are expected to need 275 feet of storage or less, with many only needing 100 feet of storage.

Table 11: Queue Storage (2035 Total Volumes)

Intersection	Traffic Control	Movement	AM/PM Volume (vph)	Queue Storage (ft)		
				AASHTO	Existing	Recommended
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control					
		SB Left	57 / 144	125	-	125
		EB Left	117 / 176	150	200	150
		SB Right	71 / 150	125	-	125
		WB Right	35 / 89	75	-	100
2 Frontier Street and Battaglia Road	Minor Street Stop Control					
		SB Left	146 / 329	275	225	275
		WB Right	201 / 151	175	-	175
3 11 Mile Corner Road and Battaglia Road	All Way Stop Sign					
		SB Left	123 / 168	150	-	150
		EB Left	119 / 223	200	150	200
		WB Left	20 / 23	25	-	100
		SB Right	85 / 87	75	-	100
		EB Right	2 / 2	25	-	100
6 Driveway A and Tumbleweed Road	Minor Street Stop Control					
		SB Left	63 / 32	75	N/A	100
		NB Right	126 / 188	175		175
7 Driveway B and Frontier Street	Minor Street Stop Control					
		EB Left	24 / 34	50	N/A	100
		WB Right	43 / 79	75		100
8 Driveway C and Frontier Street	Minor Street Stop Control					
		EB Left	206 / 146	175	N/A	175
		WB Right	33 / 9	50		100
9 Driveway D and Frontier Street	Minor Street Stop Control					
		WB Right	31 / 4	50	N/A	100
10 Driveway E and 11 Mile Corner Road	Minor Street Stop Control					
		NB Left	185 / 304	275	N/A	275
		SB Right	24 / 11	25		100
11 Driveway F and 11 Mile Corner Road	Minor Street Stop Control					
		NB Left	24 / 83	75	N/A	100
		SB Right	3 / 9	25		100
12 Driveway G and 11 Mile Corner Road	Minor Street Stop Control					
		NB Left	18 / 61	75	N/A	100
		SB Right	2 / 7	25		100
13 Driveway H and 11 Mile Corner Road	Minor Street Stop Control					
		NB Left	47 / 30	50	N/A	100
		SB Right	122 / 22	125		125
14 Driveway I and 11 Mile Corner Road	Minor Street Stop Control					
		SB Right	8 / 27	25	N/A	100

MITIGATION

Several movements are expected to operate at inadequate level of service in the 2035 background and total conditions. Mitigation options were explored to determine feasible improvements to improve delays.

The southbound left-/right-turn lane at the intersection of Tumbleweed Road/Frontier Street is expected to operate at LOS F in the AM and PM 2035 total conditions. Widening Frontier Street to provide two eastbound and two westbound is not expected to alleviate the delays with minor street STOP control. The installation of a traffic signal would be expected to alleviate the delays by providing adequate green time to serve the turning movements. A single east-west through lane on Frontier Street and dedicated left- and right-turn lanes are recommended at the intersection to provide adequate capacity for projected volumes in 2035 and maintain adjacent street connectivity. It is recommended to monitor traffic volumes as development progresses in the area and conduct a traffic signal warrant analysis as the volumes become observed.

The eastbound and westbound approaches at the intersection of Frontier Street/Battaglia Road are projected to operate at LOS F in the background and total 2035 conditions. Widening the approaches to provide dedicate turn lanes and widening Frontier Street to provide two lanes in each direction – while maintaining minor street STOP control – are not expected to mitigate the delays. Instead, providing a traffic signal is expected to alleviate the delays. As the site adds a large volume of westbound right-turns at the intersection, a dedicated right-turn lane is recommended to be constructed along project frontage. The site is not projected to add traffic to the eastbound approach, and is therefore not recommended to provide improvements outside of project frontage. Due to the shared lanes on the eastbound and westbound approaches, split phasing is recommended. It is advised to monitor traffic volumes at the intersection as growth continues, conduct traffic signal warrants when a more refined site plan is available.

Movements on all four approaches at the intersection of 11 Mile Corner Road/Battaglia Road are projected to operate at LOS E or F in the PM peak hour with site traffic. Providing dedicated turn lanes was not able to alleviate the delays, therefore, a traffic signal may be necessary to fully alleviate delays. The delays were heavily driven by the volumes generated by the eastern commercial site. Due to this, it is advised to monitor traffic volumes as the commercial parcel becomes developed, and install a signal if or when warrants are satisfied.

Inadequate LOS is anticipated for the southbound left-turn movements at the intersections of Driveway B/Frontier Street and Driveway C/Frontier Street in the 2035 total PM conditions. Widening Frontier Street to provide two eastbound and two westbound through lanes (consistent with what is provided on Frontier Street further southeast in the central Eloy area) as well as providing dedicated eastbound left-turn and westbound right-turn lanes would be expected provide more capacity and alleviate some of the delays at Driveway B and Driveway C. Delays at Driveway B are expected to lessen to LOS E in the peak hour with only 36 seconds of delay – one second more than desirable levels. However, the delays at Driveway C are anticipated to remain relatively high even with the widening and capacity improvements; therefore, it is advised to install a staging area in the central median on Frontier Street to allow the southbound left-turn vehicles to conduct the movement in two phases. This staging area would be projected to allow all movements at the intersection to operate at adequate LOS.

While the eastbound left-turn movement at Driveway E/11 Mile Corner Road is projected to operate at LOS E in the PM peak hour, this delay is relatively minor at 44.6 seconds and is not anticipated to cause adverse effects to the roadway system. Additionally, if a traffic signal is installed at the intersection of Bataglia Road/11 Mile Corner Road, the traffic signal will create platoons of vehicles with the signal timing and will

therefore create gaps on the main road that the minor-street vehicles can utilize to turn; this is projected to lessen the delays down to 40.5 seconds.

In 2030 interim conditions, the eastbound left-/thru/right-turn movement at Frontier Street/Battaglia Road is projected to operate at LOS E in the total PM peak hour. The delay is relatively minor and is not expected to affect the main roadway, Frontier Street. Mitigation options are not recommended to alleviate one movement for a few peak hours of the day in 2030, as the 2035 improvements will significantly improve the delays.

All other movements at the study intersections are projected to operate at adequate LOS (D or above). Further improvements are not anticipated to be necessary from a delay-perspective, but might still be recommended based on turn lane warrants or to separate turning traffic from through traffic to potentially reduce the possibility of rear-end collisions.

ADDITIONAL IMPROVEMENTS

STOP signs are recommended on the exiting approaches at all site driveways. A staging area is recommended for southbound left-turn vehicles at Driveway C/Frontier Street to allow vehicles to complete the maneuver in two phases. The ultimate lane configuration of Frontier Street is two lanes in each direction separated by a median; to help alleviate delays at the minor street driveways and serve the projected volumes on Frontier Street, it is advised to construct the ultimate lane configuration at full buildout of the TES Eloy development. Single through lanes are advised near Tumbleweed Road and Battaglia Road to maintain connectivity and alignment outside the project limits.

A traffic signal is recommended at the intersection of Tumbleweed Road/Frontier Street, Frontier Street/Battaglia Road, and Bataglia Road/11 Mile Corner Road to alleviate the heavy delays. It is recommended to re-evaluate the need for traffic signals once a more refined site plan becomes available. The traffic signals should be installed when warranted by observed traffic volumes. Split phasing is recommended for Frontier Street/Battaglia Road due to the shared lanes on the eastbound and westbound approaches. Split phasing may also be necessary on the northbound/southbound approaches at Battaglia Road/11 Mile Corner Road due to the shared lane on the northbound approach.

Recommended improvements for the full buildout of the site are shown in **Figure 35**. Interim improvements are not recommended due to the low projected volumes in 2025 and 2030.

The turn lane queues were re-evaluated with the change from unsignalized to signalized operations at Tumbleweed Road/Frontier Street and Frontier Street/Battaglia Road, as shown in **Table 12.**

The mitigated level of service analysis is shown in **Table 13** with Synchro reports provided in **Appendix I**.

Table 12: Queue Storage with Signalized Traffic Control

Intersection	Traffic Control	Movement	AM/PM Volume (vph)	Queue Storage (ft)		
				AASHTO	Existing	Recommended
1 Tumbleweed Road and Frontier Street	Traffic Signal					
		SB Left	57 / 144	150	-	150
		EB Left	117 / 176	175	200	175
		SB Right	71 / 150	150	-	150
		WB Right	35 / 89	100	-	100
2 Frontier Street and Battaglia Road	Traffic Signal					
		SB Left	146 / 329	325	225	325
		WB Right	201 / 151	200	-	200
3 11 Mile Corner Road and Battaglia Road	Traffic Signal					
		SB Left	123 / 168	175	-	175
		EB Left	119 / 223	225	150	225
		SB Right	85 / 87	100	-	100
		EB Right	2 / 2	25	-	100

Table 13: 2035 Level of Service Analysis – With Mitigation

Intersection	Traffic Control	Movement/ Approach	2035 Total Conditions Without Mitigation				2035 Total Conditions With Mitigation			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Tumbleweed Road and Frontier Street	Minor Street Stop Control to Traffic Signal						24.4	C	27.1	C
		EB Approach					20.0	B	17.4	B
		EB Left	9.4	A	12.6	B	22.1	C	42.8	D
		EB Thru	N/A - No Delay				19.5	B	10.1	B
		WB Approach					31.8	C	34.8	C
		WB Thru	N/A - No Delay				32.6	C	37.3	D
		WB Right					19.3	B	11.2	B
		SB Approach		A		A	15.7	B	30.5	C
		SB Left/Right	58.2	F	1870.6	F	N/A - Movement Does Not Exist			
		SB Left	N/A - Movement Does Not Exist				15.5	B	29.7	C
		SB Right					15.9	B	31.2	C
2 Frontier Street and Battaglia Road	Minor Street Stop Control to Traffic Signal						34.7	C	32.2	C
		EB Approach					54.1	D	52.2	D
		EB Left/Thru/Right	320.8	F	>100*	F	54.1	D	52.2	D
		WB Approach					45.1	D	43.8	D
		WB Left/Thru/Right	>100*	F	>100*	F	N/A - Movement Does Not Exist			
		WB Left/Thru	N/A - Movement Does Not Exist				32.2	C	41.2	D
		WB Right					48.8	D	46.0	D
		NB Approach					26.7	C	27.3	C
		NB Left	8.1	A	8.6	A	18.7	B	18.8	B
		NB Thru/Right	N/A - No Delay				28.9	C	30.1	C
		SB Approach					21.9	C	23.7	C
		SB Left	8.5	A	9.5	A	19.0	B	24.1	C
		SB Thru/Right	N/A - No Delay				23.7	C	23.3	C

Note: Mitigation results reflect the installation of a traffic signal; additional analysis is required to confirm a traffic signal is warranted.

2035 Level of Service Analysis – With Mitigation Continued

Intersection	Traffic Control	Movement/ Approach	2035 Total Conditions Without Mitigation				2035 Total Conditions With Mitigation			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
3	All Way Stop Sign to Traffic Signal	INTERSECTION	29.0	D	128.3	F	34.4	C	40.3	D
11 Mile Corner Road and Battaglia Road		EB Approach	33.2	D	125.2	F	29.7	C	35.8	D
		EB Left	N/A - Movement Does Not Exist				28.2	C	42.1	D
		EB Thru					30.8	C	28.7	C
		EB Left/Thru	33.4	D	125.8	F	N/A - Movement Does Not Exist			
		EB Right	10.0	A	12.1	B	26.7	C	24.0	C
		WB Approach	26.4	D	68.3	F	46.7	D	50.7	D
		WB Left	N/A - Movement Does Not Exist				29.1	C	27.1	C
		WB Left/Thru/Right	26.4	D	68.3	F	N/A - Movement Does Not Exist			
		WB Thru/Right	N/A - Movement Does Not Exist				47.9	D	52.4	D
		NB Approach	20.4	C	37.3	E	29.7	C	38.4	D
		NB Left/Thru/Right	20.4	C	37.3	E	29.7	C	38.4	D
		SB Approach	33.3	D	214.4	F	31.2	C	38.1	D
		SB Left	N/A - Movement Does Not Exist				31.3	C	34.3	C
		SB Left/Thru/Right	33.3	D	214.4	F	N/A - Movement Does Not Exist			
		SB Thru	N/A - Movement Does Not Exist				31.6	C	42.8	D
		SB Right					30.3	C	30.6	C
7	Minor Street Stop Control									
Driveway B and Frontier Street		EB Left/Thru	9.1	A	10.6	B	N/A - Movement Does Not Exist			
		EB Left	N/A - Movement Does Not Exist				9.0	A	10.7	B
		SB Left	28.4	D	160.0	F	16.1	C	36.0	E
		SB Right	12.8	B	22.1	C	10.3	B	13.0	B
8	Minor Street Stop Control									
Driveway C and Frontier Street		EB Left/Thru	10.2	B	11.7	B	N/A - Movement Does Not Exist			
		EB Left	N/A - Movement Does Not Exist				10.3	B	11.7	B
		SB Left	54.3	F	449.7	F	19.6	C	30.4	D
		SB Right	13.0	B	19.7	C	10.4	B	12.7	B
9 Driveway D and Frontier Street	Minor Street Stop Control									
		SB Right	14.1	B	34.4	D	11.0	B	16.9	C
10	Minor Street Stop Control									
Driveway E and 11 Mile Corner Road		EB Left	22.8	C	44.6	E	21.8	C	40.5	E
		EB Right	10.8	B	13.1	B	10.7	B	13.0	B
		NB Left/Thru	8.6	A	9.1	A	N/A - Movement Does Not Exist			
		NB Left	N/A - Movement Does Not Exist				8.6	A	9.1	A

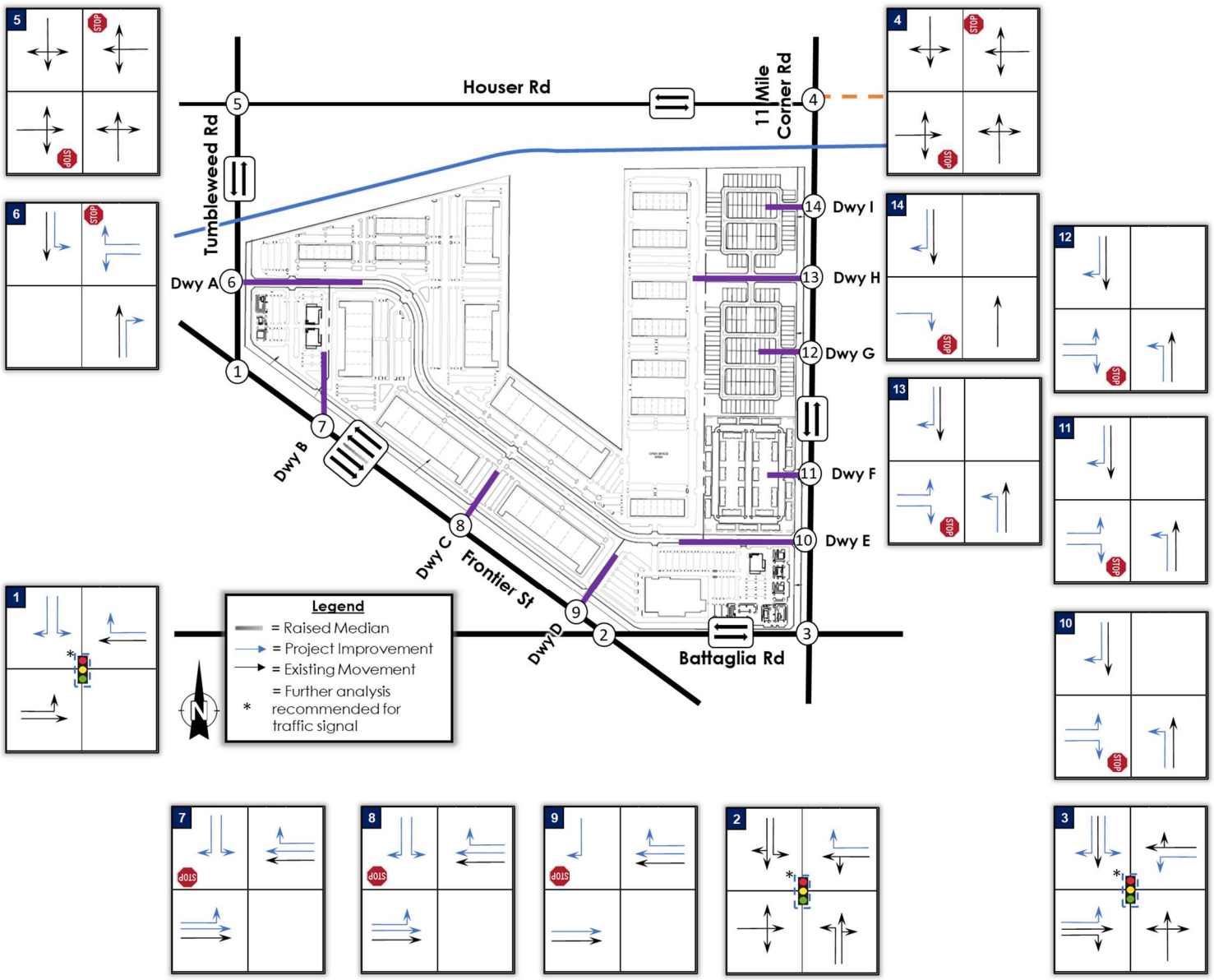


Figure 35: 2035 Recommended Lane Configuration and Traffic Control

PRINCIPAL FINDINGS

TRIP GENERATION

- At full buildout, the development is anticipated to generate a net total of 28,134 daily trips (entering and exiting) with internal reduction. A net total of 1,489 AM peak hour trips and 2,429 PM peak hour trips are projected.

SAFETY ANALYSIS

- During the five-year analysis period (2019-2023), there were a total of 46 crashes. The intersection with the most crashes was Battaglia Road and Frontier Street (alternately named Casa Grande Highway) with 22 crashes. The most common collision manner was angle (25 crashes), followed by rear end (10 crashes).
- There were four serious injury crashes, three (3) at the intersection of Battaglia Road and Casa Grande Highway and one (1) at Battaglia Road and 11 Mile Corner Road. All serious injury crashes were angle crash type.

SITE ACCESS

- The project is anticipated to be accessed by a total of nine new driveways – seven full access driveways and two right-in/right-out driveways. Six driveways will be constructed by opening year to serve the industrial and medical parcels (Driveways A, B, C, D, E, and H), and three additional driveways will be constructed by final buildout to serve the residential parcels (Driveways F, G, and I). Driveways A, B, D, E, and H are expected to provide cross access to serve multiple land uses.

LEVEL OF SERVICE ANALYSIS

- Under existing conditions, all movements at the study intersections are projected to operate at sufficient LOS.
- All movements at the study intersections are projected to operate at adequate LOS in the 2025 background and total conditions.
- Under 2030 total conditions, the eastbound left-/thru/right-turn movement at Frontier Street/Battaglia Road is expected to operate at LOS E in the PM peak hour. All other movements are expected to operate at LOS D or better in the 2030 background and total conditions.
- Under 2035 background and/or total conditions, several movements are expected to break down at Tumbleweed Road/Frontier Street, Frontier Street/Battaglia Road, 11 Mile Corner Road/Battaglia Road, and Driveways B, C, and E.
- With mitigation, most movements are projected to operate at LOS D or better. The southbound left-turn movement at Driveways B and eastbound left-turn movement at Driveway E are projected to operate at LOS E with 36.0 and 40.5 seconds of delay, respectively.

RECOMMENDATIONS

The recommended improvements to be installed by final buildout of the TES Eloy developments are:

Tumbleweed Road and Frontier Street

- Maintain the existing 200 feet of storage for the eastbound left-turn lane.
- Construct a dedicated westbound right-turn lane with 100 feet of storage
- Construct dedicated southbound left- and right-turn lanes with 150 feet of storage each.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Tumbleweed Road/Frontier Street to alleviate the delays.

Frontier Street and Battalia Road

- Lengthen the southbound left-turn lane to provide 325 feet of storage.
- Construct a westbound right-turn lane with 200 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at Frontier Street/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the eastbound and westbound approaches, it is advised to operate the traffic signal with split phasing on the eastbound and westbound approaches.

11 Mile Corner Road and Battaglia Road

- Construct dedicated left- and right-turn lanes on the southbound approach with 175 feet and 100 feet of storage, respectively.
- Construct a dedicated eastbound left-turn lane with 225 feet of storage.
- While not along project frontage, there is sufficient width on the westbound approach to stripe a dedicated left-turn lane, allowing the eastbound and westbound left-turn movements to align. It is advised to stripe this westbound left-turn lane with at least 100 feet of storage.
- Re-evaluate the need for a traffic signal warrant analysis as the site plan becomes more refined and monitor traffic volumes as development progresses in the area. It is recommended to install a traffic signal at 11 Mile Corner Road/Battaglia Road to alleviate the delays. Due to the shared turning and through lanes on the northbound approach, it is advised to operate the traffic signal with split phasing on the northbound and southbound approaches.

11 Mile Corner Road and Houser Road

- Maintain existing lane configurations and traffic control.

Tumbleweed Road and Houser Road

- Maintain existing lane configurations and traffic control.

Driveway A and Tumbleweed Road

- Install a northbound right-turn lane with 175 feet of storage.
- Install a southbound left-turn lane with 100 feet of storage.
- Provide a STOP sign on the westbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

- Driveway A appears to be at least 500 feet south of a bridge crossing an irrigation canal; this is preliminarily anticipated to be sufficient distance for the tapering associated with the southbound left-turn lane without impacts to the bridge.

Driveway B and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.

Driveway C and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Install an eastbound left-turn lane in the raised median with 175 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide sufficient width for exiting traffic to separate themselves into left- and right-turn movements.
- Provide a staging area in the central raised median for southbound left-turn traffic to complete the maneuver in two stages.

Driveway D and Frontier Street

- Provide a second eastbound and westbound through lane separated by a central raised median.
- Install a westbound right-turn lane with 100 feet of storage.
- Provide a STOP sign on the southbound exiting approach.
- Provide a right-turn lane on the southbound approach for exiting traffic.

Driveways E, F, G, H, and I and 11 Mile Corner Road

- Install a southbound right-turn lane with 100 feet of storage at all driveways except for Driveway H, which will need 125 feet of storage.
- Install a northbound left-turn lane with 100 feet of storage at all driveways except for Driveway E, which is anticipated to need 275 feet of storage. Driveway I will not need a northbound left-turn lane, as it is anticipated to be restricted to right-in/right-out access due to its proximity to an existing utility service road.
- Provide a STOP sign on the eastbound exiting approach.
- Provide sufficient width for eastbound exiting traffic to separate themselves into left- and right-turn movements at all driveways except for Driveway I, which will only allow for right-turns.

APPENDICES

APPENDIX A: REVIEW COMMENTS

COMMENT RESPONSES

1st Review

Project:	TES Eloy TIA		
Project Location	Northeast Side of Battaglia Road and Frontier Street	Prepared by	Y2K Engineering
Agency	City of Eloy	Date of Report	9/10/2024
Reviewed By	M. Rencher and J. Hansen	Responses by	Melissa Gende
Date	6/9/2025	Date of Responses	10/23/2025

A = WILL COMPLY
B = CONSULTANT / APPLICANT TO EVALUATE
C = AGENCY TO EVALUATE
D = REVIEW TEAM RECOMMENDS NO FURTHER ACTION

No	Agency	Page #	Comment By	Comment	Disposition	Comment Addressed By	Response / Comment
1	COE	Cover	M. Rencher	Should be City of Eloy City Engineer	A	M. Gende	Text has been updated.
2	COE	Cover	M. Rencher	Should be City of Eloy Public Works Department	A	M. Gende	Text has been updated.
3	COE	Cover	M. Rencher	City of Eloy	A	M. Gende	Text has been updated.
4	COE	Executive Summary	M. Rencher	Parcel is only 332 acres, more or less	A	M. Gende	The net acreage is approximately 332 acres and the gross area is around 354 acres (and is indicated in the Pinal County parcel assessor map). Text has been added to clarify the gross acreage.
5	COE	Executive Summary	M. Rencher	Add number of total daily trips, not just peak hour	A	M. Gende	The daily trips has been added to the text.
6	COE	Executive Summary	J. Hansen	200' storage currently [Intersection of Tumbleweed Road and Frontier Street]	A	M. Gende	Noted, the existing 200 feet of storage at the intersection of Tumbleweed Road/Frontier Street has been updated in the text and tables.
7	COE	Executive Summary	J. Hansen	This intersection is currently a 4-way stop [intersection of 11 Mile Corner Road and Battaglia Road]	A	M. Gende	The intersection text, synchro modeling, and LOS tables have been updated to show the four-way stop at the intersection of 11 Mile Corner Road and Battaglia Road.
8	COE	Executive Summary	J. Hansen	Evaluate storage design in regards to the existing canal bridge to the north and constraints it may have [intersection of Driveway A and Tumbleweed Road]	D	M. Gende	The site plan has been revised, and the driveway is recommended to be restricted to right-in/right-out, eliminating the need for a northbound left-turn lane. The driveway is approximately 400 feet south of the existing utility road for the water treatment plant (centerline-to-centerline), and sufficient distance is expected to be able to install a southbound right-turn lane without impacts to the canal bridge.
9	COE	Executive Summary	J. Hansen	Commercial property to access off of tumbleweed or internally. [Remove intersection of Driveway I and Frontier Street]	C	M. Gende	This comment and comment #13 gave conflicting recommendations. We reached out to the City to discuss these comments but did not receive a response by our resubmittal deadline and moved forward with accepting comment #13. The revised site plan consolidates proposed accesses along Frontier Street and moves full access driveways farther away from the proposed signalized intersections providing 800 feet of space between the driveway and Tumbleweed Road on Frontier Street in addition to a full access driveway on Tumbleweed Road 550 feet north of Frontier Street.
10	COE	Page 8	J. Hansen	This is a 4-way stop [Intersection of 11 Mile Corner Road and Battaglia Road]	A	M. Gende	Please see response to Comment #7.

No	Agency	Page #	Comment By	Comment	Disposition	Comment Addressed By	Response / Comment
11	COE	Page 11	M. Rencher	Revise to reflect accurate current traffic counts, which can be found at https://scmpo.public.ms2soft.com/tcds/tsearch.asp?loc=Scmpo&mod=	D	M. Gende	The link provided offers directional volumes along the roadway segments, but does not offer peak hour turning movement counts at the intersections. Furthermore, data collection dates are out of date with the most recent counts collected in 2020. We evaluated daily volumes calculated from our peak hour turning movement counts assuming peak hour traffic is approximately 10% of daily traffic and found the daily volumes were comparable to the daily volumes reported at the link. In order to keep as much information as possible regarding peak hour volumes and turning movements, we have decided to continue using the collected counts for this study.
12	COE	Page 14	M. Rencher	Proposed plan is not consistent with approved General Plan land uses. The approved land use currently identifies all light industrial and the western edge of the general industrial as medium-density residential housing.	D	M. Gende	The developer is pursuing a major amendment to the general plan concurrent with this rezoning request. Text has been added to the Proposed Development section reflecting this.
13	COE	Page 14	M. Rencher	Intersections 1, 14, and 7 are all too close together. Please revise and consider a full-access driveway at either 14 or 7	A	M. Gende	The site plan has been revised.
14	COE	Page 14	J. Hansen	Why not make this right-in/right-out?	D	M. Gende	The site plan has been revised to consolidate nearby driveways.
15	COE	Page 25	M. Rencher	Projected volumes at buildout are lower than the current volumes. See traffic count data location link above Please revise accordingly.	D	M. Gende	This comment is referencing the site trip assignment figure, which only distributes volumes generated by the proposed development and does not include background existing volumes. It's possible that the trips generated by the site may be less than what is currently existing. The total traffic volumes (Figure 31, 32, and 33) combine the site traffic and the growth in the area.
16	COE	Page 31	M. Rencher	It appears that these traffic volumes will trigger the Warrant #3 for a traffic signal according to the MUTCD at any (or all) of the following intersections: 1, 2, 3, and/or 4	D	M. Gende	The site plan has been updated with several new land uses and parcel breakdowns, and analysis has been updated throughout. Intersections 1, 2, and 3 are identified as potentially requiring a traffic signal in the future. Intersection #4 is projected to operate well with minor-street stop control in 2035 total conditions and signal warrant #3 is generally not applicable to mixed use developments per MUTCD language stating that warrant #3 shall only be applied in unusual cases.
17	COE	Page 35	J. Hansen	It seems these intersections should be signalized [Driveway B, C, and D]	D	M. Gende	The mitigation section discusses several options to improve capacity at the intersections and alleviate most delay. Traffic signals are not recommended to alleviate the delays with the updated analysis. Traffic signals identified at the major crossroads of intersections 1, 2 & 3 will create sufficient breaks in traffic flow to provide gaps for vehicles turning to and from the site driveways.

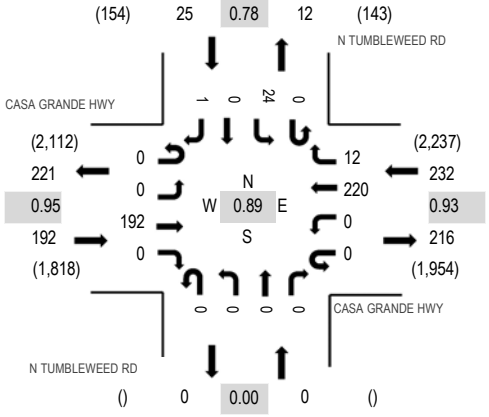
No	Agency	Page #	Comment By	Comment	Disposition	Comment Addressed By	Response / Comment
18	COE	Conclusion	J. Hansen	With the existing bridge over the canal, this design will need to be evaluated more closely for expansion	A	M. Gende	Roadway widening for a left-turn lane is not anticipated to be necessary around the north-most driveway on 11 Mile Corner Road, as it will be restricted to right-in/right-out access. A southbound right-turn lane is anticipated to fit, as the driveway is about 400 feet south of the water treatment plant road (centerline-to-centerline).
19	COE	Appendix C	J. Hansen	200' storage (existing) [Intersection of Frontier Street and Tumbleweed Road]	A	M. Gende	The synchro analysis has been updated to note the current storage length.
20	COE	Appendix C	J. Hansen	225' storage (existing) [Intersection of Battaglia Road and Frontier Street]	A	M. Gende	The synchro analysis has been updated to note the current storage length.
21	COE	Appendix D	M. Rencher	Land use table needs to be revised to reflect current adopted General Plan	D	M. Gende	Please see response to Comment #12.

APPENDIX B: EXISTING TRAFFIC VOLUMES

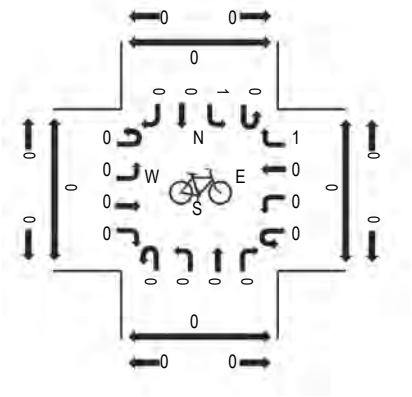
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 N TUMBLEWEED RD & CASA GRANDE HWY AM
Date: Wednesday, August 28, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

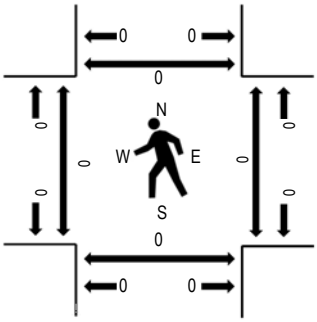
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

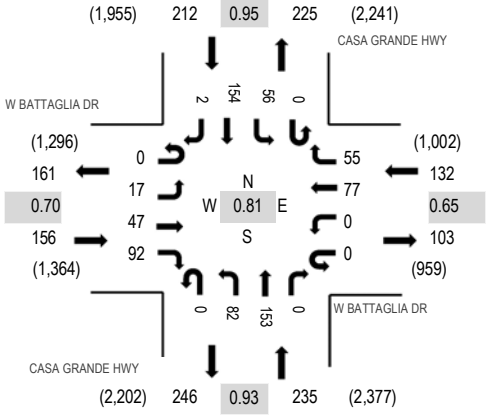
Interval Start Time	CASA GRANDE HWY Eastbound				CASA GRANDE HWY Westbound				N TUMBLEWEED RD Northbound				N TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	22	0	0	0	19	0	0	0	0	0	0	1	0	0	42	251	0	0	0	0
6:15 AM	0	0	20	0	0	0	27	4	0	0	0	0	0	2	0	0	53	278	0	0	0	0
6:30 AM	0	0	26	0	0	0	39	5	0	0	0	0	0	3	0	0	73	317	0	0	0	0
6:45 AM	0	0	38	0	0	0	38	3	0	0	0	0	0	3	0	1	83	349	0	0	0	0
7:00 AM	0	0	27	0	0	0	38	0	0	0	0	0	0	2	0	2	69	378	0	0	0	0
7:15 AM	0	0	42	0	0	0	43	1	0	0	0	0	0	6	0	0	92	403	0	0	0	0
7:30 AM	0	0	41	0	0	0	60	2	0	0	0	0	0	2	0	0	105	391	0	0	0	0
7:45 AM	0	0	46	0	0	0	59	3	0	0	0	0	0	4	0	0	112	358	0	0	0	0
8:00 AM	0	0	33	0	0	0	53	2	0	0	0	0	0	6	0	0	94	307	0	0	0	0
8:15 AM	0	0	42	0	0	0	35	2	0	0	0	0	0	1	0	0	80	285	0	0	0	0
8:30 AM	0	1	25	0	0	0	42	2	0	0	0	0	0	2	0	0	72	283	0	0	0	0
8:45 AM	0	0	30	0	0	0	28	2	0	0	0	0	0	1	0	0	61	277	0	0	0	0
9:00 AM	0	0	25	0	0	0	41	2	0	0	0	0	0	4	0	0	72	271	0	0	0	0
9:15 AM	0	0	30	0	0	0	40	3	0	0	0	0	0	5	0	0	78	267	0	0	0	0
9:30 AM	0	2	30	0	0	0	30	1	0	0	0	0	0	3	0	0	66	259	0	0	0	0
9:45 AM	0	0	14	0	0	0	38	1	0	0	0	0	0	2	0	0	55	258	0	0	0	0
10:00 AM	0	1	33	0	0	0	32	1	0	0	0	0	0	1	0	0	68	263	0	0	0	0
10:15 AM	0	0	37	0	0	0	28	4	0	0	0	0	0	1	0	0	70	257	0	0	0	0
10:30 AM	0	0	19	0	0	0	42	3	0	0	0	0	0	1	0	0	65	248	0	0	0	0
10:45 AM	0	0	28	0	0	0	29	0	0	0	0	0	0	3	0	0	60	237	0	0	0	0
11:00 AM	0	0	29	0	0	0	30	1	0	0	0	0	0	2	0	0	62	279	0	0	0	0
11:15 AM	0	0	21	0	0	0	36	1	0	0	0	0	0	3	0	0	61	296	0	0	0	0
11:30 AM	0	0	23	0	0	0	25	4	0	0	0	0	0	2	0	0	54	317	0	0	0	0
11:45 AM	0	0	37	0	0	0	60	1	0	0	0	0	0	3	0	1	102	346	0	0	0	0
12:00 PM	0	0	26	0	0	0	45	2	0	0	0	0	0	5	0	1	79	309	0	0	0	0
12:15 PM	0	0	38	0	0	0	37	4	0	0	0	0	0	3	0	0	82	296	0	0	0	0
12:30 PM	0	0	34	0	0	0	41	6	0	0	0	0	0	2	0	0	83	289	0	0	0	0
12:45 PM	0	0	33	0	0	0	25	4	0	0	0	0	0	3	0	0	65	275	0	0	0	0
1:00 PM	0	0	28	0	0	0	33	2	0	0	0	0	0	3	0	0	66	281	0	0	0	0
1:15 PM	0	0	34	0	0	0	34	2	0	0	0	0	0	4	0	1	75	294	0	0	0	0
1:30 PM	0	0	33	0	0	0	31	2	0	0	0	0	0	3	0	0	69	306	0	0	0	0
1:45 PM	0	0	28	0	0	0	42	1	0	0	0	0	0	0	0	0	71	339	0	0	0	0
2:00 PM	0	0	36	0	0	0	36	6	0	0	0	0	0	1	0	0	79	365	0	0	0	0
2:15 PM	0	0	28	0	0	0	55	2	0	0	0	0	0	2	0	0	87	366	0	0	0	0

2:30 PM	0	0	57	0	0	0	41	4	0	0	0	0	0	0	0	0	102	382	0	0	0	0
2:45 PM	0	0	42	0	0	0	54	1	0	0	0	0	0	0	0	0	97	372	0	0	0	0
3:00 PM	0	0	36	0	0	0	41	1	0	0	0	0	0	1	0	1	80	394	0	0	0	0
3:15 PM	0	1	41	0	0	0	52	8	0	0	0	0	0	1	0	0	103	420	0	0	0	0
3:30 PM	0	0	31	0	0	0	55	4	0	0	0	0	0	2	0	0	92	405	0	0	0	0
3:45 PM	0	0	50	0	0	0	59	6	0	0	0	0	0	4	0	0	119	439	0	0	0	0
4:00 PM	0	0	43	0	0	0	56	1	0	0	0	0	0	6	0	0	106	424	0	0	0	0
4:15 PM	0	0	44	0	0	0	38	5	0	0	0	0	0	1	0	0	88	438	0	0	0	0
4:30 PM	0	0	48	0	0	0	65	5	0	0	0	0	0	8	0	0	126	449	0	0	0	0
4:45 PM	0	0	51	0	0	0	46	3	0	0	0	0	0	4	0	0	104	397	0	0	0	0
5:00 PM	0	0	51	0	0	0	59	4	0	0	0	0	0	5	0	1	120	373	0	0	0	0
5:15 PM	0	0	42	0	0	0	50	0	0	0	0	0	0	7	0	0	99	330	0	0	0	0
5:30 PM	0	0	36	0	0	0	30	5	0	0	0	0	0	2	0	1	74	320	0	0	0	0
5:45 PM	0	0	37	0	0	0	37	3	0	0	0	0	0	2	0	1	80	321	0	0	0	0
6:00 PM	0	0	38	0	0	0	36	2	0	0	0	0	0	1	0	0	77	314	0	0	0	0
6:15 PM	0	0	50	0	0	0	31	4	0	0	0	0	0	4	0	0	89		0	0	0	0
6:30 PM	0	1	39	0	0	0	33	1	0	0	0	0	0	1	0	0	75		0	0	0	0
6:45 PM	0	0	40	0	0	0	26	1	0	0	0	0	0	4	0	2	73		0	0	0	0
Count Total	0	6	1,812	0	0	0	2,100	137	0	0	0	0	0	142	0	12	4,209		0	0	0	0
Peak Hour	0	0	192	0	0	0	220	12	0	0	0	0	0	24	0	1	449		0	0	0	0

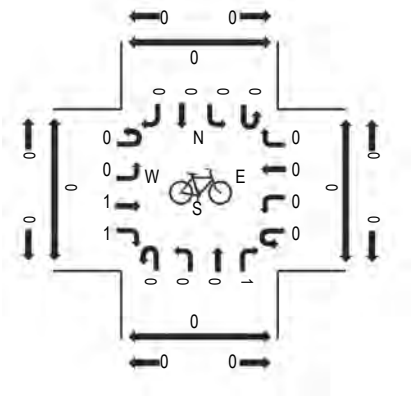
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 CASA GRANDE HWY & W BATTAGLIA DR AM
Date: Wednesday, August 28, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

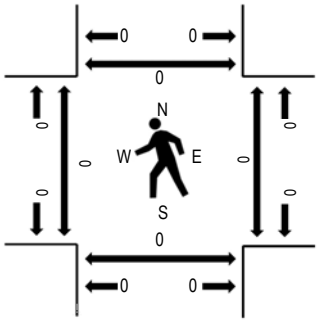
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

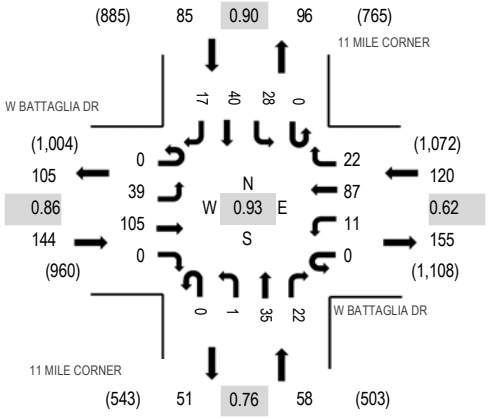
Interval Start Time	W BATTAGLIA DR Eastbound				W BATTAGLIA DR Westbound				CASA GRANDE HWY Northbound				CASA GRANDE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	11	6	0	0	6	7	0	6	14	1	0	4	20	0	75	445	0	0	0	0
6:15 AM	0	1	9	20	0	0	4	6	0	9	21	0	0	6	11	4	91	500	0	0	0	0
6:30 AM	0	1	20	19	0	0	8	11	0	9	32	0	0	3	17	8	128	563	0	0	0	0
6:45 AM	0	4	22	20	0	0	9	9	0	18	28	0	0	3	33	5	151	639	0	0	0	0
7:00 AM	0	1	24	15	0	0	11	12	0	11	26	1	0	5	23	1	130	656	0	0	0	0
7:15 AM	0	0	25	18	0	0	9	16	0	10	30	0	0	13	33	0	154	673	0	0	0	0
7:30 AM	0	3	33	35	0	0	14	19	0	15	40	0	0	10	34	1	204	620	0	0	0	0
7:45 AM	0	2	21	18	0	0	8	16	0	12	42	0	0	12	34	3	168	527	0	0	0	0
8:00 AM	0	3	10	13	0	0	7	11	0	19	44	0	0	9	30	1	147	459	0	0	0	0
8:15 AM	0	1	9	3	0	0	10	6	0	5	27	1	0	4	33	2	101	425	0	0	0	0
8:30 AM	0	1	3	14	0	0	9	8	0	8	37	0	0	7	24	0	111	441	0	0	0	0
8:45 AM	0	1	3	22	0	1	7	2	0	10	26	1	0	4	23	0	100	429	0	0	0	0
9:00 AM	0	0	9	13	0	0	7	9	0	10	33	1	0	2	28	1	113	418	0	0	0	0
9:15 AM	0	2	10	7	0	0	9	5	0	14	37	0	0	4	28	1	117	398	0	0	0	0
9:30 AM	0	1	9	7	0	0	5	3	0	9	27	1	0	4	32	1	99	385	0	0	0	0
9:45 AM	0	0	9	9	0	0	6	12	0	10	29	0	0	2	12	0	89	386	0	0	0	0
10:00 AM	0	2	3	7	0	0	6	3	0	7	27	0	0	8	27	3	93	385	0	0	0	0
10:15 AM	0	1	4	9	0	0	8	7	0	11	27	0	0	14	20	3	104	404	0	0	0	0
10:30 AM	0	3	3	13	0	0	11	11	0	10	28	0	0	6	15	0	100	402	0	0	0	0
10:45 AM	0	3	7	9	0	0	5	4	0	10	20	0	0	6	23	1	88	402	0	0	0	0
11:00 AM	0	3	6	18	0	0	7	4	0	17	25	0	0	6	26	0	112	451	0	0	0	0
11:15 AM	0	0	8	10	0	0	9	8	0	12	30	1	0	5	15	4	102	447	0	0	0	0
11:30 AM	0	4	7	21	0	0	5	9	0	9	19	1	0	1	22	2	100	467	0	0	0	0
11:45 AM	0	1	8	16	0	0	3	8	0	14	48	0	0	9	30	0	137	478	0	0	0	0
12:00 PM	0	2	2	11	0	0	5	6	0	8	43	0	0	2	28	1	108	426	0	0	0	0
12:15 PM	0	1	4	13	0	0	7	6	0	15	33	0	0	7	35	1	122	413	0	0	0	0
12:30 PM	0	1	10	9	0	0	5	7	0	8	36	0	0	7	27	1	111	399	0	0	0	0
12:45 PM	0	3	1	3	1	0	4	6	0	9	22	1	0	9	26	0	85	393	0	0	0	0
1:00 PM	0	0	7	11	0	0	5	2	0	4	33	0	0	10	22	1	95	419	0	0	0	0
1:15 PM	0	2	9	9	0	0	6	7	0	13	25	0	0	6	27	4	108	454	0	0	0	0
1:30 PM	0	1	5	13	0	0	4	10	0	12	23	1	0	7	27	2	105	469	0	0	0	0
1:45 PM	0	2	7	15	0	1	5	6	0	11	36	0	0	5	21	2	111	516	0	0	0	0
2:00 PM	0	1	10	15	0	0	10	8	0	14	36	0	0	8	27	1	130	555	0	0	0	0
2:15 PM	0	1	8	5	0	0	12	7	0	11	46	0	0	5	27	1	123	582	0	0	0	0

2:30 PM	0	2	16	12	0	0	11	7	0	10	39	0	0	13	40	2	152	637	0	0	0	0
2:45 PM	0	3	11	8	0	0	17	10	0	21	39	0	0	9	30	2	150	652	0	0	0	0
3:00 PM	0	3	20	21	0	0	12	10	0	20	31	1	0	9	29	1	157	685	0	0	0	0
3:15 PM	0	1	11	18	0	0	28	8	0	19	49	0	0	7	34	3	178	698	0	0	0	0
3:30 PM	0	6	14	24	0	0	10	8	0	23	47	0	0	12	23	0	167	667	0	0	0	0
3:45 PM	0	4	9	15	0	0	22	10	0	26	48	0	0	10	37	2	183	727	0	0	0	0
4:00 PM	0	2	10	15	0	0	15	10	0	15	49	0	0	11	42	1	170	720	0	0	0	0
4:15 PM	0	2	13	19	0	0	18	9	0	13	27	0	0	13	33	0	147	735	0	0	0	0
4:30 PM	0	11	18	30	0	0	31	21	0	20	40	0	0	14	41	1	227	733	0	0	0	0
4:45 PM	0	2	7	23	0	0	17	10	0	20	41	0	0	15	40	1	176	643	0	0	0	0
5:00 PM	0	2	9	20	0	0	11	15	0	29	45	0	0	14	40	0	185	595	0	0	0	0
5:15 PM	0	1	12	14	0	0	12	13	0	11	35	0	0	11	36	0	145	521	0	0	0	0
5:30 PM	0	1	12	10	0	0	22	10	0	13	27	0	0	9	32	1	137	496	0	0	0	0
5:45 PM	0	0	13	15	0	0	17	8	0	6	30	0	0	11	27	1	128	499	0	0	0	0
6:00 PM	0	2	6	9	0	0	9	10	0	11	27	0	0	11	24	2	111	484	0	0	0	0
6:15 PM	0	0	3	4	0	0	15	10	0	13	23	0	0	12	40	0	120		0	0	0	2
6:30 PM	0	1	13	14	0	0	13	7	0	21	27	1	0	9	31	3	140		0	0	0	0
6:45 PM	0	2	5	12	0	0	20	6	0	13	17	0	0	5	32	1	113		0	0	0	0
Count Total	0	97	538	729	1	2	546	453	0	674	1,691	12	0	408	1,471	76	6,698		0	0	0	2
Peak Hour	0	17	47	92	0	0	77	55	0	82	153	0	0	56	154	2	735		0	0	0	0

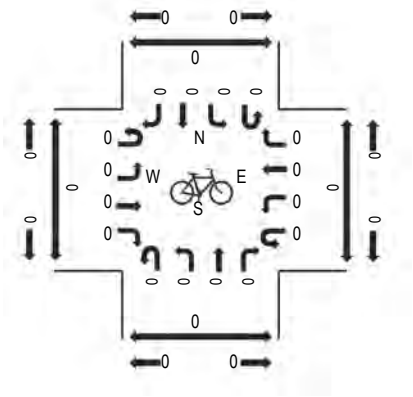
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 11 MILE CORNER & W BATTAGLIA DR AM
Date: Wednesday, August 28, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

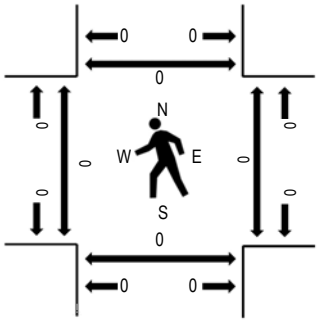
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

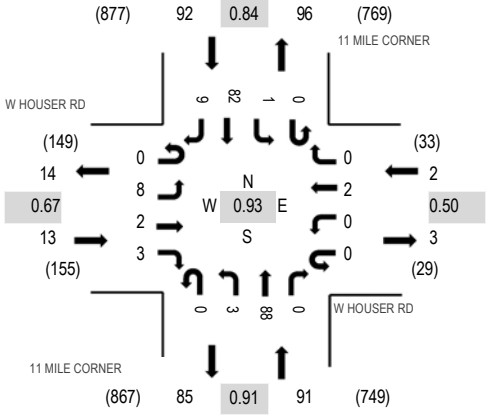
Interval Start Time	W BATTAGLIA DR Eastbound				W BATTAGLIA DR Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	5	11	0	0	2	12	4	0	0	2	3	0	0	4	1	44	233	0	0	0	0
6:15 AM	0	9	4	0	0	1	10	4	0	0	11	4	0	3	2	1	49	271	0	0	0	0
6:30 AM	0	14	9	0	0	3	15	3	0	0	4	2	0	4	7	3	64	331	0	0	0	0
6:45 AM	0	11	16	0	0	2	15	5	0	0	5	4	0	6	9	3	76	376	0	0	0	0
7:00 AM	0	11	15	0	0	1	16	5	0	0	9	1	0	5	12	7	82	407	0	0	0	0
7:15 AM	0	10	31	0	0	4	25	3	0	1	9	5	0	8	8	5	109	387	0	0	0	0
7:30 AM	0	8	34	0	0	1	25	6	0	0	10	9	0	6	6	4	109	328	0	0	0	0
7:45 AM	0	10	25	0	0	5	21	8	0	0	7	7	0	9	14	1	107	268	0	0	0	0
8:00 AM	0	5	13	1	0	3	12	5	0	1	5	0	0	1	11	5	62	199	0	0	0	0
8:15 AM	0	6	7	0	0	0	11	2	0	0	7	2	0	3	7	5	50	197	0	0	0	0
8:30 AM	0	2	8	1	0	2	12	4	0	0	3	2	0	3	6	6	49	196	0	0	0	0
8:45 AM	0	0	7	0	0	3	6	1	0	0	5	3	0	1	9	3	38	187	0	0	0	0
9:00 AM	0	3	8	1	0	3	11	3	0	0	8	3	0	5	9	6	60	198	0	0	0	0
9:15 AM	0	7	7	0	0	0	5	4	0	1	10	1	0	3	4	7	49	180	0	0	0	0
9:30 AM	0	7	6	1	0	1	6	2	0	0	8	0	0	2	5	2	40	180	0	0	0	0
9:45 AM	0	2	9	0	0	3	13	3	0	1	5	1	0	4	4	4	49	190	0	0	0	0
10:00 AM	0	2	8	0	0	1	6	3	0	0	8	2	0	5	4	3	42	180	0	0	0	0
10:15 AM	0	1	18	0	0	2	11	4	0	0	2	1	0	3	3	4	49	185	0	0	0	0
10:30 AM	0	2	7	0	0	3	16	3	0	1	5	2	0	2	4	5	50	183	0	0	0	0
10:45 AM	0	6	6	0	0	1	6	3	0	0	8	2	0	4	0	3	39	174	0	0	0	0
11:00 AM	0	3	8	1	0	3	8	5	0	1	4	2	0	1	7	4	47	187	0	0	0	0
11:15 AM	0	3	13	0	0	4	11	2	0	0	4	1	0	3	1	5	47	194	0	0	0	0
11:30 AM	0	1	7	1	0	1	12	1	0	0	3	2	0	4	7	2	41	196	0	0	0	0
11:45 AM	0	1	15	0	0	0	9	2	0	1	12	0	0	6	5	1	52	211	0	0	0	0
12:00 PM	0	2	2	1	0	2	10	4	0	0	16	2	0	1	12	2	54	203	0	0	0	0
12:15 PM	0	2	8	2	0	3	8	1	0	1	6	4	0	1	8	5	49	202	0	0	0	0
12:30 PM	0	4	11	0	0	1	9	4	0	0	7	5	0	2	10	3	56	226	0	0	0	0
12:45 PM	0	1	13	0	0	2	9	4	0	0	4	0	0	3	7	1	44	225	0	0	0	0
1:00 PM	0	4	10	2	0	4	3	2	0	0	7	2	0	4	11	4	53	227	0	0	0	0
1:15 PM	0	5	11	0	0	2	10	9	0	0	12	2	0	6	13	3	73	234	0	0	0	0
1:30 PM	0	1	10	0	0	2	14	4	0	0	9	1	0	5	9	0	55	227	0	0	0	0
1:45 PM	0	0	13	1	0	0	9	4	0	0	3	3	0	3	6	4	46	255	0	0	0	0
2:00 PM	0	6	10	0	0	3	12	1	0	0	6	0	0	10	7	5	60	284	0	0	0	0
2:15 PM	0	4	8	2	0	3	11	10	0	0	9	2	0	4	5	8	66	307	0	0	0	0

2:30 PM	0	4	23	0	0	4	12	1	0	0	9	2	0	11	13	4	83	338	0	0	0	0
2:45 PM	0	4	17	0	0	1	22	4	0	0	5	3	0	5	7	7	75	351	0	0	0	0
3:00 PM	0	5	24	0	0	3	16	4	0	0	7	5	0	4	11	4	83	356	0	0	0	0
3:15 PM	0	4	14	0	0	3	22	8	0	0	11	3	0	8	10	14	97	357	0	0	0	0
3:30 PM	0	5	23	1	0	3	15	6	0	0	11	2	0	12	14	4	96	349	0	0	0	0
3:45 PM	0	3	14	0	0	5	22	2	0	0	5	1	0	11	8	9	80	376	0	0	0	0
4:00 PM	0	4	18	0	0	2	20	4	0	1	4	6	0	10	10	5	84	376	0	0	0	0
4:15 PM	0	5	21	0	0	2	18	4	0	0	4	5	0	9	12	9	89	360	0	0	0	0
4:30 PM	0	1	31	1	0	8	45	5	0	0	6	6	0	7	4	9	123	346	0	0	0	0
4:45 PM	0	2	19	0	0	3	18	5	0	1	10	2	0	3	9	8	80	312	0	0	0	0
5:00 PM	0	5	18	0	0	2	22	4	0	0	6	2	0	2	4	3	68	308	0	0	0	0
5:15 PM	0	2	18	2	0	6	22	3	0	0	6	3	0	6	3	4	75	306	0	0	0	0
5:30 PM	0	5	17	1	0	5	20	3	0	0	8	5	0	7	8	10	89	294	0	0	0	0
5:45 PM	0	4	19	1	0	2	18	3	0	1	7	0	0	7	8	6	76	285	0	0	0	0
6:00 PM	0	2	13	1	0	4	18	3	0	0	6	2	0	7	7	3	66	262	0	0	0	2
6:15 PM	0	1	14	0	0	1	15	3	0	1	4	4	0	3	10	7	63		0	0	0	0
6:30 PM	0	4	19	0	0	5	18	3	0	1	7	3	0	6	10	4	80		0	0	0	0
6:45 PM	0	0	10	1	0	2	13	2	0	1	3	3	0	3	5	10	53		0	0	0	0
Count Total	0	218	720	22	0	132	745	195	0	14	352	137	0	251	389	245	3,420		0	0	0	2
Peak Hour	0	39	105	0	0	11	87	22	0	1	35	22	0	28	40	17	407		0	0	0	0

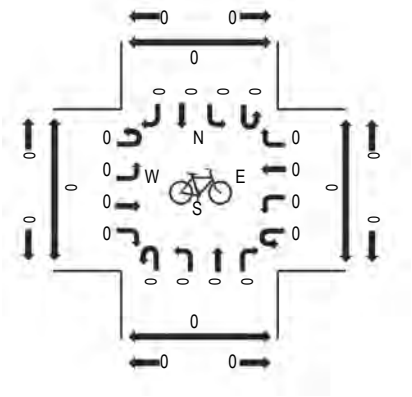
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 11 MILE CORNER & W HOUSER RD AM
Date: Wednesday, August 28, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

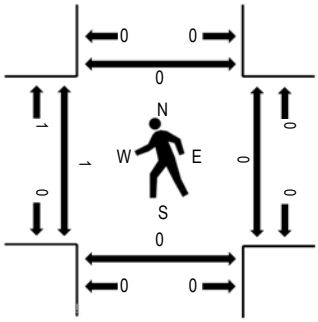
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

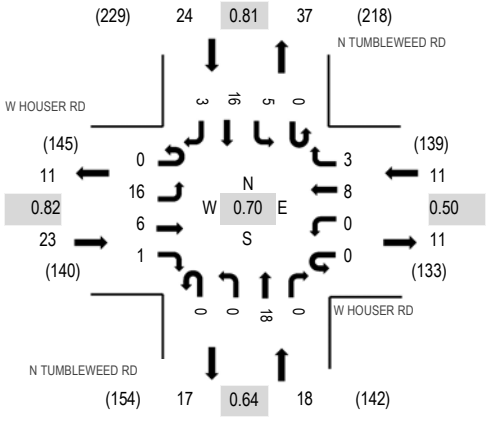
Interval Start Time	W HOUSER RD Eastbound				W HOUSER RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	2	0	0	0	0	0	0	0	2	9	0	0	0	4	1	18	150	0	0	0	0
6:15 AM	0	4	0	2	0	1	1	0	0	0	22	0	0	0	6	4	40	181	0	0	0	0
6:30 AM	0	5	1	3	0	0	0	0	0	2	21	0	0	1	12	2	47	192	0	0	0	0
6:45 AM	0	2	0	3	0	0	1	0	0	0	19	0	0	0	16	4	45	190	0	0	0	0
7:00 AM	0	1	2	1	0	0	0	0	0	1	21	0	0	0	22	1	49	198	0	0	0	0
7:15 AM	0	3	0	1	0	0	1	0	0	0	22	0	0	0	20	4	51	189	0	0	0	0
7:30 AM	0	2	0	1	0	0	1	0	0	0	22	0	0	1	17	1	45	167	1	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	2	23	0	0	0	23	3	53	155	0	0	0	0
8:00 AM	0	3	0	5	0	0	1	2	0	2	14	0	0	0	12	1	40	121	0	0	0	0
8:15 AM	0	0	1	2	0	0	0	0	0	2	13	0	0	0	10	1	29	115	0	0	0	0
8:30 AM	0	4	1	3	0	0	0	1	0	0	10	0	0	1	12	1	33	123	0	0	0	0
8:45 AM	0	0	1	1	0	0	0	0	0	0	5	0	0	0	12	0	19	112	0	0	0	0
9:00 AM	0	1	0	1	0	0	1	1	0	1	10	0	0	0	18	1	34	119	0	0	0	0
9:15 AM	0	0	0	0	0	0	1	0	0	0	22	0	0	0	13	1	37	115	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	1	12	0	0	0	8	0	22	101	0	0	0	0
9:45 AM	1	0	0	0	0	0	0	0	0	1	10	0	0	1	13	0	26	107	0	0	0	0
10:00 AM	0	2	1	3	0	0	0	0	0	2	11	0	0	0	11	0	30	108	0	0	0	0
10:15 AM	0	1	0	1	0	1	1	0	0	0	8	0	0	0	9	2	23	100	0	0	0	0
10:30 AM	0	2	1	0	0	1	0	0	0	2	9	0	0	0	9	4	28	100	0	0	0	0
10:45 AM	0	1	0	1	0	0	0	1	0	2	12	0	0	1	8	1	27	93	0	0	0	0
11:00 AM	0	0	1	0	0	0	0	0	0	0	11	0	0	1	7	2	22	95	0	0	0	0
11:15 AM	0	2	1	0	0	0	0	1	0	1	9	1	0	0	8	0	23	104	0	0	0	0
11:30 AM	0	3	0	3	0	0	0	1	0	1	2	0	0	0	10	1	21	112	0	0	0	0
11:45 AM	0	1	1	1	0	0	0	0	0	2	11	1	0	0	12	0	29	119	0	0	0	0
12:00 PM	0	0	0	0	0	0	2	0	0	1	13	0	0	0	13	2	31	115	0	0	0	0
12:15 PM	0	1	0	1	0	0	0	0	0	2	12	0	0	0	14	1	31	119	0	0	0	0
12:30 PM	0	1	0	1	0	0	0	0	0	2	11	0	0	0	11	2	28	130	0	0	0	0
12:45 PM	0	0	0	3	0	0	0	0	0	1	10	0	0	0	9	2	25	136	0	0	0	0
1:00 PM	0	1	1	3	0	0	0	0	0	1	11	0	0	0	17	1	35	132	0	0	0	0
1:15 PM	0	0	0	1	0	0	0	0	0	2	20	0	0	0	19	0	42	138	0	0	0	0
1:30 PM	0	1	1	3	0	0	1	0	0	2	12	1	0	0	11	2	34	139	0	0	0	0
1:45 PM	0	1	0	1	0	0	0	0	0	1	6	0	0	0	11	1	21	157	0	0	0	0
2:00 PM	0	0	0	2	0	0	0	0	0	3	11	0	0	0	21	4	41	171	0	0	0	0
2:15 PM	0	1	0	0	0	0	2	0	0	2	22	0	0	0	14	2	43	167	0	0	0	0

2:30 PM	0	2	0	3	0	0	0	0	0	4	14	0	0	0	25	4	52	176	0	0	0	0
2:45 PM	0	1	0	0	0	0	1	0	0	1	13	0	0	0	18	1	35	182	0	0	0	0
3:00 PM	0	0	0	2	0	0	1	0	0	1	12	0	0	1	18	2	37	183	0	0	0	0
3:15 PM	0	1	0	2	0	0	0	0	0	0	22	0	0	0	27	0	52	183	0	0	0	0
3:30 PM	0	4	0	1	0	0	0	0	0	0	20	1	0	0	31	1	58	178	0	0	0	0
3:45 PM	0	0	0	1	0	0	0	1	0	0	9	0	0	1	24	0	36	160	0	0	0	0
4:00 PM	0	1	0	1	0	0	0	0	0	2	12	0	0	0	21	0	37	165	0	0	0	0
4:15 PM	0	1	1	1	0	1	0	1	0	1	12	0	0	0	29	0	47	154	0	0	0	0
4:30 PM	0	3	0	1	0	0	1	0	0	2	10	0	0	0	18	5	40	133	0	0	0	0
4:45 PM	0	0	0	1	0	2	1	0	0	1	18	0	0	1	15	2	41	134	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	14	0	0	0	9	2	26	133	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	1	10	0	0	0	14	0	26	134	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	2	12	0	0	0	25	0	41	136	0	0	0	0
5:45 PM	0	2	0	2	0	0	0	0	0	0	16	0	0	0	20	0	40	137	0	0	0	0
6:00 PM	0	0	0	2	0	0	0	0	0	0	12	0	0	0	13	0	27	124	0	0	0	0
6:15 PM	0	1	1	0	0	0	0	0	0	0	7	0	0	0	19	0	28		0	0	0	0
6:30 PM	0	2	0	3	0	0	0	0	0	1	13	0	0	0	20	3	42		0	0	0	0
6:45 PM	0	2	0	0	0	0	0	1	0	0	6	0	0	0	16	2	27		0	0	0	0
Count Total	1	71	16	67	0	6	17	10	0	57	688	4	0	9	794	74	1,814		1	0	0	0
Peak Hour	0	8	2	3	0	0	2	0	0	3	88	0	0	1	82	9	198		1	0	0	0

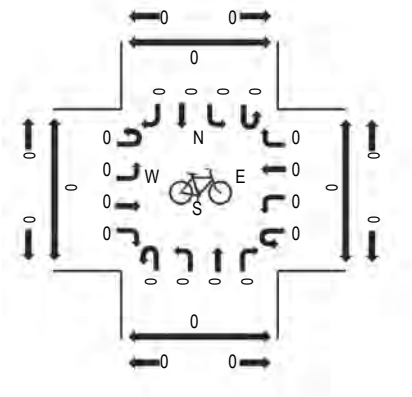
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 N TUMBLEWEED RD & W HOUSER RD AM
Date: Wednesday, August 28, 2024
Peak Hour: 03:45 PM - 04:45 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

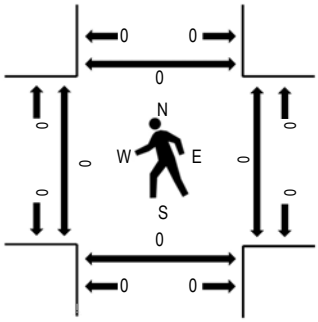
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W HOUSER RD Eastbound				W HOUSER RD Westbound				N TUMBLEWEED RD Northbound				N TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	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
6:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	4	58	0	0	0	0
6:15 AM	0	1	4	0	0	0	4	1	0	0	4	0	0	2	2	0	18	66	0	0	0	0
6:30 AM	0	0	7	0	0	0	4	0	0	0	5	0	0	0	3	2	21	66	0	0	0	0
6:45 AM	0	0	2	0	0	0	5	1	0	0	3	0	0	0	4	0	15	58	0	0	0	0
7:00 AM	0	0	3	0	0	0	3	1	0	0	0	0	0	2	3	0	12	59	0	0	0	0
7:15 AM	0	1	4	0	0	0	6	0	0	0	1	0	0	0	6	0	18	63	0	0	0	0
7:30 AM	0	1	2	1	0	0	2	0	0	0	2	0	0	1	2	2	13	51	0	0	0	0
7:45 AM	0	1	3	0	0	0	3	0	0	1	3	0	0	0	4	1	16	52	0	0	0	0
8:00 AM	0	1	2	0	0	0	4	0	0	0	0	0	0	1	7	1	16	43	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	2	6	37	0	0	0	0
8:30 AM	0	1	5	0	0	0	1	1	0	0	2	1	0	1	2	0	14	41	0	0	0	0
8:45 AM	0	1	0	0	0	0	1	0	0	0	2	0	0	0	1	2	7	37	0	0	0	0
9:00 AM	0	0	2	0	0	0	3	0	0	0	2	0	0	0	3	0	10	36	0	0	0	0
9:15 AM	0	0	0	0	0	0	2	0	0	0	3	0	0	0	5	0	10	37	0	0	0	0
9:30 AM	0	0	1	1	0	0	0	0	0	0	2	0	0	0	3	3	10	35	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	2	1	6	35	0	0	0	0
10:00 AM	0	1	2	0	0	0	0	2	0	0	2	0	0	2	1	1	11	36	0	0	0	0
10:15 AM	0	1	0	0	0	0	0	1	0	0	3	1	0	0	2	0	8	34	0	0	0	0
10:30 AM	0	1	2	0	0	0	2	1	0	0	2	1	0	0	1	0	10	40	0	0	0	0
10:45 AM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	3	0	7	42	0	0	0	0
11:00 AM	0	1	1	0	0	0	0	2	0	0	1	0	0	0	2	2	9	44	0	0	0	0
11:15 AM	0	4	2	0	0	0	2	1	0	0	1	0	0	1	3	0	14	48	1	0	0	0
11:30 AM	0	1	5	0	0	0	1	0	0	0	2	0	0	1	2	0	12	44	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	1	0	0	3	0	0	0	4	0	9	46	0	0	0	0
12:00 PM	0	0	0	0	0	0	4	0	0	0	2	0	0	1	6	0	13	52	0	0	0	0
12:15 PM	0	0	1	0	0	0	3	0	0	0	3	0	0	0	3	0	10	52	0	0	0	0
12:30 PM	0	0	1	0	0	0	2	1	0	0	6	0	0	1	2	1	14	52	0	0	0	0
12:45 PM	0	1	1	0	0	1	0	0	0	0	5	0	0	2	4	1	15	54	0	0	0	0
1:00 PM	0	0	1	0	0	0	2	1	0	0	3	0	0	2	3	1	13	47	0	0	0	0
1:15 PM	0	0	1	0	0	0	1	1	0	0	1	1	0	1	4	0	10	54	0	0	0	0
1:30 PM	0	3	1	0	0	0	5	1	0	0	1	1	0	1	3	0	16	53	0	0	0	0
1:45 PM	0	1	1	0	0	0	0	0	0	0	3	0	0	1	0	2	8	62	0	0	0	0
2:00 PM	0	1	1	0	0	0	4	1	0	0	6	0	0	4	1	2	20	62	0	0	0	0
2:15 PM	0	0	0	0	0	0	3	0	0	0	2	0	0	0	2	2	9	51	0	0	0	0

2:30 PM	0	3	3	0	0	0	11	1	0	0	4	0	0	1	0	2	25	52	0	0	0	0
2:45 PM	0	1	0	0	0	0	2	2	0	0	1	0	0	0	0	2	8	42	0	0	0	0
3:00 PM	0	0	0	0	0	0	3	1	0	0	1	0	0	2	2	0	9	53	0	0	0	0
3:15 PM	0	1	1	0	0	0	0	0	0	0	6	0	0	1	0	1	10	60	0	0	0	0
3:30 PM	0	1	3	0	0	1	1	0	0	0	3	1	0	1	3	1	15	64	0	0	0	0
3:45 PM	0	7	0	0	0	0	0	0	0	0	7	0	0	1	2	2	19	76	0	0	0	0
4:00 PM	0	2	1	1	0	0	1	2	0	0	1	0	0	2	6	0	16	70	0	0	0	0
4:15 PM	0	4	3	0	0	0	0	1	0	0	4	0	0	2	0	0	14	70	0	0	0	0
4:30 PM	0	3	2	0	0	0	7	0	0	0	6	0	0	0	8	1	27	66	0	0	0	0
4:45 PM	0	0	0	0	0	1	4	0	0	0	3	0	0	1	3	1	13	52	0	0	0	0
5:00 PM	0	2	1	0	0	0	2	0	0	0	4	0	0	0	6	1	16	48	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	1	7	0	10	40	0	0	0	0
5:30 PM	0	0	2	0	0	0	0	1	0	0	5	0	0	1	4	0	13	42	0	0	0	0
5:45 PM	0	2	2	0	0	0	0	1	0	0	2	0	0	1	1	0	9	40	0	0	0	0
6:00 PM	0	2	1	0	0	0	0	0	0	0	2	0	0	2	1	0	8	42	0	0	0	0
6:15 PM	0	1	2	0	0	0	0	0	0	0	4	0	1	0	4	0	12		0	0	0	0
6:30 PM	0	1	2	0	0	0	2	0	0	0	2	0	0	2	2	0	11		0	0	0	0
6:45 PM	0	0	2	0	0	1	3	0	0	1	0	0	0	0	4	0	11		0	0	0	0
Count Total	0	53	84	3	0	4	105	30	0	2	134	6	1	43	147	38	650		1	0	0	0
Peak Hour	0	16	6	1	0	0	8	3	0	0	18	0	0	5	16	3	76		0	0	0	0

APPENDIX C: EXISTING LEVEL OF SERVICE ANALYSIS

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	162	215	8	18	0
Future Vol, veh/h	0	162	215	8	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	191	253	9	23	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	262	0	-	0	448	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1302	-	-	-	568	781
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1302	-	-	-	568	781
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1302	-	-	-	568
HCM Lane V/C Ratio	-	-	-	-	0.04
HCM Ctrl Dly (s/v)	0	-	-	-	11.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	89	84	0	38	62	56	156	0	44	131	5
Future Vol, veh/h	8	89	84	0	38	62	56	156	0	44	131	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	105	99	0	45	73	70	184	0	55	154	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	613	591	157	640	594	184	160	0	0	184	0	0
Stage 1	267	267	-	324	324	-	-	-	-	-	-	-
Stage 2	346	324	-	316	270	-	-	-	-	-	-	-
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	405	420	888	388	418	859	1419	-	-	1391	-	-
Stage 1	738	688	-	689	650	-	-	-	-	-	-	-
Stage 2	670	650	-	695	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	383	888	235	382	859	1419	-	-	1391	-	-
Mov Cap-2 Maneuver	302	383	-	235	382	-	-	-	-	-	-	-
Stage 1	709	661	-	655	618	-	-	-	-	-	-	-
Stage 2	541	618	-	499	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.93	12.74	2.12	1.97
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	512	582	1391	-	-
HCM Lane V/C Ratio	0.049	-	-	0.416	0.202	0.04	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	16.9	12.7	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2	0.7	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	103	1	13	83	22	2	31	21	24	39	15
Future Vol, veh/h	33	103	1	13	83	22	2	31	21	24	39	15
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	121	1	15	98	26	3	39	26	28	46	18
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.4	8.5	8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	31%
Vol Thru, %	57%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	136	1	118	78
LT Vol	2	33	0	13	24
Through Vol	31	103	0	83	39
RT Vol	21	0	1	22	15
Lane Flow Rate	68	160	1	139	92
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.085	0.229	0.001	0.174	0.12
Departure Headway (Hd)	4.559	5.145	4.319	4.524	4.698
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	786	698	828	793	763
Service Time	2.589	2.873	2.048	2.554	2.725
HCM Lane V/C Ratio	0.087	0.229	0.001	0.175	0.121
HCM Control Delay, s/veh	8	9.4	7.1	8.5	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0	0.6	0.4

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	7	0	3	2	4	81	0	1	72	9
Future Vol, veh/h	10	0	7	0	3	2	4	81	0	1	72	9
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	9	0	4	3	5	95	0	1	85	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	199	197	90	192	202	95	95	0	0	95	0	0
Stage 1	92	92	-	105	105	-	-	-	-	-	-	-
Stage 2	107	105	-	87	98	-	-	-	-	-	-	-
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	760	699	968	768	694	961	1499	-	-	1499	-	-
Stage 1	915	818	-	901	809	-	-	-	-	-	-	-
Stage 2	899	809	-	921	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	751	696	968	758	691	961	1499	-	-	1499	-	-
Mov Cap-2 Maneuver	751	696	-	758	691	-	-	-	-	-	-	-
Stage 1	914	818	-	898	806	-	-	-	-	-	-	-
Stage 2	889	806	-	912	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.47	9.66	0.35	0.09
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	85	-	-	827	779	21	-	-
HCM Lane V/C Ratio	0.003	-	-	0.026	0.008	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	9.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	11	1	0	15	0	1	6	0	2	19	4
Future Vol, veh/h	4	11	1	0	15	0	1	6	0	2	19	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	14	1	0	19	0	1	8	0	3	24	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	51	41	26	46	44	8	29	0	0	8	0	0
Stage 1	31	31	-	10	10	-	-	-	-	-	-	-
Stage 2	19	10	-	36	34	-	-	-	-	-	-	-
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	949	851	1049	956	848	1075	1584	-	-	1613	-	-
Stage 1	985	869	-	1011	887	-	-	-	-	-	-	-
Stage 2	1000	887	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	926	849	1049	937	846	1075	1584	-	-	1613	-	-
Mov Cap-2 Maneuver	926	849	-	937	846	-	-	-	-	-	-	-
Stage 1	984	868	-	1010	887	-	-	-	-	-	-	-
Stage 2	978	887	-	962	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.2	9.35	1.04	0.58
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	257	-	-	877	846	139	-	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.022	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	9.4	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	186	205	14	19	0
Future Vol, veh/h	0	186	205	14	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	219	241	16	24	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	258	0	-	0	468	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1307	-	-	-	553	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1307	-	-	-	553	789
Mov Cap-2 Maneuver	-	-	-	-	553	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1307	-	-	-	553
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Ctrl Dly (s/v)	0	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	17	48	87	0	81	50	68	157	0	53	156	3
Future Vol, veh/h	17	48	87	0	81	50	68	157	0	53	156	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	56	102	0	95	59	85	185	0	66	184	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	720	673	185	699	674	185	187	0	0	185	0	0
Stage 1	318	318	-	355	355	-	-	-	-	-	-	-
Stage 2	402	355	-	344	320	-	-	-	-	-	-	-
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	343	377	857	354	376	858	1387	-	-	1390	-	-
Stage 1	694	654	-	663	630	-	-	-	-	-	-	-
Stage 2	625	630	-	671	653	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	211	337	857	236	336	858	1387	-	-	1390	-	-
Mov Cap-2 Maneuver	211	337	-	236	336	-	-	-	-	-	-	-
Stage 1	660	623	-	622	591	-	-	-	-	-	-	-
Stage 2	458	591	-	512	621	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.36	17.63	2.45	2.02
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	468	438	1390	-	-
HCM Lane V/C Ratio	0.061	-	-	0.382	0.352	0.048	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	17.4	17.6	7.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8	1.6	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	89	1	15	101	18	2	24	19	29	35	31
Future Vol, veh/h	12	89	1	15	101	18	2	24	19	29	35	31
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	105	1	18	119	21	3	30	24	34	41	36
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	8.9	8.7	7.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	12%	0%	11%	31%
Vol Thru, %	53%	88%	0%	75%	37%
Vol Right, %	42%	0%	100%	13%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	101	1	134	95
LT Vol	2	12	0	15	29
Through Vol	24	89	0	101	35
RT Vol	19	0	1	18	31
Lane Flow Rate	56	119	1	158	112
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.07	0.169	0.002	0.198	0.141
Departure Headway (Hd)	4.494	5.113	4.35	4.516	4.535
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	797	702	823	795	790
Service Time	2.525	2.84	2.077	2.543	2.563
HCM Lane V/C Ratio	0.07	0.17	0.001	0.199	0.142
HCM Control Delay, s/veh	7.9	8.9	7.1	8.7	8.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0	0.7	0.5

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	5	1	4	3	2	1	6	52	0	1	83	7
Future Vol, veh/h	5	1	4	3	2	1	6	52	0	1	83	7
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	5	4	3	1	8	65	0	1	98	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	185	184	102	181	188	65	106	0	0	65	0	0
Stage 1	104	104	-	80	80	-	-	-	-	-	-	-
Stage 2	81	80	-	101	108	-	-	-	-	-	-	-
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	775	710	953	781	706	999	1485	-	-	1537	-	-
Stage 1	902	809	-	929	828	-	-	-	-	-	-	-
Stage 2	927	828	-	906	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	767	706	953	771	702	999	1485	-	-	1537	-	-
Mov Cap-2 Maneuver	767	706	-	771	702	-	-	-	-	-	-	-
Stage 1	901	808	-	924	824	-	-	-	-	-	-	-
Stage 2	918	824	-	899	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.43	9.69	0.77	0.08
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	186	-	-	824	775	19	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.4	9.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	6	1	1	12	3	0	14	0	5	17	2
Future Vol, veh/h	9	6	1	1	12	3	0	14	0	5	17	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	8	1	1	15	4	0	18	0	6	21	3

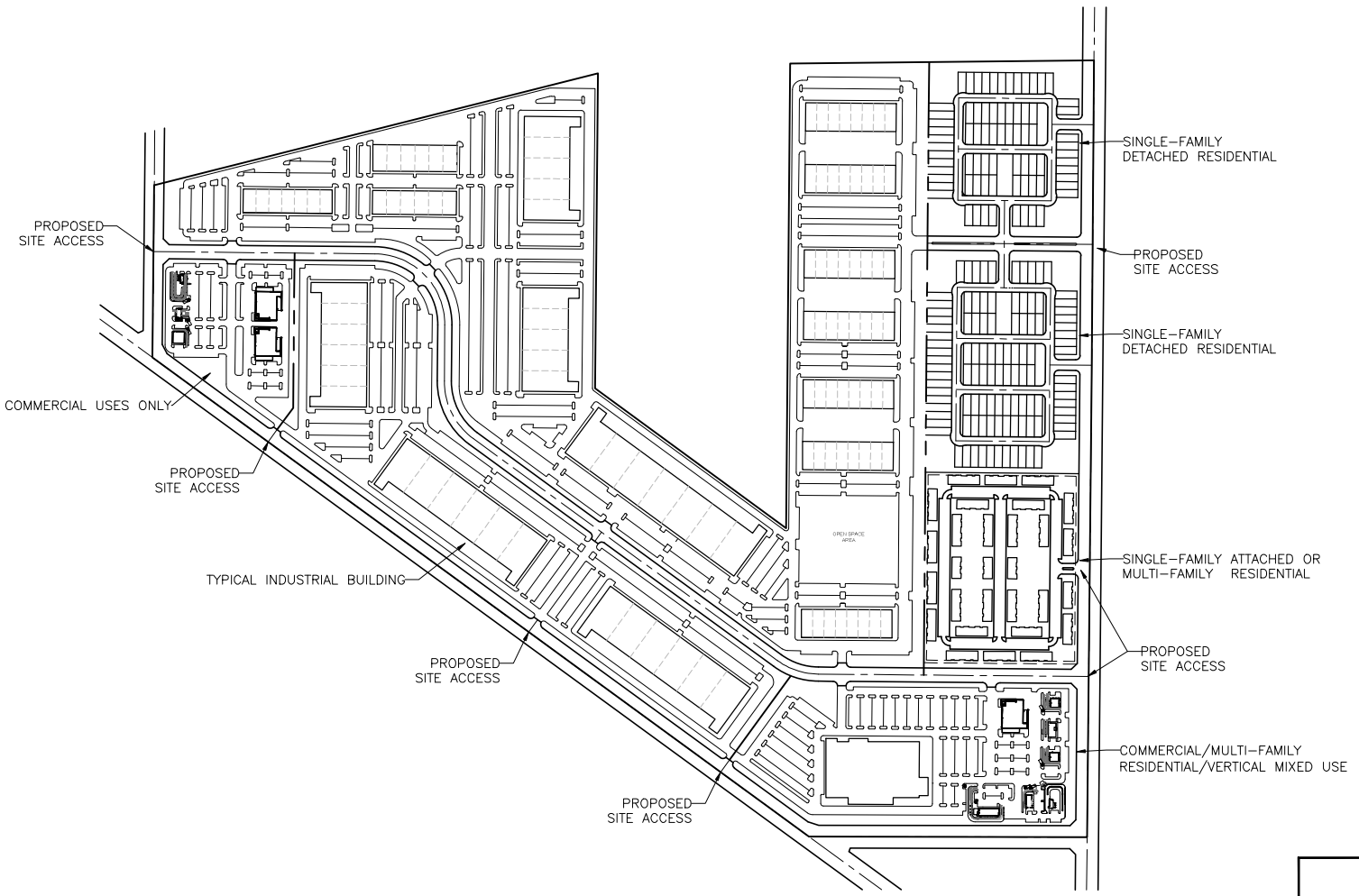
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	60	53	23	55	54	18	24	0	0	18	0	0
Stage 1	35	35	-	18	18	-	-	-	-	-	-	-
Stage 2	25	18	-	38	36	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy 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	936	839	1054	943	837	1061	1591	-	-	1599	-	-
Stage 1	981	866	-	1002	881	-	-	-	-	-	-	-
Stage 2	993	881	-	978	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	912	835	1054	929	834	1061	1591	-	-	1599	-	-
Mov Cap-2 Maneuver	912	835	-	929	834	-	-	-	-	-	-	-
Stage 1	977	862	-	1002	881	-	-	-	-	-	-	-
Stage 2	972	881	-	964	861	-	-	-	-	-	-	-

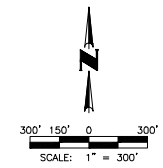
Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.14	9.21	0	1.51
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1591	-	-	889	875	367	-	-
HCM Lane V/C Ratio	-	-	-	0.022	0.023	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	9.2	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

APPENDIX D: SITE PLAN

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CVL CONSULTANTS
4550 North 12th Street
Phoenix, Arizona 85014
602-264-6831
www.cvlci.com

NO.	REVISION	DATE
1	LAND USES AND OPEN SPACES ADJUSTED PER COMMENTS	10/16/2025

Coe & Van Loo Consultants, Inc.

CONCEPTUAL SITE PLAN

TES ELOY PAD

ELOY, ARIZONA

PRELIMINARY

CVL Contact: JULIE VERMILLION
CVL Project #:01-04099-01

CONCEPT
SITE PLAN

SHEET
01 OF 01

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APPENDIX E: TRIP GENERATION WORKSHEETS

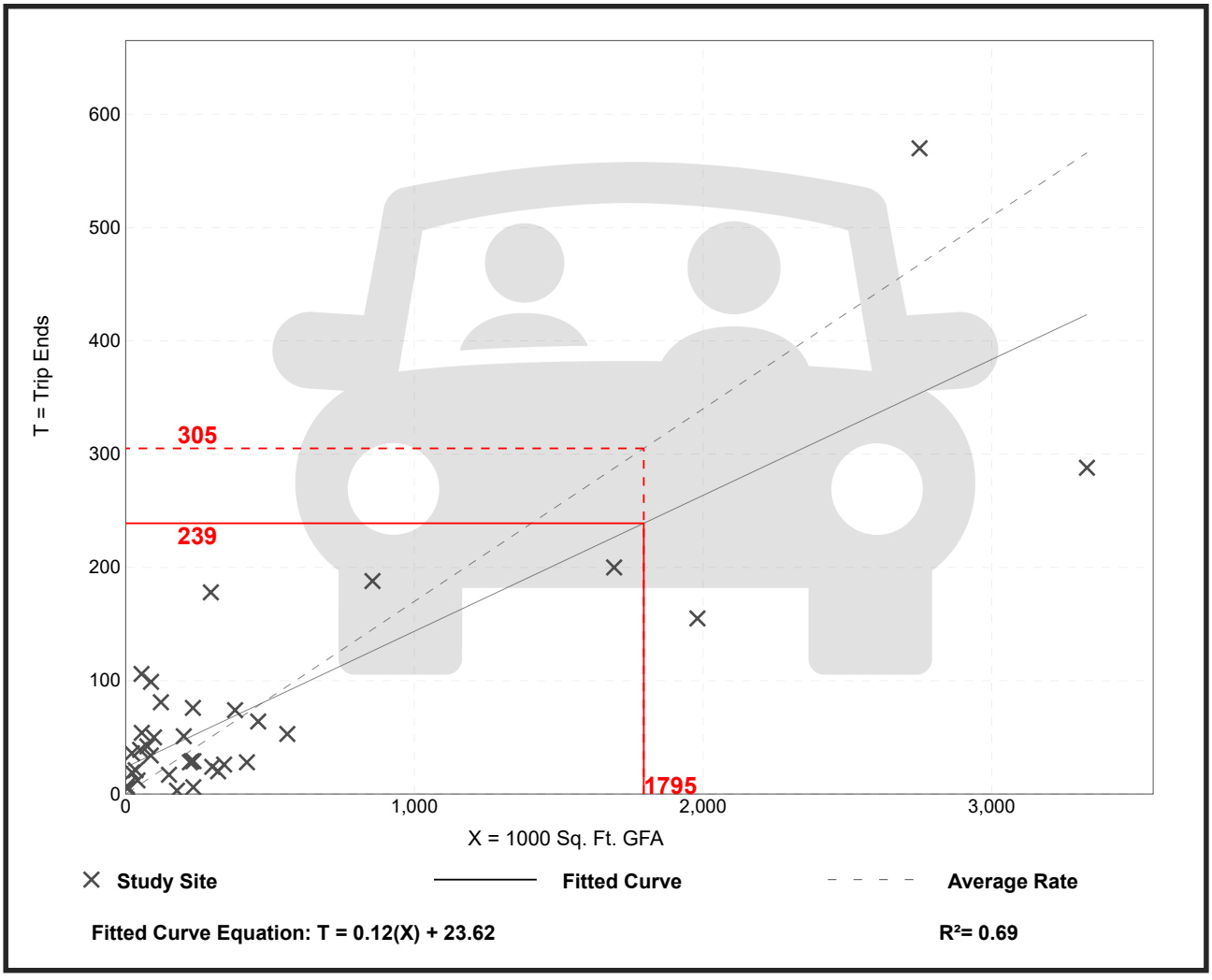
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	36
Avg. 1000 Sq. Ft. GFA:	448
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 23.62

R^2= 0.69

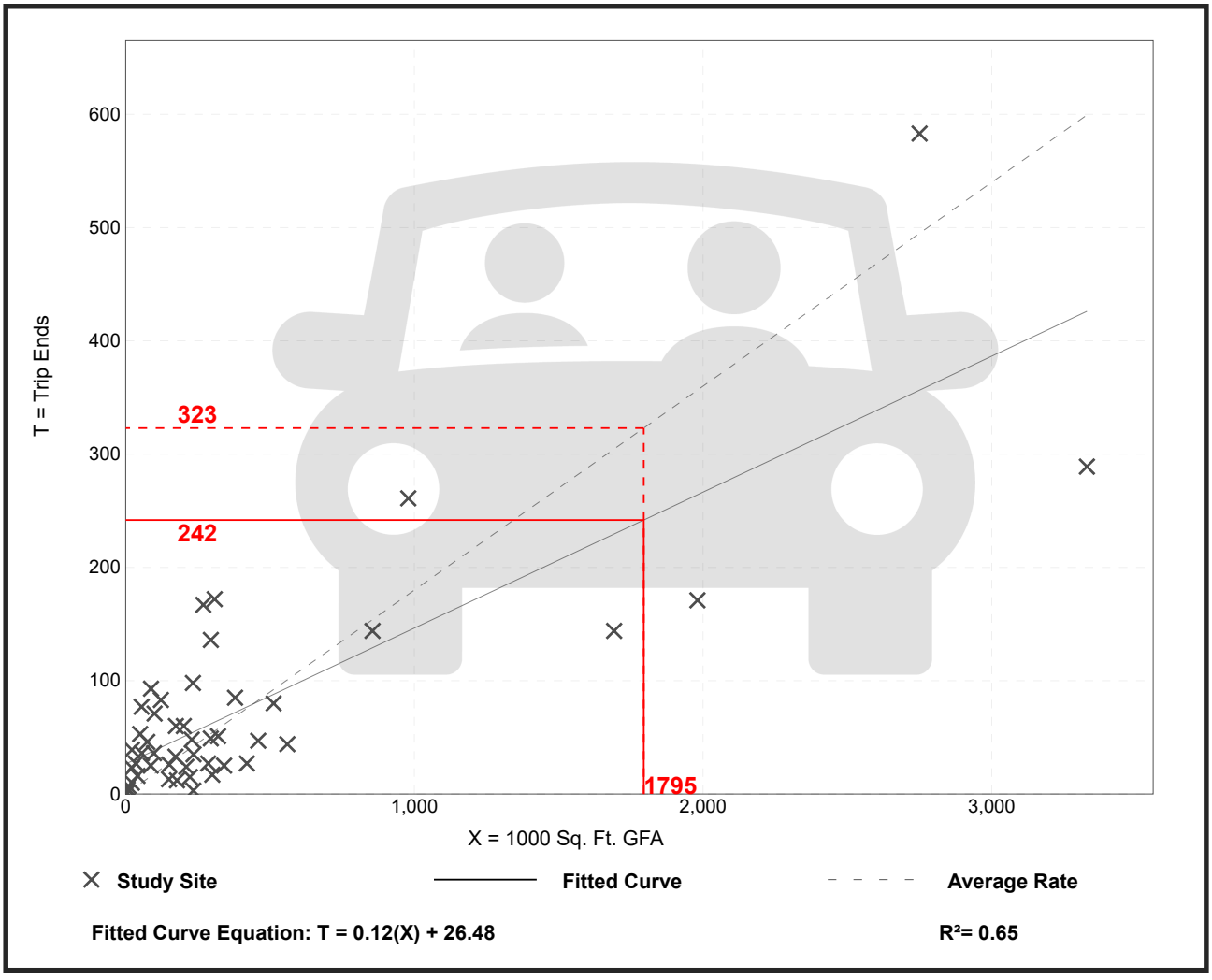
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	49
Avg. 1000 Sq. Ft. GFA:	400
Directional Distribution:	28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing
(150)

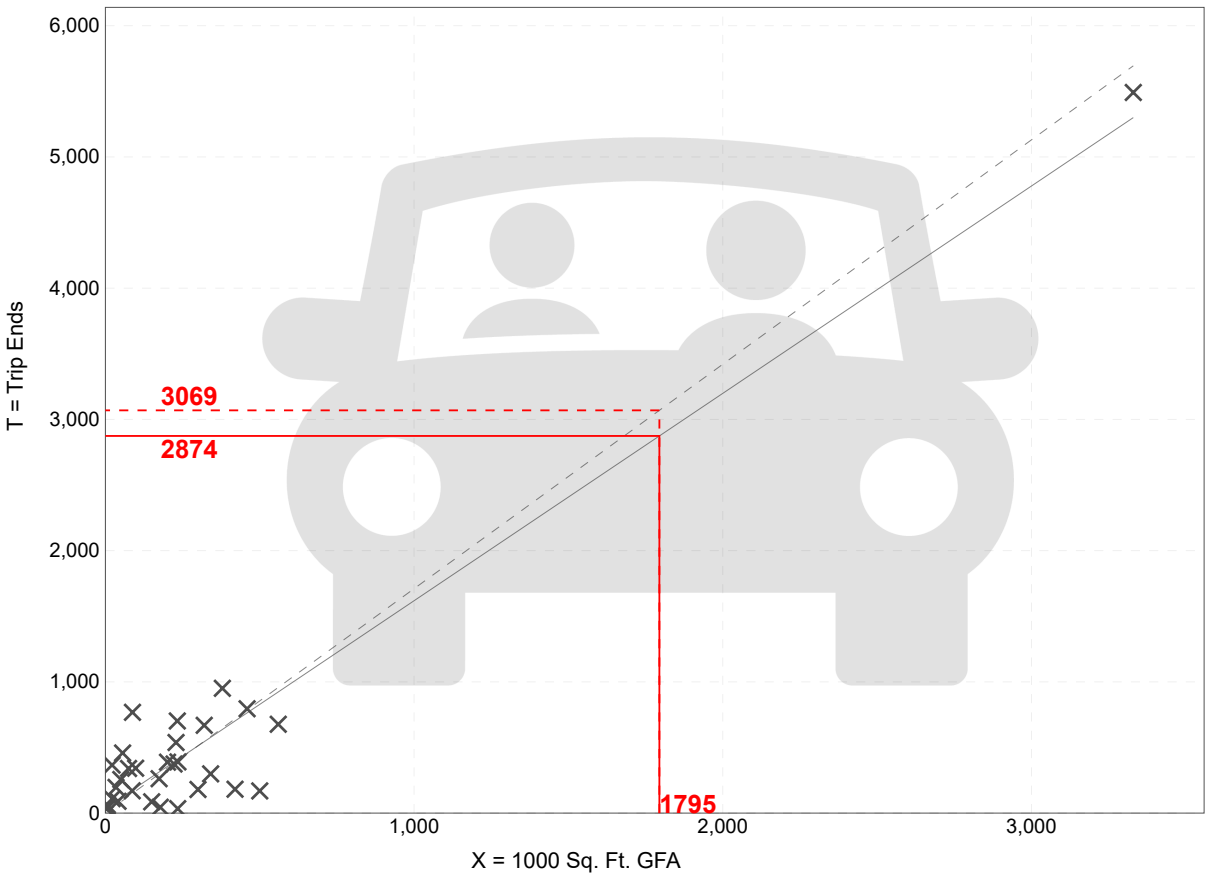
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Fitted Curve Equation: T = 1.58(X) + 38.29

R^2= 0.92

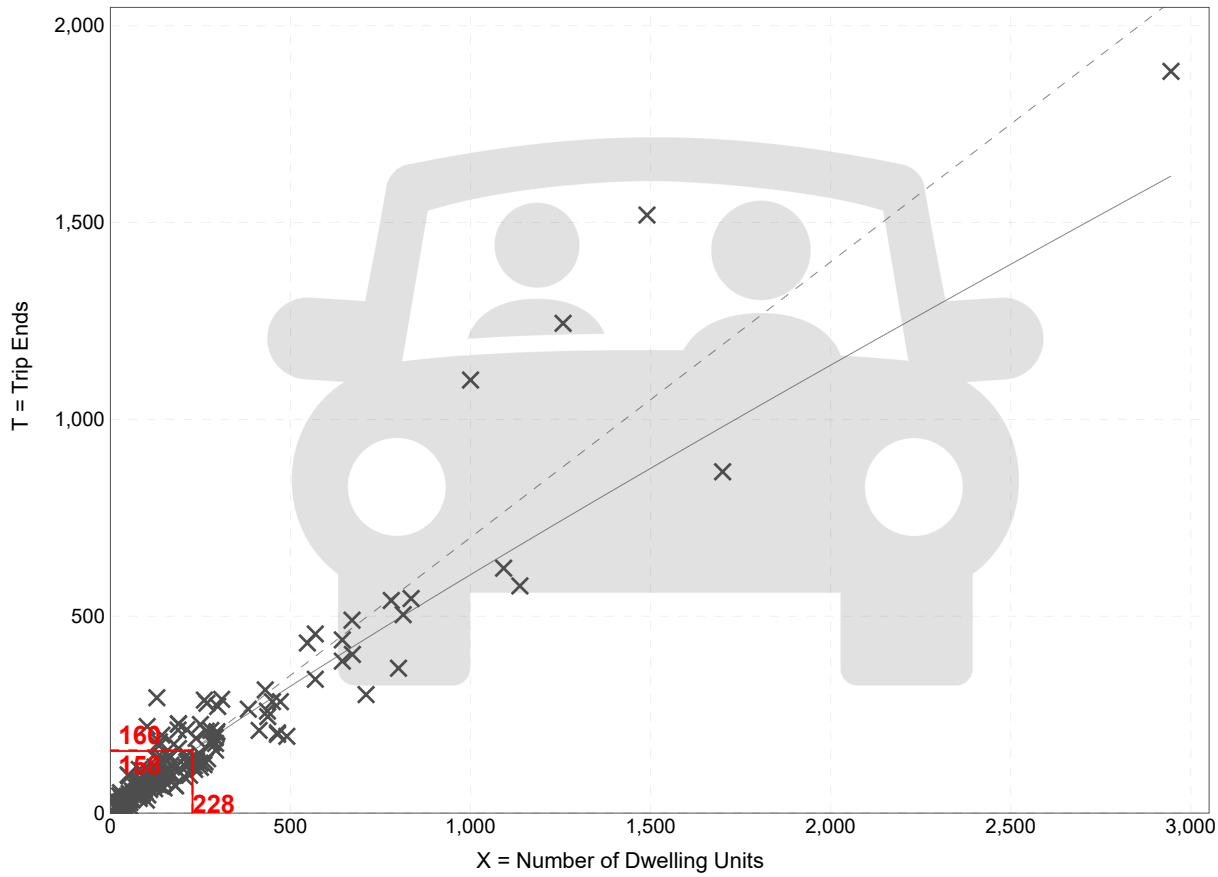
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12

R^2= 0.90

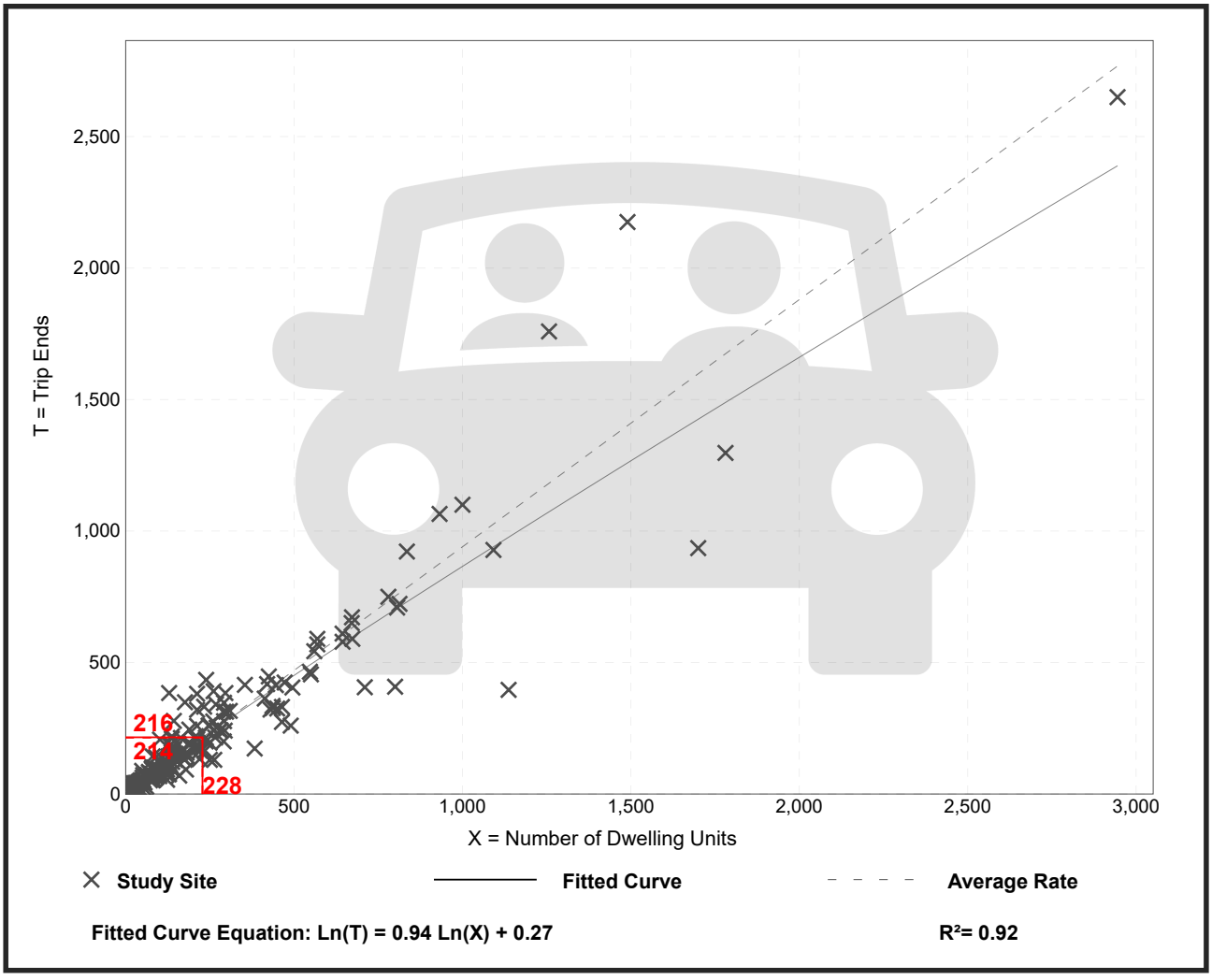
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing
(210)

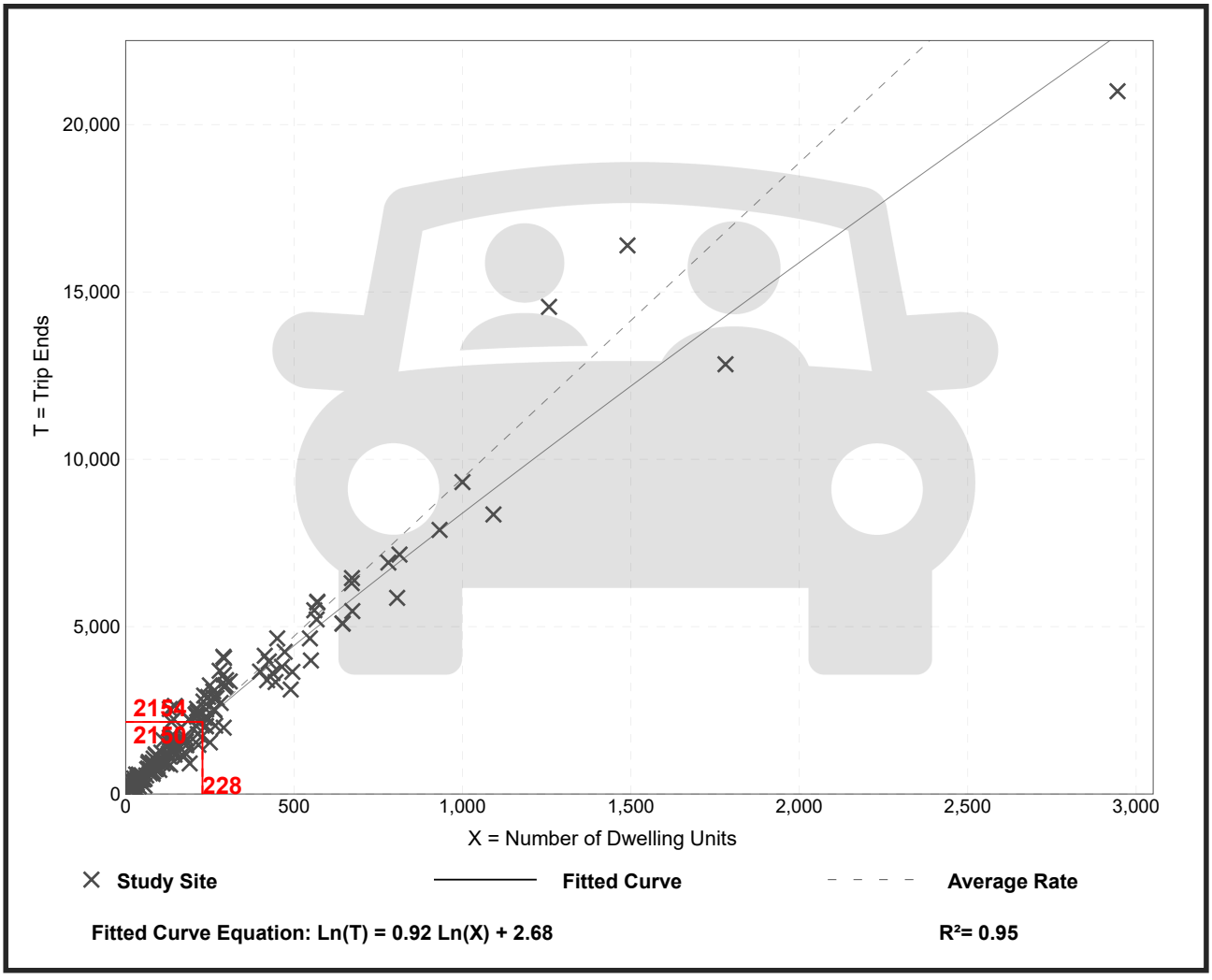
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



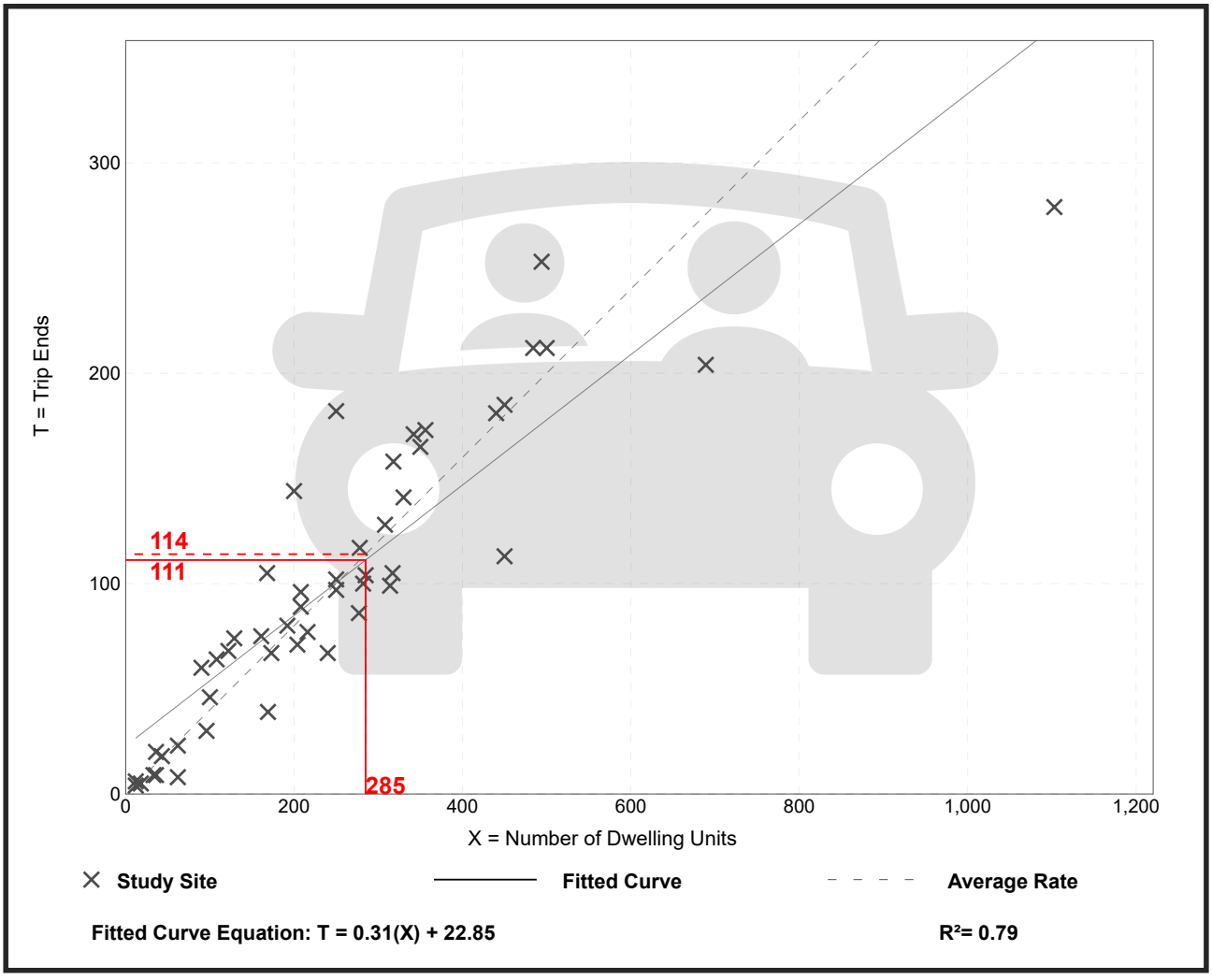
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



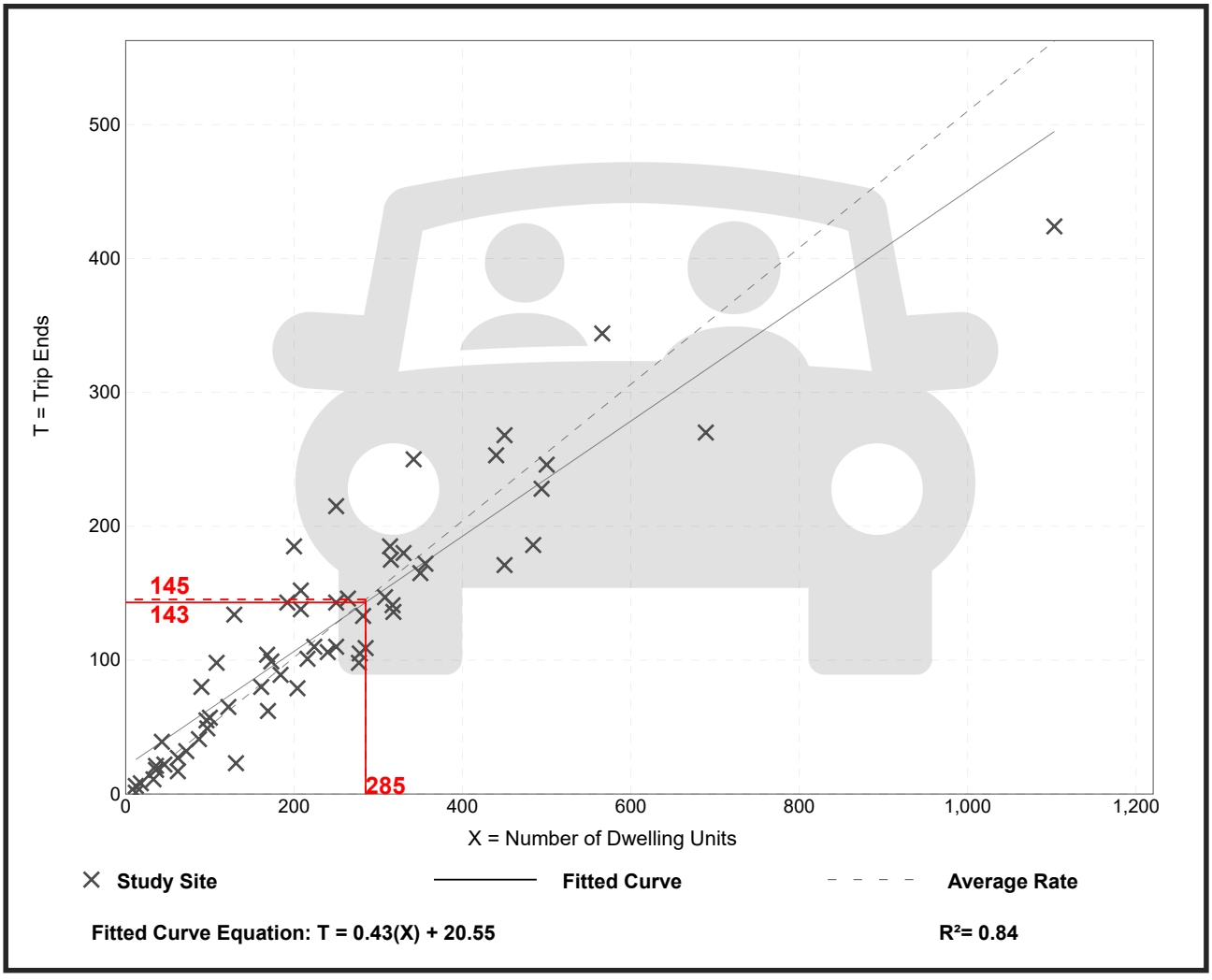
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

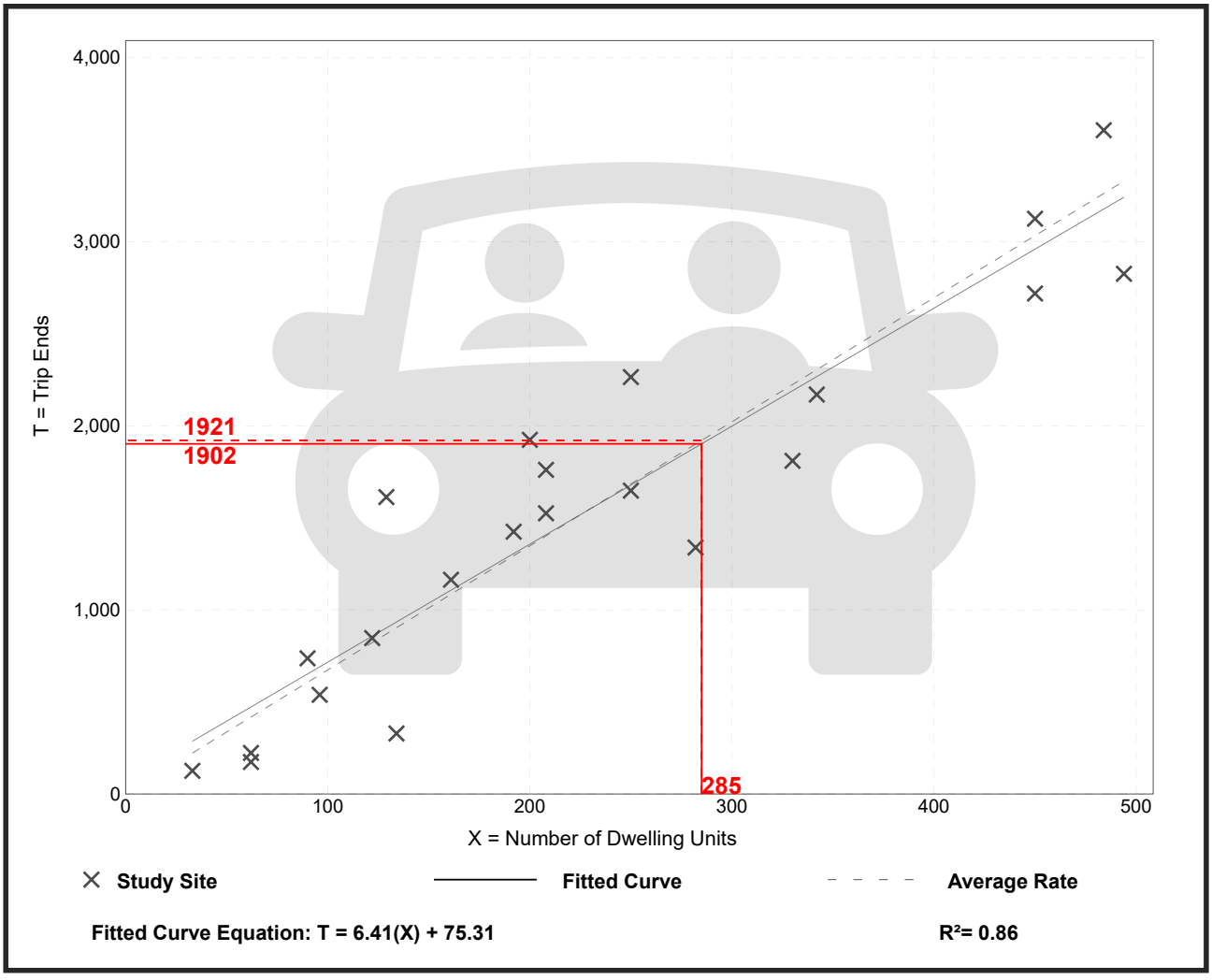
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

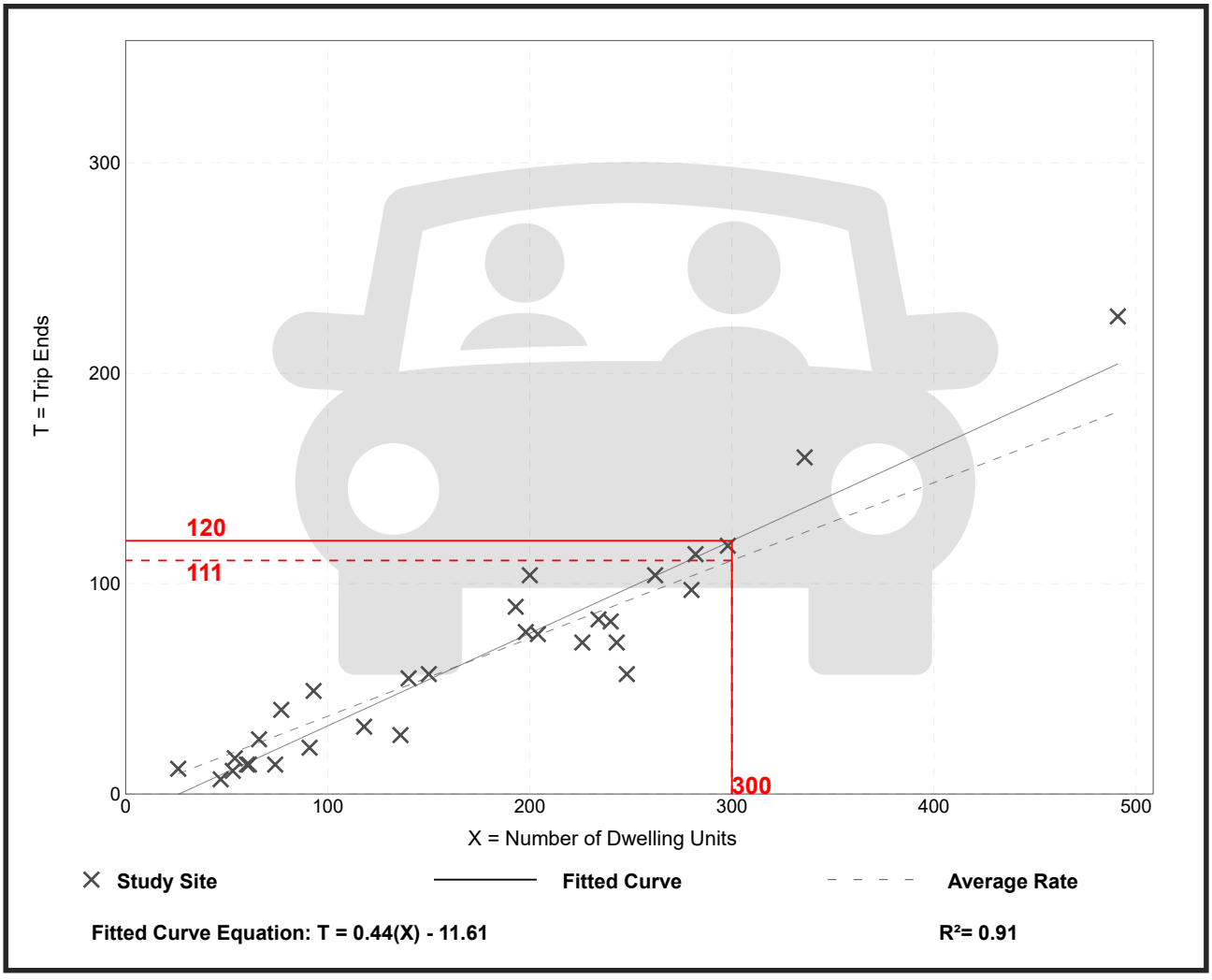
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



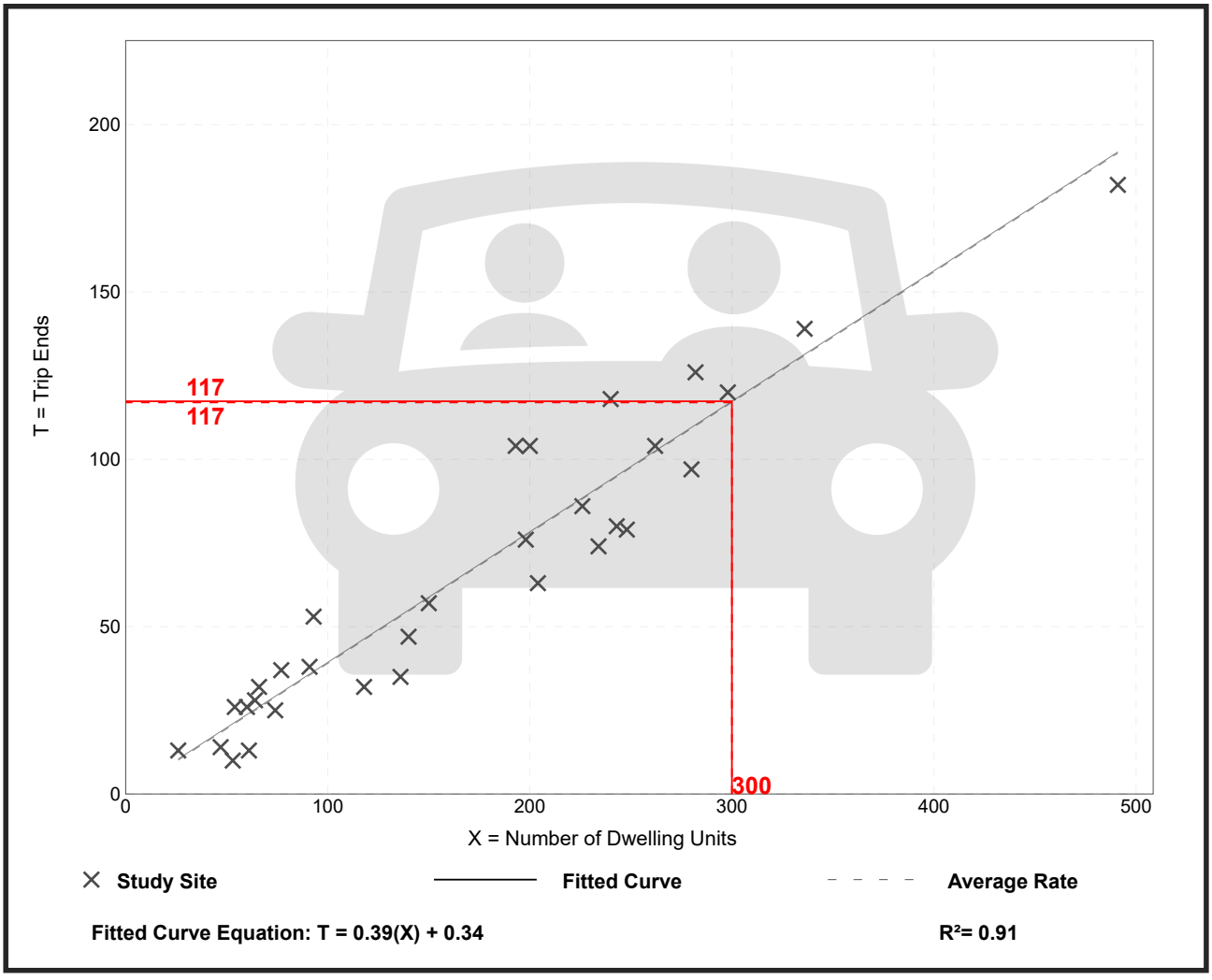
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

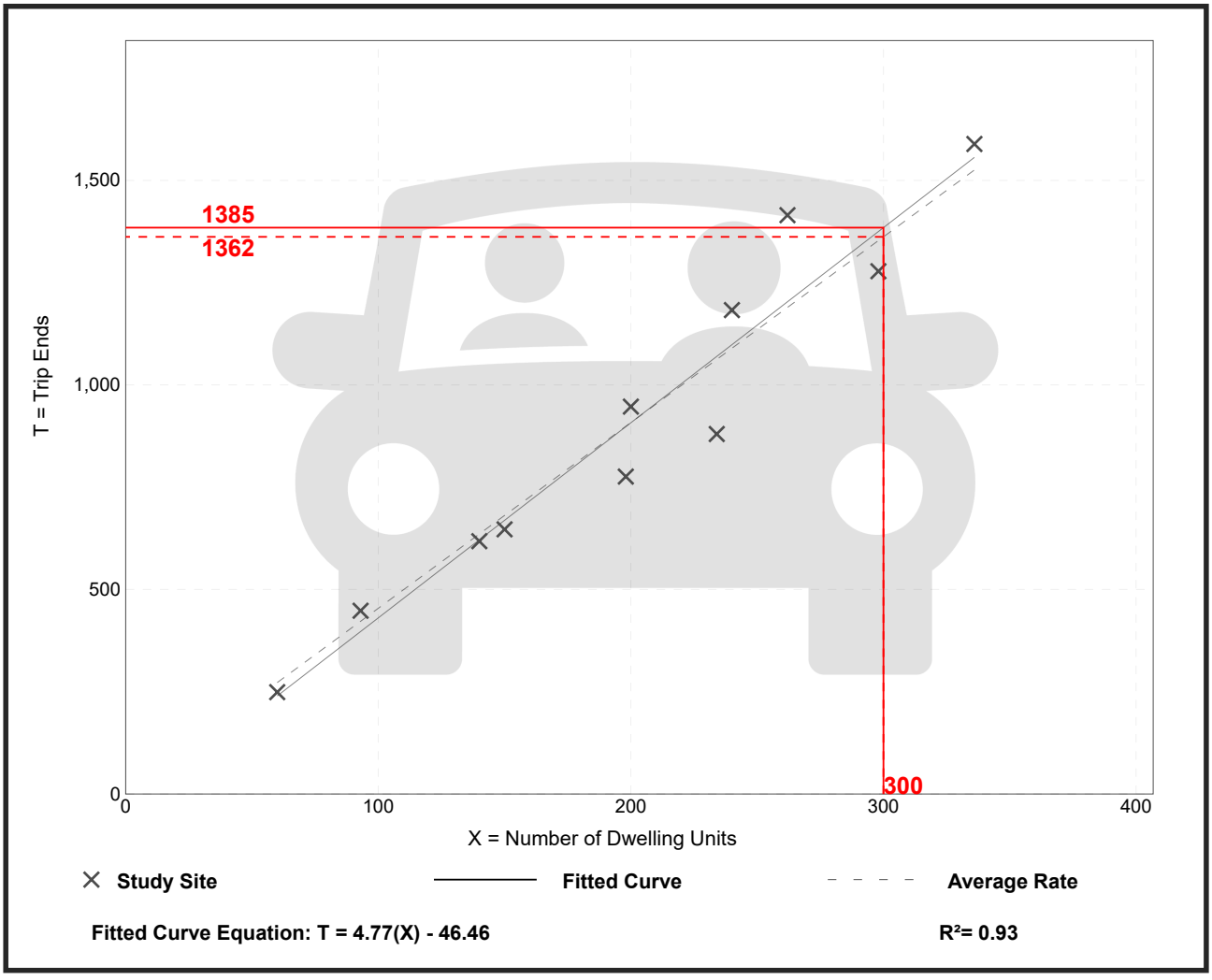
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Fitted Curve Equation: T = 4.77(X) - 46.46

R^2= 0.93

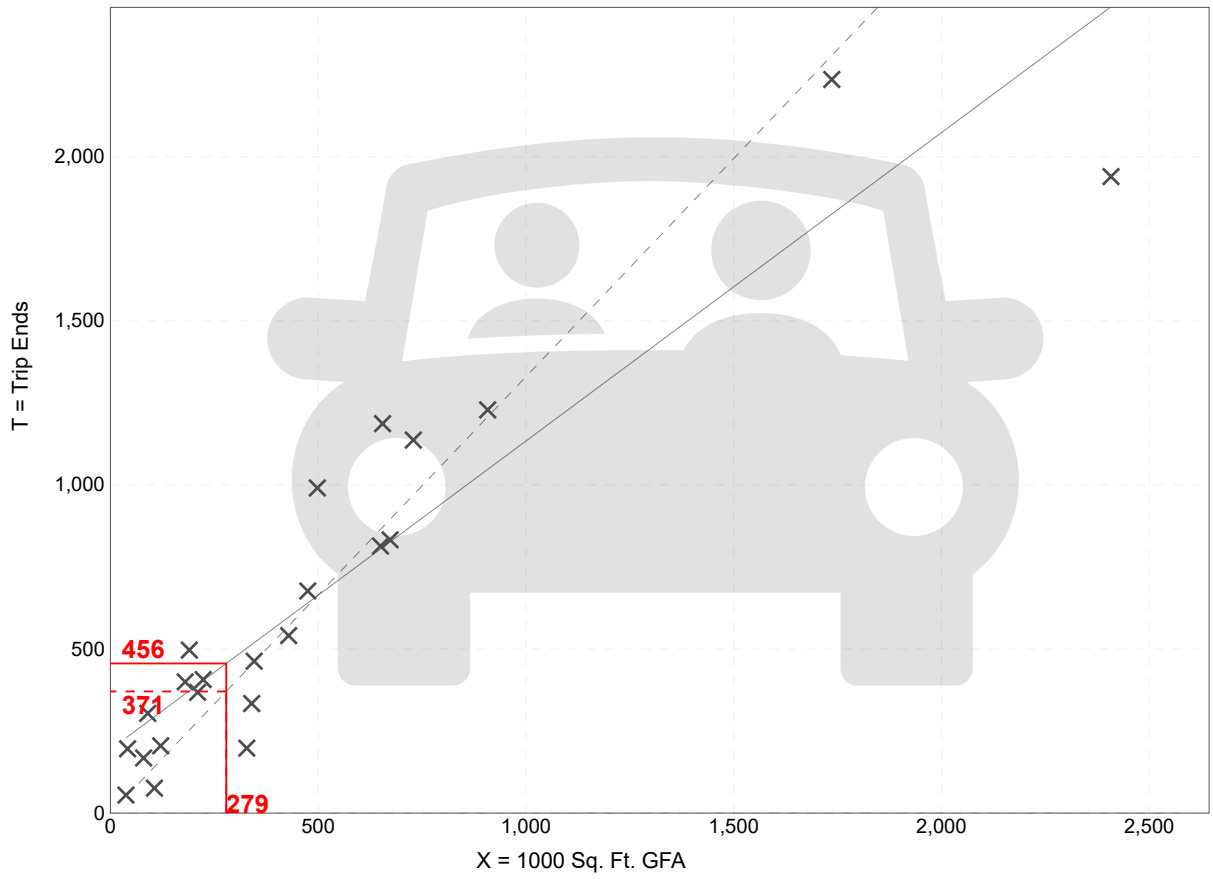
Office Park
(750)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	23
Avg. 1000 Sq. Ft. GFA:	498
Directional Distribution:	89% entering, 11% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.33	0.60 - 4.74	0.51

Data Plot and Equation



Fitted Curve Equation: T = 0.94(X) + 194.06

R^2= 0.86

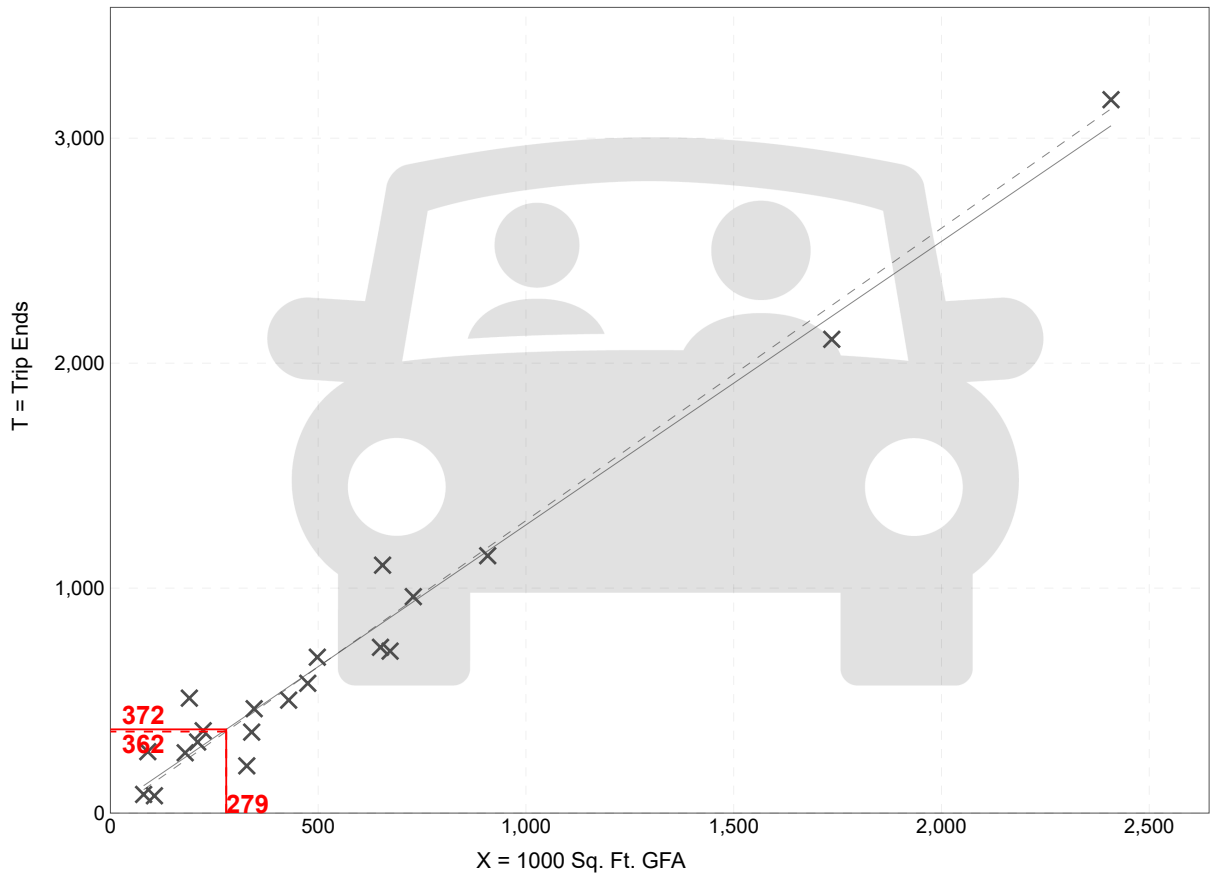
Office Park
(750)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. 1000 Sq. Ft. GFA:	563
Directional Distribution:	14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.30	0.64 - 3.03	0.32

Data Plot and Equation



Fitted Curve Equation: T = 1.26(X) + 20.98

R^2= 0.97

Office Park
(750)

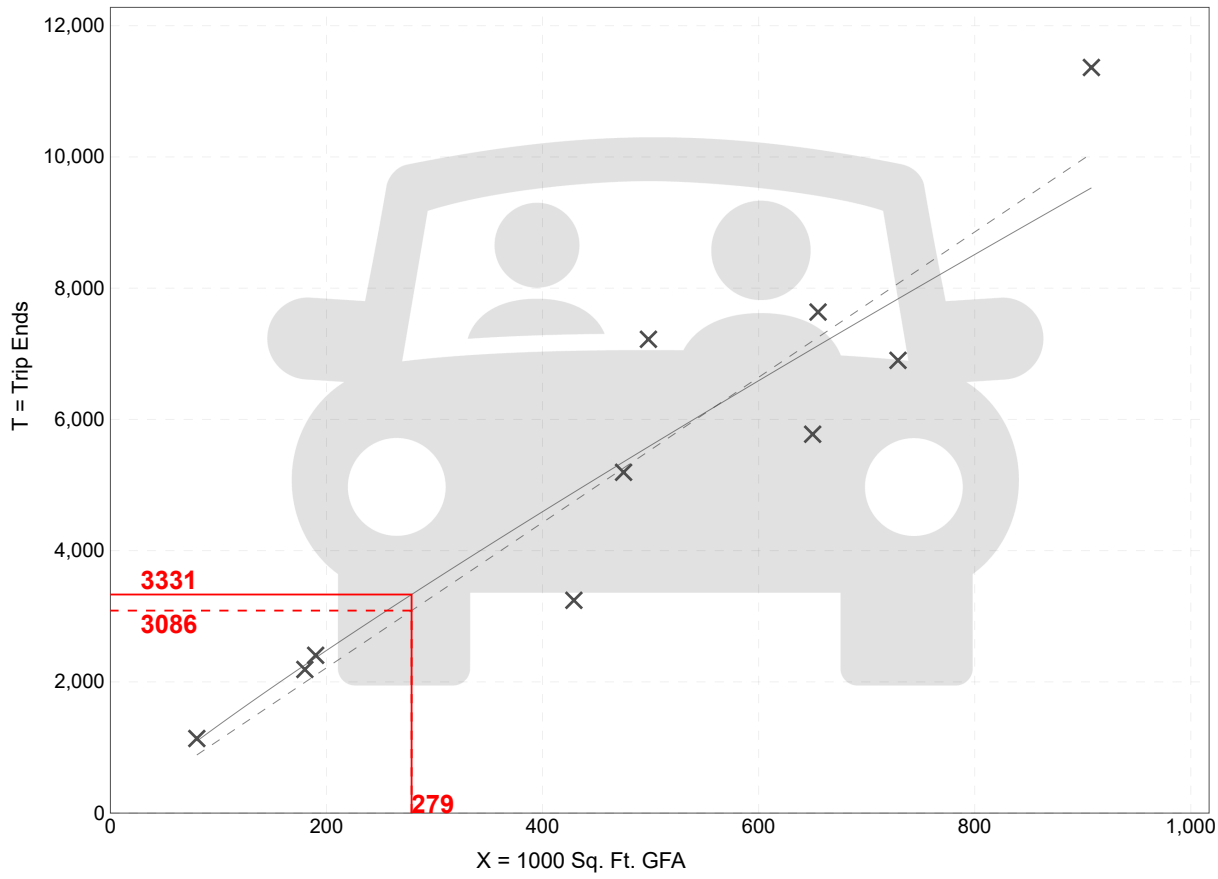
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 479
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.07	7.56 - 14.50	2.14

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) + 3.10

R^2= 0.93

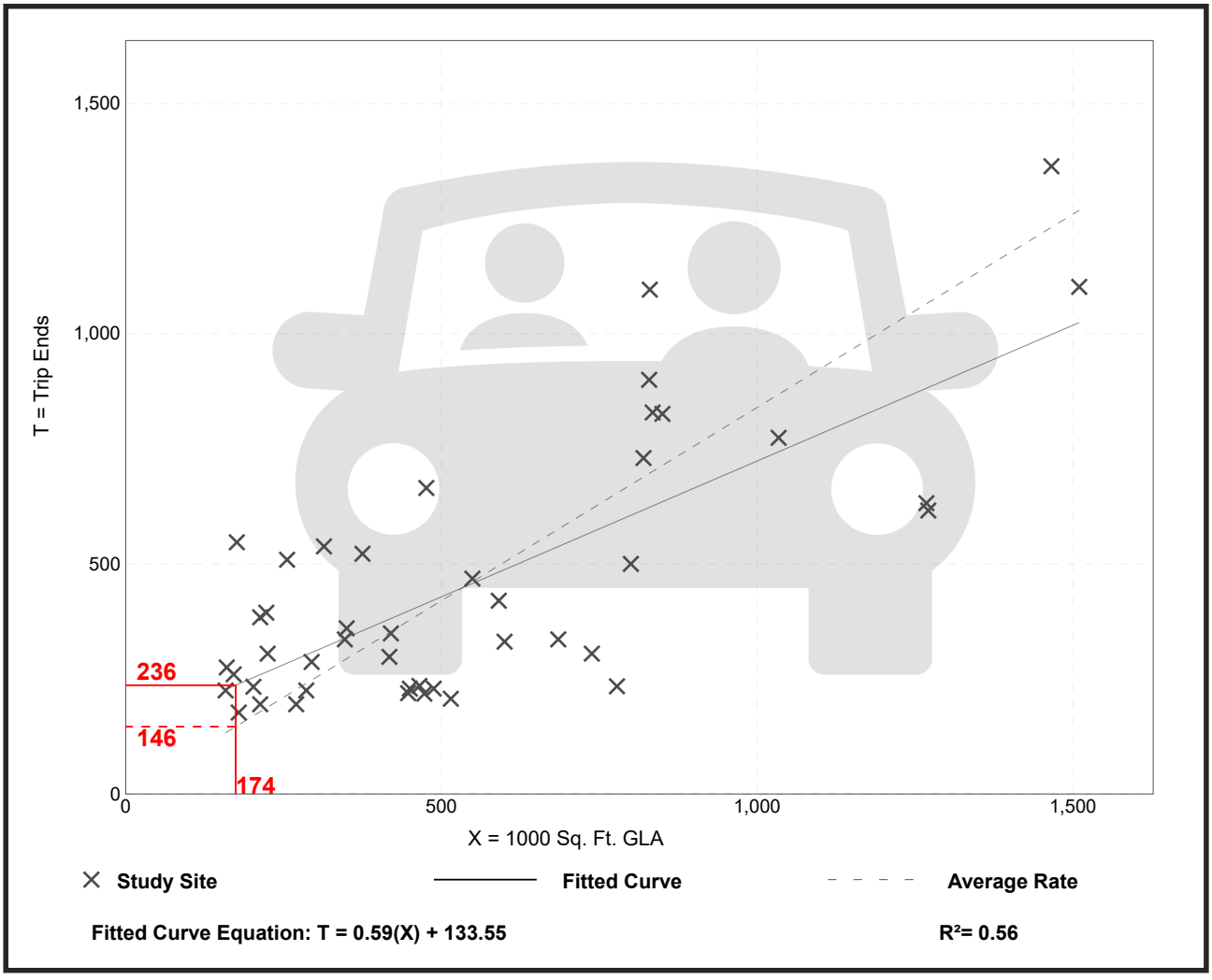
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



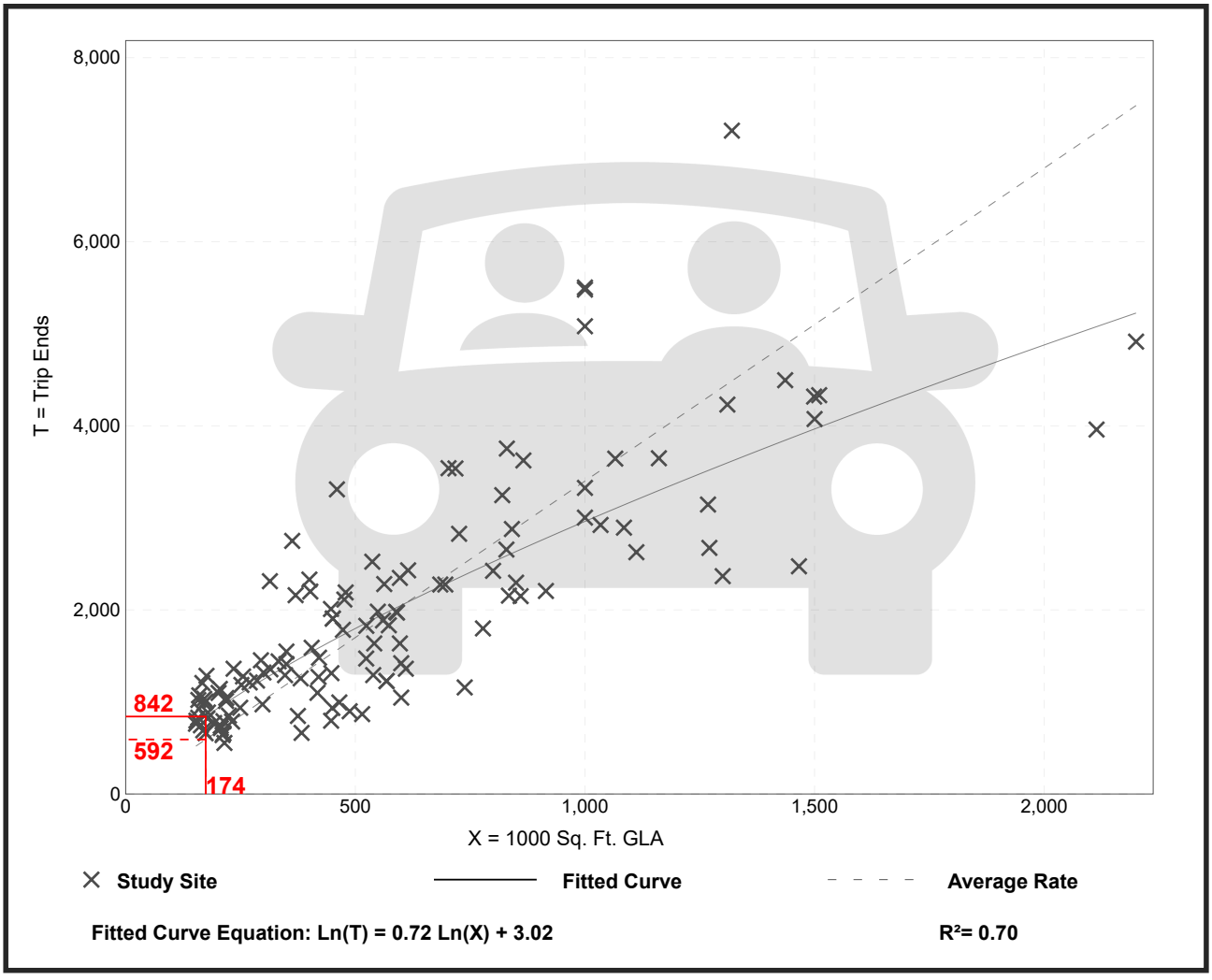
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Shopping Center (>150k)
(820)

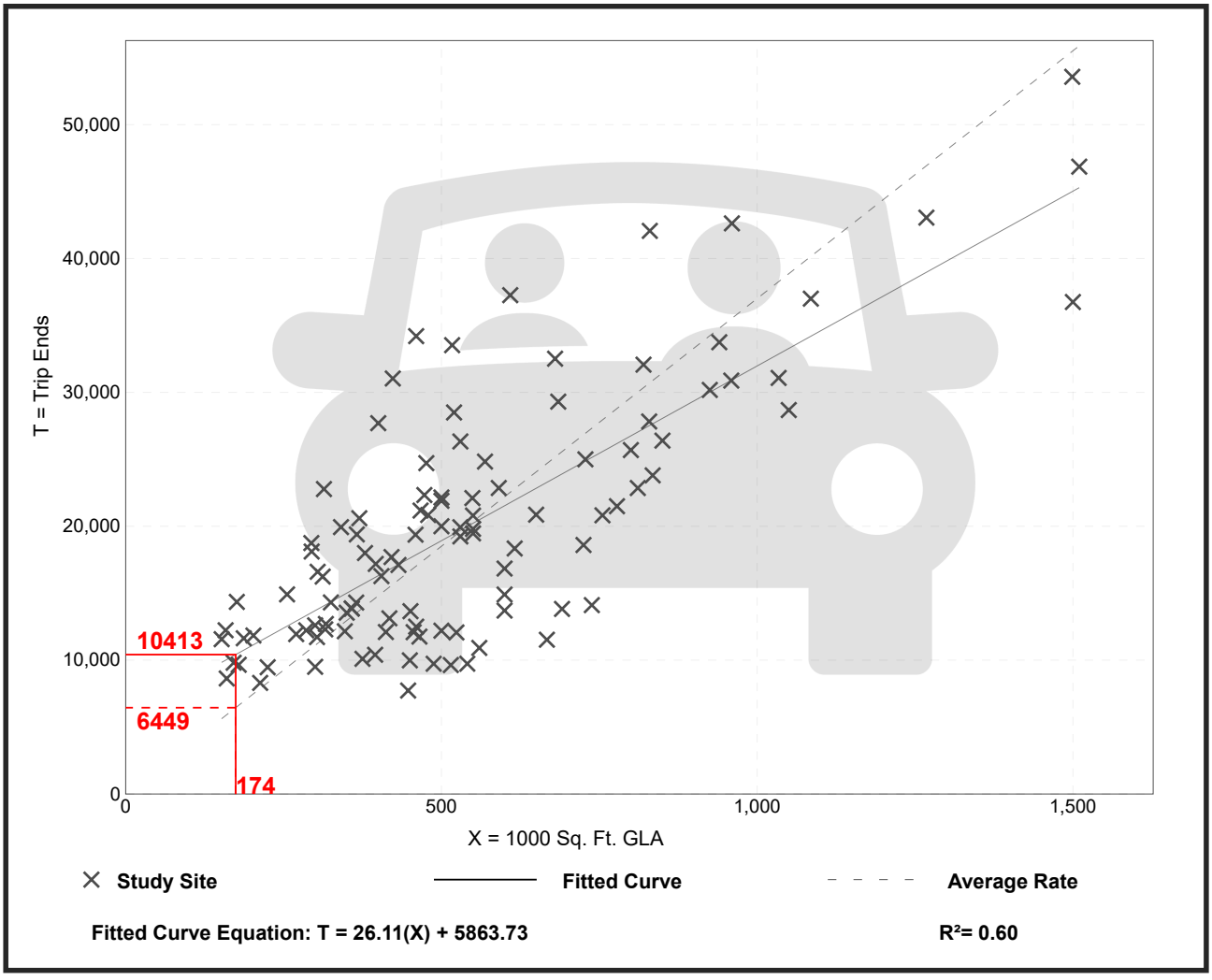
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Fitted Curve Equation: T = 26.11(X) + 5863.73

R^2= 0.60

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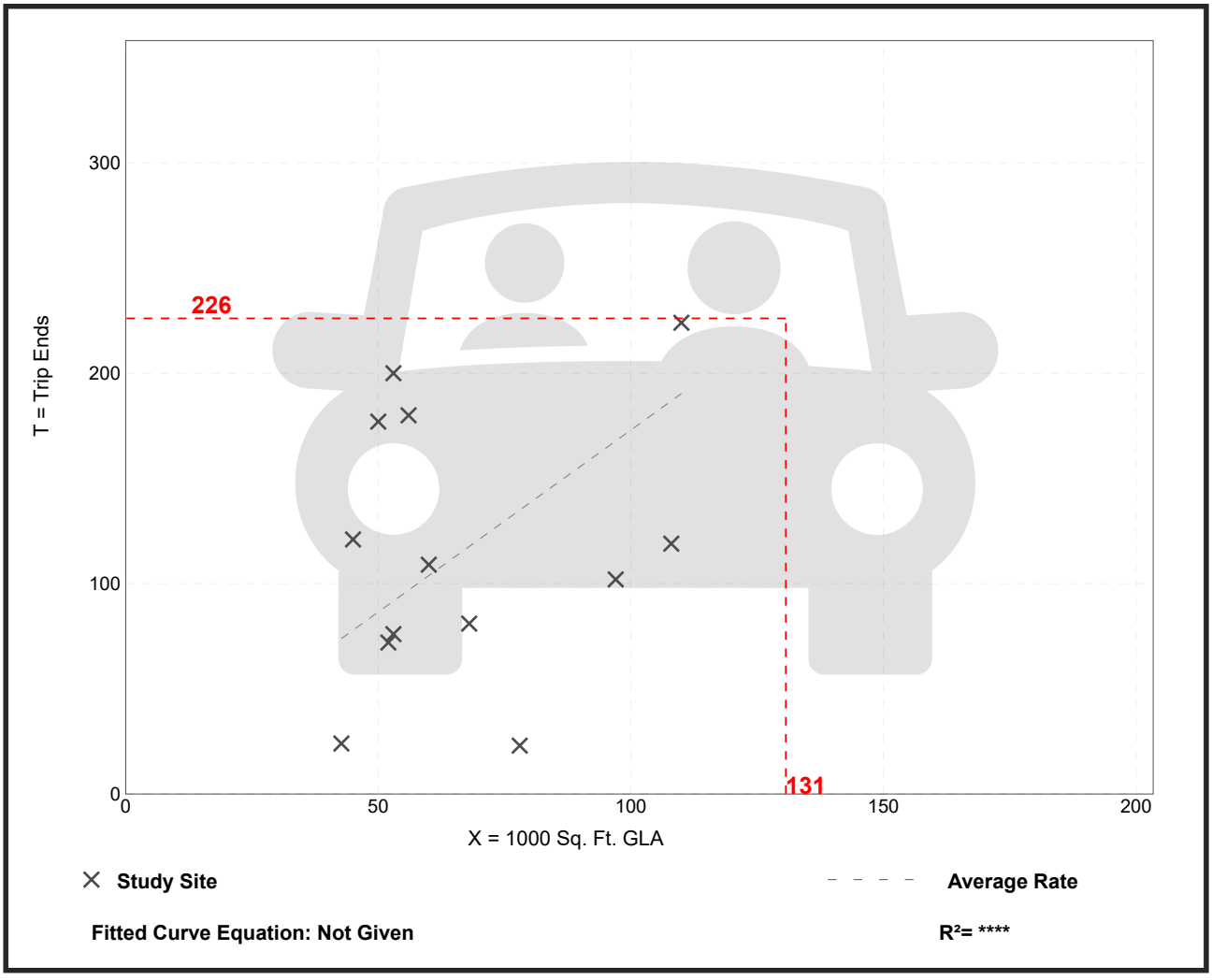
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. 1000 Sq. Ft. GLA: 67
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



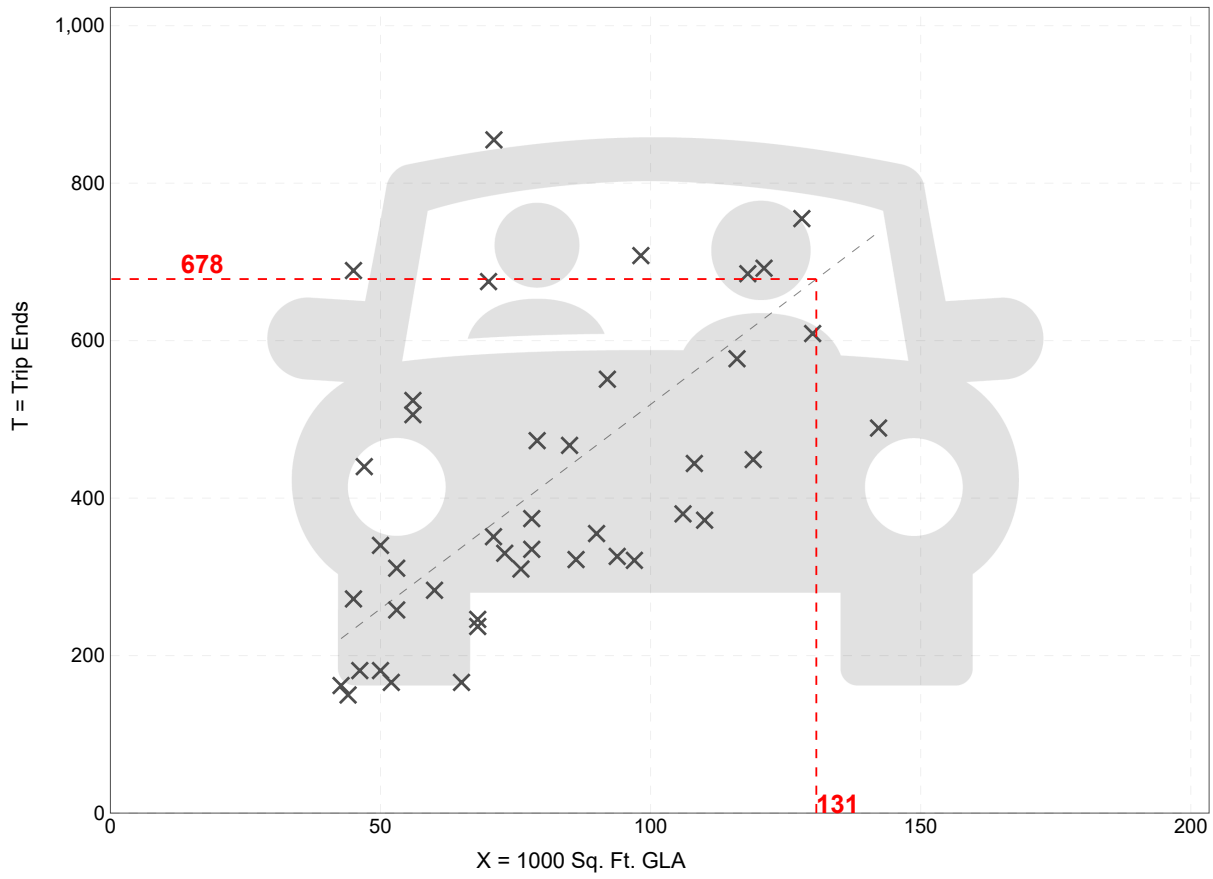
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 42
Avg. 1000 Sq. Ft. GLA: 79
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

Shopping Plaza (40-150k) - Supermarket - No (821)

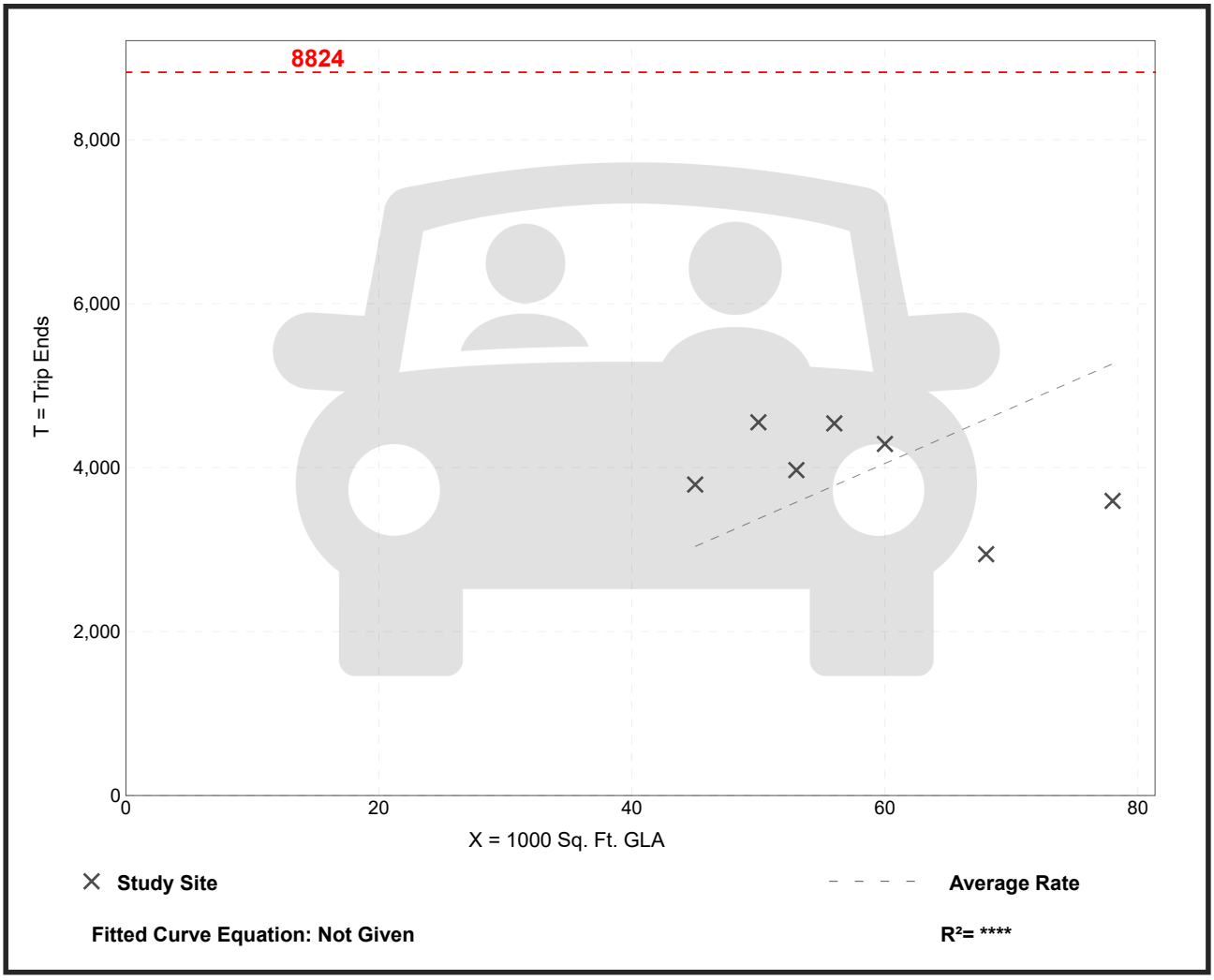
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. 1000 Sq. Ft. GLA: 59
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25

Data Plot and Equation



NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	TES Eloy	**Organization:**	Y2K Engineering
Project Location:	Battaglia Road and Frontier Street	**Performed By:**	SJC
Scenario Description:	Full Build-Out	**Date:**	8/12/2025
Analysis Year:	2035	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720 and 150	2,073	KSF	761	641	120
Retail	820 and 821	305	KSF	462	287	175
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	300	DU	120	28	92
Hotel				0		
All Other Land Uses[2]				0		
Total				1343	956	387

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	0	0
Retail	26		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,343	956	387
Internal Capture Percentage	10%	7%	17%
External Vehicle-Trips[3]	1,215	892	323
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	4%	28%
Retail	12%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	4%	3%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	TES Eloy	**Organization:**	Y2K Engineering
Project Location:	Battaglia Road and Frontier Street	**Performed By:**	SJC
Scenario Description:	Full Build-Out	**Date:**	8/12/2025
Analysis Year:	2035	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720 and 150	2,073	KSF	695	142	553
Retail	820 and 821	305	KSF	1520	736	784
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	300	DU	117	72	45
Hotel				0		
All Other Land Uses[2]				0		
Total				2332	950	1382

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		59	0	0	3	0
Retail	16		0	0	33	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,332	950	1,382
Internal Capture Percentage	11%	14%	10%
External Vehicle-Trips[3]	2,068	818	1,250
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	13%	11%
Retail	11%	6%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	50%	47%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	TES Eloy
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	641	641	1.00	120	120
Retail	1.00	287	287	1.00	175	175
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	28	28	1.00	92	92
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	76	0	1	0
Retail	51		23	0	25	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	18	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		92	0	0	0	0
Retail	26		0	0	1	0
Restaurant	90	23		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	19	49	0	0		0
Hotel	19	11	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	28	613	641	613	0	0
Retail	35	252	287	252	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	27	28	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	34	86	120	86	0	0
Retail	27	148	175	148	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	89	92	89	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	TES Eloy
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	142	142	1.00	553	553
Retail	1.00	736	736	1.00	784	784
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	72	72	1.00	45	45
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		111	22	0	11	0
Retail	16		227	31	204	39
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	9	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		59	0	0	3	0
Retail	44		0	0	33	0
Restaurant	43	368		0	12	0
Cinema/Entertainment	9	29	0		3	0
Residential	81	74	0	0		0
Hotel	0	15	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	18	124	142	124	0	0
Retail	78	658	736	658	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	36	36	72	36	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	62	491	553	491	0	0
Retail	49	735	784	735	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	21	24	45	24	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX F: 2025 LEVEL OF SERVICE ANALYSIS

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	168	224	8	19	0
Future Vol, veh/h	0	168	224	8	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	198	264	9	24	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	273	0	-	0	466	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1290	-	-	-	555	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1290	-	-	-	555	770
Mov Cap-2 Maneuver	-	-	-	-	555	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.78
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1290	-	-	-	555
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Ctrl Dly (s/v)	0	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	93	87	0	40	64	58	162	0	46	136	5
Future Vol, veh/h	8	93	87	0	40	64	58	162	0	46	136	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	109	102	0	47	75	73	191	0	58	160	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	637	614	163	665	616	191	166	0	0	191	0	0
Stage 1	278	278	-	336	336	-	-	-	-	-	-	-
Stage 2	359	336	-	330	281	-	-	-	-	-	-	-
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	390	407	882	373	406	851	1412	-	-	1383	-	-
Stage 1	729	681	-	678	642	-	-	-	-	-	-	-
Stage 2	659	642	-	683	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	285	370	882	217	369	851	1412	-	-	1383	-	-
Mov Cap-2 Maneuver	285	370	-	217	369	-	-	-	-	-	-	-
Stage 1	698	652	-	644	609	-	-	-	-	-	-	-
Stage 2	526	609	-	482	650	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.9	13.1	2.12	1.99
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1412	-	-	498	566	1383	-	-
HCM Lane V/C Ratio	0.051	-	-	0.444	0.216	0.042	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	17.9	13.1	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3	0.8	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	107	1	14	86	23	2	32	22	25	41	16
Future Vol, veh/h	34	107	1	14	86	23	2	32	22	25	41	16
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	126	1	16	101	27	3	40	28	29	48	19
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.5	8.6	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	30%
Vol Thru, %	57%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	141	1	123	82
LT Vol	2	34	0	14	25
Through Vol	32	107	0	86	41
RT Vol	22	0	1	23	16
Lane Flow Rate	70	166	1	145	96
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.089	0.238	0.002	0.183	0.127
Departure Headway (Hd)	4.594	5.171	4.346	4.555	4.729
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	779	695	823	787	757
Service Time	2.629	2.901	2.076	2.585	2.762
HCM Lane V/C Ratio	0.09	0.239	0.001	0.184	0.127
HCM Control Delay, s/veh	8.1	9.5	7.1	8.6	8.5
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0	0.7	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	7	0	3	2	4	84	0	1	75	9
Future Vol, veh/h	10	0	7	0	3	2	4	84	0	1	75	9
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	9	0	4	3	5	99	0	1	88	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	206	204	94	199	209	99	99	0	0	99	0	0
Stage 1	96	96	-	108	108	-	-	-	-	-	-	-
Stage 2	110	108	-	91	101	-	-	-	-	-	-	-
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	752	692	963	760	688	957	1494	-	-	1494	-	-
Stage 1	911	816	-	897	806	-	-	-	-	-	-	-
Stage 2	895	806	-	917	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	743	689	963	750	685	957	1494	-	-	1494	-	-
Mov Cap-2 Maneuver	743	689	-	750	685	-	-	-	-	-	-	-
Stage 1	910	815	-	894	803	-	-	-	-	-	-	-
Stage 2	886	803	-	908	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.51	9.7	0.34	0.09
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	820	773	21	-	-
HCM Lane V/C Ratio	0.003	-	-	0.026	0.008	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	9.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	11	1	0	16	0	1	6	0	2	20	4
Future Vol, veh/h	4	11	1	0	16	0	1	6	0	2	20	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	14	1	0	20	0	1	8	0	3	25	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	53	43	28	47	45	8	30	0	0	8	0	0
Stage 1	33	33	-	10	10	-	-	-	-	-	-	-
Stage 2	20	10	-	37	35	-	-	-	-	-	-	-
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	946	849	1048	954	847	1075	1583	-	-	1613	-	-
Stage 1	984	868	-	1011	887	-	-	-	-	-	-	-
Stage 2	999	887	-	979	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	922	847	1048	935	845	1075	1583	-	-	1613	-	-
Mov Cap-2 Maneuver	922	847	-	935	845	-	-	-	-	-	-	-
Stage 1	982	867	-	1010	887	-	-	-	-	-	-	-
Stage 2	975	887	-	960	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.21	9.36	1.04	0.56
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	257	-	-	876	845	134	-	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.024	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.2	9.4	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	193	213	15	20	0
Future Vol, veh/h	0	193	213	15	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	227	251	18	25	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	268	0	-	0	486	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1295	-	-	-	540	779
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1295	-	-	-	540	779
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.99
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1295	-	-	-	540
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Ctrl Dly (s/v)	0	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	50	90	0	84	52	71	163	0	55	162	3
Future Vol, veh/h	18	50	90	0	84	52	71	163	0	55	162	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	59	106	0	99	61	89	192	0	69	191	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	749	699	192	727	701	192	194	0	0	192	0	0
Stage 1	330	330	-	369	369	-	-	-	-	-	-	-
Stage 2	419	369	-	358	332	-	-	-	-	-	-	-
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	328	364	849	340	363	850	1379	-	-	1382	-	-
Stage 1	683	646	-	651	621	-	-	-	-	-	-	-
Stage 2	612	621	-	660	645	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	195	323	849	221	323	850	1379	-	-	1382	-	-
Mov Cap-2 Maneuver	195	323	-	221	323	-	-	-	-	-	-	-
Stage 1	649	614	-	609	581	-	-	-	-	-	-	-
Stage 2	441	581	-	497	613	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.64	18.59	2.46	2.02
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1379	-	-	447	423	1382	-	-
HCM Lane V/C Ratio	0.064	-	-	0.415	0.378	0.05	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	18.6	18.6	7.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2	1.7	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	93	1	16	105	19	2	25	20	30	36	32
Future Vol, veh/h	12	93	1	16	105	19	2	25	20	30	36	32
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	109	1	19	124	22	3	31	25	35	42	38
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9	8.8	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	11%	0%	11%	31%
Vol Thru, %	53%	89%	0%	75%	37%
Vol Right, %	43%	0%	100%	14%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	105	1	140	98
LT Vol	2	12	0	16	30
Through Vol	25	93	0	105	36
RT Vol	20	0	1	19	32
Lane Flow Rate	59	124	1	165	115
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.074	0.176	0.002	0.208	0.146
Departure Headway (Hd)	4.527	5.135	4.374	4.54	4.569
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	790	699	818	791	785
Service Time	2.561	2.864	2.102	2.567	2.598
HCM Lane V/C Ratio	0.075	0.177	0.001	0.209	0.146
HCM Control Delay, s/veh	7.9	9	7.1	8.8	8.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0	0.8	0.5

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	5	1	4	3	2	1	6	54	0	1	86	7
Future Vol, veh/h	5	1	4	3	2	1	6	54	0	1	86	7
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	5	4	3	1	8	68	0	1	101	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	191	190	105	187	194	68	109	0	0	68	0	0
Stage 1	108	108	-	83	83	-	-	-	-	-	-	-
Stage 2	84	83	-	104	112	-	-	-	-	-	-	-
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	768	705	949	774	701	996	1481	-	-	1534	-	-
Stage 1	898	806	-	926	826	-	-	-	-	-	-	-
Stage 2	924	826	-	902	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	760	700	949	764	697	996	1481	-	-	1534	-	-
Mov Cap-2 Maneuver	760	700	-	764	697	-	-	-	-	-	-	-
Stage 1	897	806	-	921	822	-	-	-	-	-	-	-
Stage 2	916	822	-	895	802	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.47	9.73	0.74	0.08
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	180	-	-	818	769	19	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.01	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.5	9.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

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	9	6	1	1	12	3	0	15	0	5	18	2
Future Vol, veh/h	9	6	1	1	12	3	0	15	0	5	18	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	8	1	1	15	4	0	19	0	6	23	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	63	55	24	58	56	19	25	0	0	19	0	0
Stage 1	36	36	-	19	19	-	-	-	-	-	-	-
Stage 2	26	19	-	39	38	-	-	-	-	-	-	-
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	932	836	1053	939	835	1060	1589	-	-	1598	-	-
Stage 1	979	865	-	1000	880	-	-	-	-	-	-	-
Stage 2	991	880	-	976	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	909	833	1053	926	832	1060	1589	-	-	1598	-	-
Mov Cap-2 Maneuver	909	833	-	926	832	-	-	-	-	-	-	-
Stage 1	975	861	-	1000	880	-	-	-	-	-	-	-
Stage 2	971	880	-	963	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.16	9.22	0	1.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1589	-	-	886	872	353	-	-
HCM Lane V/C Ratio	-	-	-	0.023	0.023	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.2	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	214	234	8	19	1
Future Vol, veh/h	13	214	234	8	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	252	275	9	24	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	285	0	-	0	564	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1278	-	-	-	487	759
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1278	-	-	-	480	759
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.48	0	12.75
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1278	-	-	-	489
HCM Lane V/C Ratio	0.013	-	-	-	0.051
HCM Ctrl Dly (s/v)	7.9	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	93	87	0	40	72	58	174	0	47	140	5
Future Vol, veh/h	8	93	87	0	40	72	58	174	0	47	140	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	109	102	0	47	85	73	205	0	59	165	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	658	635	168	687	638	205	171	0	0	205	0	0
Stage 1	285	285	-	350	350	-	-	-	-	-	-	-
Stage 2	373	350	-	337	288	-	-	-	-	-	-	-
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	377	396	876	361	395	836	1407	-	-	1367	-	-
Stage 1	722	676	-	667	633	-	-	-	-	-	-	-
Stage 2	648	633	-	677	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	359	876	207	358	836	1407	-	-	1367	-	-
Mov Cap-2 Maneuver	271	359	-	207	358	-	-	-	-	-	-	-
Stage 1	691	647	-	632	600	-	-	-	-	-	-	-
Stage 2	509	600	-	476	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.49	13.28	2.01	1.99
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1407	-	-	485	566	1367	-	-
HCM Lane V/C Ratio	0.052	-	-	0.456	0.233	0.043	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	18.5	13.3	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3	0.9	0.1	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	108	1	14	94	33	2	52	22	27	44	16
Future Vol, veh/h	34	108	1	14	94	33	2	52	22	27	44	16
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	127	1	16	111	39	2	61	26	32	52	19
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.7	8.9	8.4	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	3%	24%	0%	10%	31%
Vol Thru, %	68%	76%	0%	67%	51%
Vol Right, %	29%	0%	100%	23%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	142	1	141	87
LT Vol	2	34	0	14	27
Through Vol	52	108	0	94	44
RT Vol	22	0	1	33	16
Lane Flow Rate	89	167	1	166	102
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.117	0.244	0.002	0.212	0.137
Departure Headway (Hd)	4.722	5.261	4.436	4.598	4.822
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	756	682	805	780	741
Service Time	2.766	2.998	2.173	2.637	2.865
HCM Lane V/C Ratio	0.118	0.245	0.001	0.213	0.138
HCM Control Delay, s/veh	8.4	9.7	7.2	8.9	8.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	1	0	0.8	0.5

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	41	0	3	2	9	85	0	1	78	9
Future Vol, veh/h	10	0	41	0	3	2	9	85	0	1	78	9
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	51	0	4	3	11	100	0	1	92	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	222	221	97	215	226	100	102	0	0	100	0	0
Stage 1	99	99	-	121	121	-	-	-	-	-	-	-
Stage 2	123	121	-	94	105	-	-	-	-	-	-	-
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	733	678	959	741	673	956	1490	-	-	1493	-	-
Stage 1	907	813	-	883	795	-	-	-	-	-	-	-
Stage 2	881	795	-	913	809	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	721	672	959	696	668	956	1490	-	-	1493	-	-
Mov Cap-2 Maneuver	721	672	-	696	668	-	-	-	-	-	-	-
Stage 1	906	812	-	876	790	-	-	-	-	-	-	-
Stage 2	868	790	-	863	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	9.78	0.71	0.08
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	172	-	-	901	759	20	-	-
HCM Lane V/C Ratio	0.007	-	-	0.071	0.008	0.001	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.3	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	45	13	0	21	0	4	7	0	2	23	4
Future Vol, veh/h	4	45	13	0	21	0	4	7	0	2	23	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	56	16	0	26	0	5	9	0	3	29	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	68	55	31	81	58	9	34	0	0	9	0	0
Stage 1	36	36	-	19	19	-	-	-	-	-	-	-
Stage 2	32	19	-	62	39	-	-	-	-	-	-	-
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	924	836	1043	907	834	1073	1578	-	-	1611	-	-
Stage 1	979	865	-	1000	880	-	-	-	-	-	-	-
Stage 2	985	880	-	949	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	891	832	1043	829	830	1073	1578	-	-	1611	-	-
Mov Cap-2 Maneuver	891	832	-	829	830	-	-	-	-	-	-	-
Stage 1	978	863	-	997	877	-	-	-	-	-	-	-
Stage 2	952	877	-	872	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.53	9.48	2.65	0.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	655	-	-	873	830	121	-	-
HCM Lane V/C Ratio	0.003	-	-	0.089	0.032	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.5	9.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	8	13	15	19
Future Vol, veh/h	1	4	8	13	15	19
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	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	10	16	19	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	79	18	0	0	26	0
Stage 1	18	-	-	-	-	-
Stage 2	61	-	-	-	-	-
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	923	1060	-	-	1588	-
Stage 1	1005	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	912	1060	-	-	1588	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.52	0	3.22
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	912	1060	794	-
HCM Lane V/C Ratio	-	-	0.001	0.005	0.012	-
HCM Ctrl Dly (s/v)	-	-	9	8.4	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	230	244	3	1	1
Future Vol, veh/h	3	230	244	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	271	287	4	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	291	0	-	0	566	289
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1271	-	-	-	485	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1271	-	-	-	484	750
Mov Cap-2 Maneuver	-	-	-	-	484	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	23	-	-	-	484	750
HCM Lane V/C Ratio	0.003	-	-	-	0.003	0.002
HCM Ctrl Dly (s/v)	7.8	0	-	-	12.5	9.8
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	188	243	9	4	4
Future Vol, veh/h	43	188	243	9	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	221	286	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	614	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1265	-	-	-	456	748
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1265	-	-	-	435	748
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.48	0	11.61
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	335	-	-	-	435	748
HCM Lane V/C Ratio	0.04	-	-	-	0.012	0.007
HCM Ctrl Dly (s/v)	8	0	-	-	13.4	9.8
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↱			↗
Traffic Vol, veh/h	0	192	247	8	0	5
Future Vol, veh/h	0	192	247	8	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	226	291	9	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	295
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	744
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	744
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.88
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	744
HCM Lane V/C Ratio	-	-	-	0.008
HCM Ctrl Dly (s/v)	-	-	-	9.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	20	99	84	6
Future Vol, veh/h	2	2	20	99	84	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	24	116	99	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	266	102	106	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	164	-	-	-	-	-
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	723	953	1485	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	711	953	1485	-	-	-
Mov Cap-2 Maneuver	711	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.43	1.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	303	-	711	953	-	-
HCM Lane V/C Ratio	0.016	-	0.004	0.003	-	-
HCM Ctrl Dly (s/v)	7.5	0	10.1	8.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	3	10	91	87	31
Future Vol, veh/h	4	3	10	91	87	31
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	12	107	102	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	251	121	139	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	131	-	-	-	-	-
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	737	931	1445	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	731	931	1445	-	-	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.5	0.74	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	178	-	731	931	-	-
HCM Lane V/C Ratio	0.008	-	0.007	0.004	-	-
HCM Ctrl Dly (s/v)	7.5	0	10	8.9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	203	259	15	20	3
Future Vol, veh/h	2	203	259	15	20	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	239	305	18	25	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	557	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	244	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1237	-	-	-	491	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1237	-	-	-	490	727
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	12.45
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1237	-	-	-	512
HCM Lane V/C Ratio	0.002	-	-	-	0.056
HCM Ctrl Dly (s/v)	7.9	-	-	-	12.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	50	90	0	84	54	71	168	0	58	174	3
Future Vol, veh/h	18	50	90	0	84	54	71	168	0	58	174	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	59	106	0	99	64	89	198	0	73	205	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	776	727	206	754	728	198	208	0	0	198	0	0
Stage 1	351	351	-	375	375	-	-	-	-	-	-	-
Stage 2	425	375	-	379	353	-	-	-	-	-	-	-
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	315	351	834	325	350	843	1363	-	-	1375	-	-
Stage 1	665	632	-	646	617	-	-	-	-	-	-	-
Stage 2	607	617	-	643	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	311	834	208	310	843	1363	-	-	1375	-	-
Mov Cap-2 Maneuver	182	311	-	208	310	-	-	-	-	-	-	-
Stage 1	630	599	-	604	577	-	-	-	-	-	-	-
Stage 2	435	577	-	479	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.61	19.31	2.43	2.01
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	430	412	1375	-	-
HCM Lane V/C Ratio	0.065	-	-	0.433	0.394	0.053	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	19.6	19.3	7.8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.1	1.8	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	96	1	16	107	20	2	29	20	42	54	32
Future Vol, veh/h	12	96	1	16	107	20	2	29	20	42	54	32
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	113	1	19	126	24	3	36	25	49	64	38
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.2	9	8.1	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	11%	0%	11%	33%
Vol Thru, %	57%	89%	0%	75%	42%
Vol Right, %	39%	0%	100%	14%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	108	1	143	128
LT Vol	2	12	0	16	42
Through Vol	29	96	0	107	54
RT Vol	20	0	1	20	32
Lane Flow Rate	64	127	1	168	151
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.082	0.185	0.002	0.217	0.195
Departure Headway (Hd)	4.624	5.247	4.486	4.649	4.656
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	773	682	795	771	770
Service Time	2.666	2.987	2.226	2.687	2.691
HCM Lane V/C Ratio	0.083	0.186	0.001	0.218	0.196
HCM Control Delay, s/veh	8.1	9.2	7.2	9	8.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0	0.8	0.7

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	9	3	2	1	33	57	0	1	87	7
Future Vol, veh/h	5	1	9	3	2	1	33	57	0	1	87	7
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1	11	4	3	1	39	67	0	1	102	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	255	254	106	250	258	67	111	0	0	67	0	0
Stage 1	109	109	-	145	145	-	-	-	-	-	-	-
Stage 2	146	145	-	105	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	698	650	948	703	647	996	1479	-	-	1534	-	-
Stage 1	896	805	-	858	777	-	-	-	-	-	-	-
Stage 2	857	777	-	900	802	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	675	632	948	674	628	996	1479	-	-	1534	-	-
Mov Cap-2 Maneuver	675	632	-	674	628	-	-	-	-	-	-	-
Stage 1	896	805	-	835	756	-	-	-	-	-	-	-
Stage 2	830	756	-	888	801	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.54	10.24	2.75	0.08
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	660	-	-	812	695	19	-	-
HCM Lane V/C Ratio	0.026	-	-	0.023	0.011	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.5	10.2	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	11	6	1	39	3	12	18	0	5	20	2
Future Vol, veh/h	9	11	6	1	39	3	12	18	0	5	20	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	14	8	1	49	4	15	23	0	6	25	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	116	91	26	97	93	23	28	0	0	23	0	0
Stage 1	39	39	-	53	53	-	-	-	-	-	-	-
Stage 2	77	53	-	44	40	-	-	-	-	-	-	-
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	861	799	1049	886	798	1054	1586	-	-	1593	-	-
Stage 1	976	863	-	960	851	-	-	-	-	-	-	-
Stage 2	932	851	-	970	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	795	788	1049	852	787	1054	1586	-	-	1593	-	-
Mov Cap-2 Maneuver	795	788	-	852	787	-	-	-	-	-	-	-
Stage 1	972	859	-	951	843	-	-	-	-	-	-	-
Stage 2	867	843	-	944	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.47	9.81	2.92	1.35
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	839	802	327	-	-
HCM Lane V/C Ratio	0.009	-	-	0.039	0.067	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.5	9.8	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	15	15	2	7	20
Future Vol, veh/h	3	15	15	2	7	20
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	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	19	19	3	9	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	63	20	0	0	21	0
Stage 1	20	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	944	1058	-	-	1594	-
Stage 1	1003	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	938	1058	-	-	1594	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.53	0	1.88
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	938	1058	467	-
HCM Lane V/C Ratio	-	-	0.004	0.018	0.005	-
HCM Ctrl Dly (s/v)	-	-	8.9	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	229	277	1	3	2
Future Vol, veh/h	1	229	277	1	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	269	326	1	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	327	0	-	0	598	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1233	-	-	-	465	715
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	464	715
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	11.71
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	8	-	-	-	464	715
HCM Lane V/C Ratio	0.001	-	-	-	0.008	0.003
HCM Ctrl Dly (s/v)	7.9	0	-	-	12.8	10.1
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	223	265	3	12	13
Future Vol, veh/h	9	223	265	3	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	262	312	4	15	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	315	0	-	0	597	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1245	-	-	-	466	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	461	727
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	11.51
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	70	-	-	-	461	727
HCM Lane V/C Ratio	0.009	-	-	-	0.033	0.022
HCM Ctrl Dly (s/v)	7.9	0	-	-	13.1	10.1
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	235	238	2	0	30
Future Vol, veh/h	0	235	238	2	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	276	280	2	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	281
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	758
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	758
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	758
HCM Lane V/C Ratio	-	-	-	0.049
HCM Ctrl Dly (s/v)	-	-	-	10
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	14	4	57	115	2
Future Vol, veh/h	6	14	4	57	115	2
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	18	5	71	135	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	218	136	138	0	-	0
Stage 1	136	-	-	-	-	-
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	770	912	1446	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	768	912	1446	-	-	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.24	0.49	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	118	-	768	912	-	-
HCM Lane V/C Ratio	0.003	-	0.01	0.019	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.7	9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	16	1	62	101	4
Future Vol, veh/h	24	16	1	62	101	4
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	20	1	78	119	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	201	121	124	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	80	-	-	-	-	-
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	787	930	1463	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	787	930	1463	-	-	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.44	0.12	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	29	-	787	930	-	-
HCM Lane V/C Ratio	0.001	-	0.038	0.022	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.8	9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

APPENDIX G: 2030 LEVEL OF SERVICE ANALYSIS

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	205	272	10	23	0
Future Vol, veh/h	0	205	272	10	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	241	320	12	29	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	332	0	-	0	567	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1228	-	-	-	485	715
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1228	-	-	-	485	715
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.89
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1228	-	-	-	485
HCM Lane V/C Ratio	-	-	-	-	0.059
HCM Ctrl Dly (s/v)	0	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	113	106	0	48	78	71	197	0	56	166	6
Future Vol, veh/h	10	113	106	0	48	78	71	197	0	56	166	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	133	125	0	56	92	89	232	0	70	195	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	776	748	199	811	752	232	202	0	0	232	0	0
Stage 1	339	339	-	409	409	-	-	-	-	-	-	-
Stage 2	438	409	-	402	342	-	-	-	-	-	-	-
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	314	341	842	298	339	807	1369	-	-	1336	-	-
Stage 1	676	640	-	619	596	-	-	-	-	-	-	-
Stage 2	598	596	-	625	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	205	302	842	133	301	807	1369	-	-	1336	-	-
Mov Cap-2 Maneuver	205	302	-	133	301	-	-	-	-	-	-	-
Stage 1	640	606	-	579	557	-	-	-	-	-	-	-
Stage 2	445	557	-	394	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	28.03	15.45	2.16	2.02
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1369	-	-	417	492	1336	-	-
HCM Lane V/C Ratio	0.065	-	-	0.645	0.301	0.052	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	28	15.4	7.8	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.4	1.3	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	130	1	16	105	28	3	39	27	30	49	19
Future Vol, veh/h	42	130	1	16	105	28	3	39	27	30	49	19
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	153	1	19	124	33	4	49	34	35	58	22
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.3	9.2	8.5	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	31%
Vol Thru, %	57%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	172	1	149	98
LT Vol	3	42	0	16	30
Through Vol	39	130	0	105	49
RT Vol	27	0	1	28	19
Lane Flow Rate	86	202	1	175	115
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.115	0.298	0.002	0.229	0.158
Departure Headway (Hd)	4.808	5.303	4.475	4.704	4.934
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	742	676	796	759	723
Service Time	2.864	3.053	2.225	2.756	2.988
HCM Lane V/C Ratio	0.116	0.299	0.001	0.231	0.159
HCM Control Delay, s/veh	8.5	10.3	7.2	9.2	8.9
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.4	1.2	0	0.9	0.6

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	9	0	4	3	5	102	0	1	91	11
Future Vol, veh/h	13	0	9	0	4	3	5	102	0	1	91	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	11	0	5	4	6	120	0	1	107	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	250	248	114	241	254	120	120	0	0	120	0	0
Stage 1	116	116	-	132	132	-	-	-	-	-	-	-
Stage 2	134	132	-	109	122	-	-	-	-	-	-	-
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	703	655	939	713	649	931	1468	-	-	1468	-	-
Stage 1	889	800	-	872	787	-	-	-	-	-	-	-
Stage 2	869	787	-	896	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	692	651	939	701	646	931	1468	-	-	1468	-	-
Mov Cap-2 Maneuver	692	651	-	701	646	-	-	-	-	-	-	-
Stage 1	888	799	-	868	784	-	-	-	-	-	-	-
Stage 2	856	784	-	884	794	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.82	9.9	0.35	0.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	84	-	-	775	744	17	-	-
HCM Lane V/C Ratio	0.004	-	-	0.035	0.012	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.8	9.9	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	14	1	0	19	0	1	8	0	3	24	5
Future Vol, veh/h	5	14	1	0	19	0	1	8	0	3	24	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	18	1	0	24	0	1	10	0	4	30	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	65	53	33	59	56	10	36	0	0	10	0	0
Stage 1	41	41	-	13	13	-	-	-	-	-	-	-
Stage 2	24	13	-	46	44	-	-	-	-	-	-	-
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	929	838	1040	937	835	1071	1575	-	-	1610	-	-
Stage 1	974	861	-	1008	885	-	-	-	-	-	-	-
Stage 2	994	885	-	967	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	899	835	1040	914	832	1071	1575	-	-	1610	-	-
Mov Cap-2 Maneuver	899	835	-	914	832	-	-	-	-	-	-	-
Stage 1	972	859	-	1007	884	-	-	-	-	-	-	-
Stage 2	966	884	-	944	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.32	9.45	0.81	0.68
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	200	-	-	859	832	163	-	-
HCM Lane V/C Ratio	0.001	-	-	0.029	0.029	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	9.5	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	235	259	18	24	0
Future Vol, veh/h	0	235	259	18	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	276	305	21	30	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	326	0	-	0	592	315
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1234	-	-	-	469	725
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1234	-	-	-	469	725
Mov Cap-2 Maneuver	-	-	-	-	469	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	770	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1234	-	-	-	469
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Ctrl Dly (s/v)	0	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	13.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	61	110	0	102	63	86	199	0	67	197	4
Future Vol, veh/h	22	61	110	0	102	63	86	199	0	67	197	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	72	129	0	120	74	101	234	0	84	232	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	898	838	234	872	840	234	236	0	0	234	0	0
Stage 1	402	402	-	436	436	-	-	-	-	-	-	-
Stage 2	496	436	-	435	404	-	-	-	-	-	-	-
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	260	302	805	271	301	805	1331	-	-	1333	-	-
Stage 1	625	601	-	599	580	-	-	-	-	-	-	-
Stage 2	555	580	-	600	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	262	805	149	261	805	1331	-	-	1333	-	-
Mov Cap-2 Maneuver	118	262	-	149	261	-	-	-	-	-	-	-
Stage 1	586	563	-	553	536	-	-	-	-	-	-	-
Stage 2	361	536	-	411	561	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	33.05	27.14	2.39	2.06
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1331	-	-	347	352	1333	-	-
HCM Lane V/C Ratio	0.076	-	-	0.655	0.552	0.063	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	33	27.1	7.9	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.4	3.2	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	113	1	19	128	23	3	30	24	37	44	39
Future Vol, veh/h	15	113	1	19	128	23	3	30	24	37	44	39
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	133	1	22	151	27	4	38	30	44	52	46
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.5	9.4	8.3	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	5%	12%	0%	11%	31%
Vol Thru, %	53%	88%	0%	75%	37%
Vol Right, %	42%	0%	100%	14%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	128	1	170	120
LT Vol	3	15	0	19	37
Through Vol	30	113	0	128	44
RT Vol	24	0	1	23	39
Lane Flow Rate	71	151	1	200	141
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.094	0.221	0.002	0.26	0.186
Departure Headway (Hd)	4.739	5.281	4.517	4.685	4.753
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	752	678	789	764	752
Service Time	2.793	3.027	2.263	2.73	2.801
HCM Lane V/C Ratio	0.094	0.223	0.001	0.262	0.188
HCM Control Delay, s/veh	8.3	9.5	7.3	9.4	8.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0	1	0.7

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	6	1	5	4	3	1	8	66	0	1	105	9
Future Vol, veh/h	6	1	5	4	3	1	8	66	0	1	105	9
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	6	5	4	1	10	83	0	1	124	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	236	234	129	229	239	83	134	0	0	83	0	0
Stage 1	131	131	-	103	103	-	-	-	-	-	-	-
Stage 2	104	103	-	127	136	-	-	-	-	-	-	-
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	719	667	921	726	662	977	1450	-	-	1515	-	-
Stage 1	872	788	-	903	810	-	-	-	-	-	-	-
Stage 2	901	810	-	877	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	708	661	921	714	657	977	1450	-	-	1515	-	-
Mov Cap-2 Maneuver	708	661	-	714	657	-	-	-	-	-	-	-
Stage 1	872	787	-	897	804	-	-	-	-	-	-	-
Stage 2	890	804	-	869	783	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.71	10.11	0.81	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	779	715	15	-	-
HCM Lane V/C Ratio	0.007	-	-	0.019	0.014	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.7	10.1	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	8	1	1	15	4	0	18	0	6	22	3
Future Vol, veh/h	11	8	1	1	15	4	0	18	0	6	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	10	1	1	19	5	0	23	0	8	28	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	76	67	29	70	69	23	31	0	0	23	0	0
Stage 1	44	44	-	23	23	-	-	-	-	-	-	-
Stage 2	32	23	-	48	46	-	-	-	-	-	-	-
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	913	824	1045	922	822	1054	1581	-	-	1593	-	-
Stage 1	970	858	-	996	876	-	-	-	-	-	-	-
Stage 2	985	876	-	966	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	884	820	1045	905	818	1054	1581	-	-	1593	-	-
Mov Cap-2 Maneuver	884	820	-	905	818	-	-	-	-	-	-	-
Stage 1	965	854	-	996	876	-	-	-	-	-	-	-
Stage 2	959	876	-	949	852	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.29	9.31	0	1.41
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1581	-	-	864	861	340	-	-
HCM Lane V/C Ratio	-	-	-	0.029	0.029	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.3	9.3	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	296	291	10	23	2
Future Vol, veh/h	27	296	291	10	23	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	348	323	11	29	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	334	0	-	0	745	329
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1225	-	-	-	382	713
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1225	-	-	-	371	713
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.71	0	15.15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	386
HCM Lane V/C Ratio	0.028	-	-	-	0.081
HCM Ctrl Dly (s/v)	8	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	113	106	0	48	94	71	221	0	58	173	6
Future Vol, veh/h	10	113	106	0	48	94	71	221	0	58	173	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	133	125	0	56	111	89	260	0	73	204	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	818	790	207	853	793	260	211	0	0	260	0	0
Stage 1	352	352	-	438	438	-	-	-	-	-	-	-
Stage 2	466	438	-	415	356	-	-	-	-	-	-	-
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	295	323	833	279	321	779	1360	-	-	1304	-	-
Stage 1	665	632	-	598	579	-	-	-	-	-	-	-
Stage 2	577	579	-	615	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	285	833	118	283	779	1360	-	-	1304	-	-
Mov Cap-2 Maneuver	183	285	-	118	283	-	-	-	-	-	-	-
Stage 1	628	596	-	559	541	-	-	-	-	-	-	-
Stage 2	415	541	-	384	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	31.4	16.12	1.99	2.03
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	396	490	1304	-	-
HCM Lane V/C Ratio	0.065	-	-	0.681	0.341	0.056	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	31.4	16.1	7.9	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.9	1.5	0.2	-	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	132	1	16	121	48	3	80	27	34	55	19
Future Vol, veh/h	42	132	1	16	121	48	3	80	27	34	55	19
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	155	1	19	142	56	4	94	32	40	65	22
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.8	9.9	9.3	9.4
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	3%	24%	0%	9%	31%
Vol Thru, %	73%	76%	0%	65%	51%
Vol Right, %	25%	0%	100%	26%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	174	1	185	108
LT Vol	3	42	0	16	34
Through Vol	80	132	0	121	55
RT Vol	27	0	1	48	19
Lane Flow Rate	129	205	1	218	127
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.181	0.313	0.002	0.292	0.181
Departure Headway (Hd)	5.039	5.505	4.678	4.83	5.139
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	705	647	757	738	691
Service Time	3.122	3.283	2.455	2.906	3.222
HCM Lane V/C Ratio	0.183	0.317	0.001	0.295	0.184
HCM Control Delay, s/veh	9.3	10.8	7.5	9.9	9.4
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.7	1.3	0	1.2	0.7

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	13	0	76	0	4	3	15	104	0	1	97	11
Future Vol, veh/h	13	0	76	0	4	3	15	104	0	1	97	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	89	0	5	4	18	122	0	1	114	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	283	281	121	274	287	122	127	0	0	122	0	0
Stage 1	123	123	-	158	158	-	-	-	-	-	-	-
Stage 2	160	158	-	116	129	-	-	-	-	-	-	-
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	669	628	931	678	623	929	1459	-	-	1465	-	-
Stage 1	881	794	-	845	767	-	-	-	-	-	-	-
Stage 2	842	767	-	888	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	652	619	931	605	614	929	1459	-	-	1465	-	-
Mov Cap-2 Maneuver	652	619	-	605	614	-	-	-	-	-	-	-
Stage 1	880	793	-	834	757	-	-	-	-	-	-	-
Stage 2	822	757	-	802	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.67	10.07	0.95	0.07
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	227	-	-	876	718	16	-	-
HCM Lane V/C Ratio	0.012	-	-	0.12	0.012	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.7	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	81	24	0	29	0	7	10	0	3	30	5
Future Vol, veh/h	5	81	24	0	29	0	7	10	0	3	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	95	28	0	36	0	9	13	0	4	38	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	78	41	123	81	13	44	0	0	13	0	0
Stage 1	48	48	-	30	30	-	-	-	-	-	-	-
Stage 2	48	30	-	93	51	-	-	-	-	-	-	-
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	886	812	1030	852	809	1068	1565	-	-	1606	-	-
Stage 1	965	855	-	987	870	-	-	-	-	-	-	-
Stage 2	965	870	-	914	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	840	806	1030	725	802	1068	1565	-	-	1606	-	-
Mov Cap-2 Maneuver	840	806	-	725	802	-	-	-	-	-	-	-
Stage 1	963	853	-	981	865	-	-	-	-	-	-	-
Stage 2	920	865	-	788	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.01	9.7	3.01	0.57
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	741	-	-	848	802	138	-	-
HCM Lane V/C Ratio	0.006	-	-	0.153	0.045	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	10	9.7	7.2	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	10	27	29	23
Future Vol, veh/h	2	8	10	27	29	23
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	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	10	13	34	36	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	131	29	0	0	46	0
Stage 1	29	-	-	-	-	-
Stage 2	101	-	-	-	-	-
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	864	1045	-	-	1561	-
Stage 1	993	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1045	-	-	1561	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.64	0	4.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	843	1045	1004	-
HCM Lane V/C Ratio	-	-	0.003	0.01	0.023	-
HCM Ctrl Dly (s/v)	-	-	9.3	8.5	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	313	303	6	2	2
Future Vol, veh/h	6	313	303	6	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	348	337	7	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	343	0	-	0	701	340
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1216	-	-	-	405	702
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1216	-	-	-	402	702
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	12.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	34	-	-	-	402	702
HCM Lane V/C Ratio	0.005	-	-	-	0.006	0.004
HCM Ctrl Dly (s/v)	8	0	-	-	14	10.1
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	85	230	303	18	7	6
Future Vol, veh/h	85	230	303	18	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	256	337	20	9	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	357	0	-	0	791	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1202	-	-	-	358	696
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1202	-	-	-	326	696
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.23	0	13.53
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	486	-	-	-	326	696
HCM Lane V/C Ratio	0.079	-	-	-	0.027	0.011
HCM Ctrl Dly (s/v)	8.3	0	-	-	16.4	10.2
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	237	310	16	0	11
Future Vol, veh/h	0	237	310	16	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	279	344	18	0	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	353
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	690
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	690
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.32
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	690
HCM Lane V/C Ratio	-	-	-	0.02
HCM Ctrl Dly (s/v)	-	-	-	10.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	41	129	104	12
Future Vol, veh/h	4	5	41	129	104	12
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	6	48	152	122	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	378	129	136	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	248	-	-	-	-	-
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	624	920	1448	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	601	920	1448	-	-	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.87	1.83	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	434	-	601	920	-	-
HCM Lane V/C Ratio	0.033	-	0.008	0.007	-	-
HCM Ctrl Dly (s/v)	7.6	0	11	8.9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	5	20	113	111	61
Future Vol, veh/h	8	5	20	113	111	61
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	6	24	133	131	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	346	166	202	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	650	878	1369	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	638	878	1369	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.11	1.15	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	271	-	638	878	-	-
HCM Lane V/C Ratio	0.017	-	0.016	0.007	-	-
HCM Ctrl Dly (s/v)	7.7	0	10.7	9.1	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	254	352	18	24	6
Future Vol, veh/h	5	254	352	18	24	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	299	391	20	30	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	411	0	-	0	712	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1148	-	-	-	399	649
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1148	-	-	-	397	649
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	14.17
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1148	-	-	-	430
HCM Lane V/C Ratio	0.005	-	-	-	0.087
HCM Ctrl Dly (s/v)	8.2	-	-	-	14.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	61	110	0	102	66	86	208	0	73	220	4
Future Vol, veh/h	22	61	110	0	102	66	86	208	0	73	220	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	72	129	0	120	78	101	245	0	91	259	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	951	891	261	924	893	245	264	0	0	245	0	0
Stage 1	444	444	-	447	447	-	-	-	-	-	-	-
Stage 2	507	447	-	477	446	-	-	-	-	-	-	-
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	240	282	777	250	281	794	1301	-	-	1321	-	-
Stage 1	593	575	-	591	573	-	-	-	-	-	-	-
Stage 2	548	573	-	569	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	242	777	131	241	794	1301	-	-	1321	-	-
Mov Cap-2 Maneuver	100	242	-	131	241	-	-	-	-	-	-	-
Stage 1	552	536	-	545	529	-	-	-	-	-	-	-
Stage 2	353	529	-	382	534	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	41.15	30.62	2.34	2.04
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1301	-	-	315	332	1321	-	-
HCM Lane V/C Ratio	0.078	-	-	0.721	0.596	0.069	-	-
HCM Ctrl Dly (s/v)	8	-	-	41.1	30.6	7.9	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	5.2	3.6	0.2	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	119	1	19	131	26	3	38	24	61	80	39
Future Vol, veh/h	15	119	1	19	131	26	3	38	24	61	80	39
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	140	1	22	154	31	4	48	30	72	94	46
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.1	9.9	8.6	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	5%	11%	0%	11%	34%
Vol Thru, %	58%	89%	0%	74%	44%
Vol Right, %	37%	0%	100%	15%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	134	1	176	180
LT Vol	3	15	0	19	61
Through Vol	38	119	0	131	80
RT Vol	24	0	1	26	39
Lane Flow Rate	81	158	1	207	212
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.111	0.242	0.002	0.283	0.289
Departure Headway (Hd)	4.939	5.517	4.754	4.912	4.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	718	646	745	725	726
Service Time	3.023	3.294	2.531	2.986	2.972
HCM Lane V/C Ratio	0.113	0.245	0.001	0.286	0.292
HCM Control Delay, s/veh	8.6	10.1	7.5	9.9	10
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.4	0.9	0	1.2	1.2

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	15	4	3	1	62	72	0	1	107	9
Future Vol, veh/h	6	1	15	4	3	1	62	72	0	1	107	9
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	19	5	4	1	73	85	0	1	126	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	366	364	131	359	369	85	136	0	0	85	0	0
Stage 1	134	134	-	231	231	-	-	-	-	-	-	-
Stage 2	232	231	-	129	139	-	-	-	-	-	-	-
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	590	564	918	596	560	974	1448	-	-	1512	-	-
Stage 1	870	786	-	772	714	-	-	-	-	-	-	-
Stage 2	771	714	-	875	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	554	534	918	551	530	974	1448	-	-	1512	-	-
Mov Cap-2 Maneuver	554	534	-	551	530	-	-	-	-	-	-	-
Stage 1	869	785	-	731	676	-	-	-	-	-	-	-
Stage 2	725	676	-	855	781	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.93	11.39	3.53	0.06
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	758	574	15	-	-
HCM Lane V/C Ratio	0.05	-	-	0.036	0.017	0.001	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	9.9	11.4	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	18	10	1	69	4	23	24	0	6	24	3
Future Vol, veh/h	11	18	10	1	69	4	23	24	0	6	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	23	13	1	86	5	29	30	0	8	30	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	178	134	32	144	136	30	34	0	0	30	0	0
Stage 1	47	47	-	88	88	-	-	-	-	-	-	-
Stage 2	131	88	-	56	49	-	-	-	-	-	-	-
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	785	756	1042	825	755	1044	1578	-	-	1583	-	-
Stage 1	967	856	-	920	822	-	-	-	-	-	-	-
Stage 2	873	822	-	956	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	675	739	1042	773	737	1044	1578	-	-	1583	-	-
Mov Cap-2 Maneuver	675	739	-	773	737	-	-	-	-	-	-	-
Stage 1	962	852	-	903	807	-	-	-	-	-	-	-
Stage 2	762	807	-	915	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.95	10.48	3.58	1.32
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	881	-	-	776	749	320	-	-
HCM Lane V/C Ratio	0.018	-	-	0.063	0.123	0.005	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.9	10.5	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	29	18	5	11	24
Future Vol, veh/h	6	29	18	5	11	24
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	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	36	23	6	14	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	83	26	0	0	29	0
Stage 1	26	-	-	-	-	-
Stage 2	58	-	-	-	-	-
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	919	1050	-	-	1584	-
Stage 1	997	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	911	1050	-	-	1584	-
Mov Cap-2 Maneuver	911	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.62	0	2.29
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	911	1050	566	-
HCM Lane V/C Ratio	-	-	0.008	0.035	0.009	-
HCM Ctrl Dly (s/v)	-	-	9	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	285	370	2	6	6
Future Vol, veh/h	2	285	370	2	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	335	411	2	8	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	413	0	-	0	752	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1146	-	-	-	378	640
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1146	-	-	-	377	640
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	12.72
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	13	-	-	-	377	640
HCM Lane V/C Ratio	0.002	-	-	-	0.02	0.012
HCM Ctrl Dly (s/v)	8.1	0	-	-	14.7	10.7
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	274	347	7	23	25
Future Vol, veh/h	17	274	347	7	23	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	322	386	8	29	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	393	0	-	0	752	389
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1165	-	-	-	378	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1165	-	-	-	370	659
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.48	0	13.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	105	-	-	-	370	659
HCM Lane V/C Ratio	0.017	-	-	-	0.078	0.047
HCM Ctrl Dly (s/v)	8.1	0	-	-	15.5	10.7
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	297	292	3	0	62
Future Vol, veh/h	0	297	292	3	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	349	344	4	0	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	345
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	698
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	698
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	698
HCM Lane V/C Ratio	-	-	-	0.111
HCM Ctrl Dly (s/v)	-	-	-	10.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	28	8	71	152	5
Future Vol, veh/h	12	28	8	71	152	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	35	9	84	179	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	284	182	185	0	-	0
Stage 1	182	-	-	-	-	-
Stage 2	102	-	-	-	-	-
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	706	861	1390	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	701	861	1390	-	-	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	922	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.63	0.77	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	182	-	701	861	-	-
HCM Lane V/C Ratio	0.007	-	0.021	0.041	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.2	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	32	3	80	125	8
Future Vol, veh/h	48	32	3	80	125	8
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	40	4	94	147	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	253	152	156	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	101	-	-	-	-	-
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	736	894	1423	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	923	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	734	894	1423	-	-	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.89	0.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	65	-	734	894	-	-
HCM Lane V/C Ratio	0.002	-	0.082	0.045	-	-
HCM Ctrl Dly (s/v)	7.5	0	10.3	9.2	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.1	-	-

APPENDIX H: 2035 LEVEL OF SERVICE ANALYSIS

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	249	331	12	28	0
Future Vol, veh/h	0	249	331	12	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	293	368	13	35	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	381	0	-	0	667	374
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1177	-	-	-	424	672
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1177	-	-	-	424	672
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1177	-	-	-	424
HCM Lane V/C Ratio	-	-	-	-	0.083
HCM Ctrl Dly (s/v)	0	-	-	-	14.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	24.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	137	129	0	58	95	86	240	0	68	202	8
Future Vol, veh/h	12	137	129	0	58	95	86	240	0	68	202	8
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	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	161	152	0	68	112	101	282	0	85	238	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	931	897	242	973	902	282	247	0	0	282	0	0
Stage 1	412	412	-	485	485	-	-	-	-	-	-	-
Stage 2	519	485	-	488	417	-	-	-	-	-	-	-
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	247	279	796	231	278	757	1319	-	-	1280	-	-
Stage 1	617	594	-	564	552	-	-	-	-	-	-	-
Stage 2	540	552	-	561	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	241	796	59	239	757	1319	-	-	1280	-	-
Mov Cap-2 Maneuver	135	241	-	59	239	-	-	-	-	-	-	-
Stage 1	576	555	-	520	509	-	-	-	-	-	-	-
Stage 2	368	509	-	301	552	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	75.96	20.11	2.1	2.05
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1319	-	-	339	416	1280	-	-
HCM Lane V/C Ratio	0.077	-	-	0.964	0.433	0.066	-	-
HCM Ctrl Dly (s/v)	8	-	-	76	20.1	8	-	-
HCM Lane LOS	A	-	-	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	10.3	2.1	0.2	-	-

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	159	2	20	128	34	3	48	32	37	60	23
Future Vol, veh/h	51	159	2	20	128	34	3	48	32	37	60	23
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	60	187	3	24	151	40	4	56	38	44	71	27
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	11.5	10	9	9.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	24%	0%	11%	31%
Vol Thru, %	58%	76%	0%	70%	50%
Vol Right, %	39%	0%	100%	19%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	210	2	182	120
LT Vol	3	51	0	20	37
Through Vol	48	159	0	128	60
RT Vol	32	0	2	34	23
Lane Flow Rate	98	247	3	214	141
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.138	0.375	0.003	0.291	0.203
Departure Headway (Hd)	5.09	5.462	4.634	4.894	5.188
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	696	655	764	726	685
Service Time	3.181	3.24	2.412	2.975	3.273
HCM Lane V/C Ratio	0.141	0.377	0.004	0.295	0.206
HCM Control Delay, s/veh	9	11.5	7.4	10	9.6
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.5	1.7	0	1.2	0.8

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	11	0	5	3	6	125	0	2	111	14
Future Vol, veh/h	15	0	11	0	5	3	6	125	0	2	111	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	0	14	0	6	4	7	147	0	2	131	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	308	305	139	296	313	147	147	0	0	147	0	0
Stage 1	144	144	-	161	161	-	-	-	-	-	-	-
Stage 2	164	161	-	135	152	-	-	-	-	-	-	-
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	645	609	909	656	602	900	1435	-	-	1435	-	-
Stage 1	859	778	-	841	765	-	-	-	-	-	-	-
Stage 2	838	765	-	868	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	631	604	909	641	598	900	1435	-	-	1435	-	-
Mov Cap-2 Maneuver	631	604	-	641	598	-	-	-	-	-	-	-
Stage 1	858	777	-	836	761	-	-	-	-	-	-	-
Stage 2	823	761	-	853	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.2	10.34	0.34	0.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	725	684	28	-	-
HCM Lane V/C Ratio	0.005	-	-	0.045	0.015	0.002	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.2	10.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	17	2	0	23	0	2	9	0	3	29	6
Future Vol, veh/h	6	17	2	0	23	0	2	9	0	3	29	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	21	3	0	29	0	3	11	0	4	36	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	78	64	40	71	68	11	44	0	0	11	0	0
Stage 1	48	48	-	16	16	-	-	-	-	-	-	-
Stage 2	31	16	-	54	51	-	-	-	-	-	-	-
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	911	827	1031	921	823	1070	1565	-	-	1608	-	-
Stage 1	966	855	-	1003	882	-	-	-	-	-	-	-
Stage 2	986	882	-	958	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	875	824	1031	892	820	1070	1565	-	-	1608	-	-
Mov Cap-2 Maneuver	875	824	-	892	820	-	-	-	-	-	-	-
Stage 1	964	853	-	1002	880	-	-	-	-	-	-	-
Stage 2	952	880	-	930	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	9.55	1.33	0.57
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	327	-	-	849	820	137	-	-
HCM Lane V/C Ratio	0.002	-	-	0.037	0.035	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.4	9.6	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	286	316	22	29	0
Future Vol, veh/h	0	286	316	22	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	85	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	336	351	24	36	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	376	0	-	0	700	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1183	-	-	-	406	682
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1183	-	-	-	406	682
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.75
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1183	-	-	-	406
HCM Lane V/C Ratio	-	-	-	-	0.089
HCM Ctrl Dly (s/v)	0	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	62.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	74	134	0	125	77	105	242	0	82	240	5
Future Vol, veh/h	26	74	134	0	125	77	105	242	0	82	240	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	87	158	0	147	91	124	285	0	96	282	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1084	1010	285	1051	1013	285	288	0	0	285	0	0
Stage 1	478	478	-	532	532	-	-	-	-	-	-	-
Stage 2	605	532	-	519	481	-	-	-	-	-	-	-
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	195	240	754	205	239	754	1274	-	-	1278	-	-
Stage 1	568	555	-	531	526	-	-	-	-	-	-	-
Stage 2	484	526	-	540	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	200	754	82	199	754	1274	-	-	1278	-	-
Mov Cap-2 Maneuver	43	200	-	82	199	-	-	-	-	-	-	-
Stage 1	525	513	-	480	475	-	-	-	-	-	-	-
Stage 2	266	475	-	328	512	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	235.74	63.66	2.46	2.02
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1274	-	-	202	277	1278	-	-
HCM Lane V/C Ratio	0.097	-	-	1.36	0.858	0.076	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	235.7	63.7	8	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	15.7	7.3	0.2	-	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	137	2	23	155	28	3	37	29	45	54	48
Future Vol, veh/h	18	137	2	23	155	28	3	37	29	45	54	48
Peak Hour Factor	0.85	0.85	0.80	0.85	0.85	0.85	0.80	0.80	0.80	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	161	3	27	182	33	4	46	36	53	64	56
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	10.4	10.3	8.8	9.6
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	4%	12%	0%	11%	31%
Vol Thru, %	54%	88%	0%	75%	37%
Vol Right, %	42%	0%	100%	14%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	155	2	206	147
LT Vol	3	18	0	23	45
Through Vol	37	137	0	155	54
RT Vol	29	0	2	28	48
Lane Flow Rate	86	182	3	242	173
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.12	0.277	0.003	0.328	0.239
Departure Headway (Hd)	5.003	5.466	4.701	4.871	4.983
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	709	653	753	732	714
Service Time	3.09	3.245	2.48	2.946	3.058
HCM Lane V/C Ratio	0.121	0.279	0.004	0.331	0.242
HCM Control Delay, s/veh	8.8	10.4	7.5	10.3	9.6
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	0.4	1.1	0	1.4	0.9

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	2	6	5	3	2	9	80	0	2	128	11
Future Vol, veh/h	8	2	6	5	3	2	9	80	0	2	128	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	3	8	6	4	3	11	94	0	2	151	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	279	277	157	272	284	94	164	0	0	94	0	0
Stage 1	162	162	-	115	115	-	-	-	-	-	-	-
Stage 2	117	115	-	157	168	-	-	-	-	-	-	-
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	673	631	888	681	625	963	1415	-	-	1500	-	-
Stage 1	840	764	-	889	800	-	-	-	-	-	-	-
Stage 2	887	800	-	846	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	661	625	888	666	619	963	1415	-	-	1500	-	-
Mov Cap-2 Maneuver	661	625	-	666	619	-	-	-	-	-	-	-
Stage 1	839	763	-	882	794	-	-	-	-	-	-	-
Stage 2	874	794	-	834	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.1	10.29	0.76	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	182	-	-	725	693	25	-	-
HCM Lane V/C Ratio	0.007	-	-	0.028	0.018	0.002	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.1	10.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	9	2	2	18	5	0	22	0	8	26	3
Future Vol, veh/h	14	9	2	2	18	5	0	22	0	8	26	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	11	3	3	23	6	0	28	0	10	33	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	82	34	86	84	28	36	0	0	28	0	0
Stage 1	54	54	-	28	28	-	-	-	-	-	-	-
Stage 2	39	28	-	58	56	-	-	-	-	-	-	-
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	890	808	1039	901	806	1048	1575	-	-	1586	-	-
Stage 1	958	850	-	990	872	-	-	-	-	-	-	-
Stage 2	976	872	-	954	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	855	803	1039	880	801	1048	1575	-	-	1586	-	-
Mov Cap-2 Maneuver	855	803	-	880	801	-	-	-	-	-	-	-
Stage 1	952	844	-	990	872	-	-	-	-	-	-	-
Stage 2	945	872	-	933	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.41	9.41	0	1.57
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	847	847	381	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.037	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.4	9.4	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	117	542	519	35	57	71
Future Vol, veh/h	117	542	519	35	57	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	90	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	602	577	39	67	84

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	616	0	-	0	1474	596
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	878	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	964	-	-	-	139	503
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	407	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	964	-	-	-	120	503
Mov Cap-2 Maneuver	-	-	-	-	120	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	407	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.74	0	58.17
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	964	-	-	-	207
HCM Lane V/C Ratio	0.143	-	-	-	0.727
HCM Ctrl Dly (s/v)	9.4	-	-	-	58.2
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	4.8

Intersection	
Int Delay, s/veh	69.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	137	129	0	58	201	86	322	0	146	235	8
Future Vol, veh/h	12	137	129	0	58	201	86	322	0	146	235	8
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	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	90	90	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	161	152	0	68	236	101	358	0	172	276	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1219	1185	281	1261	1190	358	286	0	0	358	0	0
Stage 1	625	625	-	560	560	-	-	-	-	-	-	-
Stage 2	594	560	-	701	629	-	-	-	-	-	-	-
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	157	189	758	147	188	686	1276	-	-	1201	-	-
Stage 1	473	477	-	513	510	-	-	-	-	-	-	-
Stage 2	491	510	-	430	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	49	~ 149	758	-	148	686	1276	-	-	1201	-	-
Mov Cap-2 Maneuver	49	~ 149	-	-	148	-	-	-	-	-	-	-
Stage 1	405	409	-	472	470	-	-	-	-	-	-	-
Stage 2	253	470	-	178	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 320.83		1.78	3.19
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1276	-	-	208	-	1201	-	-
HCM Lane V/C Ratio	0.079	-	-	1.572	-	0.143	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	$ 320.8	-	8.5	-	-
HCM Lane LOS	A	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	20.8	-	0.5	-	-

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

Intersection	
Intersection Delay, s/veh	29
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	169	2	20	172	107	3	181	32	123	138	85
Future Vol, veh/h	119	169	2	20	172	107	3	181	32	123	138	85
Peak Hour Factor	0.85	0.85	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	140	199	3	22	191	119	4	213	38	137	153	94
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	33.2	26.4	20.4	33.3
HCM LOS	D	D	C	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	1%	41%	0%	7%	36%
Vol Thru, %	84%	59%	0%	58%	40%
Vol Right, %	15%	0%	100%	36%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	288	2	299	346
LT Vol	3	119	0	20	123
Through Vol	181	169	0	172	138
RT Vol	32	0	2	107	85
Lane Flow Rate	254	339	3	332	384
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.555	0.769	0.005	0.698	0.792
Departure Headway (Hd)	7.858	8.175	7.239	7.561	7.42
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	457	444	495	478	488
Service Time	5.929	5.916	4.98	5.605	5.464
HCM Lane V/C Ratio	0.556	0.764	0.006	0.695	0.787
HCM Control Delay, s/veh	20.4	33.4	10	26.4	33.3
HCM Lane LOS	C	D	A	D	D
HCM 95th-tile Q	3.3	6.6	0	5.3	7.2

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Future Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	187	0	6	4	107	151	0	2	144	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	524	521	152	513	529	151	160	0	0	151	0	0
Stage 1	156	156	-	365	365	-	-	-	-	-	-	-
Stage 2	368	365	-	148	165	-	-	-	-	-	-	-
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	464	460	894	472	455	896	1419	-	-	1430	-	-
Stage 1	846	768	-	654	623	-	-	-	-	-	-	-
Stage 2	652	623	-	854	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	417	421	894	342	417	896	1419	-	-	1430	-	-
Mov Cap-2 Maneuver	417	421	-	342	417	-	-	-	-	-	-	-
Stage 1	844	767	-	601	572	-	-	-	-	-	-	-
Stage 2	589	572	-	674	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	12.04	3.22	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	748	-	-	814	521	26	-	-
HCM Lane V/C Ratio	0.075	-	-	0.251	0.019	0.002	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	10.9	12	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.1	0	-	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	155	47	42	66	0	13	20	10	3	54	6
Future Vol, veh/h	6	155	47	42	66	0	13	20	10	3	54	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	182	55	49	78	0	16	25	13	4	68	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	175	149	71	230	146	31	75	0	0	38	0	0
Stage 1	79	79	-	64	64	-	-	-	-	-	-	-
Stage 2	96	70	-	166	83	-	-	-	-	-	-	-
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	788	743	991	725	745	1043	1524	-	-	1573	-	-
Stage 1	930	829	-	947	842	-	-	-	-	-	-	-
Stage 2	910	837	-	836	826	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	696	733	991	509	735	1043	1524	-	-	1573	-	-
Mov Cap-2 Maneuver	696	733	-	509	735	-	-	-	-	-	-	-
Stage 1	928	827	-	937	833	-	-	-	-	-	-	-
Stage 2	816	828	-	614	824	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.74	12.2	2.23	0.35
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	510	-	-	777	627	84	-	-
HCM Lane V/C Ratio	0.011	-	-	0.315	0.203	0.002	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	11.7	12.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.8	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	18	26	126	63	77
Future Vol, veh/h	50	18	26	126	63	77
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	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	23	31	148	74	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	344	105	0	0	179	0
Stage 1	105	-	-	-	-	-
Stage 2	239	-	-	-	-	-
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	653	950	-	-	1397	-
Stage 1	920	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	616	950	-	-	1397	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.81	0	3.47
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	616	950	810	-
HCM Lane V/C Ratio	-	-	0.101	0.024	0.053	-
HCM Ctrl Dly (s/v)	-	-	11.5	8.9	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	573	541	43	10	18
Future Vol, veh/h	24	573	541	43	10	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	637	601	48	13	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	649	0	-	0	1315	625
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	690	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	937	-	-	-	174	485
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	937	-	-	-	167	485
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0	18.35
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	72	-	-	-	167	485
HCM Lane V/C Ratio	0.028	-	-	-	0.075	0.046
HCM Ctrl Dly (s/v)	9	0	-	-	28.4	12.8
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	206	377	574	33	11	10
Future Vol, veh/h	206	377	574	33	11	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	419	638	37	14	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	674	0	-	0	1533	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	917	-	-	-	128	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	407	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	917	-	-	-	87	465
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	407	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.61	0	34.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	636	-	-	-	87	465
HCM Lane V/C Ratio	0.25	-	-	-	0.159	0.027
HCM Ctrl Dly (s/v)	10.2	0	-	-	54.3	12.9
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	1	-	-	-	0.5	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	388	505	31	0	102
Future Vol, veh/h	0	388	505	31	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	431	561	34	0	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	578
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	515
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.09
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	515
HCM Lane V/C Ratio	-	-	-	0.233
HCM Ctrl Dly (s/v)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.9

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	72	185	221	271	24
Future Vol, veh/h	14	72	185	221	271	24
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	90	206	246	319	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	990	333	347	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	657	-	-	-	-	-
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	273	709	1212	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	220	709	1212	-	-	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.77	3.91	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	820	-	220	709	-	-
HCM Lane V/C Ratio	0.17	-	0.08	0.127	-	-
HCM Ctrl Dly (s/v)	8.6	0	22.8	10.8	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	0.4	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	78	24	211	217	3
Future Vol, veh/h	9	78	24	211	217	3
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	92	28	248	255	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	562	257	259	0	-	0
Stage 1	257	-	-	-	-	-
Stage 2	305	-	-	-	-	-
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	488	782	1306	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	476	782	1306	-	-	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.49	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	184	-	476	782	-	-
HCM Lane V/C Ratio	0.022	-	0.024	0.117	-	-
HCM Ctrl Dly (s/v)	7.8	0	12.7	10.2	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	36	18	202	184	2
Future Vol, veh/h	30	36	18	202	184	2
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	45	21	238	216	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	498	218	219	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	280	-	-	-	-	-
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	532	822	1351	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	522	822	1351	-	-	-
Mov Cap-2 Maneuver	522	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.9	0.63	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	147	-	522	822	-	-
HCM Lane V/C Ratio	0.016	-	0.072	0.055	-	-
HCM Ctrl Dly (s/v)	7.7	0	12.4	9.6	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	13	47	185	173	122
Future Vol, veh/h	35	13	47	185	173	122
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	16	55	218	204	144

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	604	275	347	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	328	-	-	-	-	-
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	462	763	1212	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	763	1212	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.97	1.64	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	365	-	438	763	-	-
HCM Lane V/C Ratio	0.046	-	0.1	0.021	-	-
HCM Ctrl Dly (s/v)	8.1	0	14.1	9.8	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	0	220	271	8
Future Vol, veh/h	0	24	0	220	271	8
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	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	0	259	319	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	324	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	717	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	717	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.24	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	717	-	-
HCM Lane V/C Ratio	-	0.042	-	-
HCM Ctrl Dly (s/v)	-	10.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	281.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	176	652	825	89	144	150
Future Vol, veh/h	176	652	825	89	144	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	90	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	724	917	99	169	176

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1016	0	-	0	2105	966
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	1139	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	683	-	-	-	~ 57	309
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	305	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	683	-	-	-	~ 39	309
Mov Cap-2 Maneuver	-	-	-	-	~ 39	-
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	305	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.79	0	$ 1858.63
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	683	-	-	-	71
HCM Lane V/C Ratio	0.303	-	-	-	4.87
HCM Ctrl Dly (s/v)	12.5	-	-	-	$ 1858.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	37.8

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	74	134	0	125	151	105	347	0	329	377	5
Future Vol, veh/h	26	74	134	0	125	151	105	347	0	329	377	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	225	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	87	158	0	147	178	124	386	0	366	419	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1859	1785	422	1826	1788	386	424	0	0	386	0	0
Stage 1	1153	1153	-	633	633	-	-	-	-	-	-	-
Stage 2	706	633	-	1194	1156	-	-	-	-	-	-	-
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	56	~ 81	632	59	~ 81	662	1135	-	-	1173	-	-
Stage 1	240	272	-	468	474	-	-	-	-	-	-	-
Stage 2	427	474	-	228	271	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 50	632	-	~ 50	662	1135	-	-	1173	-	-
Mov Cap-2 Maneuver	-	~ 50	-	-	~ 50	-	-	-	-	-	-	-
Stage 1	165	187	-	417	422	-	-	-	-	-	-	-
Stage 2	181	422	-	63	187	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			2.08	4.37
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1135	-	-	-	-	1173	-	-
HCM Lane V/C Ratio	0.109	-	-	-	-	0.312	-	-
HCM Ctrl Dly (s/v)	8.6	-	-	-	-	9.5	-	-
HCM Lane LOS	A	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-	1.3	-	-

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

Intersection	
Intersection Delay, s/veh	128
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	223	179	2	23	190	138	3	200	29	168	265	87
Future Vol, veh/h	223	179	2	23	190	138	3	200	29	168	265	87
Peak Hour Factor	0.90	0.90	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	248	199	3	26	211	153	4	235	34	187	294	97
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	124.8	68	37	214
HCM LOS	F	F	E	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	1%	55%	0%	7%	32%
Vol Thru, %	86%	45%	0%	54%	51%
Vol Right, %	13%	0%	100%	39%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	402	2	351	520
LT Vol	3	223	0	23	168
Through Vol	200	179	0	190	265
RT Vol	29	0	2	138	87
Lane Flow Rate	273	447	3	390	578
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.709	1.144	0.006	0.943	1.385
Departure Headway (Hd)	11.066	10.382	9.357	10.345	9.219
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	330	353	385	355	399
Service Time	9.066	8.082	7.057	8.345	7.219
HCM Lane V/C Ratio	0.827	1.266	0.008	1.099	1.449
HCM Control Delay, s/veh	37	125.4	12.1	68	214
HCM Lane LOS	E	F	B	F	F
HCM 95th-tile Q	5.1	15.7	0	9.9	26.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Future Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	93	6	4	3	176	106	0	2	154	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	626	624	161	619	631	106	167	0	0	106	0	0
Stage 1	165	165	-	459	459	-	-	-	-	-	-	-
Stage 2	461	459	-	160	172	-	-	-	-	-	-	-
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	397	402	884	401	398	948	1411	-	-	1485	-	-
Stage 1	837	761	-	582	567	-	-	-	-	-	-	-
Stage 2	581	567	-	842	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	339	348	884	309	345	948	1411	-	-	1485	-	-
Mov Cap-2 Maneuver	339	348	-	309	345	-	-	-	-	-	-	-
Stage 1	835	760	-	505	491	-	-	-	-	-	-	-
Stage 2	498	491	-	750	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.58	15.06	4.95	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	750	370	25	-	-
HCM Lane V/C Ratio	0.125	-	-	0.14	0.034	0.002	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	10.6	15.1	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	48	15	30	131	5	41	69	34	8	64	3
Future Vol, veh/h	14	48	15	30	131	5	41	69	34	8	64	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	56	18	35	154	6	48	81	40	10	80	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	357	320	82	326	301	101	84	0	0	121	0	0
Stage 1	102	102	-	198	198	-	-	-	-	-	-	-
Stage 2	255	218	-	128	104	-	-	-	-	-	-	-
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	599	597	978	627	611	954	1513	-	-	1466	-	-
Stage 1	904	811	-	804	737	-	-	-	-	-	-	-
Stage 2	750	723	-	876	809	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	425	573	978	534	586	954	1513	-	-	1466	-	-
Mov Cap-2 Maneuver	425	573	-	534	586	-	-	-	-	-	-	-
Stage 1	898	805	-	777	712	-	-	-	-	-	-	-
Stage 2	564	698	-	794	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.31	14.26	2.12	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	583	583	190	-	-
HCM Lane V/C Ratio	0.032	-	-	0.155	0.335	0.007	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	12.3	14.3	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.5	0	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	217	68	77	188	32	76
Future Vol, veh/h	217	68	77	188	32	76
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	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	85	91	221	38	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	366	201	0	0	312	0
Stage 1	201	-	-	-	-	-
Stage 2	165	-	-	-	-	-
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	634	840	-	-	1249	-
Stage 1	833	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	614	840	-	-	1249	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.68	0	2.36
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	614	840	533	-
HCM Lane V/C Ratio	-	-	0.416	0.101	0.03	-
HCM Ctrl Dly (s/v)	-	-	15	9.8	8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	2	0.3	0.1	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	773	846	79	42	74
Future Vol, veh/h	34	773	846	79	42	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	859	940	88	53	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1028	0	-	0	1918	984
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	934	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	676	-	-	-	74	301
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	66	301
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	382	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	72.06
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	76	-	-	-	66	301
HCM Lane V/C Ratio	0.056	-	-	-	0.794	0.307
HCM Ctrl Dly (s/v)	10.6	0	-	-	160	22.1
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	3.7	1.3

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	146	669	880	9	41	45
Future Vol, veh/h	146	669	880	9	41	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	743	978	10	51	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	988	0	-	0	2051	983
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	1068	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	700	-	-	-	61	302
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	330	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	700	-	-	-	~ 37	302
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	330	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.09	0	224.66
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	322	-	-	-	37	302
HCM Lane V/C Ratio	0.232	-	-	-	1.385	0.186
HCM Ctrl Dly (s/v)	11.7	0	-	-	$ 449.7	19.6
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.9	-	-	-	5.4	0.7

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

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	711	519	4	0	371
Future Vol, veh/h	0	711	519	4	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	790	577	4	0	412

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	579
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	515
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	34.43
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	515
HCM Lane V/C Ratio	-	-	-	0.801
HCM Ctrl Dly (s/v)	-	-	-	34.4
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	7.6

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	222	304	257	297	11
Future Vol, veh/h	23	222	304	257	297	11
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	261	338	286	330	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1297	336	342	0	-	0
Stage 1	336	-	-	-	-	-
Stage 2	961	-	-	-	-	-
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	179	706	1217	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	706	1217	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	371	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.17	4.93	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	975	-	120	706	-	-
HCM Lane V/C Ratio	0.278	-	0.24	0.37	-	-
HCM Ctrl Dly (s/v)	9.1	0	44.3	13.1	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q(veh)	1.1	-	0.9	1.7	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	48	83	197	260	9
Future Vol, veh/h	5	48	83	197	260	9
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	60	98	232	306	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	738	311	316	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	427	-	-	-	-	-
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	385	729	1244	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	729	1244	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.86	2.41	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	534	-	350	729	-	-
HCM Lane V/C Ratio	0.079	-	0.018	0.082	-	-
HCM Ctrl Dly (s/v)	8.1	0	15.5	10.4	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	24	61	141	245	7
Future Vol, veh/h	20	24	61	141	245	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	30	72	166	288	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	602	292	296	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	309	-	-	-	-	-
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	463	747	1265	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	747	1265	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.74	2.42	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	544	-	434	747	-	-
HCM Lane V/C Ratio	0.057	-	0.058	0.04	-	-
HCM Ctrl Dly (s/v)	8	0	13.8	10	-	-
HCM Lane LOS	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	104	63	30	131	189	22
Future Vol, veh/h	104	63	30	131	189	22
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	79	35	154	222	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	460	235	248	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	225	-	-	-	-	-
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	559	804	1317	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	804	1317	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.14	1.45	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	335	-	543	804	-	-
HCM Lane V/C Ratio	0.027	-	0.225	0.098	-	-
HCM Ctrl Dly (s/v)	7.8	0	13.5	10	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	0	235	195	27
Future Vol, veh/h	0	16	0	235	195	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	276	229	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	245	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	793	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	793	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.65	0	0
HCM LOS	A		

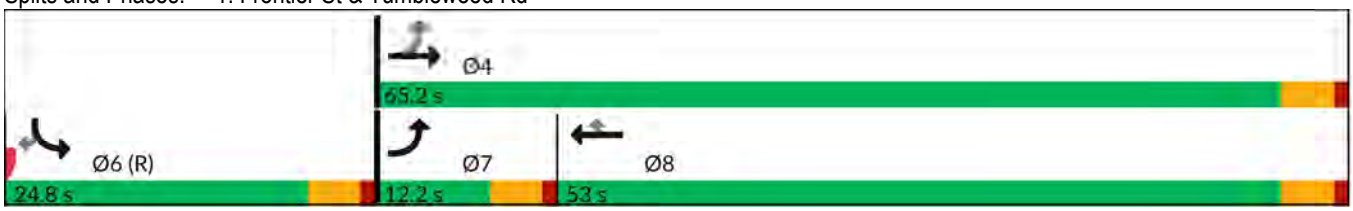
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	793	-	-
HCM Lane V/C Ratio	-	0.025	-	-
HCM Ctrl Dly (s/v)	-	9.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

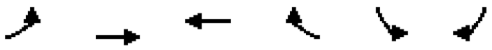
APPENDIX I: 2035 MITIGATION LEVEL OF SERVICE

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	117	542	519	35	57	71
Future Volume (vph)	117	542	519	35	57	71
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	12.2	65.2	53.0	53.0	24.8	24.8
Total Split (%)	13.6%	72.4%	58.9%	58.9%	27.6%	27.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	48.0	48.0	35.9	35.9	33.0	33.0
Actuated g/C Ratio	0.53	0.53	0.40	0.40	0.37	0.37
v/c Ratio	0.48	0.61	0.78	0.06	0.10	0.13
Control Delay (s/veh)	14.9	16.5	30.4	6.3	23.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.9	16.5	30.4	6.3	23.1	6.6
LOS	B	B	C	A	C	A
Approach Delay (s/veh)		16.2	28.9		13.9	
Approach LOS		B	C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 21.2	Intersection LOS: C
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: Frontier St & Tumbleweed Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	117	542	519	35	57	71
Future Volume (veh/h)	117	542	519	35	57	71
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	138	602	577	39	67	84
Peak Hour Factor	0.85	0.90	0.90	0.90	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	882	663	562	763	679
Arrive On Green	0.07	0.47	0.35	0.35	0.43	0.43
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	138	602	577	39	67	84
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	4.2	22.6	25.9	1.5	2.0	2.9
Cycle Q Clear(g_c), s	4.2	22.6	25.9	1.5	2.0	2.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	253	882	663	562	763	679
V/C Ratio(X)	0.54	0.68	0.87	0.07	0.09	0.12
Avail Cap(c_a), veh/h	286	1261	1008	854	763	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	18.5	27.1	19.2	15.3	15.5
Incr Delay (d2), s/veh	1.8	0.9	5.5	0.1	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.4	12.1	0.5	0.8	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.1	19.5	32.6	19.3	15.5	15.9
LnGrp LOS	C	B	C	B	B	B
Approach Vol, veh/h		740	616		151	
Approach Delay, s/veh		20.0	31.8		15.7	
Approach LOS		B	C		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			46.9		43.1	10.6	36.4
Change Period (Y+Rc), s			4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s			60.7		20.3	7.7	48.5
Max Q Clear Time (g_c+I1), s			24.6		4.9	6.2	27.9
Green Ext Time (p_c), s			4.6		0.4	0.0	4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C

Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	137	58	201	86	322	146	235
Future Volume (vph)	137	58	201	86	322	146	235
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	8		5	2	1	6
Permitted Phases			8	2		6	
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	26.0	24.0	24.0	10.0	24.0	16.0	30.0
Total Split (%)	28.9%	26.7%	26.7%	11.1%	26.7%	17.8%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	18.6	9.2	9.2	42.0	33.9	47.1	38.2
Actuated g/C Ratio	0.21	0.10	0.10	0.47	0.38	0.52	0.42
v/c Ratio	0.82	0.36	0.63	0.19	0.51	0.36	0.36
Control Delay (s/veh)	46.7	37.8	19.8	13.2	28.3	14.5	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.7	37.8	19.8	13.2	28.3	14.5	22.6
LOS	D	D	B	B	C	B	C
Approach Delay (s/veh)	46.7	23.8			25.0		19.6
Approach LOS	D	C			C		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Battaglia Rd & Frontier St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	137	129	0	58	201	86	322	0	146	235	8
Future Volume (veh/h)	12	137	129	0	58	201	86	322	0	146	235	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	161	152	0	68	236	101	358	0	172	276	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.90	0.90	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	16	180	170	0	322	273	445	617	0	407	649	21
Arrive On Green	0.21	0.21	0.21	0.00	0.17	0.17	0.05	0.33	0.00	0.09	0.36	0.36
Sat Flow, veh/h	74	848	801	0	1870	1585	1781	1870	0	1781	1801	59
Grp Volume(v), veh/h	327	0	0	0	68	236	101	358	0	172	0	285
Grp Sat Flow(s),veh/h/ln	1723	0	0	0	1870	1585	1781	1870	0	1781	0	1860
Q Serve(g_s), s	16.6	0.0	0.0	0.0	2.8	13.0	3.3	14.3	0.0	5.6	0.0	10.4
Cycle Q Clear(g_c), s	16.6	0.0	0.0	0.0	2.8	13.0	3.3	14.3	0.0	5.6	0.0	10.4
Prop In Lane	0.04		0.46	0.00		1.00	1.00		0.00	1.00		0.03
Lane Grp Cap(c), veh/h	366	0	0	0	322	273	445	617	0	407	0	670
V/C Ratio(X)	0.89	0.00	0.00	0.00	0.21	0.86	0.23	0.58	0.00	0.42	0.00	0.43
Avail Cap(c_a), veh/h	411	0	0	0	405	343	457	617	0	483	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.71	0.71	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	0.0	32.0	36.2	18.4	25.0	0.0	18.3	0.0	21.7
Incr Delay (d2), s/veh	19.7	0.0	0.0	0.0	0.2	12.6	0.3	3.9	0.0	0.7	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	0.0	0.0	1.3	5.9	1.4	6.8	0.0	2.3	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	0.0	0.0	0.0	32.2	48.8	18.7	28.9	0.0	19.0	0.0	23.7
LnGrp LOS	D				C	D	B	C		B		C
Approach Vol, veh/h		327			304			459			457	
Approach Delay, s/veh		54.1			45.1			26.7			21.9	
Approach LOS		D			D			C			C	

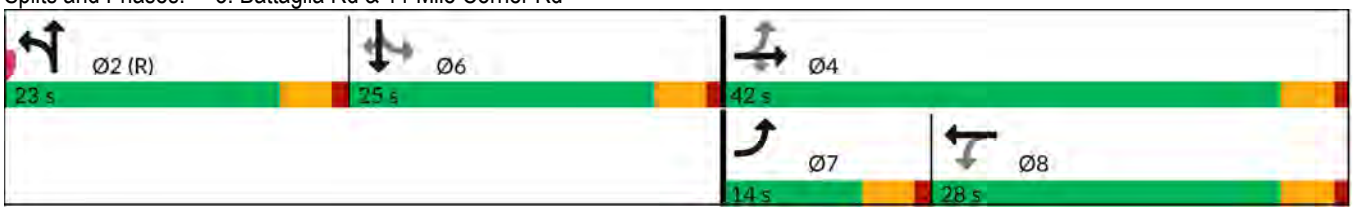
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	34.2		23.6	9.4	36.9		20.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	19.5		21.5	5.5	25.5		19.5				
Max Q Clear Time (g_c+I1), s	7.6	16.3		18.6	5.3	12.4		15.0				
Green Ext Time (p_c), s	0.2	0.6		0.5	0.0	1.3		0.5				

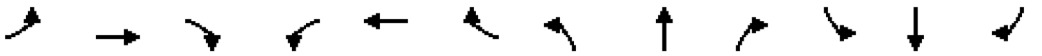
Intersection Summary			
HCM 7th Control Delay, s/veh		34.7	
HCM 7th LOS		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	119	169	2	20	172	181	123	138	85
Future Volume (vph)	119	169	2	20	172	181	123	138	85
Turn Type	pm+pt	NA	Perm	Perm	NA	NA	Perm	NA	Perm
Protected Phases	7	4			8	2		6	
Permitted Phases	4		4	8			6		6
Detector Phase	7	4	4	8	8	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	42.0	42.0	28.0	28.0	23.0	25.0	25.0	25.0
Total Split (%)	15.6%	46.7%	46.7%	31.1%	31.1%	25.6%	27.8%	27.8%	27.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag				
Lead-Lag Optimize?	Yes			Yes	Yes				
Recall Mode	None	None	None	None	None	C-Max	Max	Max	Max
Act Effct Green (s)	32.5	32.5	32.5	18.9	18.9	23.5	20.5	20.5	20.5
Actuated g/C Ratio	0.36	0.36	0.36	0.21	0.21	0.26	0.23	0.23	0.23
v/c Ratio	0.50	0.30	0.00	0.09	0.78	0.53	0.54	0.36	0.21
Control Delay (s/veh)	20.7	15.8	0.0	27.3	43.9	33.8	39.5	32.2	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	15.8	0.0	27.3	43.9	33.8	39.5	32.2	3.7
LOS	C	B	A	C	D	C	D	C	A
Approach Delay (s/veh)		17.6			42.8	33.8		27.8	
Approach LOS		B			D	C		C	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 30.1	Intersection LOS: C
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Battaglia Rd & 11 Mile Corner Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	169	2	20	172	107	3	181	32	123	138	85
Future Volume (veh/h)	119	169	2	20	172	107	3	181	32	123	138	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	199	2	22	191	119	4	213	38	137	153	94
Peak Hour Factor	0.85	0.85	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	625	530	322	220	137	8	438	78	406	426	361
Arrive On Green	0.03	0.11	0.11	0.20	0.20	0.20	0.29	0.29	0.29	0.23	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1181	1078	672	29	1520	271	1781	1870	1585
Grp Volume(v), veh/h	140	199	2	22	0	310	255	0	0	137	153	94
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1181	0	1749	1820	0	0	1781	1870	1585
Q Serve(g_s), s	5.3	8.8	0.1	1.4	0.0	15.4	10.4	0.0	0.0	5.8	6.2	4.4
Cycle Q Clear(g_c), s	5.3	8.8	0.1	1.4	0.0	15.4	10.4	0.0	0.0	5.8	6.2	4.4
Prop In Lane	1.00		1.00	1.00		0.38	0.02		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	257	625	530	322	0	358	524	0	0	406	426	361
V/C Ratio(X)	0.54	0.32	0.00	0.07	0.00	0.87	0.49	0.00	0.00	0.34	0.36	0.26
Avail Cap(c_a), veh/h	303	779	660	388	0	457	524	0	0	406	426	361
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	30.6	26.7	29.0	0.0	34.6	26.5	0.0	0.0	29.1	29.2	28.5
Incr Delay (d2), s/veh	1.3	0.2	0.0	0.1	0.0	13.3	3.2	0.0	0.0	2.2	2.3	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	0.0	0.4	0.0	7.7	4.9	0.0	0.0	2.7	3.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	30.8	26.7	29.1	0.0	47.9	29.7	0.0	0.0	31.3	31.6	30.3
LnGrp LOS	C	C	C	C		D	C			C	C	C
Approach Vol, veh/h		341			332			255			384	
Approach Delay, s/veh		29.7			46.7			29.7			31.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	30.4	34.6	25.0	11.7	22.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.5	37.5	20.5	9.5	23.5
Max Q Clear Time (g_c+I1), s	12.4	10.8	8.2	7.3	17.4
Green Ext Time (p_c), s	0.7	1.1	1.3	0.1	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Future Vol, veh/h	15	0	159	0	5	3	91	128	0	2	122	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	187	0	6	4	107	151	0	2	144	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	524	521	152	513	529	151	160	0	0	151	0	0
Stage 1	156	156	-	365	365	-	-	-	-	-	-	-
Stage 2	368	365	-	148	165	-	-	-	-	-	-	-
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	464	460	894	472	455	896	1419	-	-	1430	-	-
Stage 1	846	768	-	654	623	-	-	-	-	-	-	-
Stage 2	652	623	-	854	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	417	421	894	342	417	896	1419	-	-	1430	-	-
Mov Cap-2 Maneuver	417	421	-	342	417	-	-	-	-	-	-	-
Stage 1	844	767	-	601	572	-	-	-	-	-	-	-
Stage 2	589	572	-	674	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	12.04	3.22	0.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	748	-	-	814	521	26	-	-
HCM Lane V/C Ratio	0.075	-	-	0.251	0.019	0.002	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	10.9	12	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.1	0	-	-

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	155	46	42	66	0	13	20	10	3	53	6
Future Vol, veh/h	6	155	46	42	66	0	13	20	10	3	53	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	182	54	49	78	0	16	25	13	4	66	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	148	70	229	145	31	74	0	0	38	0	0
Stage 1	78	78	-	64	64	-	-	-	-	-	-	-
Stage 2	96	70	-	165	81	-	-	-	-	-	-	-
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	744	993	726	746	1043	1526	-	-	1573	-	-
Stage 1	931	830	-	947	842	-	-	-	-	-	-	-
Stage 2	910	837	-	837	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	697	734	993	511	736	1043	1526	-	-	1573	-	-
Mov Cap-2 Maneuver	697	734	-	511	736	-	-	-	-	-	-	-
Stage 1	929	828	-	937	833	-	-	-	-	-	-	-
Stage 2	816	828	-	616	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.72	12.17	2.23	0.35
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	510	-	-	778	629	85	-	-
HCM Lane V/C Ratio	0.011	-	-	0.313	0.202	0.002	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	11.7	12.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0.8	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	18	26	126	62	77
Future Vol, veh/h	50	18	26	126	62	77
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	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	23	31	148	73	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	31	0	0	179	0
Stage 1	31	-	-	-	-	-
Stage 2	236	-	-	-	-	-
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	722	1044	-	-	1397	-
Stage 1	992	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	1044	-	-	1397	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.19	0	3.44
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	684	1044	1397	-
HCM Lane V/C Ratio	-	-	0.091	0.022	0.052	-
HCM Ctrl Dly (s/v)	-	-	10.8	8.5	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.2	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	573	541	43	10	18
Future Vol, veh/h	24	573	541	43	10	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	637	601	48	13	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	649	0	-	0	973	301
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	933	-	-	-	*347	696
Stage 1	-	-	-	-	*510	-
Stage 2	-	-	-	-	*882	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	933	-	-	-	*337	696
Mov Cap-2 Maneuver	-	-	-	-	*337	-
Stage 1	-	-	-	-	*496	-
Stage 2	-	-	-	-	*882	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	933	-	-	-	337	696
HCM Lane V/C Ratio	0.029	-	-	-	0.037	0.032
HCM Ctrl Dly (s/v)	9	-	-	-	16.1	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	206	377	574	33	11	11
Future Vol, veh/h	206	377	574	33	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	229	419	638	37	14	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	674	0	-	0	1305	319
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	913	-	-	-	179	677
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	913	-	-	-	134	677
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.63	0	15.01
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	913	-	-	-	260	677
HCM Lane V/C Ratio	0.251	-	-	-	0.053	0.02
HCM Ctrl Dly (s/v)	10.3	-	-	-	19.6	10.4
HCM Lane LOS	B	-	-	-	C	B
HCM 95th %tile Q(veh)	1	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	388	505	31	0	102
Future Vol, veh/h	0	388	505	31	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	431	561	34	0	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	281
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	717
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	717
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.03
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	717
HCM Lane V/C Ratio	-	-	-	0.167
HCM Ctrl Dly (s/v)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	72	185	221	271	24
Future Vol, veh/h	14	72	185	221	271	24
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	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	90	90	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	90	206	246	319	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	975	319	347	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	657	-	-	-	-	-
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	279	722	1212	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	722	1212	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.51	3.91	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1212	-	231	722	-	-
HCM Lane V/C Ratio	0.17	-	0.076	0.125	-	-
HCM Ctrl Dly (s/v)	8.6	-	21.8	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	0.4	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	78	24	211	217	3
Future Vol, veh/h	9	78	24	211	217	3
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	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	92	28	248	255	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	560	255	259	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	305	-	-	-	-	-
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	489	783	1306	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	479	783	1306	-	-	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	748	-	-	-	-	-

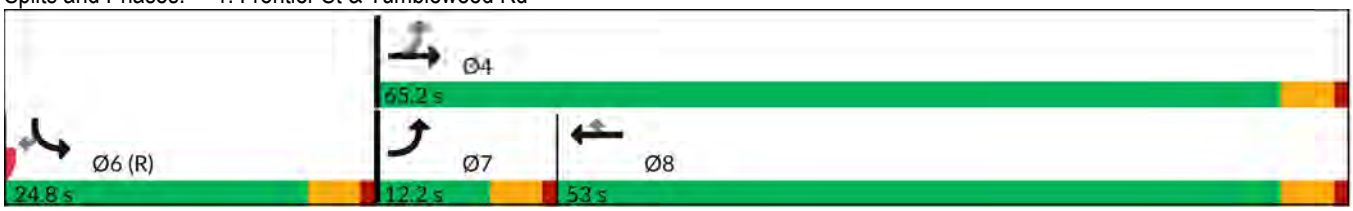
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.48	0.8	0
HCM LOS	B		

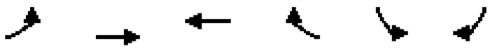
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1306	-	479	783	-	-
HCM Lane V/C Ratio	0.022	-	0.023	0.117	-	-
HCM Ctrl Dly (s/v)	7.8	-	12.7	10.2	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	177	652	825	89	144	150
Future Volume (vph)	177	652	825	89	144	150
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phase	7	4	8	8	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	12.2	65.2	53.0	53.0	24.8	24.8
Total Split (%)	13.6%	72.4%	58.9%	58.9%	27.6%	27.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)	59.6	59.6	47.4	47.4	21.4	21.4
Actuated g/C Ratio	0.66	0.66	0.53	0.53	0.24	0.24
v/c Ratio	0.89	0.59	0.93	0.12	0.40	0.35
Control Delay (s/veh)	56.9	10.6	37.7	6.2	33.0	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	10.6	37.7	6.2	33.0	6.8
LOS	E	B	D	A	C	A
Approach Delay (s/veh)		20.9	34.7		19.6	
Approach LOS		C	C		B	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 26.8	Intersection LOS: C
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: Frontier St & Tumbleweed Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	177	652	825	89	144	150
Future Volume (veh/h)	177	652	825	89	144	150
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	724	917	99	169	176
Peak Hour Factor	0.85	0.90	0.90	0.90	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	1202	968	821	458	408
Arrive On Green	0.07	0.64	0.52	0.52	0.26	0.26
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	208	724	917	99	169	176
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	4.7	20.3	41.8	2.9	7.0	8.3
Cycle Q Clear(g_c), s	4.7	20.3	41.8	2.9	7.0	8.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	243	1202	968	821	458	408
V/C Ratio(X)	0.85	0.60	0.95	0.12	0.37	0.43
Avail Cap(c_a), veh/h	262	1261	1008	854	458	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	9.4	20.5	11.2	27.4	27.9
Incr Delay (d2), s/veh	22.0	0.7	16.8	0.1	2.3	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.4	21.0	1.0	3.2	8.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.8	10.1	37.3	11.2	29.7	31.2
LnGrp LOS	D	B	D	B	C	C
Approach Vol, veh/h		932	1016		345	
Approach Delay, s/veh		17.4	34.8		30.5	
Approach LOS		B	C		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	62.3	27.7	11.2	51.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	60.7	20.3	7.7	48.5
Max Q Clear Time (g_c+I1), s	22.3	10.3	6.7	43.8
Green Ext Time (p_c), s	6.1	0.8	0.1	2.8

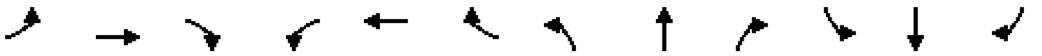
Intersection Summary	
HCM 7th Control Delay, s/veh	27.1
HCM 7th LOS	C

Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	74	125	151	105	347	329	377
Future Volume (vph)	74	125	151	105	347	329	377
Turn Type	NA	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	4	8		5	2	1	6
Permitted Phases			8	2		6	
Detector Phase	4	8	8	5	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	9.5	22.5
Total Split (s)	25.0	24.0	24.0	10.0	24.0	17.0	31.0
Total Split (%)	27.8%	26.7%	26.7%	11.1%	26.7%	18.9%	34.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lead	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	15.9	12.5	12.5	30.0	22.1	48.1	35.7
Actuated g/C Ratio	0.18	0.14	0.14	0.33	0.25	0.53	0.40
v/c Ratio	0.77	0.57	0.47	0.32	0.84	0.72	0.58
Control Delay (s/veh)	40.6	37.7	14.6	16.8	52.5	28.6	27.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.6	37.7	14.6	16.8	52.5	28.6	27.9
LOS	D	D	B	B	D	C	C
Approach Delay (s/veh)	40.6	25.0			43.8		28.2
Approach LOS	D	C			D		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 33.6	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Battaglia Rd & Frontier St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	74	134	0	125	151	105	347	0	329	377	5
Future Volume (veh/h)	26	74	134	0	125	151	105	347	0	329	377	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	87	158	0	147	178	124	386	0	366	419	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	100	181	0	267	226	414	619	0	484	752	11
Arrive On Green	0.19	0.19	0.19	0.00	0.05	0.05	0.06	0.33	0.00	0.14	0.41	0.41
Sat Flow, veh/h	189	532	966	0	1870	1585	1781	1870	0	1781	1839	26
Grp Volume(v), veh/h	276	0	0	0	147	178	124	386	0	366	0	425
Grp Sat Flow(s),veh/h/ln	1687	0	0	0	1870	1585	1781	1870	0	1781	0	1866
Q Serve(g_s), s	14.3	0.0	0.0	0.0	6.9	10.0	4.1	15.7	0.0	11.8	0.0	15.7
Cycle Q Clear(g_c), s	14.3	0.0	0.0	0.0	6.9	10.0	4.1	15.7	0.0	11.8	0.0	15.7
Prop In Lane	0.11		0.57	0.00		1.00	1.00		0.00	1.00		0.01
Lane Grp Cap(c), veh/h	317	0	0	0	267	226	414	619	0	484	0	762
V/C Ratio(X)	0.87	0.00	0.00	0.00	0.55	0.79	0.30	0.62	0.00	0.76	0.00	0.56
Avail Cap(c_a), veh/h	384	0	0	0	405	343	414	619	0	484	0	762
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.64	0.64	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	0.0	0.0	0.0	40.1	41.5	18.4	25.4	0.0	17.4	0.0	20.4
Incr Delay (d2), s/veh	16.7	0.0	0.0	0.0	1.1	4.4	0.4	4.7	0.0	6.7	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	0.0	0.0	3.4	4.5	1.7	7.5	0.0	5.4	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	0.0	0.0	0.0	41.2	46.0	18.8	30.1	0.0	24.1	0.0	23.3
LnGrp LOS	D				D	D	B	C		C		C
Approach Vol, veh/h		276			325			510			791	
Approach Delay, s/veh		52.2			43.8			27.3			23.7	
Approach LOS		D			D			C			C	

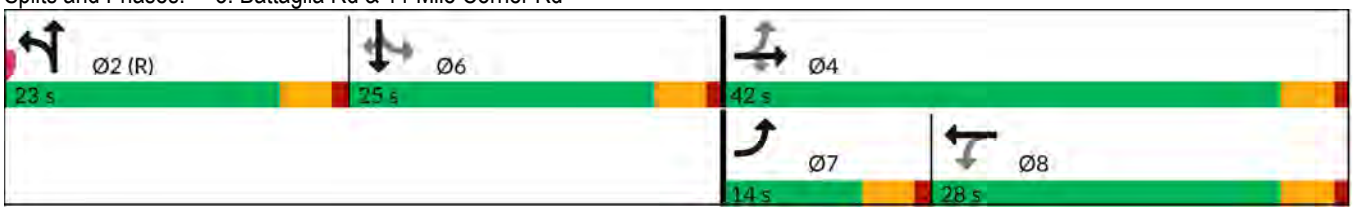
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	34.3		21.4	10.0	41.3		17.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	12.5	19.5		20.5	5.5	26.5		19.5				
Max Q Clear Time (g_c+I1), s	13.8	17.7		16.3	6.1	17.7		12.0				
Green Ext Time (p_c), s	0.0	0.4		0.6	0.0	1.7		0.8				

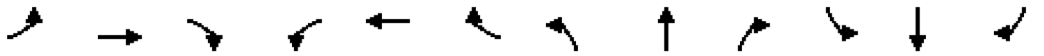
Intersection Summary		
HCM 7th Control Delay, s/veh		32.2
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	223	179	2	23	190	201	168	265	87
Future Volume (vph)	223	179	2	23	190	201	168	265	87
Turn Type	pm+pt	NA	Perm	Perm	NA	NA	Perm	NA	Perm
Protected Phases	7	4			8	2		6	
Permitted Phases	4		4	8			6		6
Detector Phase	7	4	4	8	8	2	6	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	14.0	42.0	42.0	28.0	28.0	23.0	25.0	25.0	25.0
Total Split (%)	15.6%	46.7%	46.7%	31.1%	31.1%	25.6%	27.8%	27.8%	27.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag				
Lead-Lag Optimize?	Yes			Yes	Yes				
Recall Mode	None	None	None	None	None	C-Max	Max	Max	Max
Act Effct Green (s)	34.7	34.7	34.7	20.7	20.7	21.3	20.5	20.5	20.5
Actuated g/C Ratio	0.39	0.39	0.39	0.23	0.23	0.24	0.23	0.23	0.23
v/c Ratio	0.96	0.29	0.00	0.10	0.84	0.63	0.79	0.74	0.22
Control Delay (s/veh)	63.8	20.2	0.0	26.7	47.6	38.7	57.0	44.1	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.8	20.2	0.0	26.7	47.6	38.7	57.0	44.1	4.7
LOS	E	C	A	C	D	D	E	D	A
Approach Delay (s/veh)		44.0			46.2	38.7		41.7	
Approach LOS		D			D	D		D	

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 42.9	Intersection LOS: D
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: Battaglia Rd & 11 Mile Corner Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	179	2	23	190	138	3	201	29	168	265	87
Future Volume (veh/h)	223	179	2	23	190	138	3	201	29	168	265	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	262	211	2	26	211	153	4	236	34	198	312	102
Peak Hour Factor	0.85	0.85	0.80	0.90	0.90	0.90	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	299	727	616	353	235	171	6	367	53	406	426	361
Arrive On Green	0.03	0.13	0.13	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1781	1870	1585	1168	1008	731	27	1575	227	1781	1870	1585
Grp Volume(v), veh/h	262	211	2	26	0	364	274	0	0	198	312	102
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1168	0	1739	1828	0	0	1781	1870	1585
Q Serve(g_s), s	9.5	9.2	0.1	1.6	0.0	18.3	12.2	0.0	0.0	8.7	13.9	4.8
Cycle Q Clear(g_c), s	9.5	9.2	0.1	1.6	0.0	18.3	12.2	0.0	0.0	8.7	13.9	4.8
Prop In Lane	1.00		1.00	1.00		0.42	0.01		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	299	727	616	353	0	406	427	0	0	406	426	361
V/C Ratio(X)	0.88	0.29	0.00	0.07	0.00	0.90	0.64	0.00	0.00	0.49	0.73	0.28
Avail Cap(c_a), veh/h	299	779	660	385	0	454	427	0	0	406	426	361
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	28.0	24.0	27.1	0.0	33.5	31.1	0.0	0.0	30.2	32.2	28.7
Incr Delay (d2), s/veh	15.8	0.1	0.0	0.1	0.0	18.9	7.2	0.0	0.0	4.2	10.6	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	4.5	0.0	0.4	0.0	9.6	6.1	0.0	0.0	4.1	7.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	28.1	24.0	27.1	0.0	52.4	38.4	0.0	0.0	34.3	42.8	30.6
LnGrp LOS	D	C	C	C		D	D			C	D	C
Approach Vol, veh/h		475			390			274			612	
Approach Delay, s/veh		35.8			50.7			38.4			38.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		25.5		39.5		25.0	14.0	25.5				
Change Period (Y+Rc), s		4.5		4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.5		37.5		20.5	9.5	23.5				
Max Q Clear Time (g_c+I1), s		14.2		11.2		15.9	11.5	20.3				
Green Ext Time (p_c), s		0.6		1.2		1.3	0.0	0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			40.3									
HCM 7th LOS			D									

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Future Vol, veh/h	8	2	79	5	3	2	150	90	0	2	131	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	80	80	80	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	93	6	4	3	176	106	0	2	154	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	626	624	161	619	631	106	167	0	0	106	0	0
Stage 1	165	165	-	459	459	-	-	-	-	-	-	-
Stage 2	461	459	-	160	172	-	-	-	-	-	-	-
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	397	402	884	401	398	948	1411	-	-	1485	-	-
Stage 1	837	761	-	582	567	-	-	-	-	-	-	-
Stage 2	581	567	-	842	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	339	348	884	309	345	948	1411	-	-	1485	-	-
Mov Cap-2 Maneuver	339	348	-	309	345	-	-	-	-	-	-	-
Stage 1	835	760	-	505	491	-	-	-	-	-	-	-
Stage 2	498	491	-	750	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.58	15.06	4.95	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	750	370	25	-	-
HCM Lane V/C Ratio	0.125	-	-	0.14	0.034	0.002	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	10.6	15.1	7.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	48	15	30	131	5	41	69	34	8	63	3
Future Vol, veh/h	14	48	15	30	131	5	41	69	34	8	63	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	56	18	35	154	6	48	81	40	10	79	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	355	318	81	325	300	101	83	0	0	121	0	0
Stage 1	101	101	-	198	198	-	-	-	-	-	-	-
Stage 2	255	218	-	127	103	-	-	-	-	-	-	-
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	600	598	979	628	612	954	1515	-	-	1466	-	-
Stage 1	906	812	-	804	737	-	-	-	-	-	-	-
Stage 2	750	723	-	877	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	426	573	979	536	587	954	1515	-	-	1466	-	-
Mov Cap-2 Maneuver	426	573	-	536	587	-	-	-	-	-	-	-
Stage 1	899	806	-	777	712	-	-	-	-	-	-	-
Stage 2	564	698	-	795	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.29	14.24	2.12	0.81
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	584	584	193	-	-
HCM Lane V/C Ratio	0.032	-	-	0.155	0.335	0.007	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	12.3	14.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.5	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	217	68	77	189	31	76
Future Vol, veh/h	217	68	77	189	31	76
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	0	-	100	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	85	91	222	36	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	91	0	0	313	0
Stage 1	91	-	-	-	-	-
Stage 2	162	-	-	-	-	-
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	736	967	-	-	1247	-
Stage 1	933	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	714	967	-	-	1247	-
Mov Cap-2 Maneuver	714	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.89	0	2.31
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	714	967	1247	-
HCM Lane V/C Ratio	-	-	0.357	0.088	0.029	-
HCM Ctrl Dly (s/v)	-	-	12.8	9.1	8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.3	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	773	846	79	42	74
Future Vol, veh/h	34	773	846	79	42	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	859	940	88	53	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1028	0	-	0	1445	470
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	505	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	671	-	-	-	*178	540
Stage 1	-	-	-	-	*340	-
Stage 2	-	-	-	-	*815	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	671	-	-	-	*168	540
Mov Cap-2 Maneuver	-	-	-	-	*168	-
Stage 1	-	-	-	-	*321	-
Stage 2	-	-	-	-	*815	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	21.34
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	671	-	-	-	168	540
HCM Lane V/C Ratio	0.056	-	-	-	0.313	0.171
HCM Ctrl Dly (s/v)	10.7	-	-	-	36	13
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3	0.6

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

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	146	669	880	9	41	46
Future Vol, veh/h	146	669	880	9	41	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	743	978	10	51	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	988	0	-	0	1674	489
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	696	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	695	-	-	-	107	525
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %		-	-	-	0	
Mov Cap-1 Maneuver	695	-	-	-	82	525
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.1	0	21.04
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	695	-	-	-	192	525
HCM Lane V/C Ratio	0.233	-	-	-	0.267	0.11
HCM Ctrl Dly (s/v)	11.7	-	-	-	30.4	12.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1	0.4

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	711	519	4	0	371
Future Vol, veh/h	0	711	519	4	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	790	577	4	0	412

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	288
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	708
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	708
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	16.91
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	708
HCM Lane V/C Ratio	-	-	-	0.582
HCM Ctrl Dly (s/v)	-	-	-	16.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	3.8

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	222	305	257	297	11
Future Vol, veh/h	23	222	305	257	297	11
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	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	85	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	261	339	286	330	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1293	330	342	0	-	0
Stage 1	330	-	-	-	-	-
Stage 2	963	-	-	-	-	-
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	180	712	1217	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	712	1217	-	-	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.7	4.94	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1217	-	130	712	-	-
HCM Lane V/C Ratio	0.279	-	0.222	0.367	-	-
HCM Ctrl Dly (s/v)	9.1	-	40.5	13	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	1.1	-	0.8	1.7	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	48	83	197	260	9
Future Vol, veh/h	5	48	83	197	260	9
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	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	60	98	232	306	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	733	306	316	0	-	0
Stage 1	306	-	-	-	-	-
Stage 2	427	-	-	-	-	-
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	388	734	1244	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	734	1244	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.8	2.41	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1244	-	357	734	-	-
HCM Lane V/C Ratio	0.079	-	0.017	0.082	-	-
HCM Ctrl Dly (s/v)	8.1	-	15.3	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.3	-	-

Conditions of Approval for the Amendment to the Zoning Map (Rezone):

Case No. RZPAD2025-002

TES Eloy PAD

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

1. CONFORMANCE TO DEVELOPMENT PLAN. The development shall conform to the Development Plan, entitled "TES Eloy PAD," which is on file with the City Clerk and made a public record by Resolution No. (*To Be Determined at the City Council Hearing*) and incorporated into these Conditions of Approval and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator based on criteria including, but not limited to, land use, density, or improvements, shall be subject to additional action and public hearings before the Planning and Zoning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
2. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. The development shall conform to the amended development standards included in the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning and Zoning Commission and City Council.
3. LOCATION OF USES IN THE MIXED USE ZONE. The land use of the Mixed-use zone shall limited to the following locations:
    a. Commercial, and Public and Semi-public, Uses. The location of Commercial and Public and Semi-Public uses allowed, and those allowed with the approval of a Conditional Use Permit under the Use Regulations of the Development Plan, shall be limited to the areas labeled Commercial Uses, Commercial/Multi-Family Residential/Vertical Mixed Use, and Industrial Buildings on the Conceptual Site Plan (Exhibit E of the Development Plan).
    b. Industrial Use. The location of Industrial uses allowed, and those allowed with the approval of a Conditional Use Permit under the Use Regulations of the Development Plan, shall be limited to the areas labeled Industrial Buildings on the Conceptual Site Plan (Exhibit E of the Development Plan), in accordance with the additional location criteria specified in the Use Regulations.
    c. Residential Use and Mixed Use (residential and commercial). The location of Residential uses allowed, and those allowed with the approval of a Conditional Use Permit under the Use Regulations of the Development Plan, shall be limited to the areas labeled Residential Multi-family Residential, and Vertical Mixed Use, on the Conceptual Site Plan (Exhibit E of the Development Plan).
4. BUILDING MASSING AND ARTICULATION. The design of the buildings on the property subject to the Development Plan shall incorporate building massing, architectural articulation, wall offsets, and accent features, including comparable alternatives that are similar in scale, form, and character, consistent with Exhibits H.1, H.2, and H.3 of the Development Plan, as approved by the Community Development Director, or designee.
5. DEFINITIONS. For the purposes of these Conditions of Approval, the term "*Development Site"* is defined as follows: *Development Site* is a specific area within the Development Plan which is proposed

for a specified zone, use, or density, and may be developed separately from the balance of the property of the Development Plan.

6. SUBDIVISION BY PLAT. The subdivision or splitting of property shall only be allowed by a subdivision plat approved by the City of Eloy. The first subdivision plat shall include the entire property indicated in the Development Plan.

7. OPENSPACE. The open space requirements specified in the Development Plan are in addition to any streetscape landscape areas, parking area landscaping, and landscaped buffer area requirements and area of lot to comply with a lot's lot coverage requirements of the Zoning Ordinance. Each *Development Site* shall provide open space in accordance with the standards of the Development Plan and shall independently comply with these requirements, without relying on open space provided on another *Development Site.*

8. TRANSFER OF DEVELOPMENT RIGHTS. Transfer of the development rights, including density between lots/parcels and *Development Site*s, is prohibited without an amendment to the Development Plan, which shall be processed as a separate Amendment to the Zoning Map (rezone).

9. FAÇADE WIDTH. The maximum width of any building fronting West Frontier Road in the area labeled "Industrial Buildings" on the Conceptual Site Plan (Exhibit E of the Development Plan) shall not exceed 500 feet, regardless of building orientation, unless the building is a Retail, General or Office development, in which case the Zoning Administrator may approve a building width not to exceed 750 feet, regardless of building orientation. The measurement of the building width shall be made parallel to West Frontier Road of the exterior wall face, excluding architectural projections.

10. WEST FRONTIER ROAD LANDSCAPE BUFFER. A landscape buffer along the frontage of West Frontier Road shall be at least twenty (20) feet wide, measured from the right-of-way dedication required for the street, and shall not include parking, parking lot drive aisles, or screenwalls.

11. MULTI-USE PATH AND TRAIL. The street sidewalk parallel to West Frontier Road shall be a minimum of ten (10) feet wide and shall have a minimum six (6) foot wide compacted decomposed granite trail adjacent to the sidewalk. The sidewalk shall be setback a minimum of three (3) feet from the back of the curb, based on the City's ultimate street cross-section design for a Major Arterial street. Where the sidewalk and trail encroach beyond the required right-of-way width, the property owner shall dedicate a Multi-use Public Path and Trail Easement to the City.

12. RIGHT-OF-WAY. The property owner/developer shall dedicate to the City all right-of-way, as determined to serve the development of the property. Right-of-way widths shall conform to the City's applicable standards for the corresponding street at the time of development, and shall include any additional right-of-way for cul-de-sacs, turn lanes, roundabouts, and other street improvements necessary to serve the development and provide access to lots within the property, as determined by the City Engineer or designee.

13. PERIMETER STREET RIGHT-OF-WAY DEDICATION. The following perimeter street right-of-ways shall be dedicated with the first subdivision plat of the property indicated in the Development Plan, unless an alternative schedule is explicitly approved in writing by the City Council through a separate agreement:

    a. West Frontier Road. The developer shall dedicate a minimum of half a street right-of-way for a Major Arterial right-of-way along the entire frontage of the property.

    b. West Battaglia Road. The developer shall dedicate a minimum of half a street right-of-way for a Major Arterial right-of-way along the entire frontage of the property.

c. North Eleven Mile Corner Road. The developer shall dedicate a minimum of half a street right-of-way for a Minor Arterial Street along the entire frontage of the property.

d. North Tumbleweed Road. The developer shall dedicate a minimum of half a street right-of-way for a Commercial Collector Street along the entire frontage of the property.

14. EASEMENTS. The property owner/developer shall dedicate to the City all easements, as determined by the City Engineer or designee, or Zoning Administrator, necessary to serve the development of the property.

15. LOT FRONTAGE. All lots shall abut a right-of-way dedicated to the City of Eloy with street improvements constructed to City standards, or a private street tract providing access to a right-of-way dedicated to the City of Eloy with street improvements constructed to City standards, as determined by the City Engineer or designee. The private tract and street improvements shall comply with the width and construction standards approved by the City Engineer or designee.

16. PRIVATE STREETS.

    a. Residential Private Street(s). Residential Private Street(s) shall be located in a private subdivision street tract, and street improvements shall comply with the public street widths and construction standards approved by the City Engineer or designee.

    b. Residential Private Street Gates. Street gate(s) shall be provided across private streets that directly connect to a public street right-of-way.

    c. Non-residential Private Street(s). A street gate shall be provided across private streets that directly connect to a public street right-of-way when required by the City Engineering or the Zoning Administrator.

    d. Private subdivision street tracks and improvements shall not be conveyed or accepted by the City of Eloy.

17. GATED STREETS AND DRIVEWAYS. The location of the call box and gates of the gated street or driveway shall be placed in location in accordance with the City's standards. If the aforementioned standards are not in place at the time of construction document approval, the locations of the call box and gates shall be determined by the Zoning Administrator.

18. SUBDIVISION LAND TRACTS. All subdivision land tracts, including private street tracts, shall be owned and maintained by a property owner association.

19. SCREEN AND SECURITY WALL. At the time, as determined by the Zoning Administrator, of the development of the property abutting the Wastewater Treatment Facility (WWTF) shown on the Conceptual Site Plan (Exhibit E of the Development Plan), the developer shall construct a minimum six (6) foot tall, maximum eight (8) foot tall masonry, concrete, or metal wall along the shared property line.

20. STREETLIGHT IMPROVEMENT DISTRICT. With the first final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Street Light Improvement District for the cost of the electricity, operation, and maintenance of the street lighting system within the development.

21. MAINTENANCE IMPROVEMENT DISTRICT. With the first final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Maintenance Improvement District for the operations, maintenance, repair, and improvements to private streets, landscaping adjacent to designated public roadways and parkways,

subdivision land tracts and associated improvments, drainage and retention within each proposed district.

INFRASTRUCTURE

22. TRAFFIC IMPACT ANALYSIS. With each site plan or preliminary plat application submittal for the development of the property, unless specificial not required by the City Engineer, the property owner/developer shall submit and receive acceptance from the City Engineer or designee of an update to the Traffic Impact Analysis (TIA) attached to the City Council Report and dated February 18, 2026 by City Staff (hereafter, the "Master TIA"). The updated TIA shall be produced by a registered Traffic Engineer licensed to practice in Arizona. At a minimum, the updated Traffic Impact Analysis shall address on-site and off-site traffic flows; project impacts and mitigation measures and improvements; anticipated trip generation; and the level of service.

    a. Driveway Entrances.

        i. The driveways shown and labeled 7, 11, 12, and 14 on the map on Page 12 of the Master TIA shall be limited to right in and right out only, unless otherwise approved by the City Engineer in the updated TIA.

        ii. No driveway entrance/exit between the intersection of West Battaglia Road and West Frontier Road (Frontier St as labeled on the map), and driveway 8 shown and labeled on the map on Page 12 of the Master TIA is allowed, unless otherwise approved by the City Engineer in the updated TIA.

        iii. Unless otherwise approved by the City Engineer or designee, driveway 13 labeled on the map on Page 12 of the Master TIA is to be aligned with West Arbor Avenue as shown on the Preliminary Plat for Vista De Picacho, Case No. PP2022-009.

        iv. Any driveway access from West Battagilla Road, if proposed with an update to the Master TIA, shall be limited to one full movement intersection, and right-in and right-out drives, if allowed by the City Engineer or designee.

23. WATER AND WASTEWATER INFRASTRUCTURE. The property owner/developer shall be responsible for providing and constructing all infrastructure necessary to serve the development of the property as determined by the City Engineer or designee.

24. BASIS OF DESIGN REPORT. With each site plan or preliminary plat application submittal for the development of the property, unless specificial not required by the City Engineer or designee, the property owner/developer shall submit and receive acceptance from the City Engineer or designee of a Basis of Design Report for Water and a Basis of Design Report for Wastewater for the development identified in the aforementioned application. The City Engineer or designee may defer the submittal of the aforementioned report(s) until the construction document submittal for the related site plan or plat map.

25. STREET AND RELATED INFRASTRUCTURE. The property owner/developer shall be responsible for providing and constructing the following in accordance with City Standards:

    a. West Frontier Road. The developer shall construct all half-street improvements for a Major Arterial Street, as well as turn lanes and intersection improvements to serve the development.

    b. West Battaglia Road. The developer shall construct all half-street improvements for a Major Arterial Street, as well as turn lanes and intersection improvements to serve the development.

c. North Eleven Mile Corner Road. The developer shall construct all half-street improvements for a Minor Arterial Street, as well as turn lanes and intersection improvements to serve the development.

d. North Tumbleweed Road. The developer shall construct all half-street improvements along the property's frontage for a Commercial Collector Street, as well as turn lanes and intersection improvements to serve the development.

e. Internal Streets. Full street improvements shall be constructed by the developer in accordance with the Eloy City Code and street cross sections. In addition, the developer shall construct traffic calming as an integral part of the street improvement, in locations specified by the Zoning Administrator, City Engineer, or designee.

f. Improvements to Perimeter Streets. Unless an alternative schedule is explicitly approved in writing by the City Council through a separate agreement, the construction of the improvements for the perimeter streets shall be a requirement of the first Preliminary and the first Final Plat applications for the property indicated in the Development Plan, and the development of the perimeter street shall be a condition of the preliminary and final plat approvals.

26. ROUNDABOUT INTERSECTIONS. The developer shall construct a roundabout intersection in locations specified by the City Engineer or designee as an alternative to a signalized intersection, or driveway and street intersection.
27. IN-LIEU PAYMENT AND IMPROVEMENTS. Upon written request of the City Engineer or designee, the property owner or developer shall pay to the City an in-lieu fee representing the development's proportionate share of the cost to design, construct, and install the ultimate roadway configuration and related street improvements necessary to accommodate the development, including, but not limited to, traffic control devices, signalized intersections, and roundabout intersections. The proportionate share shall be calculated based on standards, methodologies, and the engineer's cost estimates accepted by the City Engineer and consistent with an update to the Master TIA and City Code. Payment of the in-lieu fees shall be made prior to issuance of any permits or final plat approval, unless the City Council authorizes an alternative schedule in a separate agreement.

    i. If the City Engineer or designee determines that the median for the West Battaglia Road and North Eleven Mile Corner Road is not to be constructed as part of the half-street improvements, the developer shall make an in-lieu payment to the City for their proportional share of median improvements prior to the issuance of any permits to construct the street, unless the City Council authorizes an alternative schedule in a separate agreement.

28. STANDARDS OF IMPROVEMENTS. With the development of the property, all required infrastructure improvements shall be constructed in accordance with the most recent Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development.
29. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, or Final Inspection, whichever is first, for the applicable phase of development property, the property owner shall complete all the infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer.

PUBLIC NOTICE

30. NOTICE FOR SUBDIVISION PUBLIC REPORT AND RECORDED PLAT. The property owner/developer shall incorporate the following notice in the Subdivision Public Report submitted to the Arizona

Department of Real Estate for each final plat, and shall provide the notice cover sheet of all preliminary and final plat maps:

Notice is hereby given that this subdivision is located in close proximity to the City of Eloy Wastewater Treatment Plant.

A. Wastewater treatment operations conducted at the City of Eloy Wastewater Treatment Plant that are consistent with Arizona Department of Environmental Quality rules and regulations and established prior to surrounding residential and commercial uses are presumed to be reasonable and do not constitute a nuisance unless the wastewater treatment operations has a substantial adverse effect on the public health and safety.

B. Wastewater treatment operations undertaken in conformity with federal, state and local laws and regulations are presumed to be good wastewater treatment practices and not adversely affecting the public health and safety.

Notice is hereby given of the normal wastewater treatment operations and practices in the immediate and surrounding area including, but not necessarily limited to, the odors, flies and dust. Notice is further given that wastewater treatment operations will occur on a 24-hour-a-day basis, which will also include lights, noise, odor and trucking activities.

December 23, 2025

TES Eloy PAD

Located at the northwest corner of
Battaglia Road and 11 Mile Corner

City of Eloy, Arizona

Citizen Review Report - General Plan Amendment and Rezoning

CVL CONSULTANTS

4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04099-01

Citizen Review Report

General Plan Amendment and Rezoning

for

TES Eloy PAD

City of Eloy, Arizona

Owner/Developer

I-10 Eloy Eleven Mile Corner and Battaglia Dr 453 LLC
3718 E Adobe Drive
Phoenix, Arizona 85050

Planning/Civil Engineering Consultant

CVL Consultants
4550 North 12th Street
Phoenix, Arizona 85014
Attn: Julie Vermillion
jvermillion@cvlci.com

Contents

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Exhibits

- Vicinity Plan
- Ownership Map
- Sign Mock-up
- Draft Notification Letter
- 300’ Notification Buffer Map
- Mailing Labels

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this Citizen Review Report to the City of Eloy (City) in support of a master-planned development known hereto as TES Eloy PAD (the Project), an approximately 338-acre development generally located at the northwest corner of Battaglia Road and 11 Mile Corner in the City of Eloy (the Property). Frontier Street (Casa Grande-Picacho Highway) borders the site to the southwest, providing close connectivity between the Project and the regional transportation system. (Refer to Vicinity Map).

Please refer to the General Plan Amendment and Rezoning Application Narratives for additional details regarding this request. The applicant will complete the following citizen notification procedures required to pursue the concurrent General Plan Amendment and Rezoning Applications for the Project.

2. Stakeholders & Parties Affected

The stakeholders and other parties most likely to be affected by the request for the Property include:

- All property owners within 300' of the subject property. (Refer to Ownership Map).
- Neighborhood Home Owners Associations, other property owners associations, or groups in the vicinity of the subject property, as identified by City staff, as having an interest in the subject property or immediate area.
- To date, no associations or other groups in the immediate vicinity have been identified by City staff for inclusion in this plan.
- Any other persons or parties interested in the property, as identified by City staff.
- To date, City staff have not identified any additional persons in the immediate vicinity for inclusion in this plan.

3. Neighborhood Meeting

The applicant held a neighborhood meeting in the Community Room at Eloy City Hall on Thursday, December 4th at 5:30pm. The meeting was held at least fifteen (15) calendar days before the first public hearing on the application at a publicly accessible location near the subject property. The meeting was held on a weekday evening at a reasonable time. The applicant waited at the meeting location for one hour. No members of the public were in attendance.

The applicant completed the following citizen notification steps for the neighborhood meeting:

- Notification letters mailed via first-class U.S. Mail to all property owners within 300' of the subject property, as well as any other interested persons, parties, and/or interested neighborhood groups as identified by City staff.
- Notified City staff of this neighborhood meeting via e-mail.
- The neighborhood meeting was be notified at least ten (10) calendar days before its date.
- The notification included information regarding the description of the proposed request, details required to attend the neighborhood meeting, and the applicant's name and contact information.

4. Public Hearing Notification

Once the applicant has been notified of the hearing date(s) for the project, the following will occur at least fifteen (15) days prior to the first public hearing:

- The Property will be posted in accordance with City requirements.
- Mailed notices will be sent to all property owners and any interested parties / neighborhood groups as identified by City staff.
- Published notification on an area newspaper or other approved printed media will be completed in accordance with the City's requirements.

5. Response Procedure

Throughout the review process, should any additional comments be received on this application, the applicant will meet with and work with any groups, interested parties, and/or individuals to discuss the proposed development and to mitigate any concerns.

From these meetings and discussions, as well as any other comments provided by other interested parties and/or the City, the related request will be amended to the extent possible to address any comments/concerns made.

6. Status Procedure

The applicant recognizes that it is to our benefit to keep City staff apprised of the notification efforts and any responses received by any interested party. Therefore, the applicant, in addition to the requirements noted above, will keep staff apprised of meetings and discussions through periodic correspondence, including letters, e-mails, and/or phone calls as necessary. Additional notices of status changes will occur as required, and/or as requested by City staff.

7. Conclusion

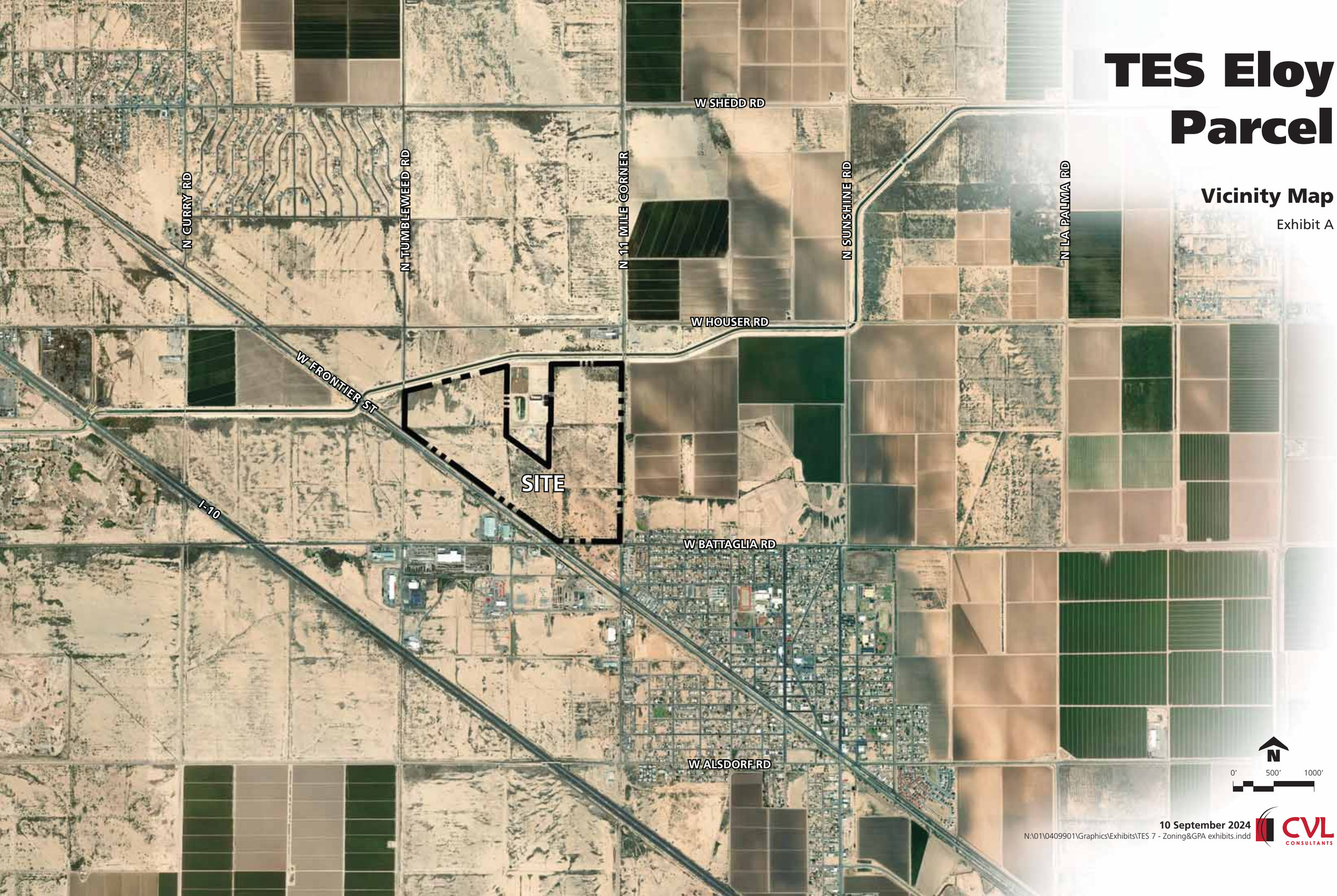
TES Eloy PAD will transform the existing undeveloped site into a development that will improve upon the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request provides compatibility with existing development in the area while supporting the goals and objectives of the City of Eloy. The proposed request makes good land use sense for this property, maintains compatibility with the surrounding uses, and will be an economically attractive presence in the area.

Thank you for your consideration. We respectfully request your approval of this request intended to establish the highest and best use for the Property.

TES Eloy Parcel

Vicinity Map

Exhibit A



10 September 2024

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CVL CONSULTANTS

TES Eloy Parcel

Ownership Map

Exhibit B

40423001A
ENCHOLDINGS LLC

40412001F
CITY OF ELOY

40412001H
ROSE FAMILY RANCHES LLC

40412001G
CITY OF ELOY

404120060
CITY OF ELOY

40153002A
GOULD MELINDA & JOSHUA BRENT SR

404120070
ENCHOLDINGS LLC

40412001E
USA CAP

SANTA ROSA CANAL

404120080
USA CAP

401530060
USA

N TUMBLEWEED RD

404120080
USA CAP

40423005A
USA CAP

40153005G
VISTA DE PICACHO LLC

40423001B
TES FARMS

404120050

40412001D
CITY OF ELOY

404120050

NAP

404010150
UNION PACIFIC RAILROAD

40412002A
CITY OF ELOY

W FRONTIER RD

NAP

404120040

UNION PACIFIC RAILROAD

40423003F
HAUGEN LORETTA J TR

40412003E
IVY JERRY SEPARATE PROPERTY REV TR

SITE

404120050
ELOY ELEVEN MILE CORNER AND I-10

40153005F
LANGLEY SUNSHINE PARK LLC

11 MILE CORNER

40153003E
CITY OF ELOY

40153003C
CITY OF ELOY

40412003F
PLASTICS MANAGEMENT LLC

40153003H
City of Eloy

408020020
UNION PACIFIC RR

800260060
City of Eloy

NAP

W BATTAGLIA RD

40412003D
HERITAGE BATTERY RECYCLING LLC

40412003B
CITY OF ELOY

408020280
EAA INV GROUP LLC

40505131D
WHOLE LIVING WATERS LLC

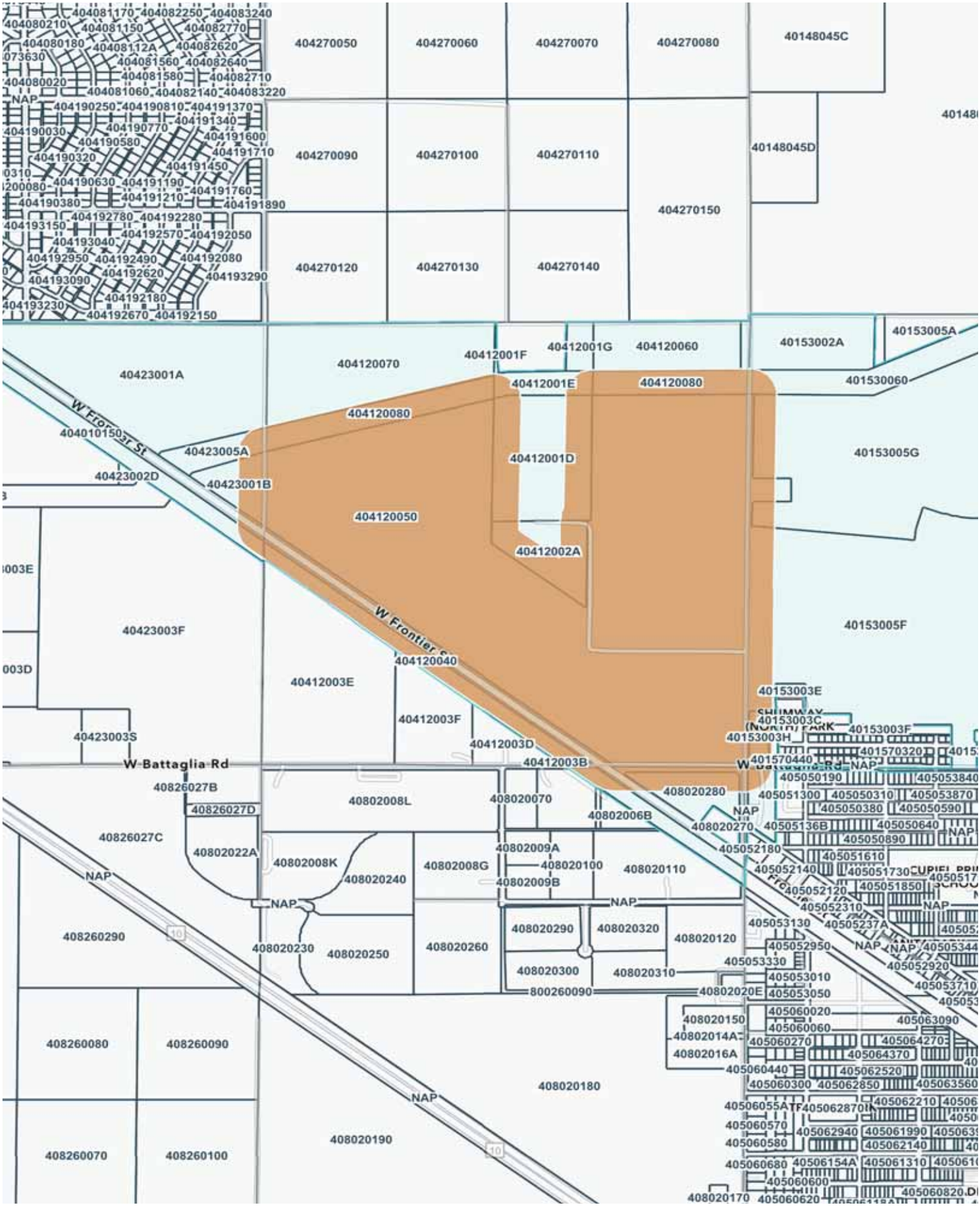
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40505131D
WHOLE LIVING WATERS LLC
531 MAIN ST STE 102
EL SEGUNDO , CA 90245-5306

408020020
UNION PACIFIC RAILROAD
1400 DOUGLAS ST STOP 1640
OMAHA , NE 68179-9100

40153003H
CITY OF ELOY
MAIL RETURN
, -

404120040
UNION PACIFIC RAILROAD
1400 DOUGLAS ST STOP 1640
OMAHA , NE 68179-9100

40412002A
CITY OF ELOY
595 N C ST STE 104
ELOY , AZ 85131-1255

40423001B
DALCOR REAL ESTATE LLC
624 E LAGUNA DR
TEMPE , AZ 85282-2533

40423005A
USA CAP
PO BOX 43020
PHOENIX , AZ 85080-0302

40412001D
CITY OF ELOY
MAIL RETURN
, -

404120050
I-10 ELOY ELEVEN MILE CORNER AND
3718 E ADOBE DR
PHOENIX , AZ 85050-0834

404120080
USA CAP
PO BOX 43020
PHOENIX , AZ 85080-0302

40412001E
USA CAP
PO BOX 43020
PHOENIX , AZ 85080-0302

40153005G
VISTA DE PICACHO LLC
MAIL RETURN
, -

40423001A
ENCHOLDINGS LLC
PO BOX 12947
CHANDLER , AZ 85248-8003

404120070
ENCHOLDINGS LLC
PO BOX 12947
CHANDLER , AZ 85248-8003

40412001F
CITY OF ELOY
595 N C ST STE 104
ELOY , AZ 85131-1255

40412001G
CITY OF ELOY
595 N C ST STE 104
ELOY , AZ 85131-1255

404120060
CITY OF ELOY
595 N C ST STE 104
ELOY , AZ 85131-1255

404120080
USA CAP
PO BOX 43020
PHOENIX , AZ 85080-0302

401530060
USA
MAIL RETURN
, -

40153002A
GOULD MELINDA & JOSHUA BRENT SR
206 S APACHE AVE
ELOY , AZ 85131-1282

40153005F
LANGLEY SUNSHINE PARK LLC
2738 E GUADALUPE RD
GILBERT , AZ 85234-8523

408020280
EAA INV GROUP LLC
5635 W ALAMEDA RD
GLENDALE , AZ 85310-0361

800260060
CITY OF ELOY
595 N C ST STE 104
ELOY , AZ 85131-1255

404010150
UNION PACIFIC RAILROAD
1400 DOUGLAS ST STOP 1640
OMAHA , NE 68179-9100

CVL CONSULTANTS
4550 North 12th Street | Phoenix, AZ 85014
602.264.6831

November 20, 2025

Subject: TES Eloy PAD - Planned Area Development & Major General Plan Amendment
Case #s: GPA2025-001 & RZPAD2025-002

Dear Neighbor:

The purpose of this letter is to inform you that concurrent Planned Area Development (PAD) and Major General Plan Amendment (GPA) applications have been filed with the City of Eloy for TES Eloy PAD. The applications request to amend the current zoning for the ±338-acre site known as TES Eloy PAD generally located at the northwest corner of Battaglia Road & 11 Mile Corner from R1-12 to Mixed Use (MU) PAD zoning and for a major amendment to the general plan land use from Medium Density Residential & General Industrial to overall to Mixed Use. The intention is to allow for the development of a new master plan featuring residential, commercial, and industrial uses.

According to the Pinal County Assessors records, you are a property owner within 300 feet of the property under consideration. In order to better inform you of the public meeting(s) scheduled for this matter, this notice is being sent to you via first class mail.

- **Neighborhood Meeting**
  Date: December 4, 2025
  Time: 5:30 p.m.
  Location: Community Room, Eloy City Hall, 595 N C St. Eloy

We look forward to meeting with you at the scheduled meeting and answering all of your questions regarding this proposed request. If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

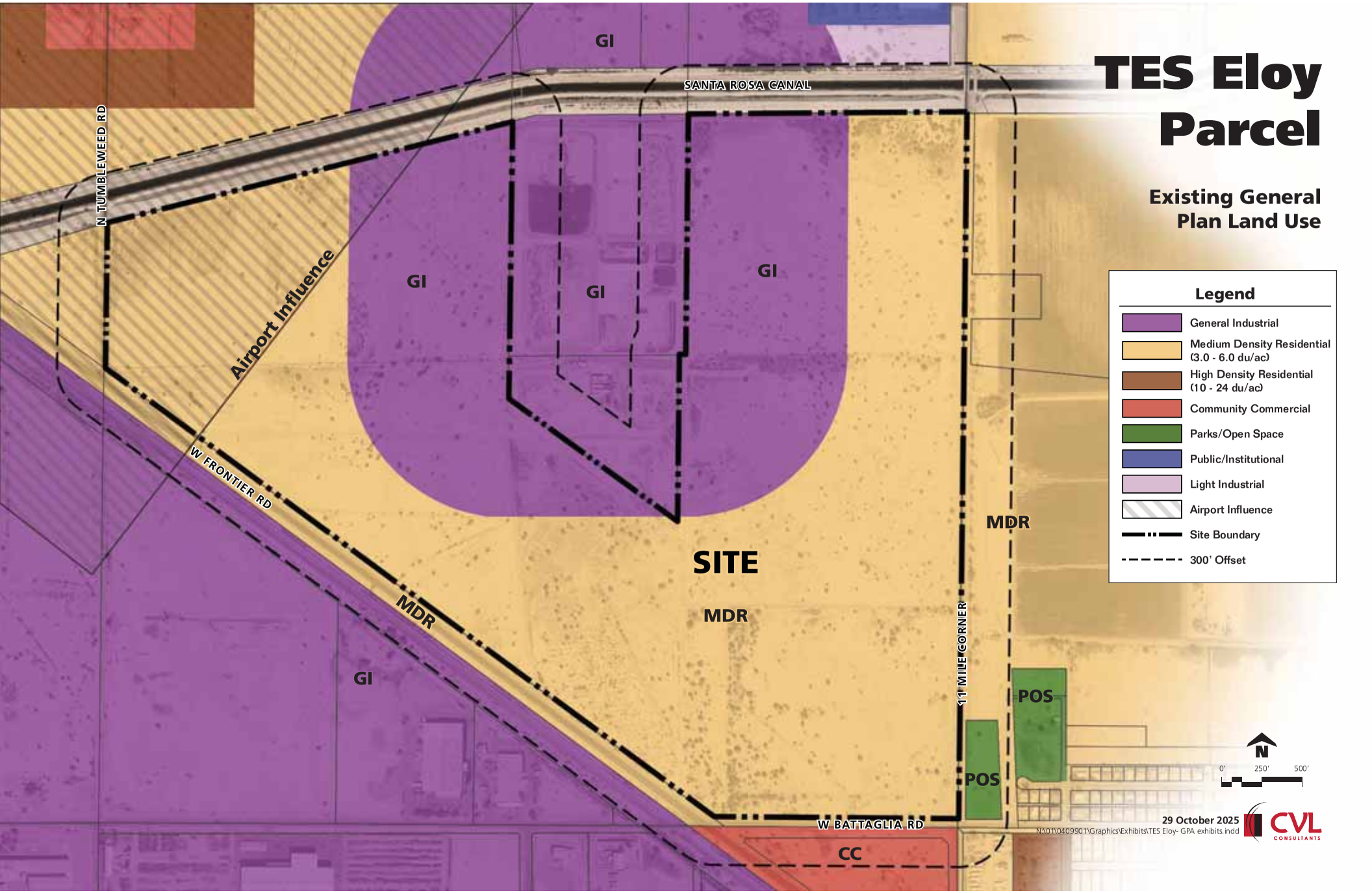
If you have any questions concerning this matter, feel free to reach me at the contact information listed below or contact Dan Symer, Community Development Director, at the City of Eloy Community Development Department at (520) 466-2578. You can also email them at dsymer@eloyaz.gov with the subject: Case #s GPA2025-001 & RZPAD2025-002, Project Name: TES Eloy - PAD and Major General Plan Amendment.

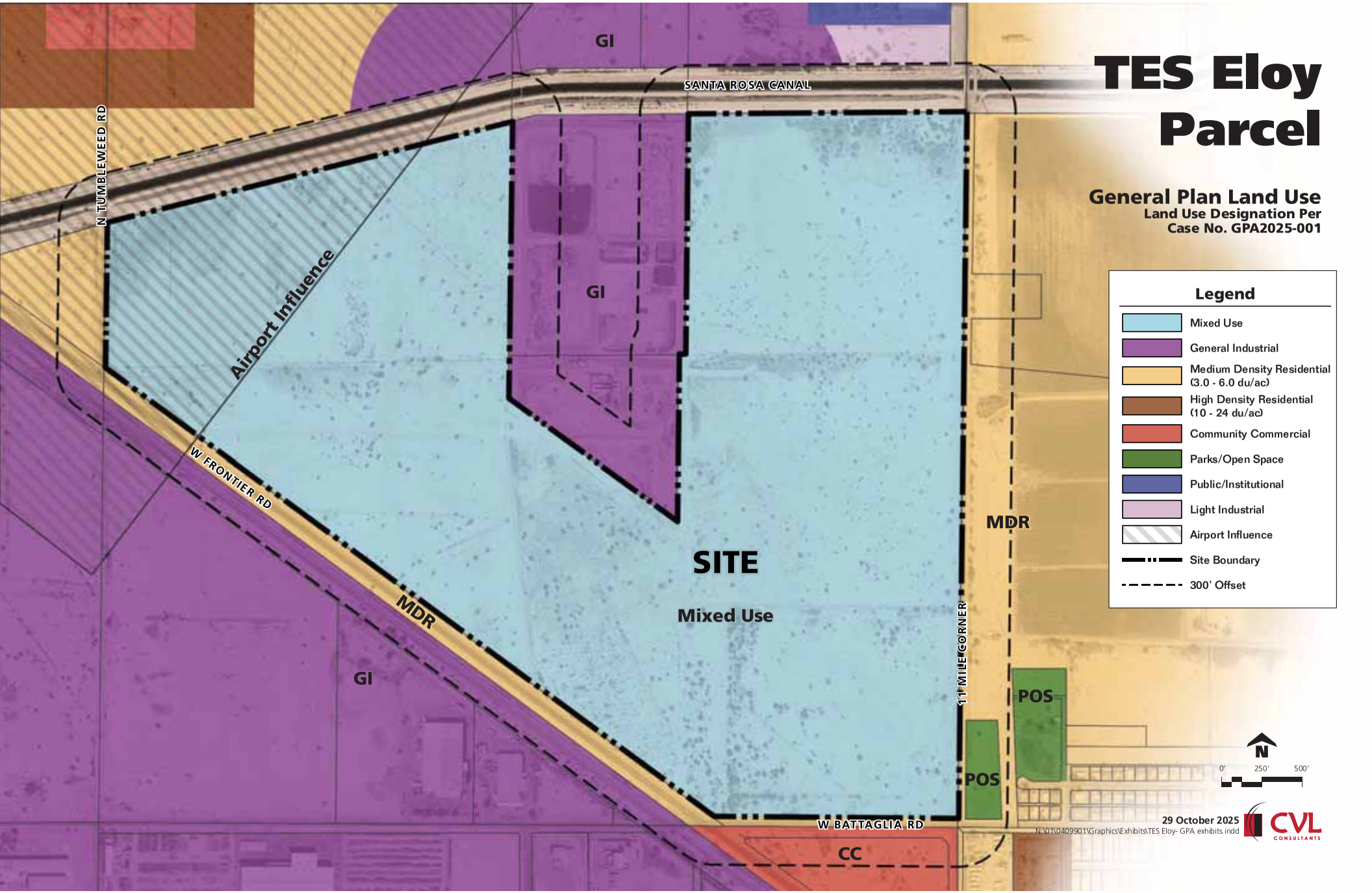
Please refer to the attached documents for additional information regarding this request.

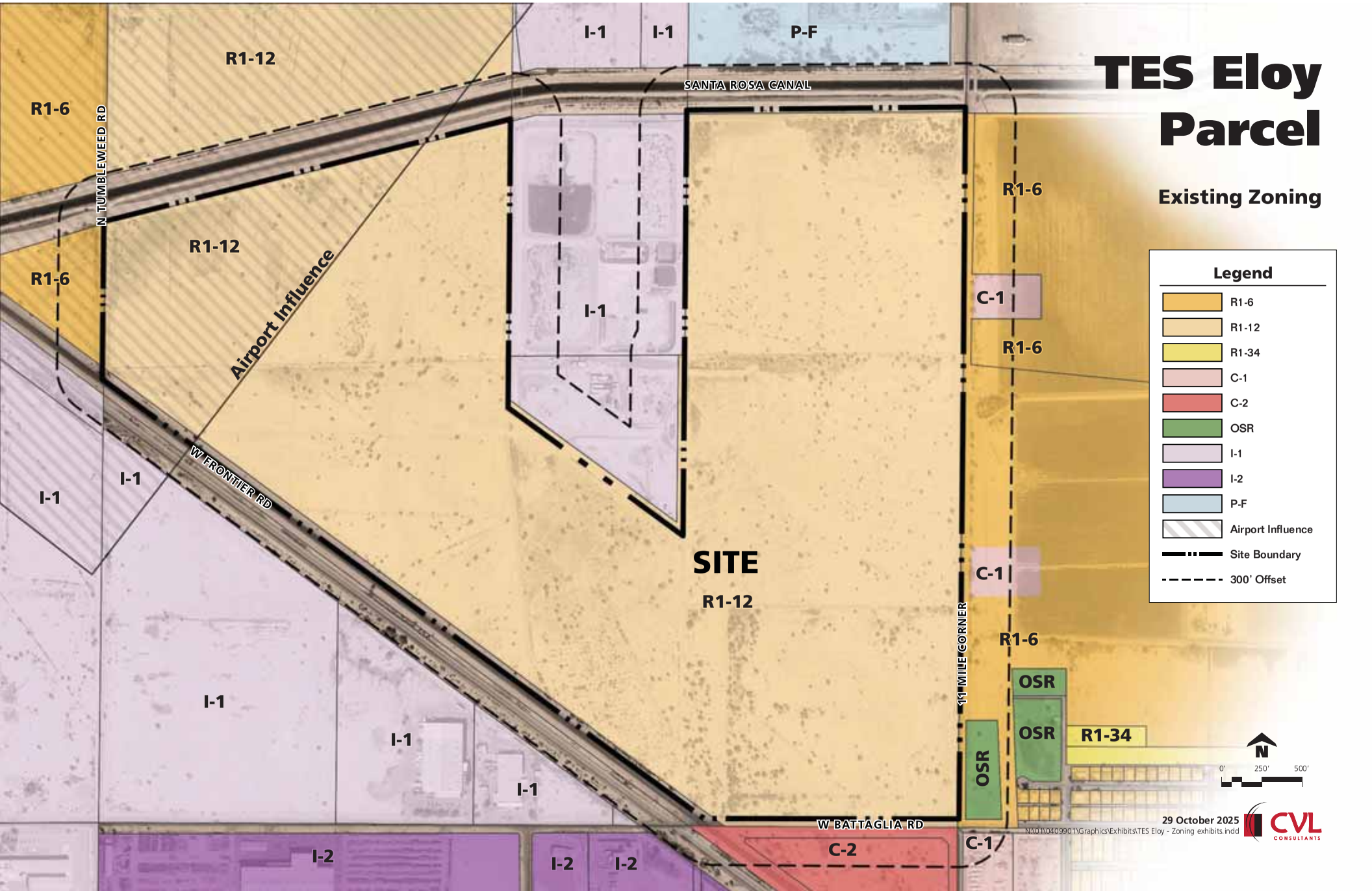
Sincerely,

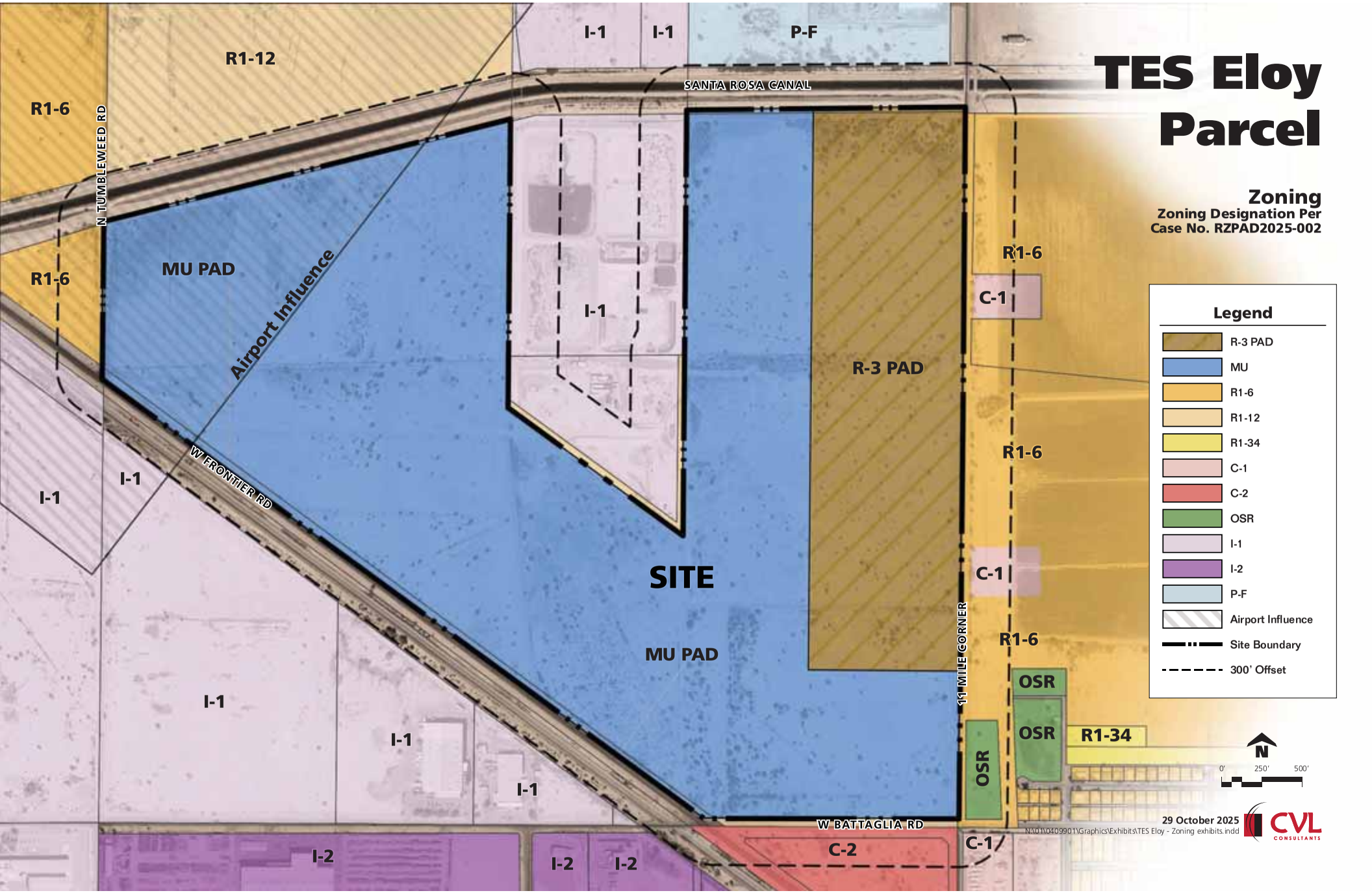


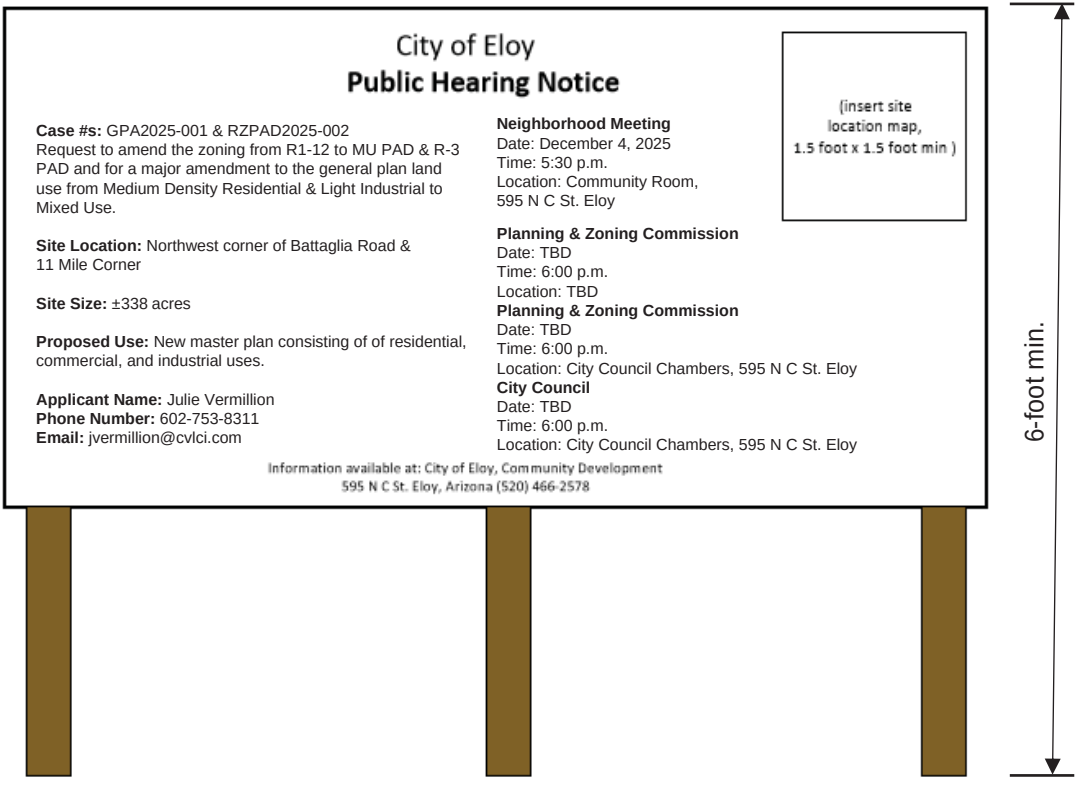
Julie Vermillion
Project Manager, CVL Consultants
4550 North 12 Street, Phoenix, Arizona 85014
Phone: 602-753-8311 | Email: jvermillion@cvlci.com


TES Eloy Parcel
Existing General Plan Land Use
Legend
General Industrial
Medium Density Residential (3.0 - 6.0 du/ac)
High Density Residential (10 - 24 du/ac)
Community Commercial
Parks/Open Space
Public/Institutional
Light Industrial
Airport Influence
Site Boundary
300' Offset
SANTA ROSA CANAL
N TUMBLEWEED RD
Airport Influence
W FRONTIER RD
11TH MILE CORNER
W BATTAGLIA RD
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29 October 2025
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CVL CONSULTANTS


TES Eloy Parcel
General Plan Land Use
Land Use Designation Per
Case No. GPA2025-001
Legend
Mixed Use
General Industrial
Medium Density Residential (3.0 - 6.0 du/ac)
High Density Residential (10 - 24 du/ac)
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TES Eloy Parcel
Existing Zoning
SANTA ROSA CANAL
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W FRONTIER RD
W BATTAGLIA RD
11TH MILE CORNER
Airport Influence
SITE
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R1-12
R1-6
I-1
I-1
P-F
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TES Eloy Parcel
Zoning
Zoning Designation Per Case No. RZPAD2025-002
SITE
MU PAD
R-3 PAD
Airport Influence
SANTA ROSA CANAL
N TUMBLEWEED RD
W FRONTIER RD
W BATTAGLIA RD
11 MILE CORNER
R1-12
R1-6
R1-34
I-1
I-2
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C-1
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OSR
Legend
R-3 PAD
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City of Eloy
Public Hearing Notice
(insert site location map, 1.5 foot x 1.5 foot min)
Case #s: GPA2025-001 & RZPAD2025-002
Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Mixed Use.
Site Location: Northwest corner of Battaglia Road & 11 Mile Corner
Site Size: ±338 acres
Proposed Use: New master plan consisting of of residential, commercial, and industrial uses.
Applicant Name: Julie Vermillion
Phone Number: 602-753-8311
Email: jvermillion@cvlci.com
Neighborhood Meeting
Date: December 4, 2025
Time: 5:30 p.m.
Location: Community Room, 595 N C St. Eloy
Planning & Zoning Commission
Date: TBD
Time: 6:00 p.m.
Location: TBD
Planning & Zoning Commission
Date: TBD
Time: 6:00 p.m.
Location: City Council Chambers, 595 N C St. Eloy
City Council
Date: TBD
Time: 6:00 p.m.
Location: City Council Chambers, 595 N C St. Eloy
Information available at: City of Eloy, Community Development
595 N C St. Eloy, Arizona (520) 466-2578
6-foot min.

CVL CONSULTANTS
4550 North 12th Street | Phoenix, AZ 85014
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DATE

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Case #s: GPA2025-001 & RZPAD2025-002

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According to the Pinal County Assessors records, you are a property owner within 300 feet of the property under consideration. In order to better inform you of the public meeting(s) scheduled for this matter, this notice is being sent to you via first class mail.

Planning and Zoning Commission	**Planning and Zoning Commission**	**City Council**
Date: _____ Time: _____ Location: _____	Date: _____ Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy	Date: _____ Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy

If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

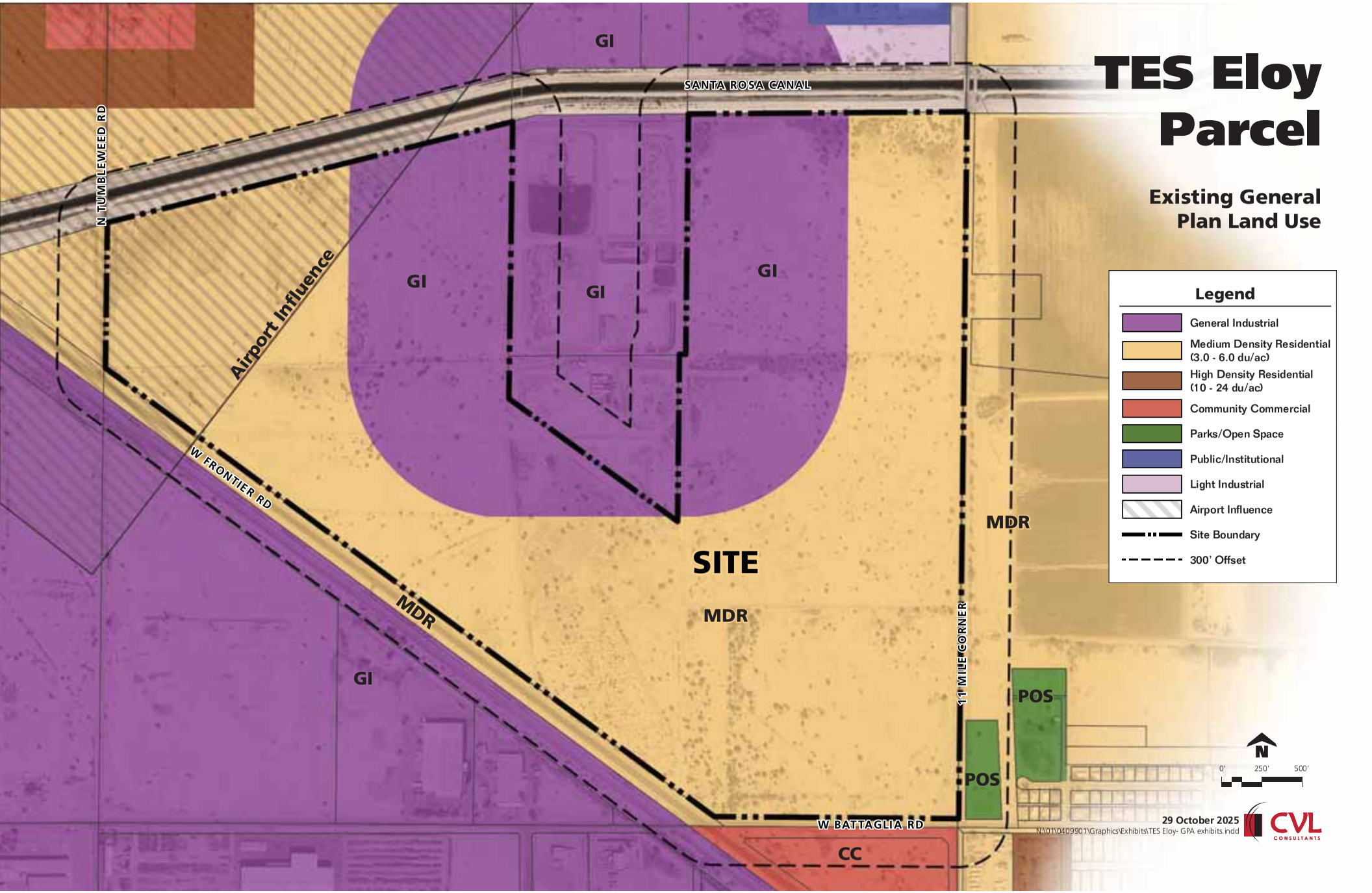
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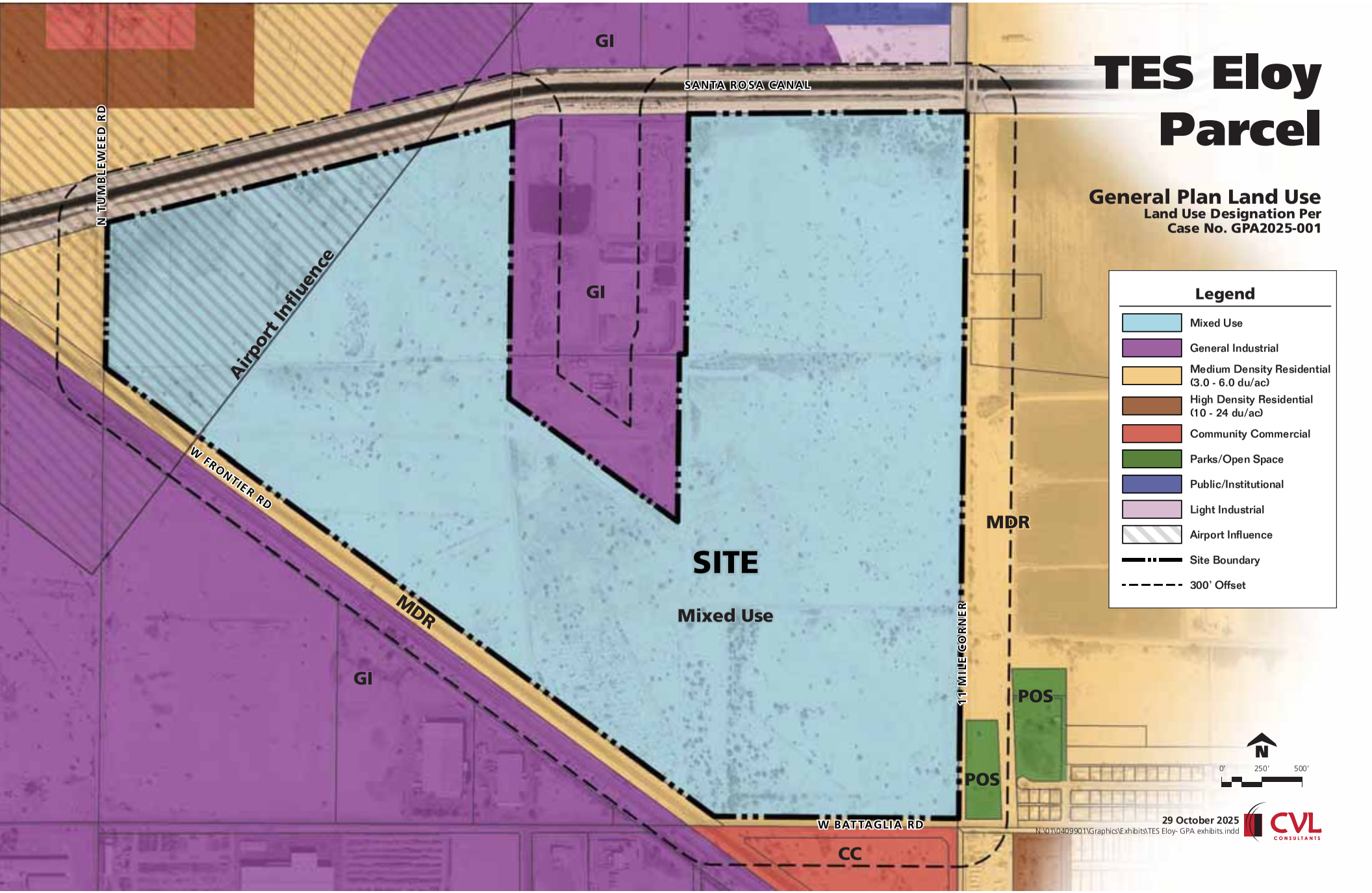
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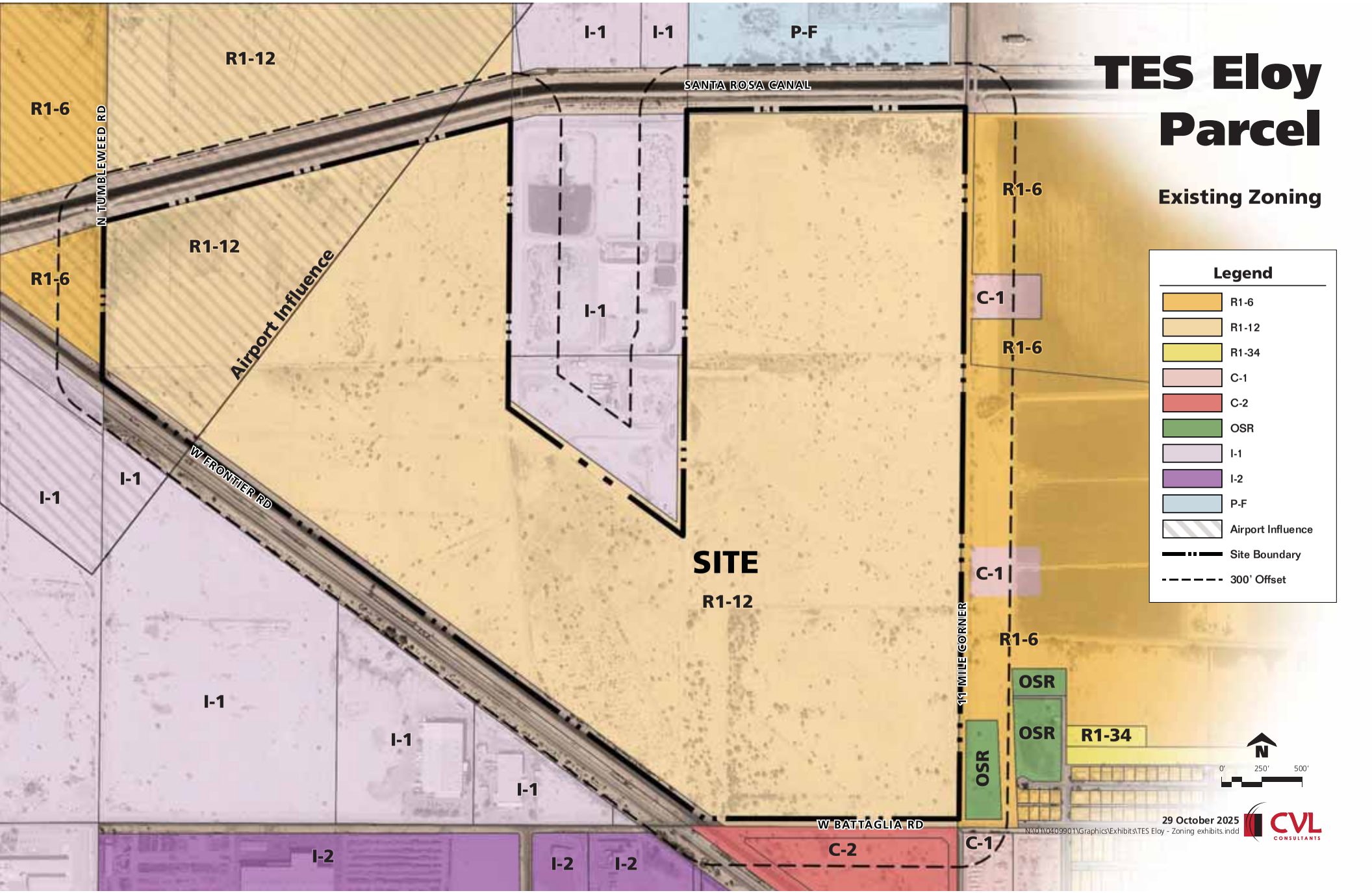
Sincerely,

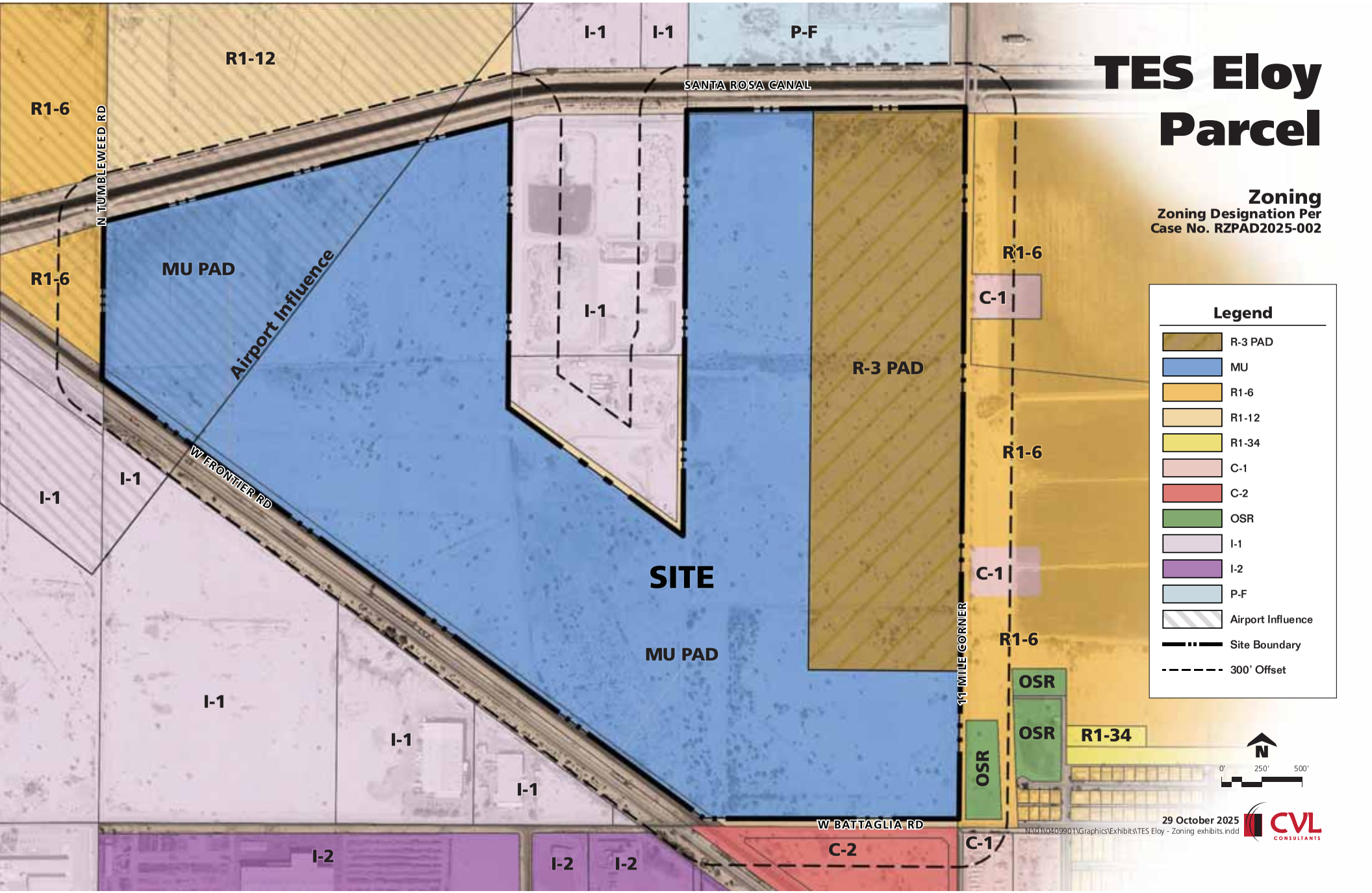


Julie Vermillion
Project Manager, CVL Consultants
4550 North 12 Street, Phoenix, Arizona 85014
Phone: 602-753-8311 | Email: jvermillion@cvlci.com


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Mixed Use
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CVL CONSULTANTS


TES Eloy Parcel
Existing Zoning
SANTA ROSA CANAL
N TUMBLEWEED RD
W FRONTIER RD
W BATTAGLIA RD
11TH MILE CORNER
Airport Influence
SITE
R1-12
R1-6
R1-12
R1-6
I-1
I-1
P-F
I-1
R1-12
I-1
R1-6
C-1
R1-6
C-1
R1-6
OSR
OSR
OSR
R1-34
I-1
I-1
I-1
I-1
I-2
I-2
I-2
C-2
C-1
Legend
R1-6
R1-12
R1-34
C-1
C-2
OSR
I-1
I-2
P-F
Airport Influence
Site Boundary
300' Offset
N
0'
250'
500'
29 October 2025
N:\01\0409901\Graphics\Exhibits\TES Eloy - Zoning exhibits.indd
CVL CONSULTANTS


TES Eloy Parcel
Zoning
Zoning Designation Per Case No. RZPAD2025-002
SITE
MU PAD
R-3 PAD
Airport Influence
SANTA ROSA CANAL
N TUMBLEWEED RD
W FRONTIER RD
W BATTAGLIA RD
11 MILE CORNER
R1-12
R1-6
R1-34
I-1
I-2
P-F
C-1
C-2
OSR
Legend
R-3 PAD
MU
R1-6
R1-12
R1-34
C-1
C-2
OSR
I-1
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300' Offset
N
0'
250'
500'
29 October 2025
N:\01\0409901\Graphics\Exhibits\TES Eloy - Zoning exhibits.indd
CVL CONSULTANTS

AFFIDAVIT OF SIGN POSTING

The undersigned Applicant has complied with the City of Eloy's posting requirements for Case # GPA2025-001 & RZPAD2025-002 on 11/20/25.

See attached photo exhibit.

For applicant:

COE & VAN LOO CONSULTANTS, INC.

Dynamite Signs, Inc.
Sign Company Name

Sign Company Representative

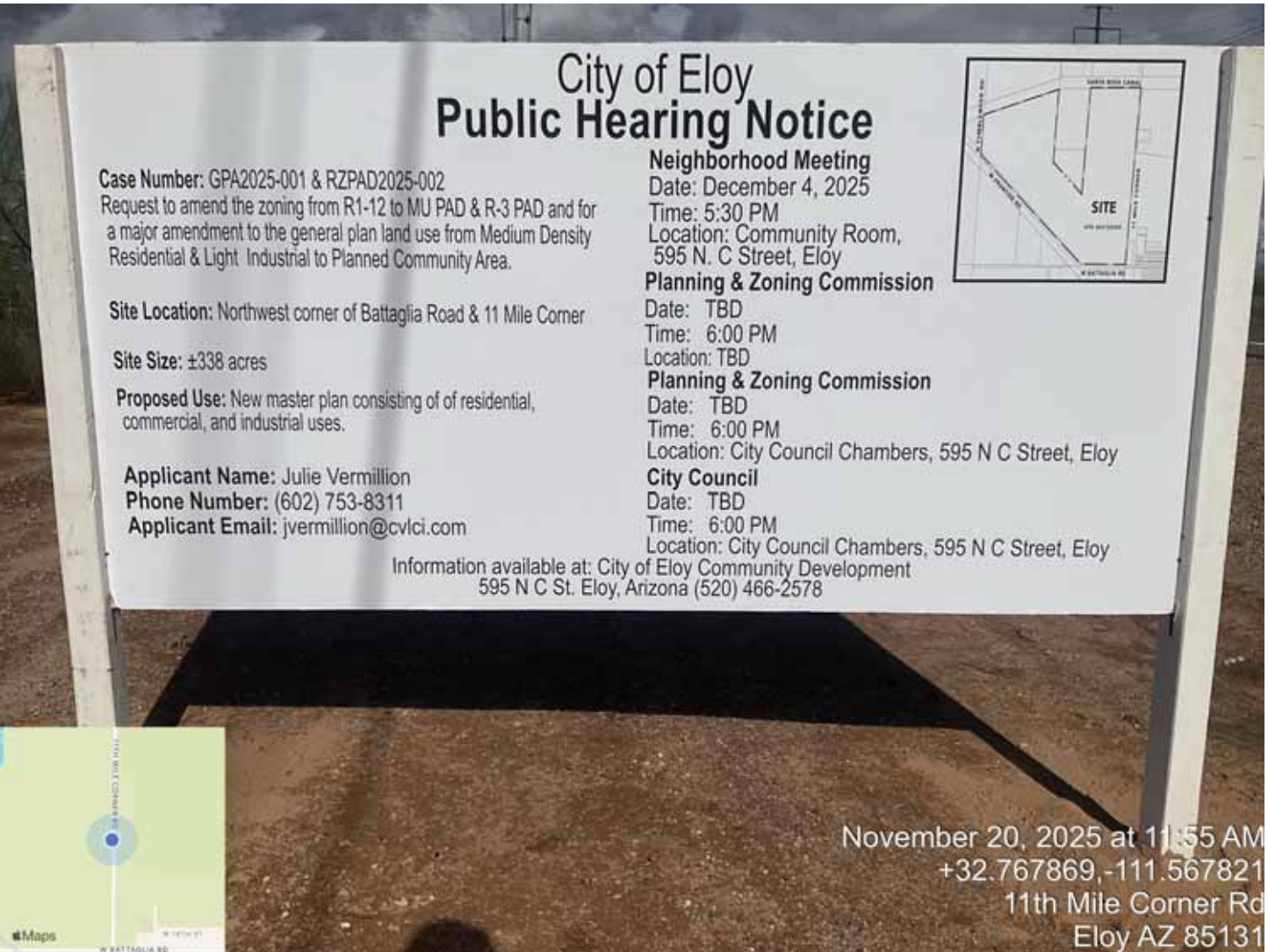
Subscribed and sworn to be on 11/20/25 by Meghan Liggett.

IN WITNESS WHEREOF, I Hereto set my hand and official seal.

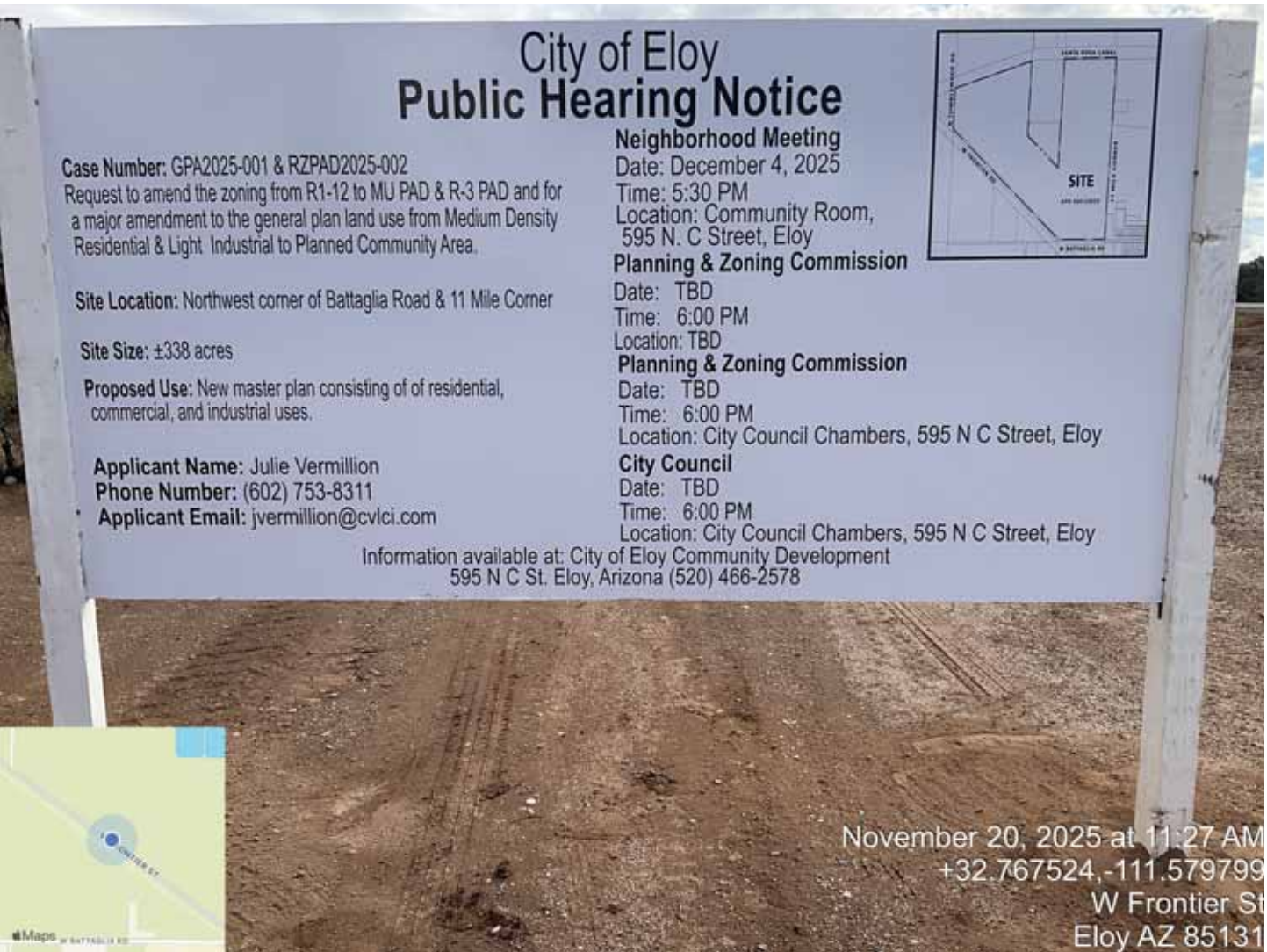
Notary Public

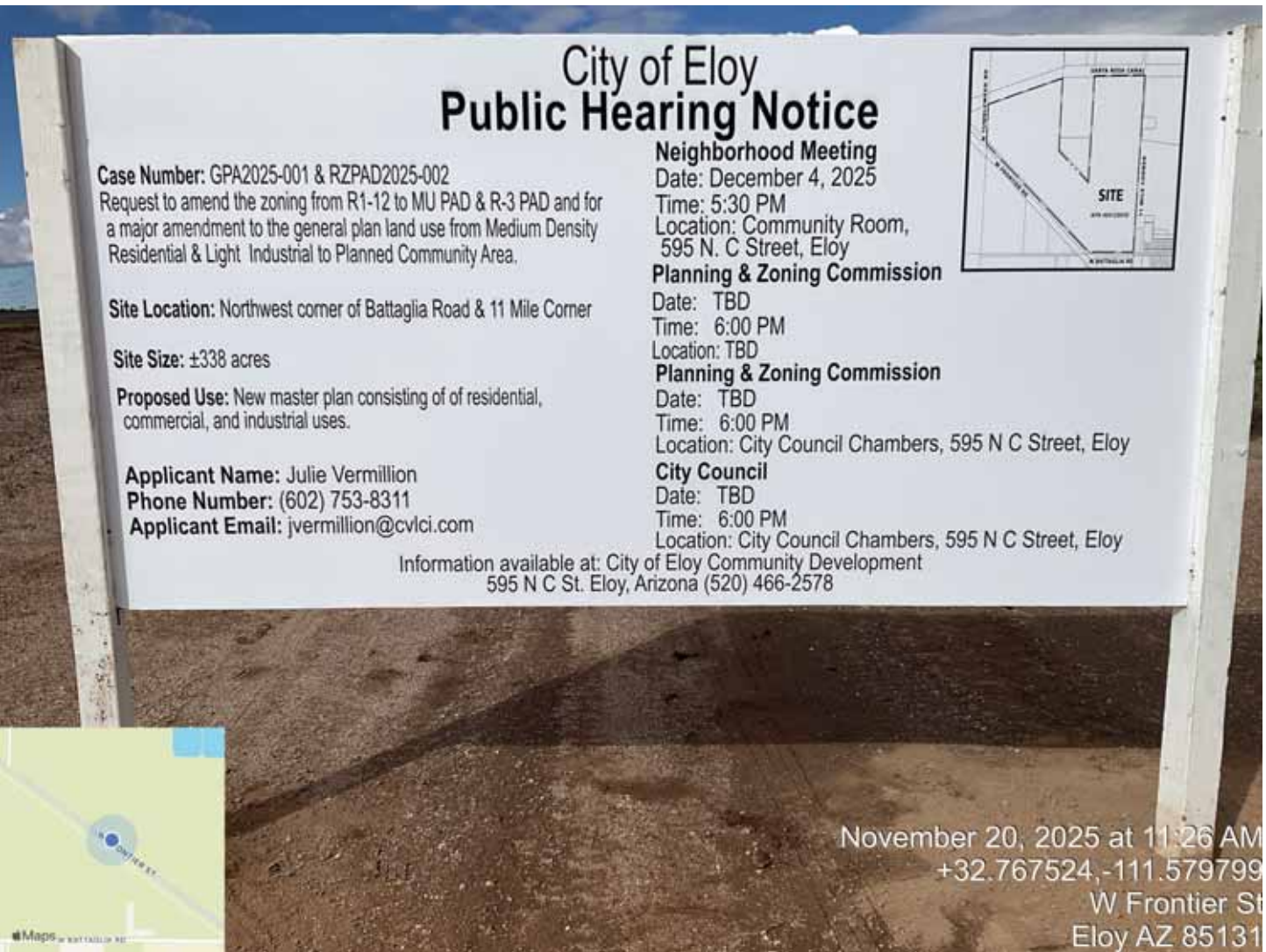
My Commission expires: 10-25-28

MARYBETH CONRAD
Notary Public - Arizona
Maricopa County
Commission # 673441
My Comm. Expires Oct 25, 2028


City of Eloy
Public Hearing Notice
Case Number: GPA2025-001 & RZPAD2025-002
Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Planned Community Area.
Site Location: Northwest corner of Battaglia Road & 11 Mile Corner
Site Size: ±338 acres
Proposed Use: New master plan consisting of of residential, commercial, and industrial uses.
Applicant Name: Julie Vermillion
Phone Number: (602) 753-8311
Applicant Email: jvermillion@cvlci.com
Neighborhood Meeting
Date: December 4, 2025
Time: 5:30 PM
Location: Community Room, 595 N. C Street, Eloy
Planning & Zoning Commission
Date: TBD
Time: 6:00 PM
Location: TBD
Planning & Zoning Commission
Date: TBD
Time: 6:00 PM
Location: City Council Chambers, 595 N C Street, Eloy
City Council
Date: TBD
Time: 6:00 PM
Location: City Council Chambers, 595 N C Street, Eloy
Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578
SITE
Maps
November 20, 2025 at 11:55 AM
+32.767869,-111.567821
11th Mile Corner Rd
Eloy AZ 85131


City of Eloy
Public Hearing Notice
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Date: TBD
Time: 6:00 PM
Location: City Council Chambers, 595 N C Street, Eloy
Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578
SITE
November 20, 2025 at 11:27 AM
+32.767524,-111.579799
W Frontier St
Eloy AZ 85131


City of Eloy
Public Hearing Notice
Case Number: GPA2025-001 & RZPAD2025-002
Request to amend the zoning from R1-12 to MU PAD & R-3 PAD and for a major amendment to the general plan land use from Medium Density Residential & Light Industrial to Planned Community Area.
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Site Size: ±338 acres
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Date: TBD
Time: 6:00 PM
Location: City Council Chambers, 595 N C Street, Eloy
City Council
Date: TBD
Time: 6:00 PM
Location: City Council Chambers, 595 N C Street, Eloy
SITE
Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578
November 20, 2025 at 11:26 AM
+32.767524,-111.579799
W Frontier St
Eloy AZ 85131



4550 N 12th Street
Phoenix, AZ 85014

CITY OF ELOY
REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.B.**
Date: **2/18/2026**

Date submitted: 02/13/2026 **Date requested:** 2/18/2026	**Action:** Other	**Subject: Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case Nos. GPA2025-005 and RZPAD2025-004: Houser Crossing. A request by Dawn Marie Fortuna, AICP, of Bowman, on behalf of the City of Eloy, for a minor General Plan Amendment from Light Industrial to Community Commercial and High Density Residential, and an Amendment to the Zoning Map (Rezone) from Light Industrial (I-1) and Light Industrial (I-1) with the Aviation Overlay to General Commercial (C-2), Multiple Family Residential (R-3) Planned Area Development Overlay (PAD) and Multiple Family Residential (R-3) with the Planned Area Development Overlay (PAD) and Aviation Overlay (AO) on a property consisting of approximately 79 acres located at the northeast corner of West Battaglia Road and West Frontier Street.**

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission provide a recommendation of approval to the City Council, subject to the attached Rezoning Conditions of Approval for Case Nos. GPA2025-005 and RZPAD2025-004: Houser Crossing.

DISCUSSION:

General Plan Amendment Request (Case No.GPA2025-005):
The applicant's request is for a minor General Plan Amendment of approximately 79 acres of property from Light Industrial to Community Commercial and High Density Residential, located at the northwest corner of West Houser Road and North Eleven Mile Corner Road. The purpose of this application is to accommodate a separate amendment to the Zoning Map (Rezone) application (Case No. RZPAD2025-004) to rezone the property from Light Industrial (I-1) to General Commercial (C-2), Multiple Family Residential (R-3) Planned Area Development Overlay (PAD) and Multiple Family Residential (R-3) with the Planned Area Development Overlay (PAD) and Aviation Overlay (AO).

Amendment to the Zoning Map (Rezone) Request (Case No. RZPAD2025-004):
The applicant's request is to rezone approximately 79 acres from Light Industrial (I-1) and Light Industrial (I-1) with the Aviation Overlay (AO) to General Commercial (C-2) (≅20 acres), Multiple Family Residential (R-3) Planned Area Development Overlay (PAD) (≅48 acres) and Multiple Family Residential (R-3) with the Planned Area Development Overlay (PAD) with Aviation Overlay (AO) (≅11 acres).

General Plan:
The General Plan Future Land Use Map designation of the property is Light Industrial. The Light Industrial land use designation is intended to accommodate areas suitable for the least intense industrial employment uses, such as professional offices, research and development, wholesale and storage warehouses, utility centers, repairing and packaging of goods, and ancillary eating and retail establishments. The proposed General Plan designation of Community Commercial accommodates a variety of types and intensities of commercial development, typically consisting of large shopping centers and a wider variety of goods and services than the neighborhood commercial areas. The proposed High Density Residential General Plan designation accommodates two-and three-story apartments, condominiums, and townhomes.

Context:
The property is located on the northeast corner of West Houser Road and North Eleven Mile Corner Road. The site is surrounded by primarily undeveloped land on most sides, North Eleven Mile Corner Road to the east, West Houser Road to the south, West Tonto Rd to the North, and an unnamed roadway along the west property line. Within the upper center of the property is the City of Eloy water treatment facility, and Shumway Park on the northeast corner of North Eleven Mile Corner Road and West Battaglia Road.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	Light Industrial	Light Industrial (I-1) and Light Industrial	Undeveloped land

		(I-1) with the Aviation Overlay (AO)	
North	Medium-Density Residential	Single Family Residential (R1-6) and Single Family Residential (R1-6) Aviation Overlay (AO)	Undeveloped land
South	Light Industrial, General Industrial and Public/Institutional	Public Facility (PF)	West Houser Road and further south is undeveloped land and the City of Eloy Public Works building
East	Low Density Residential and Public/Institutional	Single Family Residential (R1-43)	North Eleven Mile Corner Road and further east is undeveloped land.
West	Medium-Density Residential	Single Family Residential (R1-6) and Single Family Residential (R1-6) Aviation Overlay (AO)	Unnamed and undeveloped roadway easement and Undeveloped land

General Plan Amendment Criteria and Guidelines (Case No.GPA2025-005):
The applicant's request is considered a minor General Plan Amendment based on the criteria outlined in Section 2.2 of the Eloy General Plan. Furthermore, under Section 2.3 of the Eloy General Plan, changes to the General Plan must also meet the guidelines outlined below: (Staff's analysis of the guidelines is included in bold italic text, and the applicant's analysis is included in their narrative, attached)

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

- ***The General Plan's Future Land Use Map currently designates approximately 5.1% of the City's planning area as Light Industrial. The proposed application would not significantly reduce the amount of Light Industrial land use within the City's total planning area. It should be noted that, if the application is approved, the City's planning area designated as High Density Residential would increase from approximately 1.14% to 1.17%, and the Community Commercial designation would increase from approximately 1.96% to 1.98%.***

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

- ***The proposed amendment is anticipated to be an overall improvement to the General Plan in that the High Density Residential land use designation allows for Multiple Family Residential (R-3) zoning, providing a broad range of residential and housing development options in an area that is primarily planned for single-family residential uses. In addition, the proposed Community Commercial designation accommodates the General Commercial (C-2) zone, which will provide for commercial land uses at the intersection of two arterial streets in an area that is substantially residentially planned and has no significant commercial land designated. The proposed amendment would contribute to implementing the General Plan in the Sun Corridor growth area by promoting commercial and residential uses in an identified growth area and encouraging a balanced land use environment (GP 3.3.1.2 and 3.3.1.3).***

3. The amendment will not adversely impact any portion of the community by: a) Creating incompatible land use patterns; b) Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City; c) Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or d) Adversely affecting the livability of an area or the health and safety of existing residents.

- ***The proposed High Density Residential and Community Commercial land use designations are not anticipated to create an incompatible land-use pattern with the abutting Medium Density Residential designation and adjacent General Industrial, Light Industrial, Medium Density Residential, and Public/Institutional designations, as the proposed designations are typically situated between lower-intensity land uses and more intense land uses (Public Works building and the water treatment facility to the south), as well as along arterial streets such as North Eleven Mile Corner Road to the east and Houser Road.***
- ***There is water and roadways abutting the property. The property owner will be required to provide all necessary improvements and right-of-way dedications related to traffic, roads, sewer, and water infrastructure necessary to accommodate the development and the use of the property, as specified in the associated rezoning (Case No. RZPAD2025-004).***

4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

- ***The proposed High Density Residential and Community Commercial land use designations are consistent with the General Plan in that it contributes to achieving the General Plan's Goal 3.1.1.1 and 3.5.1.2 to "provide a range of supportive... land uses to encourage and maintain a sustainable community," and providing for a "variety of housing types." Also, the proposed designations assist in achieving the Goals 3.3.1.2 and 3.3.2.3 by encouraging a balance of land uses and promoting commercial development in the Sun Corridor Growth Area.***

Zoning Ordinance Issues for Consideration for a General Plan Amendment:
In determining whether to approve, approve with conditions, or deny proposed General Plan amendments, issues for consideration shall include, but not be limited to, staff's analysis, which is included in bold italic text, and the applicant's analysis, which is included in their narrative, attached.

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

- ***The General Plan's Future Land Use Map provides a limited amount of Community Commercial and High Density Residential land uses in this area of the city. Furthermore, most of the existing land use designations in the area are Estate, Low Density Residential, and Medium Density Residential. The addition of Community Commercial and High Density Residential designations in the Sun Corridor Growth Area will promote a more balanced mix of land uses, supporting a variety of housing and commercial uses.***

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

- ***The proposed Community Commercial and High Density Residential land use designations are anticipated to constitute an overall improvement to the General Plan by increasing the variety of residential land uses and providing commercial uses near the residential population within the City. Furthermore, the proposed land use designations will assist in implementing the goals of the General Plan by providing a range of supportive land uses that encourage a sustainable community through the orderly development of the Sun Corridor Growth Area (Goals 3.1.1.1, 3.3.1.2, and 3.3.2.3).***

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by: 1) Significantly altering acceptable existing land use patterns; 2)

Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore may negatively impact the development of other lands. The Commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized; 3) Adversely impacting existing uses due to increased traffic on existing systems; and 4) Affecting the livability of the surrounding area or the health and safety of present or future residents.

- ***The proposed General Plan Amendment from Light Industrial to the Community Commercial and High Density Residential designations is not anticipated to significantly alter existing land use patterns in the area. While improvements to roads, sewer, or water systems are anticipated to serve the development, these infrastructure needs have been identified in the General Plan and the Water and Wastewater Master Plan to support the prevailing land uses planned for the area and the existing land use designations. Furthermore, the proposed land use designations are not anticipated to affect the livability of the surrounding area or the health and safety of present or future residents.***

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

- ***The proposed General Plan Amendment from Light Industrial to the Community Commercial and High Density Residential designations is consistent with the intent of the General Plan in that it contributes to Goal 3.1.1.1, which seeks to "provide a range of supportive land uses to encourage and maintain a substantial community." The amendment also assists in encouraging a balanced land use environment within the designated Sun Corridor Growth Area (Goal 3.3.1.2). Furthermore, the proposed land use designations will assist in providing a mix of land uses, a variety of housing types, and encouraging orderly development within the Growth Area (Goals 3.3.1.2, 3.3.1.3, and 3.5.1.2).***

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects, or trends which could reasonably exist in the future.

- ***The proposed General Plan Amendment from Light Industrial to the Community Commercial and High Density Residential land use designations is not an error or oversight in the existing plan, or other factor that could reasonably exist in the future.***

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

- ***There have been no known events following adoption of the Eloy General Plan that supersede the original premises and findings made at the time of its adoption. The proposed amendment from Light Industrial to Community Commercial and High Density Residential land use designations will assist in encouraging a balance of uses and a variety of housing types within the designated Sun Corridor Growth Area (Goals 3.3.1.2 and 3.5.1.2). Furthermore, the proposed land use designations will help provide a mix of land uses and encourage orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

- ***Before and since the City Council adopted the General Plan in May 2020, the property has been undeveloped land. The proposed Community Commercial and High Density Residential land use designation is anticipated to contribute to the ability to provide additional flexibility in the development potential of the land.***

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this Section.

- ***The proposed General Plan Amendment from Light Industrial to Community Commercial and High Density Residential land use designation will assist in encouraging a balance of uses within a designated Growth area (Goal 3.3.1.2). Furthermore, the proposed land use designation will assist in providing a mix of land uses and encourage a variety of housing types that is anticipated to encourage the "orderly development within Growth Areas" within the City (Goals 3.3.1.2, 3.3.1.3, 3.5.1.2).***

Zoning Ordinance Issues for Consideration for an Amendment to the Zoning Map (Rezone) (Case No. RZPAD2025-004):
In determining whether to approve, approve with conditions, or deny the proposed Official Zoning Map amendment, the issue for consideration shall include, but not be limited to: (Staff's analysis of the consideration is included in bold italic text, and the applicant's analysis is included in their narrative, which is attached.)

A. Consistency (or lack thereof) with the adopted Eloy General Plan and other adopted plans;

- ***The property currently has a General Plan designation of Light Industrial. The requested rezone is inconsistent with the property's current General Plan designation. Upon approval of the associated application, Case No. GPA2025-001 to change the land use to the Community Commercial and High Density Residential, the proposed C-2, R-3 PAD and R-3 PAD AO zoning will conform to the General Plan.***

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

- ***The proposed MU and R-3 PAD zoning*** and associated and proposed additional uses of the development are anticipated to be consistent and compatible with the existing, abutting, and adjacent properties and character of the area/neighborhood. Furthermore, the proposed zones will assist with providing a variety of land uses

C. Suitability of the subject property for uses permitted by the proposed zoning district;

- ***The property is currently undeveloped and is abutting West Houser Road and North Eleven Miler Corner Road. The proposed rezoning to C-2, R-3 PAD and R-3 PAD AO*** **zoning will allow the property to be used for a variety of commercial, single-family, and multiple-family uses, which are anticipated to be suitable uses for the property. Furthermore, the proposed *C-2, R-3 PAD and R-3 PAD AO* will assist in facilitating a balance of uses and a variety of housing options within a designated Growth area (Goal 3.3.1.2 and 3.5.1.2). *Also, the proposed zoning designations will help concentrate land uses more effectively, create a mixed-use environment that promotes logical utilization and extension of existing infrastructure, and encourage "orderly development within Growth Areas" within the City, thereby providing for a sustainable community (Goals 3.1.1.1, 3.3.1.2, and 3.3.1.3).***

D. Suitability of the subject property for uses permitted by the existing district; and

- ***The property is located within the General Plan's Sun Corridor Growth Area. Growth Areas are intended to guide new development and to focus efforts on promoting commercial, employment, residential, and industrial development in areas of the City that meet the needs of residents and businesses (Goal 3.3.1.3). In addition, the proposed C-2, R-3 PAD, and R-3 PAD zoning designations will facilitate the development of a mix of uses that is expected to help meet the General Plan's objective of balancing land uses within a designated Growth Area (Goal 3.3.1.2). Furthermore, the proposed zones include uses that will assist in encouraging orderly***

development within Growth Areas, providing a variety of housing options, and supporting the logical extension of infrastructure and utility services within the City (Goals 3.3.1.1, 3.3.1.4, and 3.5.1.2).

E. Availability of sewer and water facilities.

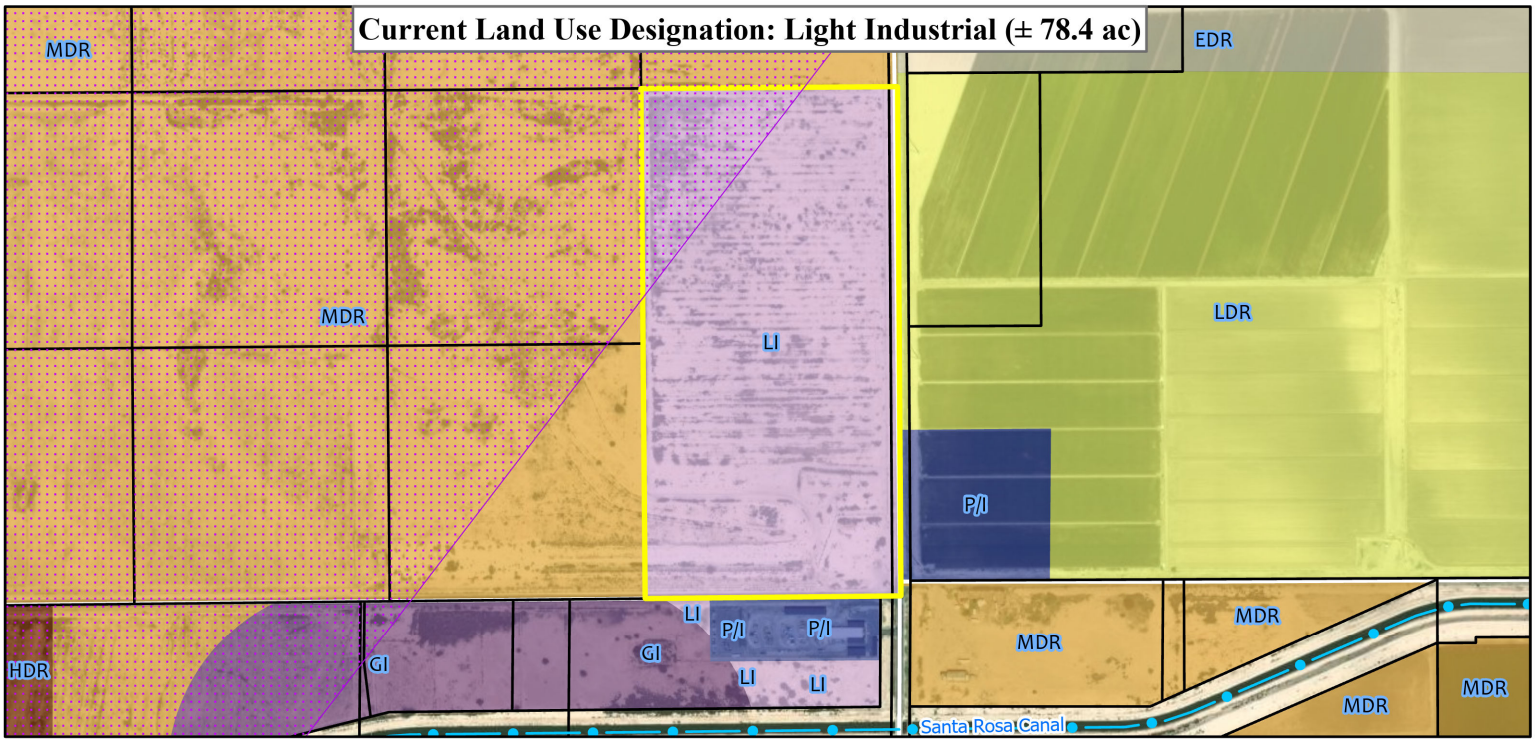
- ***Water is available along the property's frontage of West Houser Road. Water is also available along North Eleven Mile Corner Road at the intersection with West Houser Road. The property owner/developer will be required to extend and upgrade the existing water and wastewater services along the property frontages to accommodate the proposed development.***

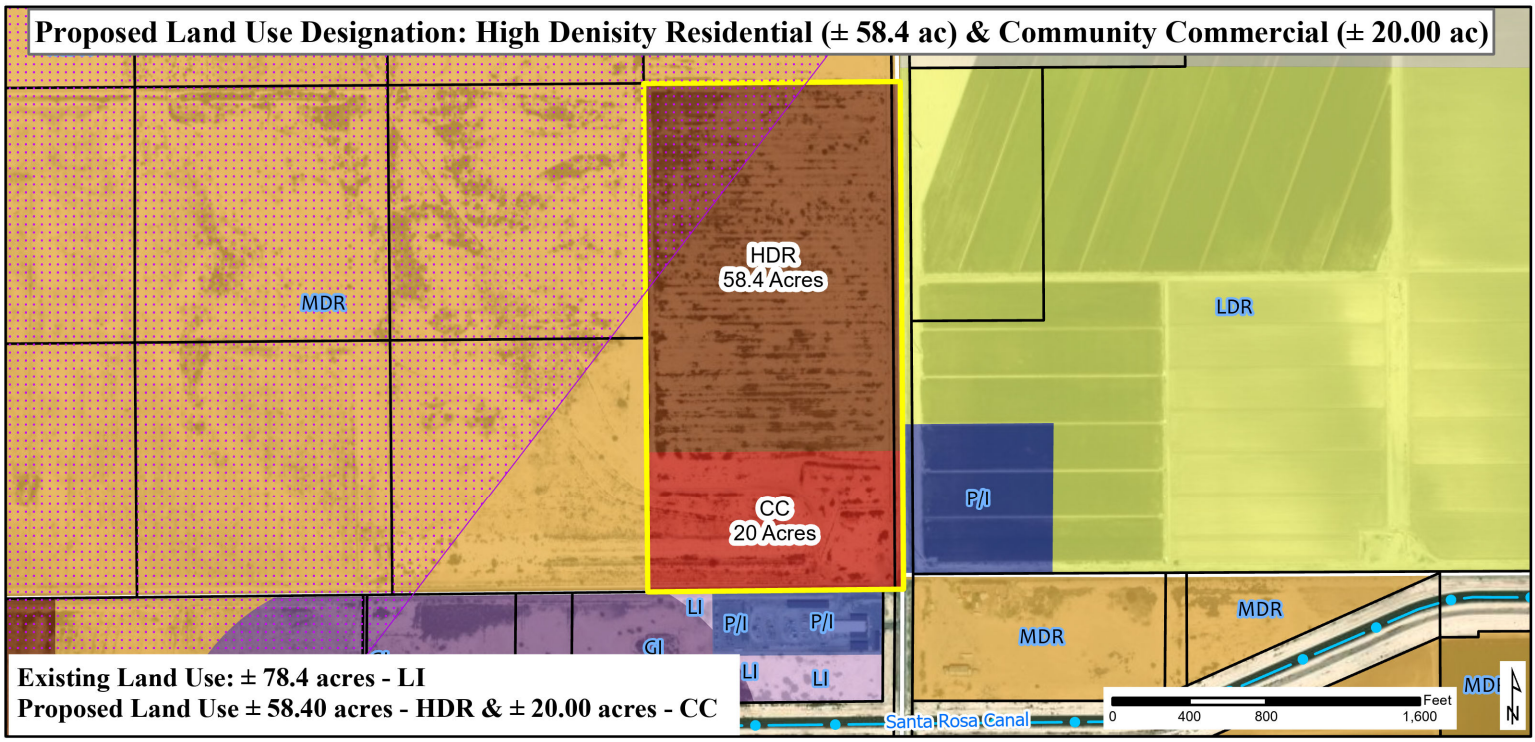
Planned Area Development (PAD) Consideration
A Planned Area Development (PAD) District may be approved only when the City Council determines that the proposed PAD would result in a greater benefit. It may include implementing adopted planning policies/design standards, natural resources preservation/conservation resources, provision of utilities, urban design, neighborhood/community amenities, or an overall level of increased development quality. (Staff's analysis is included in bold italic text, and the applicant's analysis is included in their narrative, attached):

- ***The proposed modifications to incorporate the land uses identified in the PAD Development Plan are intended to allow for a variety of housing options and densities. Additionally, the proposed PAD Development Plan will enable the property to operate with a level of flexibility not contemplated in the Zoning Ordinance and will promote consistency with General Plan objectives, including GP Goals 3.1.1.1, 3.3.1.2, 3.3.1.3, and 3.5.1.2.***

FISCAL IMPACT:

No financial impacts are anticipated from this agenda item.





Houser Crossing
General Plan Amendment Exhibit - Case No: GPA2025-005

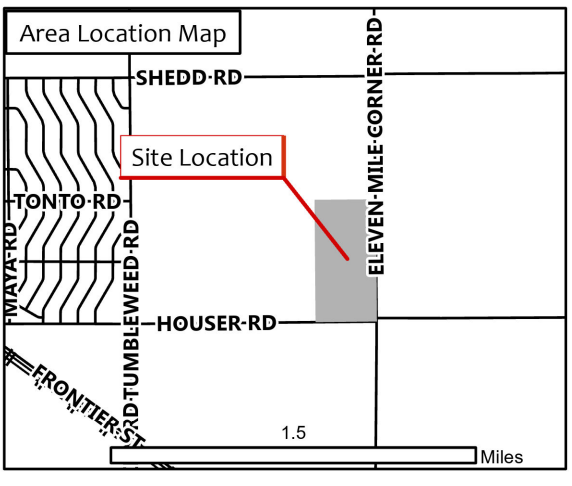
Land Use

Residential
- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 12 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial
- Neighborhood Commercial
- Community Commercial

Industrial
- Light Industrial
- General Industrial

Other
- Parks/Open Space
- Mixed Use
- Public/Institutional
- Airport Influence Area



Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.

Bowman

Minor General Plan Amendment Narrative

Houser Crossing
Eloy, Arizona

Eloy Community Development Partners, LLC

Bowman
6751 North Sunset Blvd, Suite 325
Glendale, AZ 85305
623.299.8980 | bowman.com

November 19, 2025

Application Narrative

Project Team

Developer
Steve Holgate
Eloy Community Development Partners, LLC
3035 SE Maricamp Rd Unit 104-308
Ocala, FL 34471
Phone (352) 502-2924
steve@shelbran.com

Civil Engineering
Nathan Larson, PE
Bowman
2420 South Power Road, Suite 105
Mesa, AZ 85209
D: (480) 267-9978 C: (480) 489-2170
nlarson@bowman.com

Project Planner
Dawn Marie Fortuna, AICP
Bowman
6751 North Sunset Blvd, Suite 325
Glendale, AZ 85305
O: (623) 200-5656 C: (480) 772-7271
dfortuna@bowman.com

Zoning Attorney
Carolyn Oberholtzer
Bergin, Frakes, Smalley & Oberholtzer, PLLC (BFSO)
4343 East Camelback Road, Suite 210
Phoenix, AZ 85018
O: (602) 888-7869
coberholtzer@bfsolaw.com

Traffic Engineer
Shelly Sorensen, PE
Lokahi
10555 N. 144th Street, #105
Scottsdale, AZ 85259
O: (480) 536-7150
shelly@lokahigroup.com

Executive Summary

Eloy Community Development Partners, LLC, was selected by the City of Eloy through a request for proposal (RFP) to develop a combination of residential and commercial retail elements. This development intends to meet the existing and future housing needs to accommodate the expected increase in area population within the next 10 to 20 years.

The General Plan Amendment request is the next process phase that originated from a Request for Proposal (RFP) by the City of Eloy, originally published on March 1, 2024. The City of Eloy was seeking an experienced developer or development team to purchase and build on an approximate, but less than, 80-acre site located within the recognized Eloy expansion area.

This development includes traditional garden style apartments, horizontal apartments/townhomes, and a single-family home community. Along with residential development, the site also includes a neighborhood commercial center and self-storage facility to support the additional residents in the area.

This Minor General Plan Amendment applies to approximately, but less than, 80 acres located at the northwest corner of Houser Road and 11 Mile Corner, identified as Pinal County Assessor's Parcel Number 404-27-015. Right-of-way dedications are anticipated along both Houser Road and 11 Mile Corner, and Houser Road will need to be realigned northward to match its existing alignment east of 11 Mile Corner, which is currently a minimally improved but maintained dirt road. In addition, a portion of the site is expected to be dedicated for a City well site. While the final acreage impact of these dedications has not yet been determined, the combined effect—particularly from the Houser Road realignment and well site dedication—is estimated to reduce the total acreage below the 80-acre threshold for a Minor General Plan Amendment.

The Minor General Plan Amendment application requests amending the Land Use Designation from Light Industrial to High Density Residential ("HDR") & Community Commercial ("CC"). This proposed modification will allow the development of residential dwelling units, commercial center, and a self-storage facility on the same parcel. By permitting this amendment it allows the City of Eloy to provide diversified housing and a mix of commercial uses.

The City of Eloy brought forward this opportunity recognizing the need to provide a sense of place to bring to this community.

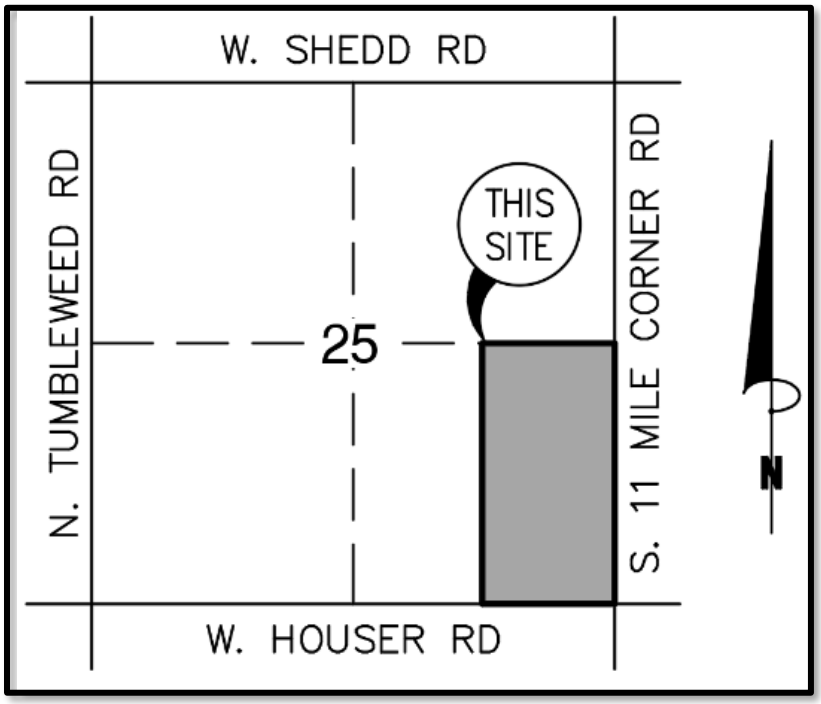
Statement of Proposed Change

This request seeks a Minor General Plan Amendment from Light Industrial to High Density Residential (HDR) and Community Commercial (CC). The existing Light Industrial is no longer as amiable given the site's location as a key gateway to Downtown Eloy and proximity to developing residential areas. Industrial uses would generate traffic and visual impacts that are incompatible with the area's evolving mixed-use character.

The proposed HDR and CC designations allow a more compatible and economically productive use of the land by introducing new housing opportunities and neighborhood-serving commercial uses that support the City's growth objectives, provide attainable housing options, and expand the local tax base.

Project Site

This GPA applies to approximately 80 acres located at the northwest corner of Houser Road and 11 Mile Corner Road, identified as Pinal County Assessor's Parcel Number 404-27-015. Right-of-way dedications are anticipated along both Houser Road and 11 Mile Corner Road, and Houser Road will be realigned to match the existing alignment east of 11 Mile Corner. This east leg is currently a minimally improved but maintained dirt road. In addition, a portion of the site is expected to be dedicated as a City well site. While the final acreage impact has not yet been determined, the combined effect—particularly from the Houser Road realignment and well site dedication—is estimated to reduce the total acreage below the 80-acre mark. The site is further identified by the Pinal County Assessor Parcel Number (APN) 404-27-0150, Section 25, Township 7 South, Range 7 East, and reflected below in the Vicinity Map.



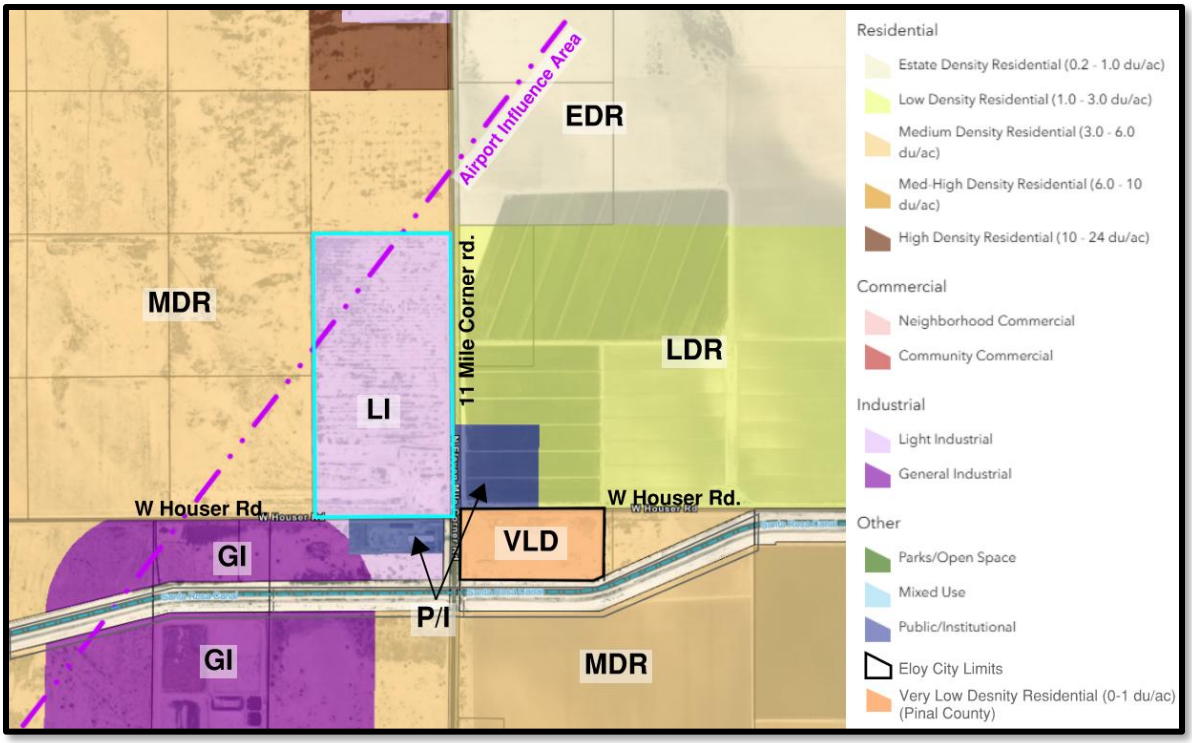
Vicinity Map

Area Context

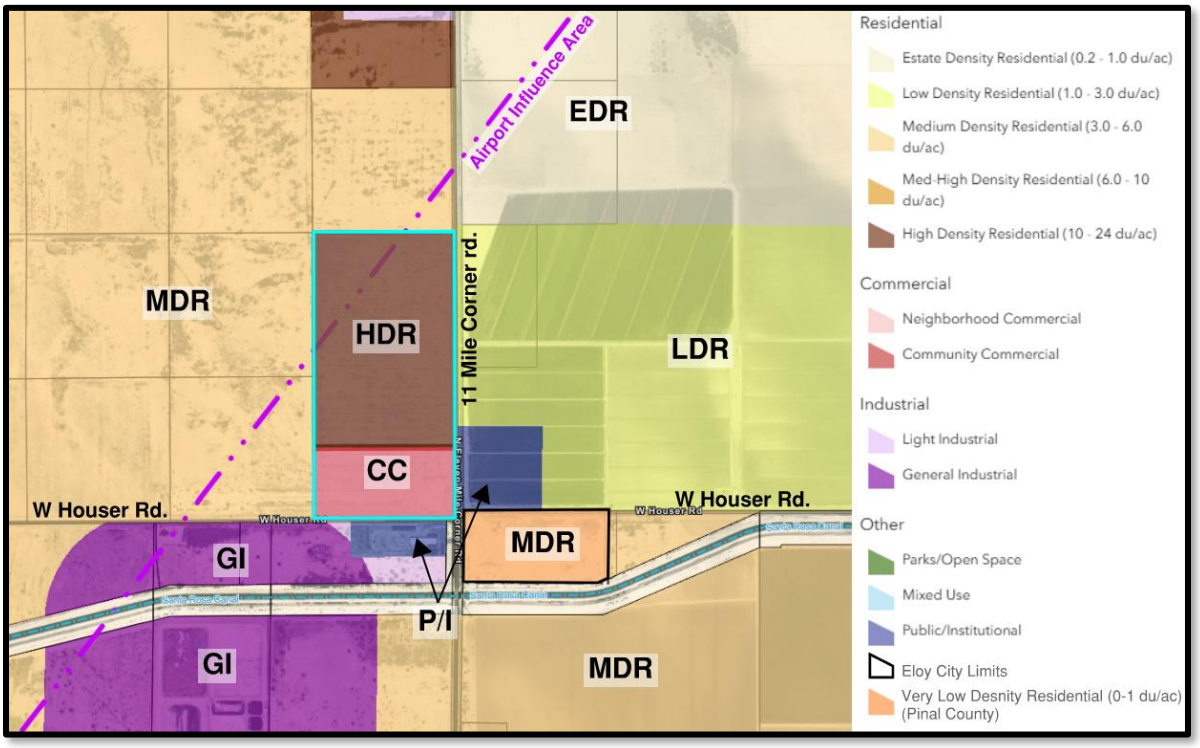
The table below reflects the existing Land Use Designation, Use Description, and Existing Use.

ID	Land Use Designation	Use Description	Existing Use
Subject Property	LI	Light Industrial	Vacant
North	MDR	Medium Density Residential (3.0 - 6.0 du/ac)	Vacant
South	P/I and GI	Public/Institutional and General Industrial	Public Works Yard
East	P/I and LDR	Public/Institutional and Low Density Residential (1.0 - 3.0 du/ac)	Agricultural;
West	MDR	Medium Density Residential (3.0 - 6.0 du/ac)	Vacant

The subject property is also undergoing a rezoning application to be designated as C-2 and R-3 with a PAD overlay.



Existing Land Use Designation



Proposed Land Use Designation

General Plan Section 2.3 Amendment Guidelines

Changes to the General Plan must also meet the following guidelines for approval:

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

Response: *With the site currently designated Light Industrial (LI), it does not permit single-family residential, multi-family residential commercial uses. The proposed HDR and CC combination would not only permit the proposed uses but would allow them all to complement each other for a cohesive development for new and adjacent residents to shop and dine. Eloy Community Development Partners commissioned a Highest and Best Use Study by Elliot Pollack reflecting the anticipated tremendous growth to Eloy and further reflecting through WeSERVE supplemental information that workforce housing is critical to the region.*

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

Response: *The proposed amendment constitutes an overall improvement to the General Plan and will benefit the City in general as it is consistent with the City of Eloy's adopted General Plan and supports its long-term vision for sustainable, well-balanced growth. The accompanying Rezone application seeks to modify the property from Light Industrial (I-1) to Multiple Family Residential (R-3) and General Commercial (C-2) with a Planned Area Development (PAD) Overlay) to better reflect the site's strategic location and development potential bringing forward an appropriate neighborhood scaled housing and commercial uses. The amendment's larger vision is to transform an underutilized industrial parcel into a vibrant, mixed-*

use area that integrates housing, employment, and neighborhood-scale services. The amendment advances key goals and objectives outlined in multiple General Plan elements, including Land Use, Circulation, Growth, Housing, and Economic Prosperity, as detailed below.

3.1 Land Element

Section 3.1.1 Goals

1. Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Response*: The proposed General Plan Amendment will provide a range of residential uses, such as single family, build-for-rent, and traditional multifamily products. The range of employment uses will be provided with the proposed retail land uses as the City of Eloy has a surplus of Industrial Land which has remained underdeveloped over time. The supportive land uses will be provided through neighborhood scale commercial uses to complement the residential developments.*

2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

Response: *To ensure alignment with sustainable community principles both now and into the future, this GPA will maintain, update, and create clear development standards and design guidelines that reflect current best practices in sustainability, efficiency, and resilience. These land use standards are detailed in the GPA and the specific development standards and guidelines are presented in the concurrent proposed rezone.*

3.2 Circulation Element

Section 3.2.1 Goals

1. Encourage public safety through appropriate street design.

Response*: The intersection of Houser Road and 11 Mile Corner Road has long been a traffic concern for the City as the east and west legs do not align. This project will provide appropriate street design to align the legs and increase public safety. Additionally, this project will improve the half street of both Houser Road and 11 Mile Corner Road as Arterial Roads.*

Section 3.2.5 Objectives

4. Reduce accidents at offset and five-legged intersections.

Response*: The intersection of Houser Road and 11 Mile Corner Road has long been a traffic concern for the City due to the offset east and west legs. This project will provide appropriate street design to align the roadway and increase public safety. The intersection is only 4-legs; hence the secondary portion of the objective does not apply.*

7. Require new developments to adhere to the street classification system and dedicate adequate right-of-way

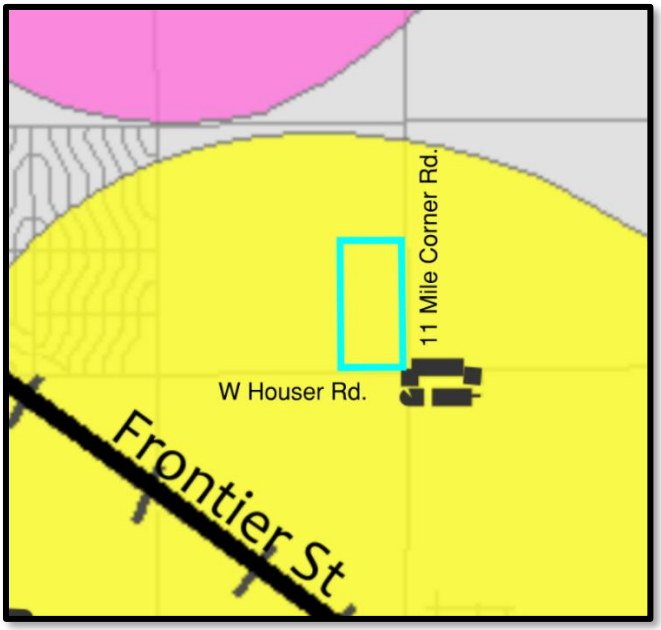
Response: *This project will dedicate required right of way as well as provide the appropriate half street improvements per the Major Arterial designation of Houser Road and Eleven Mile Corner Road.*

3.3 Growth Areas Element

Section 3.3.1 Goals

1. Encourages orderly development within Growth Areas.

Response: *This site is currently situated within the Sun Corridor Growth Area, a designated Growth Area. According to the Eloy General Plan, these areas provide the City of Eloy with objectives to guide new development, including revitalizing, rehabilitating, and redeveloping areas of the City in terms of supportive infrastructure, public facilities and utilities investments to meet the needs of all residents and businesses. The development will comply with applicable city requirements and development standards, except where modified by the PAD being processed concurrently.*



City of Eloy Growth Areas

3. Promote commercial development within an identified growth area.

Response: *The commercial development is anticipated to provide multiple retail opportunities which will support and be supported by existing and proposed residential development.*



Sample Vision for Commercial Development Portion

Items for consideration in Section 3.3.5 Growth Areas Elements are cited below:

Identifying growth areas discourages dispersed development or "sprawl" by focusing both revitalization and new development in targeted areas.

Growth areas have been identified throughout the Eloy City Limits and Planning Area boundary. The identified growth areas were defined based upon the following factors:

- Vacant or Underutilized Land: Areas selected were anticipated to accommodate future development, revitalization, or redevelopment based on their proximity to Interstate-10 (I-10), SR-87, wastewater treatment, or the Eloy Municipal Airport;
- Public Facilities Capacity: Areas were selected on the basis that public facilities could be provided to serve the community and provide law enforcement, emergency, safety, municipal, and health care services for residents.
- Infrastructure Expansion: Areas were chosen based on the fact they could be served with incremental water and/or sewer expansion financed through public capital improvement projects and/or private development activity.

Specific Sun Corridor Growth Area Elements Include:

- This growth area includes industrial, commercial and residential properties with access to Interstate 10 (I-10) and the Union Pacific Railroad (UPRR). It is a prime location for development with access to interstate transportation corridors; it also includes railroad, I-10 and Highway 84.
- This area consists of a mix of residential densities but has more medium and higher density residential land uses than single family designated areas.

The site is within the Sun Corridor Growth Area, which characterizes it with the factors shown above. The parcel is identified as vacant and underutilized land, prompting the need and benefits for a development proposed by Houser Crossing. The site is also positioned adequately for public facilities capacity with the proximity to downtown, the WWTP to the south and nearby water infrastructure in Eleven Mile Corner Road and Houser Road. The site is also located near the Interstate 10 highway which will be beneficial to future commercial developments, residents and the City overall as a major transportation corridor with complementary development. Houser Crossing will not contribute to sprawl as it is already designated as a strategic location for growth and revitalization.

3.5 Housing Element

Section 3.5.1 Goals

2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

Response: *Current residential stock in the City is primarily comprised of single family detached homes. This project will allow diversity of housing with single family and multifamily options to accommodate various levels of income and lifestyles.*



Section 3.5.5 Objectives

2. Promote the development of sound, high quality neighborhoods that provide a variety of housing options and community amenities in an integrated manner.

Response: *Thoughtful and effective design for a parcel of this size on a prominent corner of the City is imperative. The proposed GPA will implement a variety of housing options to foster sound and high-quality neighborhoods using open space and amenities that will help integrate the developments. Possible amenities will include pools, tot lots, and sport courts dispersed through the residential developments ranging from approximately 5-20 du/ac within the single and multifamily residential products. The variety of housing options ranging from single and*

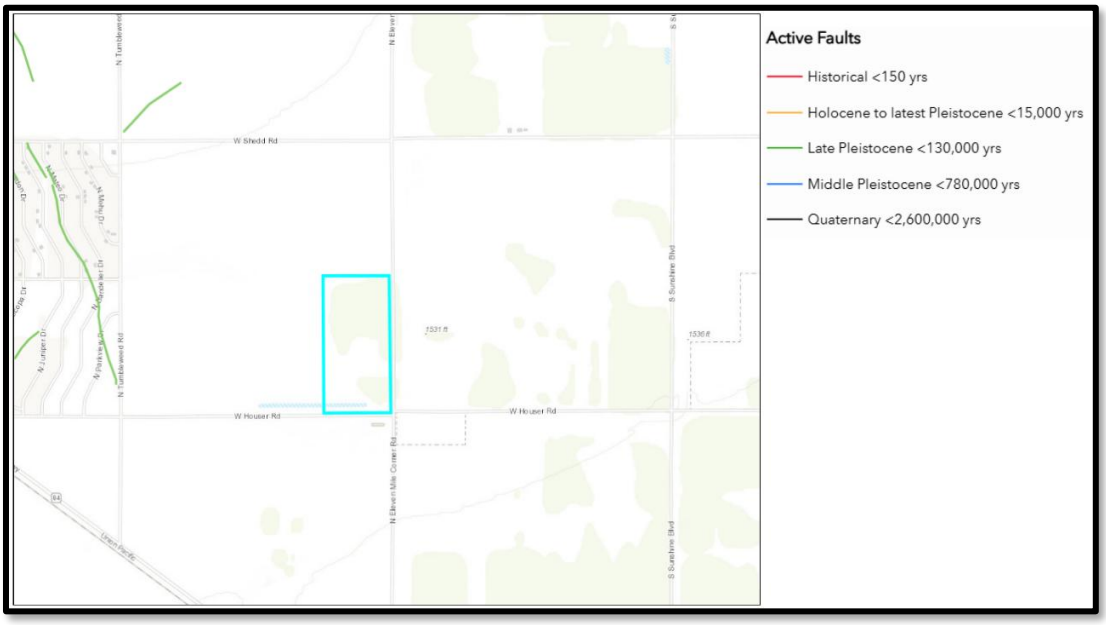
multifamily residential will also integrate with the proposed neighborhood scale commercial developments. As each parcel of the project moves forward for development it will be assessed through the City of Eloy Site Plan Process. The proposed PAD rezone being processed concurrently will address the needs for proper development standards.

3.6 Environmental Planning Element

3.6.1 Goals

3. Guide growth away from known fissure areas to protect future development and mitigate existing developed areas where development has occurred.

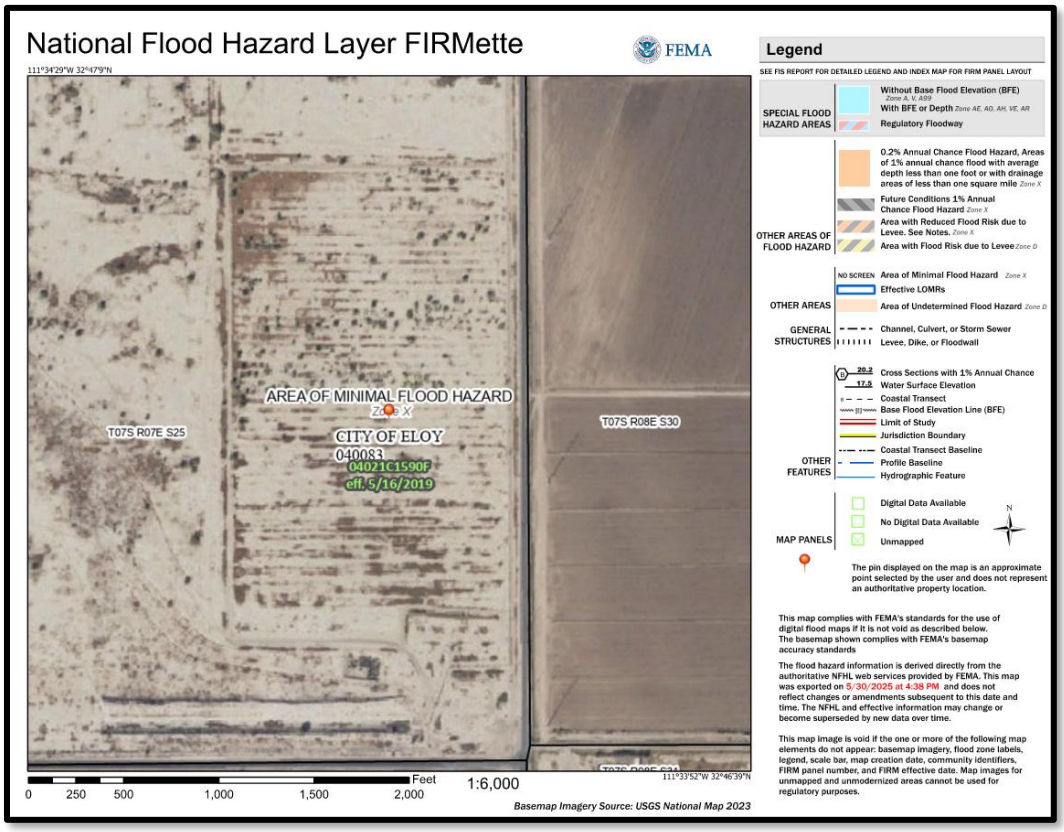
Response: *There are no known fissures on the subject site or in the surrounding area according to the University of Arizona Earth Fissure Study Areas of Arizona.*



University of Arizona Earth Fissure Study Areas of Arizona

5. Work with the Pinal County Flood Control District to minimize the risk and hazards associated with flooding on existing and future development and human life within the City's floodplains.

Response: *There are no known flood risks or hazards on the subject site. The subject site is also not within any identified floodplain. According to the FEMA National Flood Hazard Layer FIRMette map, published in 2023, the site is entirely designated as Zone X; 0.2% annual chance flood hazard, areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.*



FEMA FIRMette Map

3.7 Water Resources Element

3.7.1 Goals

1. Provide existing and future residents and businesses with a continuous, adequate and clean water supply.

Response: *Extension of the City's backbone water infrastructure will serve not only this development but will help provide continuous and adequate water for properties north of the Santa Rosa Canal.*



4. Carefully evaluate expansions of the City's Water Service Area when it enhances social, economic, and environmental interests.

Response: *Extending water and wastewater services to this area will enhance social interests through the provision of amenities and open spaces in each of the residential developments along with retail and restaurant options that can promote social well-being within the City. Extension of water services will also enhance economic potential as it opens the possibility of additional development while also increasing the tax base for the City through property and sales tax opportunities. Environmental interests will also be enhanced as the extension of water services to this site will not induce urban sprawl, rather it will promote growth within the Sun Corridor, a City designated area for key growth opportunities.*

3.10 Economic Prosperity Element

Section 3.10.1 Goals

1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Response: *Companies seeking location or relocation in a community often prioritize areas with a diverse mix of housing. The fruition of the Houser Crossing will assist the City in creating incentives for quality employers offering diverse salary levels to locate in Eloy. Attracting these employers as part of the GPA and rezone will also allow commercial development opportunities on the southern end of the parcel that will provide much needed goods and services for the nearby community. Currently these services are not available for several miles and are limited to retailers such as Dollar General and Family Dollar.*

4. Create a community with adequate infrastructure, utilities, community amenities and housing that will attract new businesses and residents.

Response: *The proposed development of Houser Crossing will provide the necessary roadway improvements, housing products and amenities, utility extensions, and commercial options for the creation of a community that will intrigue new businesses and residents. Houser Road and Eleven Mile Corner Road will conform to the required half-street improvements, single and multifamily housing types will be provided, water & sewer provision will be addressed, and a designated area for neighborhood commercial uses is depicted on the land use plan. The proposed GPA will indirectly provide a comprehensive approach to help mitigate some of the City's most pressing goals.*

In summary, the proposed General Plan Amendment and companion Rezone application are consistent with the City's adopted planning framework and vision for the future. Houser Crossing transforms an inactive industrial site into a dynamic and connected mixed-use neighborhood that supports housing diversity, improves circulation, strengthens public safety, and promotes economic vitality. By aligning with multiple elements of the Eloy General Plan, it represents a forward-thinking investment that enhances community sustainability and positions the City for balanced, long-term growth.

3. The amendment will not adversely impact any portion of the community, by:

- Creating incompatible land use patterns;

  Response: *The proposed GPA is compatible with the surrounding land use patterns, primarily identified as residential. Adjacent properties are denoted as low to moderate densities supporting single-family residential development. The City of Eloy Public Works facility south of Houser Road represents the only non-residential use in the immediate vicinity.*
  The location of the site within the Sun Corridor Growth area, proximity to downtown, and compatibility with surrounding uses, prompts the appropriate General Plan Land Use designation to residential rather than industrial. Eloy has strategically concentrated industrial uses near I-10, an area better suited for heavy truck traffic, thereby reducing potential conflicts with residential areas. Removing the industrial designation and zoning from the parcel would support relocating employment uses to more appropriate locations, minimizing traffic impacts and other nuisances typically associated with industrial activities.

  The proposed amendment provides a logical transition between existing residential neighborhoods and the higher-intensity corridor envisioned along Houser Road, a designated major thoroughfare connecting SR 87 and Interstate 10. Allowing for higher-density residential uses in this location will create a compatible land use pattern that is paired with much needed local commercial options that maintains neighborhood character while introducing appropriate activity along a key transportation route.

- Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City;

  Response: *As the City develops north of the Santa Rosa Canal there are several improvements that will come forward to not only serve this development but other future growth.*

  The developer has committed to the following items for this project, each of which will have varying benefits for future development as well.

  - *The re-alignment of Houser Rd. west of 11 Mile Corner Rd. and installation of a 4-way traffic light once the City paves Houser Road from 11 Mile Corner Road to SR 87.*
  - *Arterial half street improvements along 11 Miller Corner Road and Houser Road along the project frontage.*
  - *The installation of a wastewater lift station to pump waste to the wastewater treatment facility. If the lift station is required to be upsized to serve other development, the additional cost will be borne by the City.*
  - *Installation of water and sewer lines along the project frontage of 11 Mile Corner Road will allow the City to expand their facilities to serve additional development.*

- Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant.

  Response: *A Traffic Impact Analysis was conducted by Lokahi in August 2025 to assess proposed uses and traffic volumes for the project site. Improvements to 11 Mile Corner Road and Houser Road will be completed with the first phase of development. Recommendations beyond the project limits will be implemented as required when traffic demand dictates. As each development will come forward with the necessary Site Plan, a Traffic memorandum will be required to assess if recommended offsite improvements are triggered by their development or determined for a later date.*

  Beyond proper traffic mitigation, the proposed project will also satisfy Section 3.2, Circulation Goals of the Eloy General Plan through the realignment of Houser Road for increased safety. Sufficient right of way, as required by the City, will also be dedicated along both Houser Road and Eleven Mile Corner Road alongside proper half-street improvements.

- Adversely affecting the livability of an area or the health and safety of existing residents.

  Response: *Eloy Community Development Partners commissioned a Highest and Best Use Study by Elliot Pollack reflecting the anticipated tremendous growth to Eloy and further reflecting through WeSERVE supplemental information that workforce housing is critical to the region.*

  As outlined in 3.5 Housing Element Section 3.5.3 Existing Character Section discusses some of the existing housing stock as being in disrepair as well as in short supply for projected population growth.

  "Many of these properties continue to be bank owned or long-term vacancies. In the area south of Frontier, the majority of the area is in need of at least minor rehabilitation, with some areas in need of major reinvestment."

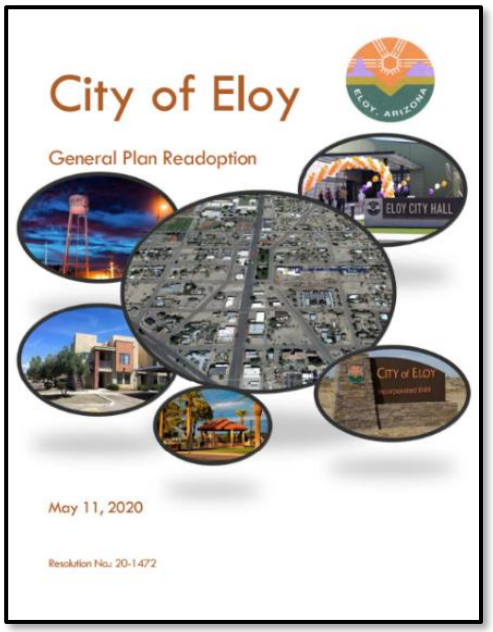
  Supplying additional quality housing stock enhances residents' ability to choose where they live. The residential component will be enriched by both passive and active open space to encourage a more livable community within each housing site plan.

  The health and safety of existing and future residents will be upheld with improvements to roadways with curb, gutter and sidewalk to ensure safer vehicle and pedestrian travel as well as reducing traffic conflicts with the misaligned intersection of Houser and 11 Mile Corner Road.

4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

Response: *This development is consistent with the General Plan Goals and Objectives as reflected in above Section Compliance with Section 2.3 Amendment Guidelines of the General Plan.*

Eloy Zoning Ordinance Section 21-6-4.5: Issues for Consideration



In determining whether to approve, approve with conditions, or deny proposed General Plan amendments, issues for consideration shall include but not be limited to:

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

Response: *The site is at a future major intersection and will serve as a prime location for future development and growth. There were no alternative sites chosen for this proposed development.*

The City's Circulation Plan indicates that a Major Arterial Roadway Cross section will connect SR 87 to Interstate 10 changing the character of development along Houser Road as that connection advances.

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

Response: *Eloy's projected growth prompts the need to provide diversification in housing to serve residents' needs both in size and monthly mortgage/rent price points. The addition of small commercial uses benefits the City by contributing to the City's tax base while providing retail options for local consumers. The surplus of industrial land in the City makes the designation of this parcel as residential a better use of the property due to its proximity to downtown. The proposal for a variety of uses on this parcel will also enhance the balance of land uses within the City given the current surplus of industrial land. The development proposed with this GPA and rezone will spur development in the surrounding parcels and will function as a benefit for the Eloy community as the Sun Corridor Growth areas becomes rife with quality development.*

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by:

1. Significantly altering acceptable existing land use patterns.

Response: *The proposed amendment supports the City's goal of encouraging thoughtful development and managed growth while enhancing the overall health, safety, and welfare of the community. This site is currently situated within the Sun Corridor Growth Area, a designated Growth Area. According to the Eloy General Plan, these areas provide the City of Eloy with objectives to guide new development, including revitalizing, rehabilitating, and redeveloping areas of the City in terms of supportive infrastructure, public facilities and utilities investments to meet the needs of all residents and businesses.*

By transitioning the site from an underutilized industrial designation to residential and commercial uses, the property can contribute more meaningfully to the City's growth objectives. The proposed mix of zoning districts creates opportunities for new housing and local services in a well-connected area, supporting both economic development and community livability.

Replacing industrial land use eliminates potential conflicts that can arise from heavy traffic, noise, or outdoor operations, and instead introduces land uses that are compatible with the surrounding area. Multifamily housing will help meet the growing need for workforce and attainable housing, allowing residents to live closer to employment, schools, and services. The Commercial complement this by encouraging neighborhood-scale commercial and service that provide daily conveniences and reduce the need for longer vehicle trips.

Concentrating Industrial Uses along major transportation corridors such as Interstate 10 and SR 87 reduce livability conflicts with not only with the property but adjacent residential land uses. The proposal reflects a proactive investment in the community's future—one that supports growth while enhancing the quality of life for current and future residents.

2. Requiring larger and more extensive improvements to roads, sewer, or water systems that are needed to support the prevailing land uses in which, therefore, may negatively impact development of other lands. The commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan Amendment will be realized.

Response: *The proposed development is currently under review with the City to determine the degree of required infrastructure improvements or expansions to support the prevailing land uses. Generally, and after confirmation with the City, the site will provide infrastructure benefiting the City including:*

- *Preservation of existing city well site.*
- *Realignment of Houser Rd.*
- *Traffic signal at 11 Mile Corner Rd. and Houser Rd.*
- *Extension of Water and Sewer along roadway frontage.*
- *Installation of wastewater lift station to serve the project site.*
- *Roadway improvements, including landscaping and sidewalks along frontage of Houser Rd. and 11 Mile Corner Rd.*

Overall, the site, with the City's guidance and coordination, the developer will provide adequate infrastructure for all the proposed land uses and density, while also setting the foundation for adjacent developments extend or upsize from there if needed.

3. Adversely impacting existing uses due to increased traffic on existing systems.

Response: *Improvements to 11 Mile Corner Road and Houser Road will be completed during Phase 1 and additional offsite improvements will be implemented as traffic demands warrant. Each future development will submit a site plan with a traffic memo to determine if further improvements are needed as those come forward. A more detailed response is provided in the previous section under 3.10 Economic Prosperity Element detailing how the proposed amendment will not adversely impact the community in this regard.*

4. Affecting the livability of the surrounding area or the health and safety of present or future residents.

Response*: Eloy Community Development Partners commissioned a Highest and Best Use Study by Elliott Pollack, highlighting Eloy's expected growth and the urgent need for workforce housing, supported by WeSERVE data. The project will provide quality housing options, supported by passive and active open*

spaces to promote livability. Infrastructure improvements, including curb, gutter, and sidewalks—will enhance safety for vehicles and pedestrians, especially at the misaligned Houser and 11 Mile Corner Road intersection. A more detailed response is provided in the previous section under 3.10 Economic Prosperity Element detailing how the proposed amendment will not adversely impact the community.

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

Response: *As supported within this narrative in General Plan Section 2.3 Amendment Guidelines, the Minor GPA upholds and promotes the Goals and Objectives of the General Plan. The General Plan document strives to make Eloy a better place to live, work, and play, and the Amendment and rezone will provide the opportunity to better the quality of life for current and future residents of the City. The residential and commercial options will welcome a diverse demographic to Houser Crossing and the community.*

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects or trends which could reasonably exist in the future.
There were no known errors or oversights in the original Eloy General Plan adoption pertaining to this Amendment and future development.

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.
There were no known events that supersede the original Eloy General Plan adoption that pertained to this Amendment and future development.

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.
The City Council sought an RFP to attract a mixed-use development to this intersection as the major industrial development has continued to locate along the Interstate 10 corridor. The site's location within the Sun Corridor Growth area confirms the site is located strategically near the City's downtown to establish a mixture of uses, prompting the need to expand on the growth character of the area. In addition, the projected population changes, need for employers, and increased housing demand to the City all dictate the evolving condition of the area that this GPA and rezone can address.

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this section.
The creation of over 600 dwelling units along with the creation of a retail commercial center and self-storage facility will help complement Goal 1 of the Land Use Element to provide of range of residential, employment and supportive land uses to encourage and maintain a sustainable community by creating a centralized community node within Eloy itself rather than adjacent municipalities.

Reasons to Support this Amendment

- ✓ *Aligns with the City's Strategic Vision and RFP Goals*
- ✓ *Provides Critical Infrastructure and Long-Term Public Benefit*
- ✓ *Provides diversification in existing City housing stock*
- ✓ *Supports Eloy's economy providing homes for future employees*
- ✓ *Demonstrates a Public-Private Partnership*

Conclusion

Eloy Community Development Partners, LLC is committed to crafting a vibrant and engaging community. They have carefully integrated commercial development with multiple residential options to create a desirable living and working environment. We are respectfully asking for the support and approval of this Minor General Plan Amendment.



Bowman

Rezone Narrative

Houser Crossing
Eloy, Arizona

Eloy Community Development Partners, LLC

Bowman
6751 North Sunset Blvd, Suite 325
Glendale, AZ 85305
623.299.8980 | bowman.com

November 19, 2025

Application Narrative

Project Team

Developer
Steve Holgate
Eloy Community Development Partners, LLC
3035 SE Maricamp Road Unit 104-308
Ocala, FL 34471
Phone (352) 502-2924
steve@shelbran.com

Civil Engineering
Nathan Larson, PE
Bowman
2420 South Power Road, Suite 105
Mesa, AZ 85209
D: (480) 267-9978 C: (480) 489-2170
nlarson@bowman.com

Project Planner
Dawn Marie Fortuna, AICP
Bowman
6751 North Sunset Blvd, Suite 325
Glendale, AZ 85305
O: (623) 200-5656 C: (480) 772-7271
dfortuna@bowman.com

Zoning Attorney
Carolyn Oberholtzer
Bergin, Frakes, Smalley & Oberholtzer, PLLC (BFSO)
4343 East Camelback Road, Suite 210
Phoenix, AZ 85018
O: (602) 888-7869
coberholtzer@bfsolaw.com

Traffic Engineer
Shelly Sorensen, PE
Lokahi
10555 N. 144th Street, #105
Scottsdale, AZ 85259
O: (480) 536-7150
shelly@lokahigroup.com

Executive Summary

Eloy Community Development Partners, LLC, was selected by the City of Eloy through a request for proposal (RFP) to develop a combination of residential and commercial retail elements on the NWC of Houser Road and 11 Mile Corner Road. This development intends to meet the existing and future housing needs to accommodate the expected increase in area population within the next 10 to 20 years.

This development includes traditional garden apartments, build-for-rent units, and a single-family home community. Along with residential development, the site also includes a neighborhood shopping center and self-storage facility.

The Rezoning request is the next process phase that originated from a Request for Proposal (RFP) by the City of Eloy originally published on March 1, 2024. The City of Eloy was seeking an experienced developer or development team to purchase and build on an approximate 80-acre site located within a recognized Eloy growth area. This application is a companion to a Minor General Plan Amendment from Industrial to High Density Residential ("HDR") and Community Commercial ("CC") that has been submitted concurrently to the City in support of this application.

This request will rezone the Property from Light Industrial (I-1) to Multiple Family Residential (R-3) and General Commercial District (C-2) with Planned Area Development (PAD) Overlay to allow flexibility for development and to conform with the HDR and CC General Plan land use designations of the associated General Plan application. The northwest corner of the site falls within the AO-1 (Airport Overlay) which is applied in addition to the underlying zoning.

This rezoning allows the City of Eloy to provide flexible and diversified housing and commercial to support a more sustainable and economical future for the region.

Statement of Proposed Change

This request seeks to rezone the property from Light Industrial (I-1) to Multiple Family Residential (R-3) and General Commercial (C-2) with a Planned Area Development (PAD) Overlay. The existing I-1 zoning is no longer as amiable given the site's location as a key gateway to Downtown Eloy and proximity to developing residential areas. Industrial uses would generate traffic and visual impacts that are incompatible with the area's evolving mixed-use character. The proposed R-3 and C-2 designations allow a more compatible and economically productive use of the land by introducing new housing opportunities and neighborhood-serving commercial uses that support the City's growth objectives, provide attainable housing options, and expand the local tax base.

The PAD overlay applies to the R-3 portion of the site, allowing adaptability in lot sizes, setbacks, and open space to achieve an integrated and high-quality design. This modification enables inclusion of both detached for-sale homes and multifamily apartments, housing types not permitted under standard R-3 zoning. Together, the PAD-supported R-3 and C-2 zoning transform an underutilized industrial parcel into a sustainable, mixed-use neighborhood that promotes housing diversity, access to local services, and long-term economic vitality in alignment with Eloy's General Plan.

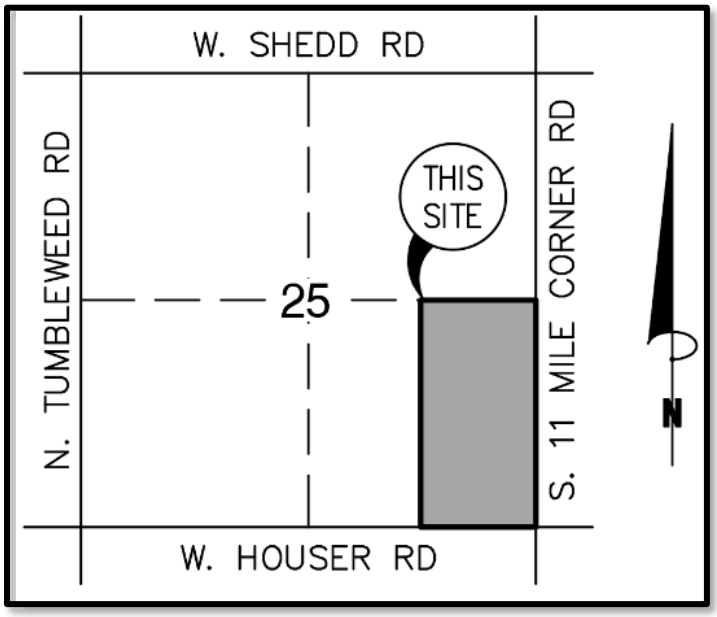


Conceptual Site Plan

Project Site

This Rezone applies to approximately 80 acres located at the northwest corner of Houser Road and 11 Mile Corner Road, identified as Pinal County Assessor's Parcel Number 404-27-015. Right-of-way dedications are anticipated along both Houser Road and 11 Mile Corner Road, and Houser Road will be realigned to match the existing alignment east of 11 Mile Corner. This east leg is currently a minimally

improved but maintained dirt road. In addition, a portion of the site is expected to be dedicated to a City well site. While the final acreage impact has not yet been determined, the combined effect—particularly from the Houser Road realignment and well site dedication—is estimated to reduce the total acreage below the 80-acre mark .The site is further identified by the Pinal County Assessor Parcel Number (APN) 404-27-0150, Section 25, Township 7 South, Range 7 East, and reflected below in the Vicinity Map.



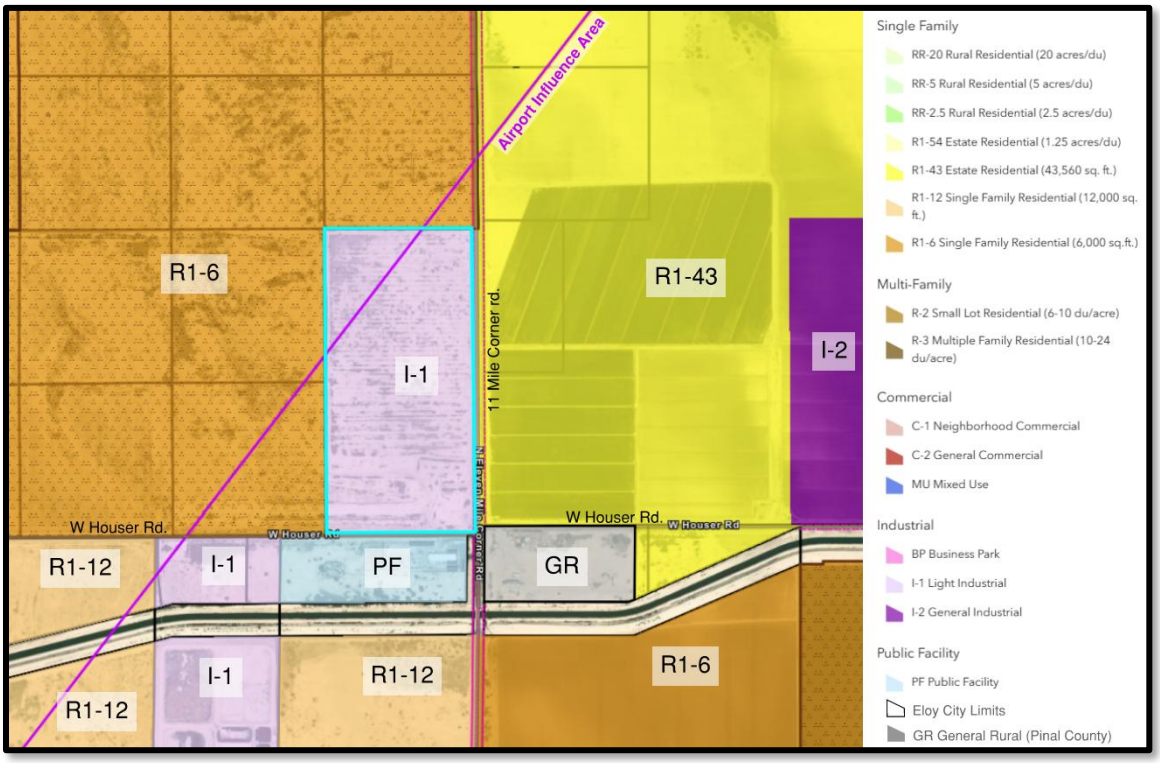
Vicinity Map

Area Context

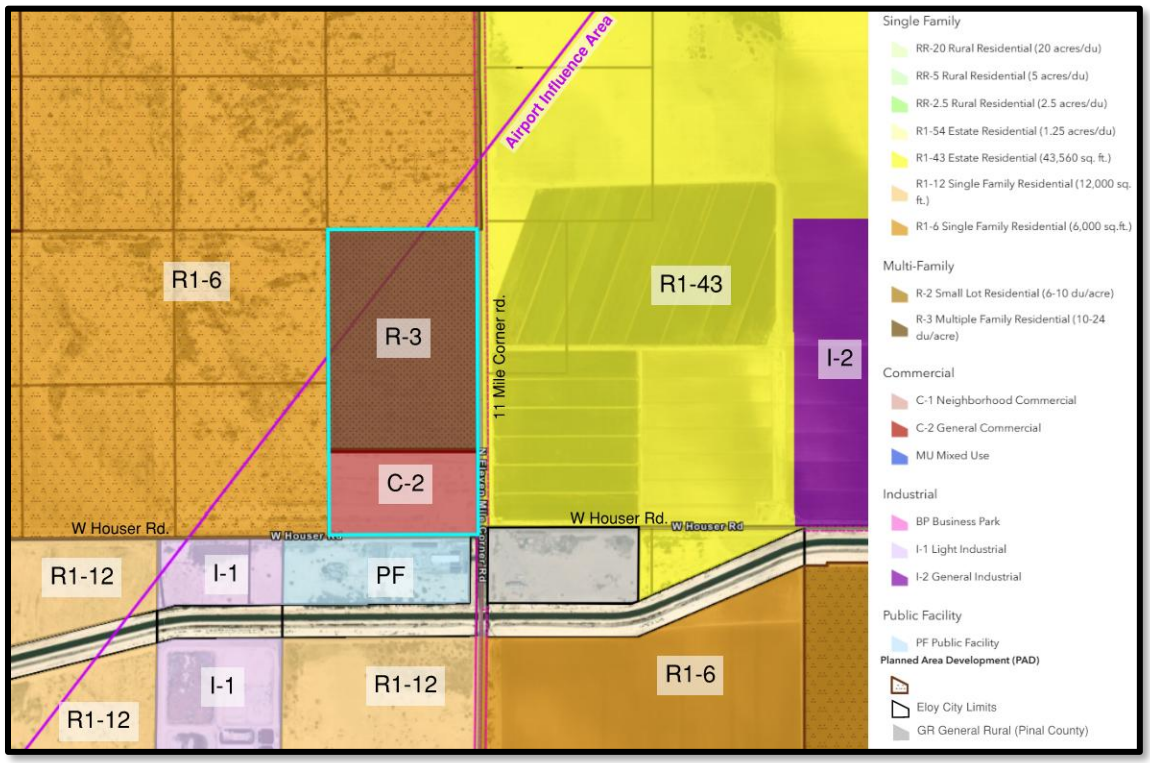
The table below reflects the future Land Use Designation & Description, Zoning Designation and Existing Use.

ID	Future Land Use Designation	Future Land Use Description	Zoning Designation	Existing Use
Subject Property	LI*	Light Industrial	I-1	Vacant
North	MDR	Medium Density Residential (3.0 - 6.0 du/ac)	R1-6 PAD	Vacant
South	P/I and GI	Public/Institutional & General & Light Industrial	PF	Governmental
East	P/I and LDR	Public/Institutional & Low Density Residential (1.0 - 3.0 du/ac)	R1-43	Agricultural
West	MDR	Medium Density Residential (3.0 - 6.0 du/ac)	R1-6 PAD	Vacant

*Subject property is also undergoing a Minor General Plan Amendment to be designated as High Density Residential (“HDR”) and Community Commercial (“CC”).



Existing Zoning Designation

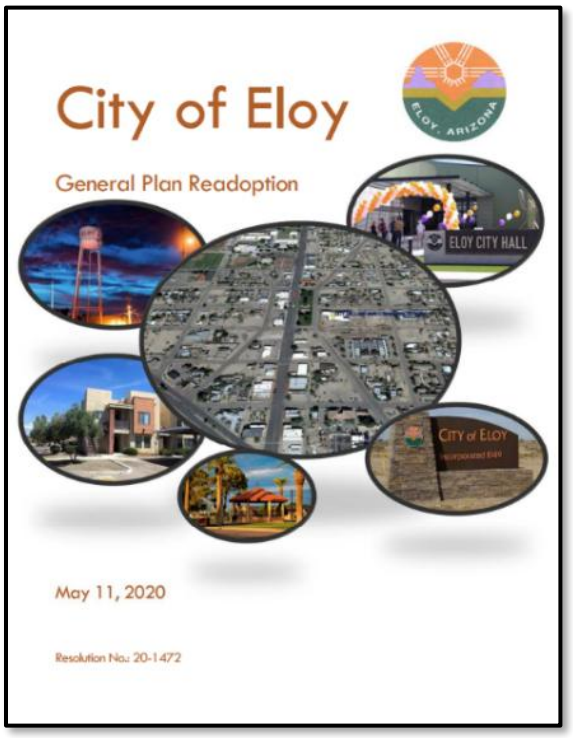


Proposed Zoning Designation

Eloy Zoning Ordinance Section 21-6.6.4: Issues for Consideration

A. Consistency (or lack thereof) with the adopted Eloy General Plan, and other adopted plans;

Response: *The proposed rezoning is consistent with the City of Eloy's adopted General Plan and supports its long-term vision for sustainable, well-balanced growth. The accompanying Minor General Plan Amendment seeks to redesignate the property from Light Industrial (LI) to High Density Residential (HDR) and Community Commercial (CC) to better reflect the site's strategic location and development potential. This change facilitates the transition of an underutilized industrial parcel into a vibrant, mixed-use area that integrates housing, employment, and neighborhood-scale services. The rezoning advances key goals and objectives outlined in multiple General Plan elements, including Land Use, Circulation, Housing, and Economic Prosperity, as detailed below.*



As cited below, this rezoning supports the following Goals and Objectives of the General Plan.

3.1 Land Element

Section 3.1.1 Goals

1. Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Response: *The proposed General Plan Amendment and rezone will provide a range of residential uses, such as single family, build-for-rent, and traditional multifamily products. The range of employment uses will be provided with the proposed retail land uses as the City of Eloy has a surplus of Industrial Land which has remained underdeveloped over time. The supportive land uses will be provided through neighborhood scale commercial uses to complement the residential developments.*

2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

Response: *To ensure alignment with sustainable community principles both now and into the future, this GPA and rezone will maintain, update, and create clear development standards and design guidelines that reflect current best practices in sustainability, efficiency, and resilience. These land use standards are detailed in the GPA and the specific development standards and guidelines are presented in the concurrent proposed rezone.*

3.2 Circulation Element

Section 3.2.1 Goals

1. Encourage public safety through appropriate street design.

Response: *The intersection of Houser Road and 11 Mile Corner Road has long been a traffic concern for the City as the east and west legs do not align. This project will provide appropriate*

street design to align the legs and increase public safety. Additionally, this project will improve the half street of both Houser Road and 11 Mile Corner Road as Arterial Roads, as required by the City.

Section 3.2.5 Objectives

4. Reduce accidents at offset and five-legged intersections.

Response*: The intersection of Houser Road and 11 Mile Corner Road has long been a traffic concern for the City due to the offset east and west legs. This project will provide appropriate street design to align the roadway and increase public safety. The intersection is only 4-legs; hence the secondary portion of the objective does not apply.*

7. Require new developments to adhere to the street classification system and dedicate adequate right of-way

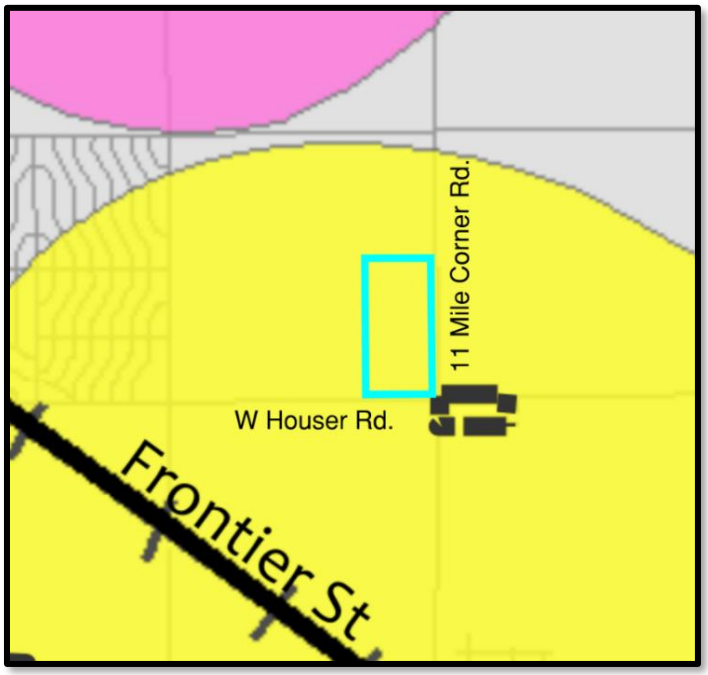
Response: *This project will dedicate required right of way as well as provide the appropriate half street improvements per the Major Arterial designation of Houser Road and Eleven Mile Corner Road.*

3.3 Growth Areas Element

Section 3.3.1 Goals

1. Encourages orderly development within Growth Areas.

Response: *This site is currently situated within the Sun Corridor Growth Area, a designated Growth Area. According to the Eloy General Plan, these areas provide the City of Eloy with objectives to guide new development, including revitalizing, rehabilitating, and redeveloping areas of the City in terms of supportive infrastructure, public facilities and utilities investments to meet the needs of all residents and businesses. The development will comply with applicable city requirements and development standards, except where modified by the proposed PAD.*



City of Eloy Growth Areas

3. Promote commercial development within an identified growth area.

Response: *The commercial development is anticipated to provide multiple retail opportunities which will support and be supported by existing and proposed residential development.*



Sample Vision for Commercial Development Portion

Items for consideration in Section 3.3.5 Growth Areas Elements are cited below:

Identifying growth areas discourages dispersed development or "sprawl" by focusing both revitalization and new development in targeted areas.

Growth areas have been identified throughout the Eloy City Limits and Planning Area boundary. The identified growth areas were defined based upon the following factors:

- Vacant or Underutilized Land: Areas selected were anticipated to accommodate future development, revitalization, or redevelopment based on their proximity to Interstate-10 (I-10), SR-87, wastewater treatment, or the Eloy Municipal Airport;
- Public Facilities Capacity: Areas were selected on the basis that public facilities could be provided to serve the community and provide law enforcement, emergency, safety, municipal, and health care services for residents.
- Infrastructure Expansion: Areas were chosen based on the fact they could be served with incremental water and/or sewer expansion financed through public capital improvement projects and/or private development activity.

Specific Sun Corridor Growth Area Elements Include:

- This growth area includes industrial, commercial and residential properties with access to Interstate 10 (I-10) and the Union Pacific Railroad (UPRR). It is a prime location for development with access to interstate transportation corridors; it also includes railroad, I-10 and Highway 84.
- This area consists of a mix of residential densities but has more medium and higher density residential land uses than single family designated areas.

The site is within the Sun Corridor Growth Area, which characterizes it with the factors shown above. The parcel is identified as vacant and underutilized land, prompting the need and benefits for a development proposed by Houser Crossing. The site is also positioned adequately for public facilities capacity with the proximity to downtown, the WWTP to the south and nearby water infrastructure in Eleven Mile Corner Road and Houser Road. The site is also located near the Interstate 10 highway which will be beneficial to future commercial developments, residents and the City overall as a major transportation corridor with complementary development. Houser Crossing will not contribute to sprawl as it is already designated as a strategic location for growth and revitalization.

3.5 Housing Element

Section 3.5.1 Goals

2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

Response: *Current residential stock in the City is primarily comprised of single family detached homes. This project will allow diversity of housing with single family and multifamily options to accommodate various levels of income and lifestyles.*



Section 3.5.5 Objectives

2. Promote the development of sound, high quality neighborhoods that provide a variety of housing options and community amenities in an integrated manner.

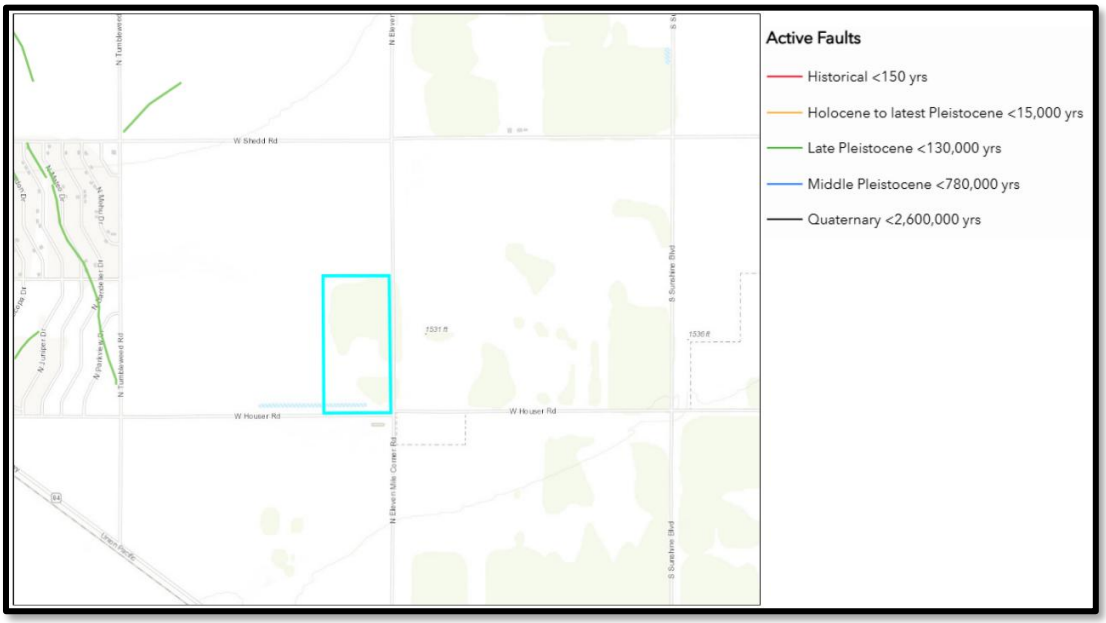
Response: *Thoughtful and effective design for a parcel of this size on a prominent corner of the City is imperative. The proposed GPA and rezone will implement a variety of housing options to foster sound and high-quality neighborhoods using open space and amenities that will help integrate the developments. Possible amenities will include pools, tot lots, and sport courts dispersed through the residential developments ranging from approximately 5-20 du/ac within the single and multifamily residential products. The variety of housing options ranging from single and multifamily residential will also integrate with the proposed neighborhood scale commercial developments. As each parcel of the project moves forward for development it will be assessed through the City of Eloy Site Plan Process. The proposed PAD rezone will address the needs for proper development standards.*

3.6 Environmental Planning Element

3.6.1 Goals

3. Guide growth away from known fissure areas to protect future development and mitigate existing developed areas where development has occurred.

Response: *There are no known fissures on the subject site or in the surrounding area according to the University of Arizona Earth Fissure Study Areas of Arizona.*

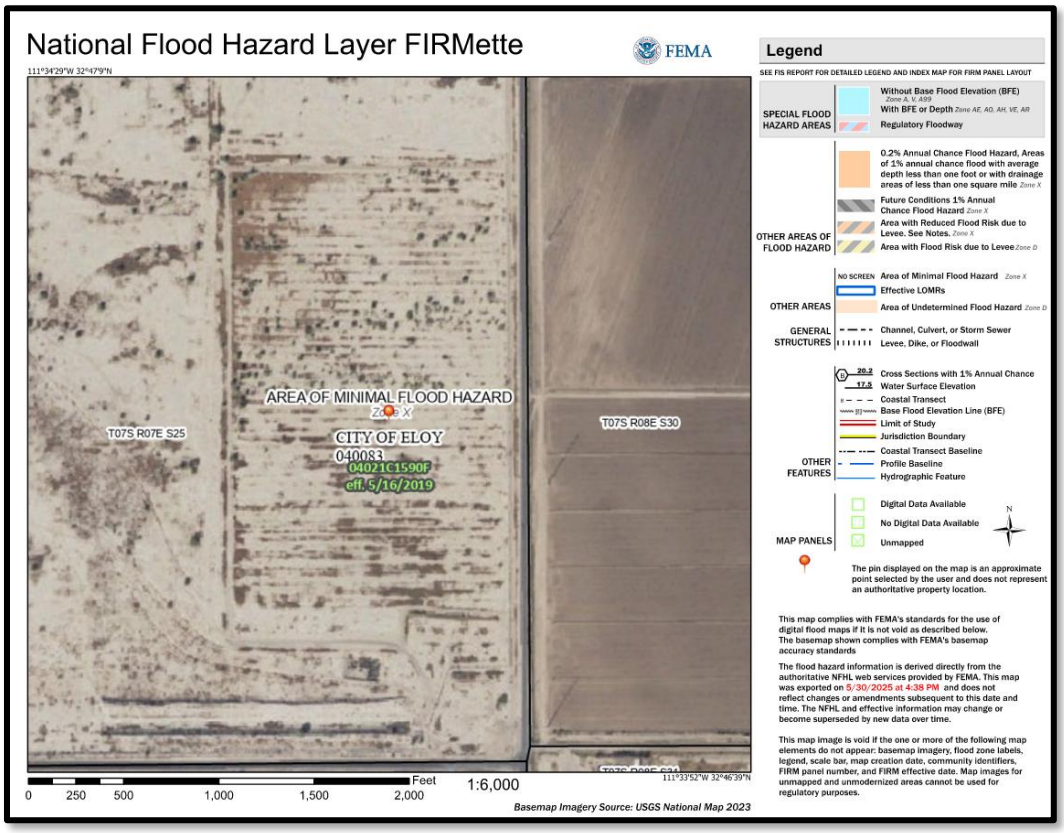


University of Arizona Earth Fissure Study Areas of Arizona

5. Work with the Pinal County Flood Control District to minimize the risk and hazards associated with flooding on existing and future development and human life within the City's floodplains.

Response: *There are no known flood risks or hazards on the subject site. The subject site is also not within any identified floodplain. According to the FEMA National Flood Hazard Layer FIRMette map, published in 2023, the site is entirely designated as Zone X; 0.2% annual chance flood hazard,*

areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile.



FEMA FIRMette Map

3.7 Water Resources Element

3.7.1 Goals

1.
Provide existing and future residents and businesses with a continuous, adequate and clean water supply.

Response: *Extension of the City's backbone water infrastructure will serve not only this development but will help provide continuous and adequate water for properties north of the Santa Rosa Canal.*



4. Carefully evaluate expansions of the City's Water Service Area when it enhances social, economic, and environmental interests.

Response: *Extending water and wastewater services to this area will enhance social interests through the provision of amenities and open spaces in each of the residential developments along with retail and restaurant options that can promote social well-being within the City. Extension of water services will also enhance economic potential as it opens the possibility of additional development while also increasing the tax base for the City through property and sales tax opportunities. Environmental interests will also be enhanced as the extension of water services to this site will not induce urban sprawl, rather it will promote growth within the Sun Corridor, a City designated area for key growth opportunities.*

3.10 Economic Prosperity Element

Section 3.10.1 Goals

1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Response: *Companies seeking location or relocation in a community often prioritize areas with a diverse mix of housing. The fruition of the Houser Crossing will assist the City in creating incentives for quality employers offering diverse salary levels to locate in Eloy. Attracting these employers as part of the GPA and rezone will also allow commercial development opportunities on the southern end of the parcel that will provide much needed goods and services for the nearby community. Currently these services are not available for several miles and are limited to retailers such as Dollar General and Family Dollar.*

4. Create a community with adequate infrastructure, utilities, community amenities and housing that will attract new businesses and residents.

Response: *The proposed development of Houser Crossing will provide the necessary roadway improvements, housing products and amenities, utility extensions, and commercial options for the creation of a community that will intrigue new businesses and residents. Houser Road and Eleven Mile Corner Road will conform to the required half-street improvements, single and multifamily housing types will be provided, water & sewer provision will be addressed, and a designated area for neighborhood commercial uses is depicted on the land use plan. The proposed GPA and rezone will indirectly provide a comprehensive approach to help mitigate some of the City's most pressing goals.*

In summary, the proposed General Plan Amendment and companion Rezone application are consistent with the City's adopted planning framework and vision for the future. Houser Crossing transforms an inactive industrial site into a dynamic and connected mixed-use neighborhood that supports housing diversity, improves circulation, strengthens public safety, and promotes economic vitality. By aligning with multiple elements of the Eloy General Plan, it represents a forward-thinking investment that enhances community sustainability and positions the City for balanced, long-term growth.

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

Response: *The proposed zoning is compatible with the surrounding zoning and the established character of the area. Adjacent properties are primarily zoned R1-6 and R-43, supporting single-family residential development at low to moderate densities. The City of Eloy Public Works facility, located south of Houser Road, represents the only non-residential use in the immediate vicinity.*

The proposed zoning provides a logical transition between existing residential neighborhoods and the higher-intensity corridor envisioned along Houser Road, a designated major thoroughfare connecting SR 87 and Interstate 10. Allowing for a mixed density residential options and supporting commercial uses in this location will create a compatible land use pattern that maintains neighborhood character while introducing appropriate activity along a key transportation route.

Future development under the proposed zoning and associated standards will incorporate appropriate building scales, buffering, and access controls to ensure a cohesive interface with adjacent residential areas. Overall, the request is consistent with the surrounding zoning pattern and the City's goals for promoting balanced, context-sensitive growth along Houser Road and 11 Mile Corner Road.

C. Suitability of the subject property for uses *permitted by the proposed zoning district;*

Response: *The subject property is suitable for the range of permitted and conditional uses allowed within the R-3 and C-2 zoning districts, as applied through the PAD Overlay, based on its location, access, infrastructure availability, and compatibility with the surrounding development pattern.*

- ***Location and Access:***
  The property is located at the intersection of two arterial roadways, providing advantageous access to both SR 87 and I-10. This strategic location concentrates traffic along established corridors and supports development that can function as an urban gateway into the City, especially given its proximity to I-10 and Eloy's downtown. The site's frontage and visibility make it appropriate for higher-density residential and complementary commercial uses.
- ***R-3 (Residential) Zoning:***
  The City of Eloy currently has limited residential land available for higher-density or alternative housing types beyond traditional single-family subdivisions. The R-3 designation, combined with the PAD Overlay, allows for a diverse mix of residential options—including single-family detached, horizontal apartments, and garden-style multi-family units. This variety supports the City's housing objectives by providing attainable options for a range of households while maintaining compatibility with nearby residential development.
- ***C-2 (Commercial) Zoning:***
  Houser Road has been identified as a major transportation corridor suitable for community and neighborhood-serving commercial uses. The C-2 zoning designation allows for uses that will serve both the new residential component and provide surrounding neighborhoods services that are currently limited. The placement of commercial uses along Houser Road will create convenient services, reduce local trip lengths, and strengthen the corridor's role as a functional and visual gateway to Eloy.

Given its strategic location, adequate roadway access, and ability to support a complementary mix of residential and commercial development, the subject property is physically and contextually suitable for

the uses permitted under the proposed zoning districts. The PAD Overlay provides the necessary design and performance standards to ensure that future development is compatible with surrounding land uses and consistent with the City's long-term planning goals.

D. Suitability of the subject property for uses permitted by the existing district;

Response: *The property is currently zoned I-1 (Light Industrial Zoning), which is primarily intended for planned industrial centers for corporate offices and indoor manufacturing, and storage uses. While these uses could be placed on the subject property, the City has thoughtfully focused industrial uses near I-10 which is better suited and minimizes potential use conflicts between residential and heavy truck use.*

E. Availability of sewer and water facilities.

Response: *Water and sewer infrastructure is available for this site for the proposed uses but will have to be extended to the property. The City of Eloy has an existing Wastewater Treatment Plant (WWTP) located approximately 0.5 miles south of the subject property.*

There is an existing water line within Houser Road and this development will install a new public water line along the frontage of 11 Mile Corner Road that will serve not only this development but will help ensure continuous and adequate water for properties north of the Santa Rosa Canal.

21-2-7.5: Planned Area Development Overlay Approval Criteria.

A PAD Overlay may be approved when the City Council determines that a proposed PAD would result in a greater benefit to the City as a whole than would development under conventional zoning district regulations and would not adversely affect the existing and/or future permissible uses of adjacent properties. Such greater benefit may include implementation of adopted planning policies/design standards, natural resource preservation/conservation, enhanced provision of utilities, urban design, neighborhood/community amenities or an overall level of increased development quality.

Under Section 21.2-7.1 of the Zoning Ordinance, a PAD overlay is utilized to allow both the City and an applicant flexibility in the application of development standards in exchange for a more creative approach to land planning and building design that could not otherwise achieve their strict adherence to the terms of the ordinance.

Utilizing a PAD overly on R-3 zoning ensures the City receives diversification of residential products by not strictly adhering to traditional multifamily. The PAD Overlay only applies to the R-3 portion of this Rezone Application.

Modifications to the R-3 Development Standards are:

- Permitting Single Family Development
- Reduction of minimum lot size to accommodate Single Family Homes
- Reduction of minimum density to adapt to Single Family, Horizontal Apt./Townhomes

Development Standards	Single Family Residential (Area E on the Conceptual Master Plan)	Horizontal Apt/Patio home/Townhomes Residential (Area D on the Conceptual Master Plan)	PAD Multiple Family Residential (Area C on the Conceptual Master Plan)
Density Range (DU/Net Acre)	3 to 7 DU	7 to 15 DU	15 to 24 DU
Total Gross Acreage Range of Development Area of Product Type	15-25 acres	15-25 acres	15-25 acres
Minimum Lot Area	4,500 SF	Per Note 7	7,000 SF
Minimum Lot Width	45’	-	-
Front	20’ (1)	10 (1)	10’ (1)
Side	5’	10’(8)	10’
Street Side	10’	10’ (1) (2)	10’ (1) (2)
Rear	15’	25’ (3) (4)	25’ (3) (4)
Maximum Lot Coverage	50%	60%	60%
Separation between Buildings	Per Note 9	10’ (5)	10’ (5)
Maximum Building Height (ft.)	36’	40’	40’
Open Space Required	15% of Net	15% of Net	15% of Net

Notes:

1. A setback shall be twenty (20) feet for front entry garages and carports.
2. A minimum fifteen (15) foot interior side setback shall be provided abutting a subdivision tract that is less than ten (10) feet wide where the tract abuts a right-of-way or private street tract. A five (5) foot interior side setback is allowed abutting a subdivision tract that is ten (10) feet wide or greater where the tract abuts a right-of-way or private street tract. The subdivision tract shall be owned by the homeowner association.
3. A ten (10) foot minimum rear yard setback is allowed when abutting a property with Small Lot Residential (R-2).
4. A ten (10) foot minimum rear yard setback is allowed when abutting a property with Multiple Family Residential (R-3).
5. The separation requirement only applies to buildings.
6. The open space requirement is to be provided in a common open space area, and not on individual residential single-family and duplex lots. The area is in addition to any area provided to comply with the lot coverage requirements. The area is calculated based on the total net lot area of the site plan or subdivision plan of the specific development application.
7. Single-family attached minimum lot size: 2,500 sf, excluding condominium developments. All other developments, minimum lot size: 7,000 sf.
8. A zero (0) setback is allowed for when abutting another dwelling unit with a zero setback of an attached single-family dwelling. A five (5) foot side setback shall be provided on the end lot abutting an interior side property line, although when the side property line is a street side

property line, the street side setback requirements shall apply. The end lot contains the last unit on either end of a roll of consecutive attached units on individual lots.

9. The greater of five (5) feet or the separation requirement specified in the Eloy adopted building and fire code at the time of development.

This application achieves the following PAD goals established by the Ordinance.

A. To encourage the City's development growth while enhancing the public health, safety, and general welfare;

Response: *The proposed rezoning from Light Industrial to R-3 (Multifamily Residential) and C-2 (General Commercial) supports the City's goal of encouraging thoughtful development and managed growth while enhancing the overall health, safety, and welfare of the community.*

By transitioning the site from an underutilized industrial designation to residential and commercial uses, the property can contribute more meaningfully to the City's growth objectives. The proposed mix of zoning districts and uses creates opportunities for new housing, open spaces and local services in a well-connected area, supporting economic development, community livability and quality of life for residents.

Replacing industrial zoning eliminates potential conflicts that can arise from heavy traffic, noise, or outdoor operations, and instead introduces land uses that are compatible with the surrounding area. Multifamily housing within the R-3 district will help meet the growing need for workforce and attainable housing, allowing residents to live closer to employment, schools, and services. The C-2 zoning complements this by encouraging neighborhood-scale commercial and services that provide daily conveniences and reduce the need for longer vehicle trips.

Together, these zoning designations establish a balanced, human-scale development pattern that aligns with Eloy's long-term vision for safe, healthy, and vibrant neighborhoods. The proposal reflects a forward-looking investment in the community's future—one that supports growth while enhancing the quality of life for current and future residents.

B. To encourage innovations in residential, commercial, and industrial development to assist in expanding opportunities for diverse choices of housing, recreation, shopping and employment to Eloy residents, workers and visitors;

Response: *The proposed PAD overlay encourages innovation by allowing a mix of residential and commercial uses that expand housing and service opportunities for Eloy residents. By permitting single-family homes within the R-3 district, the PAD introduces a flexible approach that responds to current market needs while maintaining the intent of higher-density residential development in a designated growth area.*

This flexibility promotes a variety of housing types—ranging from single-family detached to multifamily—creating options for different income levels and household sizes. The inclusion of C-2 zoning complements the residential area by providing nearby shopping, dining, and service opportunities, supporting a complete neighborhood environment.

Together, these elements create an innovative community framework that broadens housing choice, enhances daily convenience, and contributes to the City's goal of providing diverse living, employment, and recreational opportunities for residents, workers and visitors alike.

C. To reflect enhanced community sustainability and economic health in the design and construction of future development;

Response: *The proposed PAD overlay supports enhanced community sustainability and economic health by promoting a balanced mix of residential and commercial uses that make efficient use of existing infrastructure and available land. Allowing single-family development within the R-3 district encourages a variety of housing types within a cohesive neighborhood framework, helping to meet diverse housing needs and support long-term population stability.*

The integration of C-2 commercial development further strengthens economic vitality by providing nearby goods, services, and employment opportunities, reducing the need for extended travel and supporting local business activity.

This project will convert vacant land into a vibrant living and gathering node in the heart of Eloy and enhance other near- and long-term development in the area. The revenues produced by the project are significant in terms of a one-time construction sales tax as well as annually through property taxes. This will create a sustainable source of new revenue for the City and convert vacant land into an economic engine for Eloy.

D. To encourage a more creative and compact approach in the utilization of land and resources in order to accomplish a more efficient, aesthetic, and sustainable development which may be characterized by special features of the geography, topography, size or shape of a particular property; and

Response: *The PAD overlay allows for a creative and efficient use of the site's unique characteristics by integrating multiple housing types associated open spaces and complementary commercial uses within a cohesive plan. The property's configuration and location along two arterial corridors present an opportunity to establish a compact, well-connected development that maximizes access and visibility while minimizing infrastructure redundancy.*

By combining higher-density multifamily with smaller detached single-family homes, the PAD achieves a balance between intensity and livability. This compact design promotes walkability, efficient use of utilities, and the clustering of homes to preserve open space and visual continuity. The parcel's vast size provides the opportunity to diversify uses and intensities, and the parcel's rectangular shape allows for efficient design while incorporating aesthetic considerations simultaneously.

The inclusion of neighborhood-scale commercial uses along key frontages further enhances efficiency by creating a land use pattern that supports nearby residents, reduces vehicle trips, and encourages an attractive, sustainable development form. Collectively, these design choices demonstrate a thoughtful, creative response to the site's geography, ample size and the City's goals for efficient and high-quality growth.

E. To provide a compatible and stable developed environment, in harmony with the Sonoran Desert.
Response: *The property is currently vacant with minimal scrub vegetation onsite. Any new vegetative landscape materials will be low-water and/or drought tolerant to ensure an appropriate transition from nearby undisturbed land and this property.*

As depicted in the supporting statements above, the proposed rezone is thoughtfully designed to ensure compatibility with the community, current and future. Houser Crossing ensures the safe and efficient flow of both vehicle and pedestrian traffic along W Houser Road and 11 Mile Corner Road with the proposed realignment of W Houser Road.

The development will offer a range of residential housing options, including single-family detached and multi-family neighborhood areas alongside commercial options for residents. All residential structures will conform to the City of Eloy's setback and development standards, except where modified by the PAD Overlay, ensuring consistency with municipal regulations. Ongoing coordination with the City will also ensure any substantial negative impacts are resolved prior to any approvals.

Reasons to Support this Rezoning

- ✓ *Aligns with the City's Strategic Vision and RFP Goals*
- ✓ *Provides Critical Infrastructure and Long-Term Public Benefit*
- ✓ *Provides diversification in existing City housing stock*
- ✓ *Supports Eloy's economy by providing homes for future employees*
- ✓ *Demonstrates a Public-Private Partnership*

Conclusion

Eloy Community Development Partners, LLC is committed to crafting a vibrant and engaging community. They have carefully integrated commercial development with multiple residential options to create a desirable living and working environment. We are respectfully asking for support and approval of this Rezoning application.



Exhibit A
Houser Crossing Development Plan

Houser Crossing Development Plan

Project Team

Eloy Community
DEVELOPMENT PARTNERS, LLC

Developer
Steve Holgate
Eloy Community Development Partners, LLC
3035 SE Maricamp Road Unit 104-308
Ocala, FL 34471
Phone (352) 502-2924
steve@shelbran.com

Bowman

Civil Engineering
Nathan Larson, PE
Bowman
2420 South Power Road, Suite 105
Mesa, AZ 85209
D: (480) 267-9978 C: (480) 489-2170
nlarson@bowman.com

Project Planner
Dawn Marie Fortuna, AICP
Bowman
6751 North Sunset Blvd, Suite 325
Glendale, AZ 85305
O: (623) 200-5656 C: (480) 772-7271
dfortuna@bowman.com

B | F | S | O
BERGIN, FRAKES, SMALLEY & OBERHOLTZER

Zoning Attorney
Carolyn Oberholtzer
Bergin, Frakes, Smalley & Oberholtzer, PLLC (BFSO)
4343 East Camelback Road, Suite 210
Phoenix, AZ 85018
O: (602) 888-7869
coberholtzer@bfsolaw.com

Lokahi

Traffic Engineer
Shelly Sorensen, PE
Lokahi
10555 N. 144th Street, #105
Scottsdale, AZ 85259
O: (480) 536-7150
shelly@lokahigroup.com

Introduction

In support of the proposed Rezoning application, the following Development Plan outlines the permitted uses and development standards under a Planned Area Development Overlay designation. The purpose of this Planned Area Development Overlay is to provide a flexible approach to support a companion Rezoning application.

The Rezoning application requests amending the site from Light Industrial (I-1) to Multiple Family Residential (R-3) and General Commercial District (C-2) with Planned Area Development (PAD) Overlay to allow flexibility for development. The northwest corner of the site falls within the AO-1 (Airport Overlay) which is applied in addition to the underlying zoning.

As each component of Houser Crossing comes forward, it will comply with the specific site plan or subdivision zoning and development criteria. The purpose of this PAD is to memorialize any deviations from the City of Eloy Zoning Code.

Planned Area Development Overlay

Under Section 21.2-7.2 of the Zoning Ordinance, a PAD Overlay allows both the City and an applicant to negotiate enhanced flexibility in permitted uses and in the application of development standards resulting in a more creative approach to development that could not otherwise be achieved through strict adherence to the Zoning Ordinance. In this case, the PAD Overlay is used to provide more modern development standards for a mix of housing options while also allowing flexibility in the configuration of residential parcels and distribution of open throughout the project.

This PAD Overlay provides the flexibility necessary to deliver an innovative residential and commercial environment. This rezoning allows for a more creative and efficient approach to site planning than traditional zoning, enabling a blend of residential unit types and densities strategically distributed across the site. This PAD supports the City's vision for managed growth within its designated Growth Areas.

Permitted Uses

Unless otherwise modified herein, permitted, conditional and accessory uses shall comply with the City of Eloy Zoning Ordinance use allowances and limitations of the base/underlying zoning.

Project Development Standards and General Provisions

As reflected in the table below, the development standards for Houser Crossing have been created to facilitate unique residential development. The proposed development standards for single and multifamily residences will provide flexibility to create a diverse community. Where the PAD is silent on a standard, the zoning ordinance shall govern. When there is a conflict between the PAD and the zoning ordinance, the PAD shall prevail.

Residential

Development Standards	Single Family Residential (Area E on the Conceptual Master Plan)	Horizontal Apt/Patio home/Townhomes Residential (Area D on the Conceptual Master Plan)	PAD Multiple Family Residential (Area C on the Conceptual Master Plan)
Density Range (DU/Net Acre)	3 to 7 DU	7 to 15 DU	15 to 24 DU
Total Gross Acreage Range of Development Area of Product Type	15-25 acres	15-25 acres	15-25 acres
Minimum Lot Area	4,500 SF	Per Note 7	7,000 SF
Minimum Lot Width	45’	-	-
Front	20’ (1)	10 (1)	10’ (1)
Side	5’	10’(8)	10’
Street Side	10’	10’ (1) (2)	10’ (1) (2)
Rear	15’	25’ (3) (4)	25’ (3) (4)
Maximum Lot Coverage	50%	60%	60%
Separation between Buildings	Per Note 9	10’ (5)	10’ (5)
Maximum Building Height (ft.)	36’	40’	40’
PAD Open Space Required	15% of Net (6)	15% of Net (6)	15% of Net (6)

Notes:

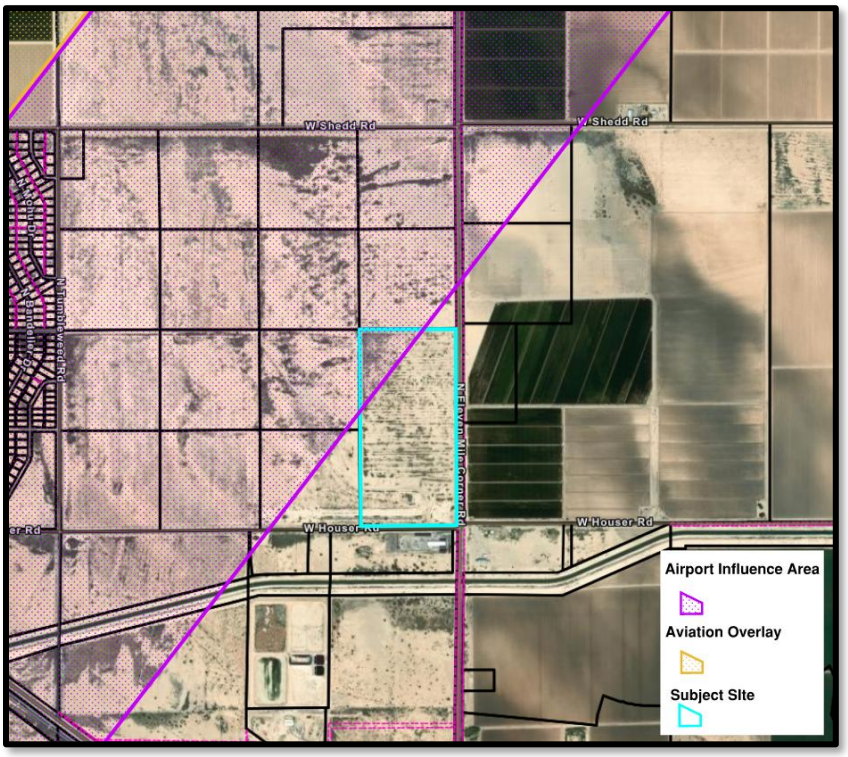
1. A setback shall be twenty (20) feet for front entry garages and carports.
2. A minimum fifteen (15) foot interior side setback shall be provided abutting a subdivision tract that is less than ten (10) feet wide where the tract abuts a right-of-way or private street tract. A five (5) foot interior side setback is allowed abutting a subdivision tract that is ten (10) feet wide or greater where the tract abuts a right-of-way or private street tract. The subdivision tract shall be owned by the homeowner association.
3. A ten (10) foot minimum rear yard setback is allowed when abutting a property with Small Lot Residential (R-2).
4. A ten (10) foot minimum rear yard setback is allowed when abutting a property with Multiple Family Residential (R-3).
5. The separation requirement only applies to buildings.
6. The open space requirement is to be provided in a common open space area, and not on individual residential single-family and duplex lots. The area is in addition to any area provided to comply with the lot coverage requirements. The area is calculated based on the total net lot area of the site plan or subdivision plan of the specific development application.
7. Single-family attached minimum lot size: 2,500 sf, excluding condominium developments. All other developments, minimum lot size: 7,000 sf.
8. A zero (0) setback is allowed for when abutting another dwelling unit with a zero setback of an attached single-family dwelling. A five (5) foot side setback shall be provided on the end

lot abutting an interior side property line, although when the side property line is a street side property line, the street side setback requirements shall apply. The end lot contains the last unit on either end of a roll of consecutive attached units on individual lots.

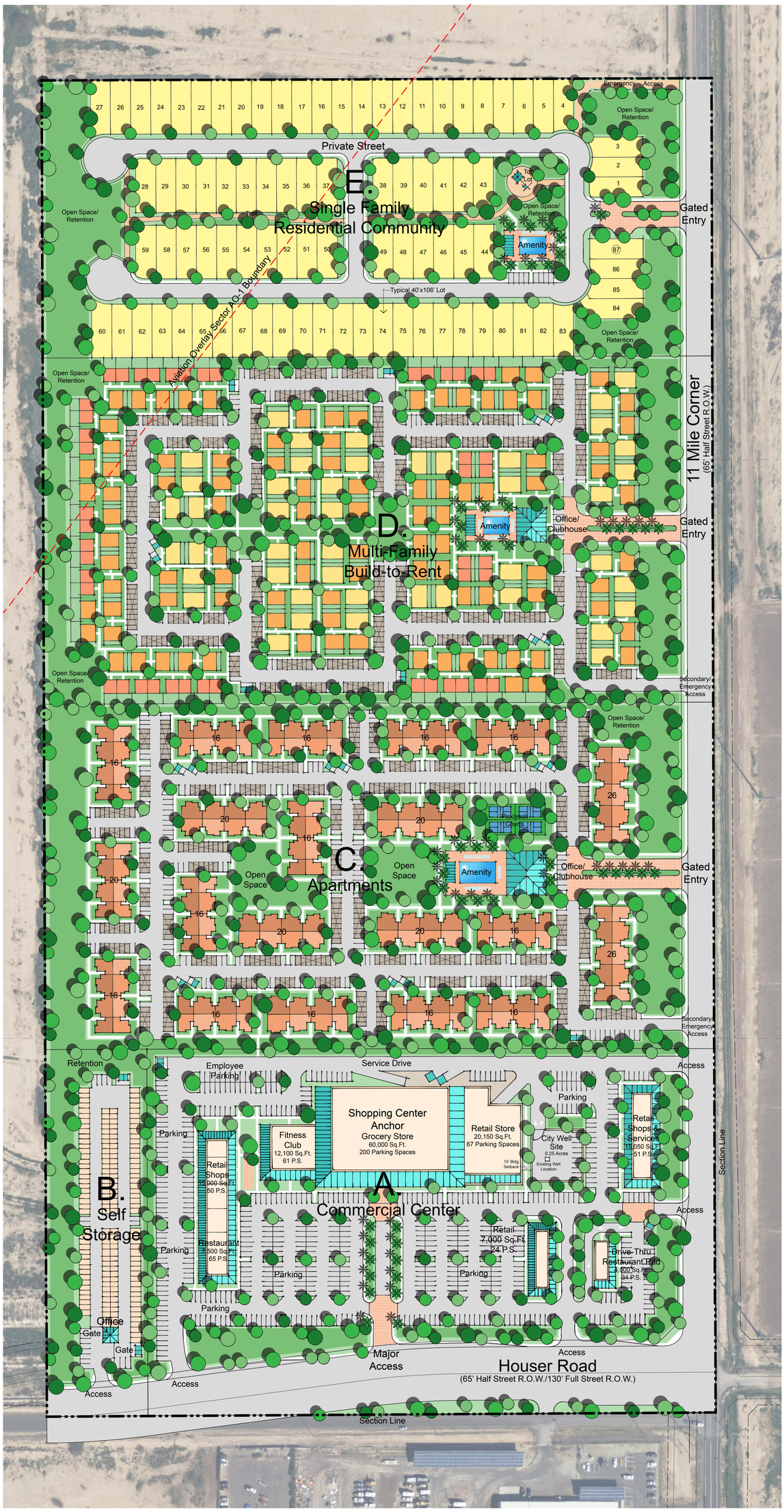
9. The greater of five (5) feet or the separation requirement specified in the Eloy adopted building and fire code at the time of development.

Avigation Overlay

The Avigation Overlay Zone's Airport Influence Area will be retained with this application over the property that it currently applies to. All developments within the Avigation Overlay zone's Airport Influence Area shall comply with the applicable requirements zone.



Airport Influence Area



Conceptual Plan Data:

Parcel:	Approx.Net Ac:	Proposed Use:	Units/Lots:	Lot Size:	DU/Net Ac:
A.	14.6	Commercial Center	N/A	N/A	N/A
B.	3.0	Self-Storage	N/A	N/A	N/A
C.	19.9	Multi-Family Apts.	360	N/A	18.09
D.	20.0	Multi-Family B.T.R.	190	N/A	9.50
E.	16.0	SFR Community	87	40x106'	5.44
Totals:	73.5		637		8.67

Note: This plan is conceptual and subject to revision based on additional site studies and agency review & approval. All calculations are approximate. Net acreage calculation excludes future Houser Road and 11 Mile Corner street rights-of-ways. Not for construction.

Multi-Family Unit Mix:

Parcel C: 1-Bedroom = 124 (34%)
2-Bedroom = 200 (56%)
3-Bedroom = 36 (10%)
Total: 360 (100%)

Parcel D: 1-Bedroom = 46 (24%)
2-Bedroom = 99 (52%)
3-Bedroom = 45 (24%)
Total: 190 (100%)

Parking:

Parcel:	Required Spaces:
A.	552
B.	5
C.	558
D.	308
E.	174 (2/Lot)

Note: Parking requirements based on use per City of Eloy Zoning Ordinance.

RVi
4020 N. Scottsdale Rd. Suite 1200
Scottsdale, Arizona 85251
(480) 994-0994
www.rviplanning.com

HOUSER CROSSING • **CONCEPTUAL MASTER PLAN**

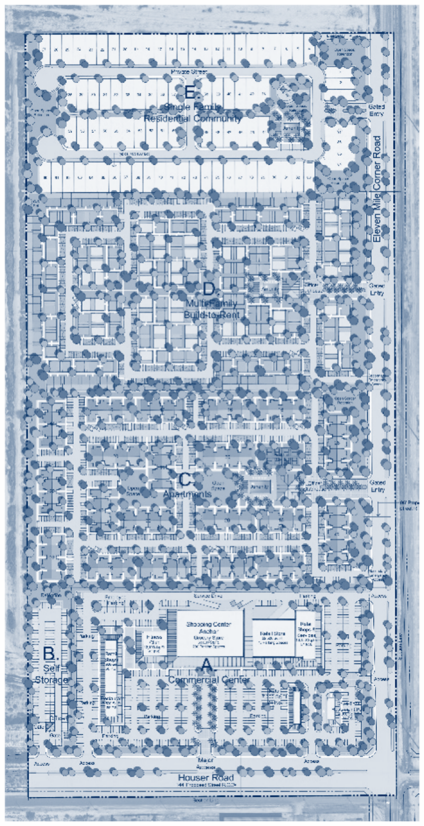
ELOY, ARIZONA
NOVEMBER 18, 2025
RVI23006913
ELOY DEVELOPMENT PARTNERS III, LLC

SCALE: 1" = 50'-0"

Information furnished regarding this property is from sources deemed reliable. RVi has not made an independent investigation of these sources and no warranty is made as to their accuracy or completeness. This plan is conceptual only for discussion, and does not represent any regulatory approval.

Houser Crossing

Traffic Impact Analysis – Category IIb



Prepared for:

Bowman

Bowman
6751 N. Sunset Blvd., Suite 325
Glendale, AZ 85305

Registered Professional Engineer (Civil)
CERTIFICATE NO.
51806
SHELLY A.
SORENSEN
Date Signed: 11/20/25
ARIZONA, U.S.A.

Prepared by:

Lokahi

Lōkahi, LLC
10555 N. 114th Street,
Suite 105
Scottsdale, AZ 85259

Project Number: 25.5834
November 20, 2025

STAFF DATE: FEBRUARY 18, 2026
RZPAD2025-004

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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lōkahi, LLC (Lōkahi) was retained by Bowman to complete a Traffic Impact Analysis (TIA) – Category IIb for the proposed Houser Crossing development. The development is located on the northwest corner (NWC) of Eleven Mile Corner Road and Houser Road in the City of Eloy, Arizona. The proposed Houser Crossing Development will be built in two phases. Phase 1 will open in 2028 and include residential land use. Phase 2 will open in 2033 and includes commercial land use. The objective of this Traffic Impact Study is to analyze the traffic related impacts of the proposed development to the adjacent roadway network. See **Figure 1** for the vicinity map.

This Traffic Impact Study includes:

- Crash History Analysis
- Level of service analysis for the existing conditions weekday AM and PM peak hours
- Trip generation for the proposed development
- Level of service analysis for the Phase 1 opening year (2028) weekday AM and PM peak hours
- Level of service analysis for the Phase 2 opening year and 5 year after opening (2033) weekday AM and PM peak hours
- Level of service analysis 10 years after the opening year (2038) for the weekday AM and PM peak hours
- Queue Analysis

The following are the twenty (20) intersections included in this study:

- Shedd Road and Tumbleweed Road (1) – Existing
- Shedd Road and Eleven Mile Corner Road (2) – Existing
- Houser Road and Frontier Street (3) – Existing
- Houser Road and Tumbleweed Road (4) – Existing
- Houser Road and Eleven Mile Corner Road (5) – Existing
- Frontier Street and Tumbleweed Road (6) – Existing
- Battaglia Road and Frontier Street (7) – Existing
- Battaglia Road and Eleven Mile Corner Road (8) – Existing
- Frontier Street and Eleven Mile Corner Road (9) – Existing
- Eleven Mile Corner Road and Driveway A (10) – *Proposed*
- Eleven Mile Corner Road and Driveway B (11) – *Proposed*
- Eleven Mile Corner Road and Driveway C (12) – *Proposed*
- Eleven Mile Corner Road and Driveway D (13) – *Proposed*
- Eleven Mile Corner Road and Driveway E (14) – *Proposed*

- Eleven Mile Corner Road and Driveway F (15) – *Proposed*
- Eleven Mile Corner Road and Driveway G (16) – *Proposed*
- Houser Road and Driveway H (17) – *Proposed*
- Houser Road and Driveway I (18) – *Proposed*
- Houser Road and Driveway J (19) – *Proposed*
- Houser Road and Driveway K (20) – *Proposed*

1.2. EXECUTIVE SUMMARY

This report presents the analysis and results of a TIS prepared for the proposed Houser Crossing development, located on the northwest corner (NWC) of Eleven Mile Corner Road and Houser Road in the City of Eloy, Arizona. For the purposes of this report, it was assumed that the proposed multi-use development will be opened and completed in two phases, Phase 1 in 2028 and Phase 2 in 2033.

The following land uses are anticipated:

- Phase 1 – *Year 2028*
  - Multi-Family Housing 360 DU
  - Single-Family Attached Housing 190 DU
  - Single-Family Detached Housing 87 DU

- Phase 2 – *Year 2033*
  - Grocery Store 60,000 SF
  - Fitness Club 12,100 SF
  - Retail 60,650 SF
  - Sit-Down Restaurant 7,500 SF
  - Drive-Through Restaurant 4,000 SF
  - Self-Storage 130 Storage Units

Existing Capacity Analysis

The AM and PM peak hour existing conditions capacity analysis was completed for nine (9) existing study intersections. All movements at the study intersections operate at a LOS C or better.

Trip Generation

The proposed Houser Crossing development is anticipated to generate 18,318 trips during the weekday, 803 trips during the AM peak hour, and 1,677 trips during the PM peak hour.

Trip Generation – Proposed Development

Land Use		ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
					Total	Total	In	Out	Total	In	Out
Pad A	Shopping Plaza (40-150k) (w/ Supermarket)	821	144.3	1000 Sq Ft GFA	13,630	509	316	193	1,303	638	665
Pad B	Mini-Warehouse	151	1.3	Storage Units (100s)	20	1	1	0	2	1	1
Pad C	Multifamily Housing (Low-Rise)	220	360	Dwelling Units	2,383	134	32	102	175	110	65
Pad D	Single-Family Attached Housing	215	190	Dwelling Units	1,397	93	23	70	110	65	45
Pad E	Single-Family Detached Housing	210	87	Dwelling Units	888	66	17	49	87	55	32
				Total Trips	18,318	803	389	414	1,677	869	808

Future Conditions

Future capacity analyses were completed without and with the build-out of the proposed Houser Crossing development for the Phase 1 opening year, Phase 2 opening year or 5 year after opening year, and 10 years after the opening year. Utilizing Maricopa Associations of Governments (MAG) socioeconomic projections for the City of Eloy within the study area (RAZ 386), existing traffic volumes were grown by an annual growth rate of 2.17% to determine the background traffic volumes of the years 2028, 2033, and 2038.

Year 2028 – Phase 1

A capacity analysis was completed for both the AM and PM peak hours for the year 2028. The year 2028 AM and PM peak hour level of service for the study intersections without and with the build-out of the proposed development are shown in **Figure 12** and **Figure 13**, respectively.

Year 2033 – Phase 2 or 5 years after Opening Year

A capacity analysis was completed for both the AM and PM peak hours for the year 2033. The year 2033 AM and PM peak hour level of service for the study intersections without and with the build-out of the proposed development are shown in **Figure 16** and **Figure 17**, respectively.

Year 2038 – 10 years after Opening Year

A capacity analysis was completed for both the AM and PM peak hours for the year 2038. The year 2038 AM and PM peak hour level of service for the study intersections without and with the build-out of the proposed development are shown in **Figure 20** and **Figure 21**, respectively.

Recommendations

Year 2028 (Phase 1) Improvements

The following are the recommendations with the build out of Phase 1 of the proposed Houser Crossing development:

Eleven Mile Corner Road

Eleven Mile Corner Road is classified as a major arterial roadway. Per the City of Eloy Standard Details, major arterials provide three (3) through lanes in each direction of travel with a raised median.

Based on this classification, the developer will construct half-street improvements along the project frontage. As a result, Eleven Mile Corner Road will be widened to provide three (3) southbound through lanes adjacent to the site. Although the pavement for three (3) lanes will be provided, the street will remain striped for one (1) lane until additional capacity is necessary or until the surrounding roadway network is complete.

Eleven Mile Corner Road and Driveway A (10) – *EB Stop-Controlled Intersection*

The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway B (11) – *EB Stop-Controlled Intersection*

The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway C (12) – *EB Stop-Controlled Intersection*

The eastbound approach will be stop-controlled and will provide one (1) right turn lane. A dedicated right turn lane will be constructed on the southbound approach. This driveway is right-in, right-out.

Eleven Mile Corner Road and Driveway D (13) – *EB Stop-Controlled Intersection*

The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway E (14) – *EB Stop-Controlled Intersection*

The eastbound approach will be stop-controlled and will provide one (1) right turn lane. A dedicated right turn lane will be constructed on the southbound approach. This driveway is right-in, right-out.

Year 2033 (Phase 2) Improvements

The following are the intersection improvements planned with the proposed Houser Crossing Phase 2 build out:

Houser Road

Houser Road is classified as a major arterial roadway. Per the *City of Eloy Standard Details*, major arterials provide three (3) through lanes in each direction of travel with a raised median.

Based on this classification, the developer will construct half-street improvements along the project frontage. As a result, Houser Road will be widened to provide three (3) westbound through lanes adjacent to the site. Although the pavement for three (3) lanes will be provided, the street will remain striped for one (1) lane until additional capacity is necessary or until the surrounding roadway network is complete.

Houser Road and Tumbleweed Road (4)

To mitigate the poor level of service, the intersection of Houser Road and Tumbleweed Road (4) could be converted to all-way stop controlled.

Houser Road and Eleven Mile Corner Road (5)

Per the development agreement for the proposed development, a traffic signal will be installed at the intersection of Houser Road and Eleven Mile Corner Road (5). The timing of the installation of the signal will be determined.

To mitigate the poor level of service, the intersection of Houser Road and Eleven Mile Corner Road (5) could be converted to all-way stop controlled.

The developer will construct a dedicated eastbound left turn lane with 90 feet of storage.

Battaglia Road and Frontier Street (7)

To mitigate the poor level of service, the intersection of Battaglia Road and Frontier Street (7) could be converted to all-way stop controlled.

Battaglia Road and Eleven Mile Corner Road (8)

To mitigate the poor level of service the intersection of Battaglia Road and Eleven Mile Corner Road (8) could be converted to all-way stop controlled.

Eleven Mile Corner Road and Driveway F (15) – *EB Stop-Controlled Intersection*

The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway G (16) – ***EB Stop-Controlled Intersection***
The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Houser Road and Driveway H (17) – ***SB Stop-Controlled Intersection***
The southbound approach will be stop-controlled and will provide one (1) right turn lane. This driveway is right-in, right-out.

Houser Road and Driveway I (18) – ***SB Stop-Controlled Intersection***
The southbound approach will be stop-controlled and provide one (1) shared left-right turn lane. A dedicated left-turn lane with 90 feet of storage will be constructed on the eastbound approach. This driveway is full access.

Houser Road and Driveway J (19) – ***SB Stop-Controlled Intersection***
The southbound approach will be stop-controlled and will provide one (1) right turn lane. This driveway is right-in, right-out.

Houser Road and Driveway K (20) – ***SB Stop-Controlled Intersection***
The southbound approach will be stop-controlled and provide one (1) shared left-right turn lane. This driveway is full access.

2. PROPOSED DEVELOPMENT

The proposed development is located on the northwest corner (NWC) of Houser Road and Eleven Mile Corner Road in the City of Eloy, Arizona. See **Figure 1** for a vicinity map.

The proposed Houser Crossing development will be completed in two (2) phases.

The following land uses are anticipated:

- Phase 1 – *Year 2028*
  - Multi-Family Housing 360 DU
  - Single-Family Attached Housing 190 DU
  - Single-Family Detached Housing 87 DU

- Phase 2 – *Year 2033*
  - Grocery Store 60,000 SF
  - Fitness Club 12,100 SF
  - Retail 60,650 SF
  - Sit-Down Restaurant 7,500 SF
  - Drive-Through Restaurant 4,000 SF
  - Self-Storage 130 Storage Units

For the purpose of this report, it is assumed that Phase 1 will open in 2028 and Phase 2 will open in 2033.

At build out, there will be eleven (11) proposed access points to the Houser Crossing development, with four (4) access points located along Houser Road and seven (7) access points located along Eleven Mile Corner Road.

Driveway A (10) is located along Eleven Mile Corner Road, approximately 2,300 feet (ft) north of Houser Road (measured center to center). This will be a full-access driveway, allowing all movements into and out of the site. This will be the main access to the single family residential community.

Driveway B (11) is located along Eleven Mile Corner Road, approximately 1,675 ft north of Houser Road (measured center to center). This will be a full-access driveway, allowing all movements into and out of the site. This will be the main access to the multi-family build to rent community.

Driveway C (12) is located along Eleven Mile Corner Road, approximately 1,365 ft north of Houser Road (measured center to center). This will be a limited access driveway, allowing right-in and right-out (RIRO) movements. This will be the secondary access to the multi-family build to rent community.

Driveway D (13) is located along Eleven Mile Corner Road, approximately 995 ft north of Houser Road (measured center to center). This will be a full-access driveway, allowing all movements into and out of the site. This will be the primary access to the apartments.

Driveway E (14) is located along Eleven Mile Corner Road, approximately 695 ft north of Houser Road (measured center to center). This will be a limited access driveway, allowing RIRO movements. This will be the secondary access to the apartments.

Driveway F (15) is located along Eleven Mile Corner Road, approximately 620 ft north of Houser Road (measured center to center). This will be a full-access driveway, allowing all movements into and out of the site. This will be an access to the proposed commercial portion of the development.

Driveway G (16) is located along Eleven Mile Corner Road, approximately 325 ft north of Houser Road (measured center to center). This will be a full-access driveway, allowing all movements into and out of the site. This will be an access to the proposed commercial portion of the development.

Driveway H (17) is located along Houser Road, approximately 260 ft west of Eleven Mile Corner Road (measured center to center). This will be a limited access driveway, allowing RIRO movements. This will be a limited access to the proposed commercial portion of the development.

Driveway I (18) is located along Houser Road, approximately 630 ft west of Eleven Mile Corner Road (measured center to center). This will be a full-access driveway, allowing all movements into and out of the site. This will be an access to the proposed commercial portion of the development.

Driveway J (19) is located along Houser Road, approximately 1,040 ft west of Eleven Mile Corner Road (measured center to center). This will be a limited access driveway, allowing RIRO movements. This will be a limited access to the proposed commercial portion of the development.

Driveway K (20) is located along Houser Road, approximately 1,190 ft west of Eleven Mile Corner Road (measured center to center). This will be a full-access driveway, allowing all movements into and out of the site. This will be an access to the self storage facility.

Additionally, there is an emergency access located along Eleven Mile Corner Road, approximately 2,560 feet north of Houser Road (measured center to center). This will be a limited access driveway, allowing RIRO movements exclusively for emergency vehicles.

See **Figure 2** and **Appendix A** for the proposed site plan.

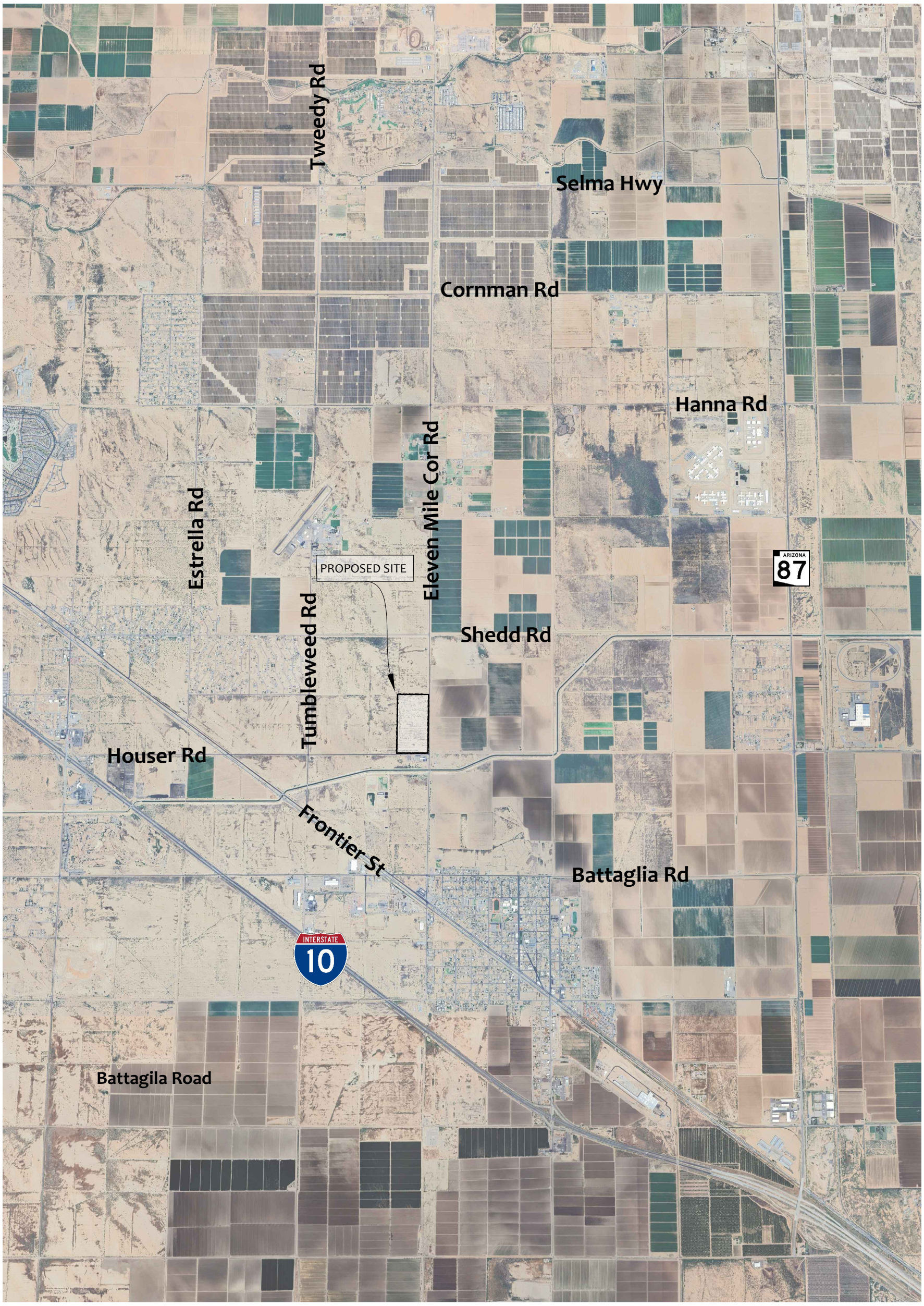


FIGURE 1 | VICINITY MAP



FIGURE 2 | SITE PLAN

3. AREA CONDITIONS

The study area is located in the City of Eloy, Arizona. **Sections 3.1** and **3.2** provide detailed descriptions of the study roadway segments and intersections. See **Figure 3** for the study area.

3.1. STUDY ROADWAY SEGMENTS

Tumbleweed Road is a north-south undivided roadway providing one (1) lane in each direction of travel. The *Arizona Department of Transportation (ADOT) Traffic Data Management System (TDMS)* reports an annual average daily traffic (AADT) of 890 vpd along Tumbleweed Road, north of Shedd Road in 2024. There is a posted speed limit of 45 miles per hour (mph).

Shedd Road is an east-west undivided roadway providing one (1) lane in each direction of travel. The *City of Eloy General Plan Readoption,* dated May 11, 2020, classifies Shedd Road as a minor arterial within the study area. The *ADOT TDMS* reports an AADT of 578 vpd along Shedd Road, between Eleven Mile Corner Road and Tumbleweed Road in 2024. There is a posted speed limit of 35 mph.

Battaglia Road is an east-west undivided roadway providing one (1) lane in each direction of travel. The *City of Eloy General Plan Readoption,* dated May 11, 2020, classifies Battaglia Road as a major arterial within the study area. The *ADOT TDMS* reports an AADT of 2,461 vpd along Battaglia Road, between Eleven Mile Corner Road and Frontier Street in 2024. There is a posted speed limit of 35 mph.

Frontier Street is a northwest-southeast roadway within the study area. East of Eleven Mile Corner Road, Frontier Street provides two (2) lanes in each direction of travel, divided with a raised landscaped median. West of Eleven Mile Corner Road, Frontier Street is generally undivided with segments of a two-way left turn lane (TWLTL) median and provides one (1) travel lane in each direction of travel. The *City of Eloy General Plan Readoption,* dated May 11, 2020, classifies Frontier Street as a major arterial within the study area. The *ADOT TDMS* reports an AADT of 4,475 vpd along Frontier Street, between Eleven Mile Corner Road and Tumbleweed Road in 2024. There is a posted speed limit of 45 mph.

Eleven Mile Corner Road is a north-south undivided roadway providing one (1) lane in each direction of travel. The *City of Eloy General Plan Readoption,* dated May 11, 2020, classifies Eleven Mile Corner Road as a major arterial within the study area. A local data collection firm, All Traffic Data Services, LLC, recorded traffic counts on Tuesday, July 29, 2025, and reported an average daily traffic (ADT) of 1,860 vpd with 928 northbound vpd and 932 southbound vpd along Eleven Mile Corner Road, north of Houser Road. There is a posted speed limit of 50 mph.

Houser Road is an east-west undivided roadway that provides one (1) lane of travel in each direction. Houser Road is unpaved from the Eleven Mile Corner Road to just west of Sorrel Road.

The *City of Eloy General Plan Readoption*, dated May 11, 2020, classifies Houser Road as a major arterial within the study area. A local data collection firm, All Traffic Data Services, LLC, recorded traffic counts on Tuesday, July 29, 2025, and reported an ADT of 342 vpd with 177 eastbound vpd and 165 westbound vpd along Houser Road, south of Eleven Mile Corner Road. There is a posted speed limit of 45 mph.

3.2. STUDY INTERSECTIONS

Shedd Road and Tumbleweed Road (1) currently operates as an all-way stop-controlled intersection. Each approach provides one (1) shared left-through-right turn lane.

Shedd Road and Eleven Mile Corner Road (2) currently operates as a two-way stop-controlled intersection with stop controls on the east and westbound approaches. The east and west intersection legs are offset by approximately 45 feet (centerline-to-centerline) north-south. Each approach provides one (1) shared left-through-right turn lane.

Houser Road and Frontier Street (3) currently operates as a two-way stop-controlled intersection with stop controls on the east and westbound approaches. The northwest, east, and westbound approaches each provide one (1) shared left-through-right turn lane. The southeast-bound approach provides one (1) shared left-through turn lane and one (1) dedicated right turn lane.

Houser Road and Tumbleweed Road (4) currently operates as a two-way stop-controlled intersection with stop controls on the north and southbound approaches. Each approach provides one (1) shared left-through-right turn lane.

Houser Road and Eleven Mile Corner Road (5) currently operates as a two-way stop-controlled intersection with stop controls on the east and westbound approaches. The east and west intersection legs are offset by approximately 80 feet (centerline-to-centerline) north-south. Each approach provides one (1) shared left-through-right turn lane.

Frontier Street and Tumbleweed Road (6) currently operates as a one-way stop-controlled intersection with the stop control on the southbound approach. The southbound approach provides one (1) shared left-right turn lane. The northwest-bound approach provides one (1) shared through-right turn lane. The southeast-bound approach provides one (1) dedicated left turn lane and one (1) through lane.

Battaglia Road and Frontier Street (7) currently operates as a two-way stop-controlled intersection with stop controls on the east and westbound approaches. The northwest and southeast-bound approaches each provide one (1) dedicated left turn lane and one (1) shared through-right turn lane. The east and westbound approaches each provide one (1) shared left-through-right turn lane.

Battaglia Road and Eleven Mile Corner Road (8) currently operates as an all-way stop-controlled intersection. The north, south, and westbound approaches each provide one (1) shared left-through-right turn lane. The eastbound approach provides one (1) through lane and one (1) dedicated right turn lane.

Frontier Street and Eleven Mile Corner Road (9) currently operates as a two-way stop-controlled intersection with stop controls on the north and southbound approaches. The northbound and southbound approach each provides one (1) shared left-through turn lane and one (1) dedicated right turn lane. The northwest and southeast-bound approaches each provide one (1) dedicated left turn lane, one (1) through lane, and one (1) shared through-right turn lane.

3.3. CRASH HISTORY

The most recent 3-year collision history, 2022 through 2024, was obtained from the Arizona Department of Transportation (ADOT). See **Appendix B** for crash data. The crash data at the following intersections were evaluated:

- Shedd Road and Tumbleweed Road (1)– no reported crashes
- Shedd Road and Eleven Mile Corner Road (2) – one (1) crash
- Houser Road and Frontier Street (3)– three (3) crashes
- Houser Road and Tumbleweed Road (4) – one (1) crash
- Houser Road and Eleven Mile Corner Road (5) – one (1) crash
- Frontier Street and Tumbleweed Road (6) – no crashes reported
- Battaglia Road and Frontier Street (7) – nine (9) crashes
- Battaglia Road and Eleven Mile Corner Road (8) – eleven (11) crashes
- Frontier Street and Eleven Mile Corner Road (9) – eight (8) crashes

Shedd Road and Tumbleweed Road (1)

During the three-year period, there were no crashes reported.

Shedd Road and Eleven Mile Corner Road (2)

During the three-year period, there was one (1) crash. The collision manner was other and the injury severity was fatal. The crash occurred on a Friday at 6:29 P.M. The light condition was reported as dark, not lighted.

Houser Road and Frontier Street (3)

During the three-year period, there were three (3) crashes: one (1) angle, one (1) rear-end, and one (1) sideswipe opposite direction crash. Of the three (3) crashes, two (2) reported no injury and one (1) suspected minor injury.

Houser Road and Tumbleweed Road (4)

During the three-year period, there was one (1) crash. The collision manner was angle and the injury severity was suspected minor injury.

Houser Road and Eleven Mile Corner Road (5)
During the three-year period, there was one (1) crash. The collision involved a single vehicle and no injuries were reported.

Frontier Street and Tumbleweed Road (6)
During the three-year period, there were no crashes reported.

Battaglia Road and Frontier Street (7)
During the three-year period, there were nine (9) crashes: one (1) single vehicle, three (3) angle, one (1) left turn, three (3) rear-end, and one (1) other crash. Of the nine (9) crashes, four (4) reported no injury, four (4) possible injury, and one (1) suspected minor injury.

Battaglia Road and Eleven Mile Corner Road (8)
During the three-year period, there were eleven (11) crashes: one (1) single vehicle, eight (8) angle, one (1) left turn, and one (1) other crash. Of the eleven (11) crashes, four (4) reported no injury, two (2) possible injury, and four (4) suspected minor injury, and one (1) suspected serious injury.

Frontier Street and Eleven Mile Corner Road (9)
During the three-year period, there were eight (8) crashes: three (3) angle, two (2) left turn, one (1) rear-end, one (1) sideswipe same direction, and one (1) other crash. Of the eight (8) crashes, four (4) reported no injury, three (3) possible injury, and one (1) suspected serious injury.

No unusual patterns were identified. The proposed Houser Crossing development is not anticipated to have any major effects on the safety of the surrounding intersections or roadways.

3.4. STUDY AREA LAND USE

The approximately 77.9 gross-acre site is located in the City of Eloy, Arizona, at the northwest corner of Houser Road and Eleven Mile Corner Road.

The site is bordered by vacant land to the north and west, Houser Road to the south, and Eleven Mile Corner Road to the east. The surrounding land primarily consists of undeveloped land with small areas of residential and commercial land use.

3.5. SITE ACCESSIBILITY

Roadway System

The study area is located in the City of Eloy, Arizona. Interstate 10 (I-10) is approximately 3.0 miles west of the proposed development. This freeway provides regional access to the Phoenix metropolitan area and interstate access to California to the west and Florida to the east.

Pedestrian Facilities

Sidewalks are not currently provided within the study area.

Bicycle Facilities

Bike lanes are not currently provided within the study area.

Transit Facilities

Transit services are not currently provided within the study area.



LEGEND

X Intersection

FIGURE 3 | STUDY AREA

4. EXISTING CONDITIONS

4.1. EXISTING LAND USE

According to the Maricopa County Assessor's website, the proposed site is located on Assessor Parcel Numbers (APN) 404-270-150 which consists of approximately 81.05 acres. The site currently consists of vacant, undeveloped land. According to the *City of Eloy Zoning* tool, the site is zoned for Light Industrial (I-1) land uses. See **Appendix C** for detailed parcel information.

4.2. EXISTING TRAFFIC COUNTS

A local data collection firm, All Traffic Data Services, Inc., was utilized to collect traffic counts. On Tuesday, July 29, 2025, turning movement counts were obtained from 7:00 to 9:00 am and from 4:00 to 6:00 pm at the following locations:

- Shedd Road and Tumbleweed Road (1)
- Shedd Road and Eleven Mile Corner Road (2)
- Houser Road and Frontier Street (3)
- Houser Road and Tumbleweed Road (4)
- Houser Road and Eleven Mile Corner Road (5)
- Frontier Street and Tumbleweed Road (6)
- Battaglia Road and Frontier Street (7)
- Battaglia Road and Eleven Mile Corner Road (8)
- Frontier Street and Eleven Mile Corner Road (9)

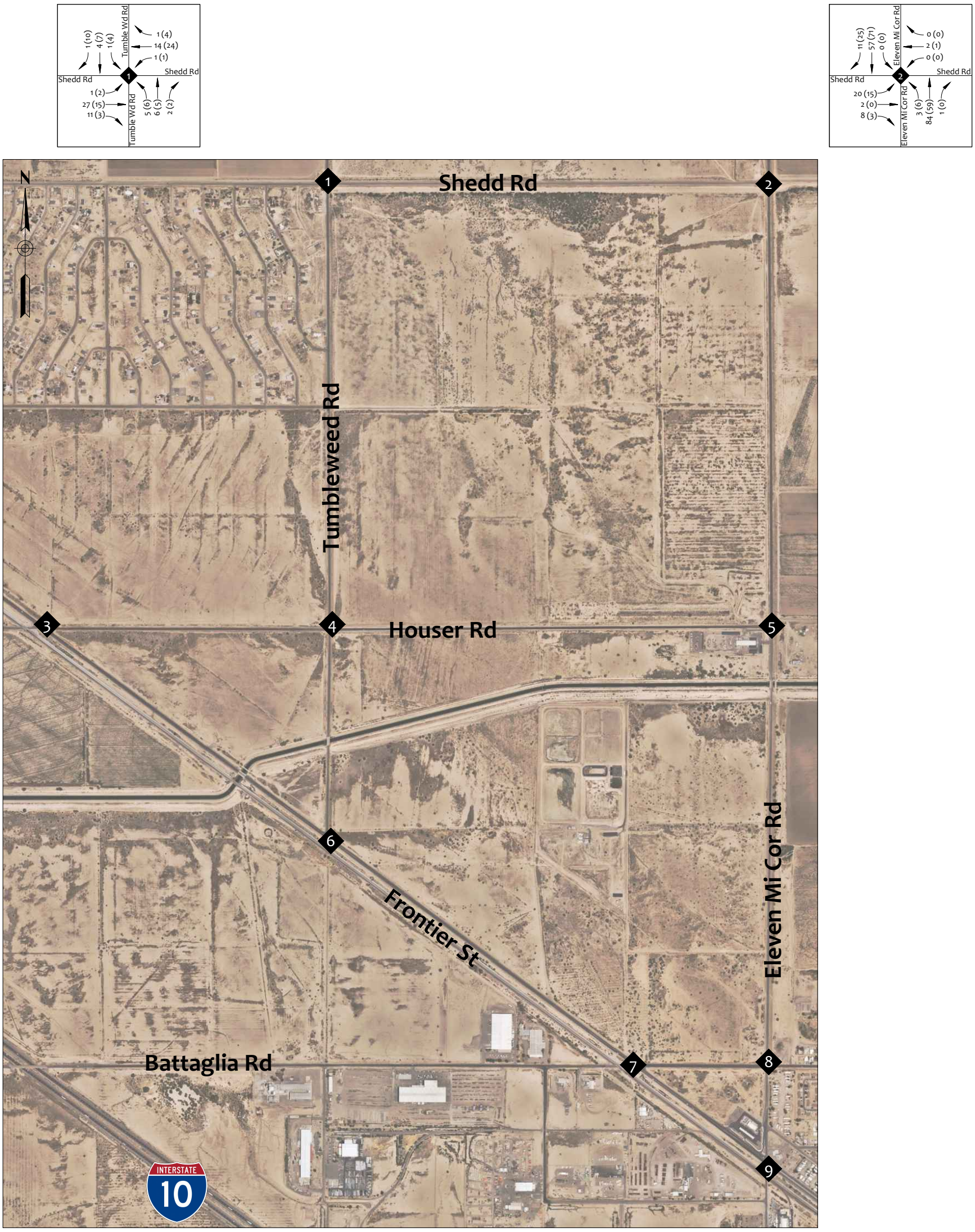
Additionally, weekday bi-directional tube counts for 24-hours in 15-minute intervals were collected along the following roadway segments:

- Eleven Mile Corner Road, north of Houser Road
- Houser Road, west of Eleven Mile Corner Road

The turning movement counts were analyzed for the highest 1-hour within each time period. The following peak hours were analyzed throughout this study.

AM Peak Hour	7:00 am – 8:00 am
PM Peak Hour	4:00 pm – 5:00 pm

See **Figure 4** for the existing AM and PM peak hour traffic volumes. See **Appendix D** for collected traffic count data.





LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

FIGURE 4 | EXISTING TRAFFIC VOLUMES

4.3. EXISTING CAPACITY ANALYSIS

The existing conditions capacity analysis was completed for the nine (9) existing study intersections. The capacity and level of service for the study area intersections were evaluated using the methodology presented in the *7th Edition of the Highway Capacity Manual*. Traffic analysis software, *Synchro 12.2.5*, was used to perform the analyses using the existing Peak Hour Factor (PHF) obtained from the traffic counts.

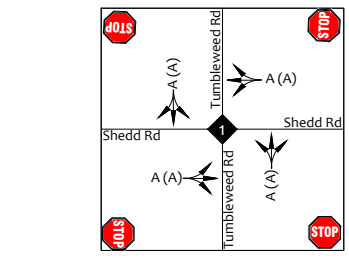
Table 1 is from the *7th Edition of the Highway Capacity Manual* Exhibit 19-8 and 20-2, which lists the Level of Service (LOS) thresholds for signalized and two-way stop-controlled intersections.

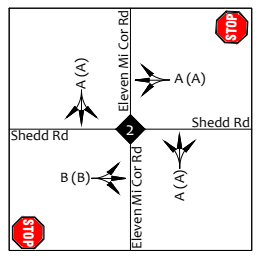
Table 1 – Level of Service Criteria

Level of Service	Control Delay per Vehicle (s/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0 - 10
B	> 10-20	> 10–15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

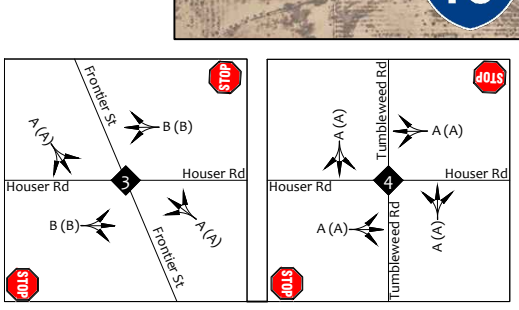
The AM and PM peak hour existing conditions capacity analysis were completed for the nine (9) existing study intersections. All movements at the study intersections operate at a LOS C or better.

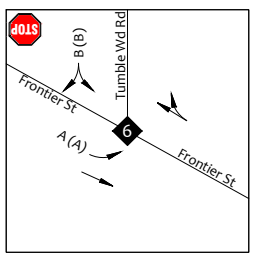
See **Figure 5** for the existing AM and PM peak hour capacity analysis. The detailed capacity analysis sheets can be found in **Appendix E.**





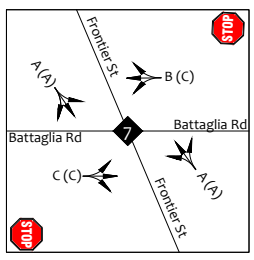


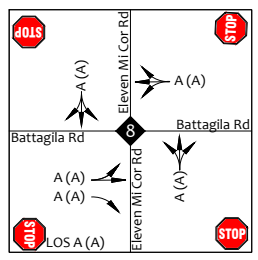




LEGEND

AM (PM)	Peak Hour Capacity Analysis
X	Intersection
	Lane Configuration





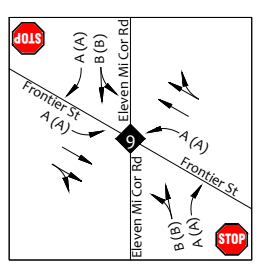


FIGURE 5 | EXISTING CAPACITY ANALYSIS

5. PROJECTED TRAFFIC

5.1. TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 11th Edition*. The ITE rates are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering profession.

5.1.1. PHASE 1

Phase 1 of the Houser Crossing development will consist of 360 DU of multi-family housing, 190 DU of single-family attached housing, and 87 DU of single-family detached housing. Phase 1 is expected to be build out in 2028.

The trip generation for Phase 1 was calculated utilizing ITE Land Use Code 220 – Multifamily Housing (Low-Rise), ITE Land Use Code 215 – Single-Family Attached Housing, and ITE Land Use Code 210 – Single-Family Detached Housing. See **Table 2** for Phase 1 trip generation calculations below.

Table 2 – Trip Generation – Phase 1

Land Use		ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
					Total	Total	In	Out	Total	In	Out
Pad C	Multifamily Housing (Low-Rise)	220	360	Dwelling Units	2,383	134	32	102	175	110	65
Pad D	Single-Family Attached Housing	215	190	Dwelling Units	1,397	93	23	70	110	65	45
Pad E	Single-Family Detached Housing	210	87	Dwelling Units	888	66	17	49	87	55	32
				Total	**4,668**	**293**	**72**	**221**	**372**	**230**	**142**

Phase 1 of Houser Crossing is anticipated to generate 4,668 weekday trips, with 293 trips occurring during the AM peak hour and 372 trips occurring during the PM peak hour.

5.1.2. PHASE 2

Phase 2 of the Houser Crossing development will consist of a 60,000 SF grocery store, 12,100 SF fitness club, 60,650 SF of retail, 7,500 SF sit-down restaurant, 4,000 SF drive-through restaurant, and 130 unit self-storage facility. Phase 2 is expected to be build out in 2033.

○ Grocery Store	60,000 SF
○ Fitness Club	12,100 SF
○ Retail	60,650 SF
○ Sit-Down Restaurant	7,500 SF
○ Drive-Through Restaurant	4,000 SF
Total Commercial	144,250 SF
○ Self-Storage	130 Storage Units

The trip generation for Phase 2 was calculated utilizing ITE Land Use Code 821 – Shopping Plaza (40-150k) (w/ Supermarket) and ITE Land Use Code 151 – Mini-Warehouse.

ITE Land Use Code 821 – Shopping Plaza (40-150k)
"A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term 'plaza' in the land use name rather than 'center' is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center. Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building."
– ITE, 11th Edition

ITE Land Use Code 151 – Mini-Warehouse
A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as "self-storage" facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point." – ITE, 11th Edition

See **Table 3** for Phase 2 trip generation calculations below.

Table 3 – Trip Generation – Phase 2

Land Use		ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
					Total	Total	In	Out	Total	In	Out
Pad A	Shopping Plaza (40-150k) (w/ Supermarket)	821	144.3	1000 Sq Ft GFA	13,630	509	316	193	1,303	638	665
Pad B	Mini-Warehouse	151	1.3	Storage Units (100s)	20	1	1	0	2	1	1
				Total Trips	13,650	510	317	193	1,305	639	666

Phase 2 of Houser Crossing is anticipated to generate 13,650 weekday trips, with 510 trips occurring during the AM peak hour and 1,305 trips occurring during the PM peak hour.

5.1.3. FULL BUILDOUT

The total trip generation for the Houser Crossing development at full buildout in 2033 is shown in **Table 4.**

Table 4 – Trip Generation – Full Buildout

Land Use		ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
					Total	Total	In	Out	Total	In	Out
Pad A	Shopping Plaza (40-150k) (w/ Supermarket)	821	144.3	1000 Sq Ft GFA	13,630	509	316	193	1,303	638	665
Pad B	Mini-Warehouse	151	1.3	Storage Units (100s)	20	1	1	0	2	1	1
Pad C	Multifamily Housing (Low-Rise)	220	360	Dwelling Units	2,383	134	32	102	175	110	65
Pad D	Single-Family Attached Housing	215	190	Dwelling Units	1,397	93	23	70	110	65	45
Pad E	Single-Family Detached Housing	210	87	Dwelling Units	888	66	17	49	87	55	32
				Total Trips	18,318	803	389	414	1,677	869	808

At full buildout, the Houser Crossing development is anticipated to generate 18,318 weekday trips, with 803 trips occurring during the AM peak hour and 1,677 trips occurring during the PM peak hour.

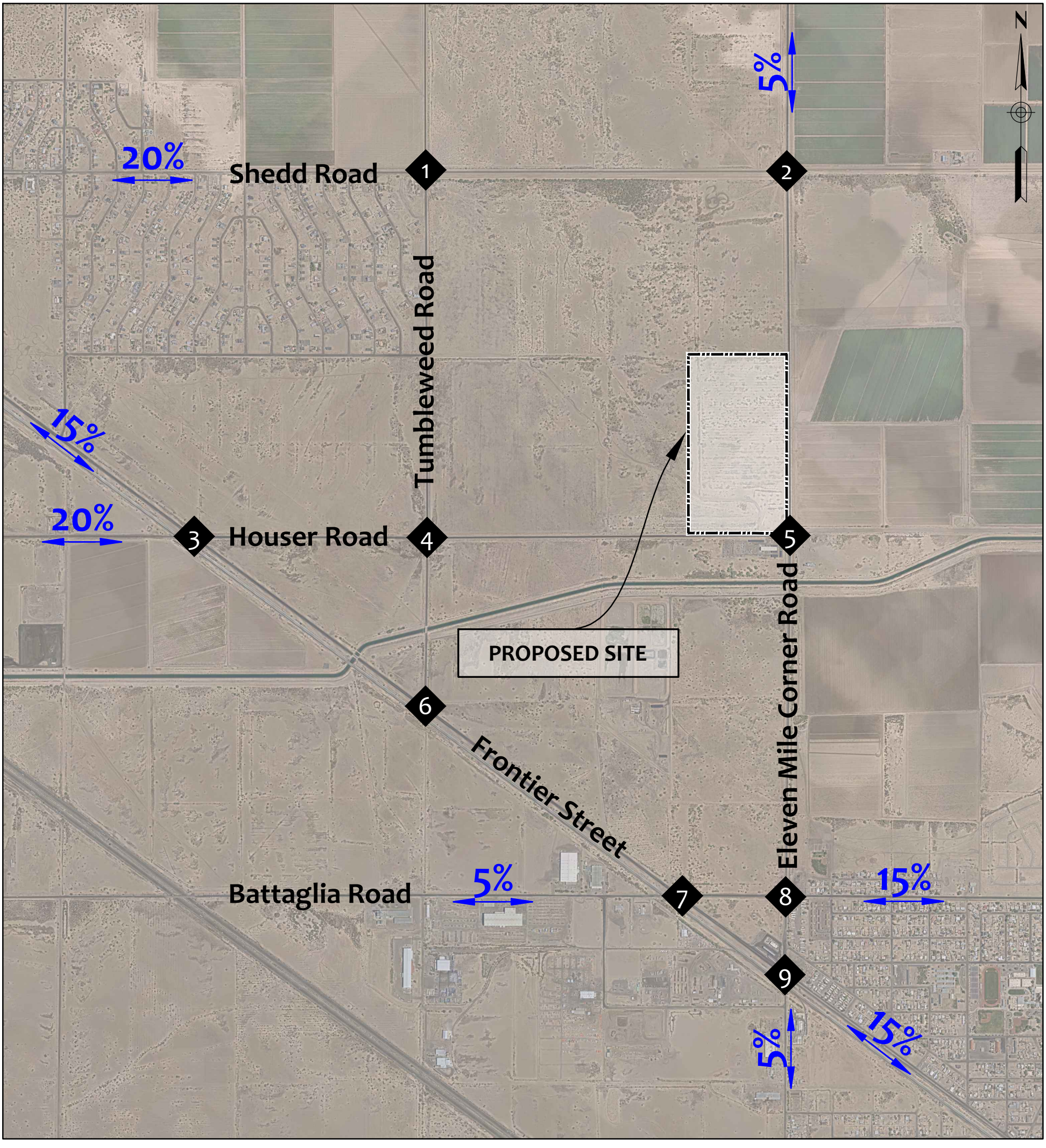
5.2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and exiting the proposed development. The trip distribution for the proposed development is largely based on the distribution of the existing traffic with adjustments to account for the anticipated changes roadway connections and traffic patterns along the surrounding roadway network. The trip distribution is shown in **Figure 6.**

The trip assignment was generally based on proximity of the driveways, permitted turn movements, as well as ease and probability of use respective to each land use within the mixed-use

site. The Phase 1 (year 2028) and Phase 2 site site-generated traffic volumes are shown in **Figure 7** and **Figure 8**, respectively. The total site-generated traffic volumes (year 2038) were determined by adding Phase 1 sit site-generated volumes (**Figure 7**) to Phase 2 site-generated traffic volumes (**Figure 8**) and is shown in **Figure 9**.

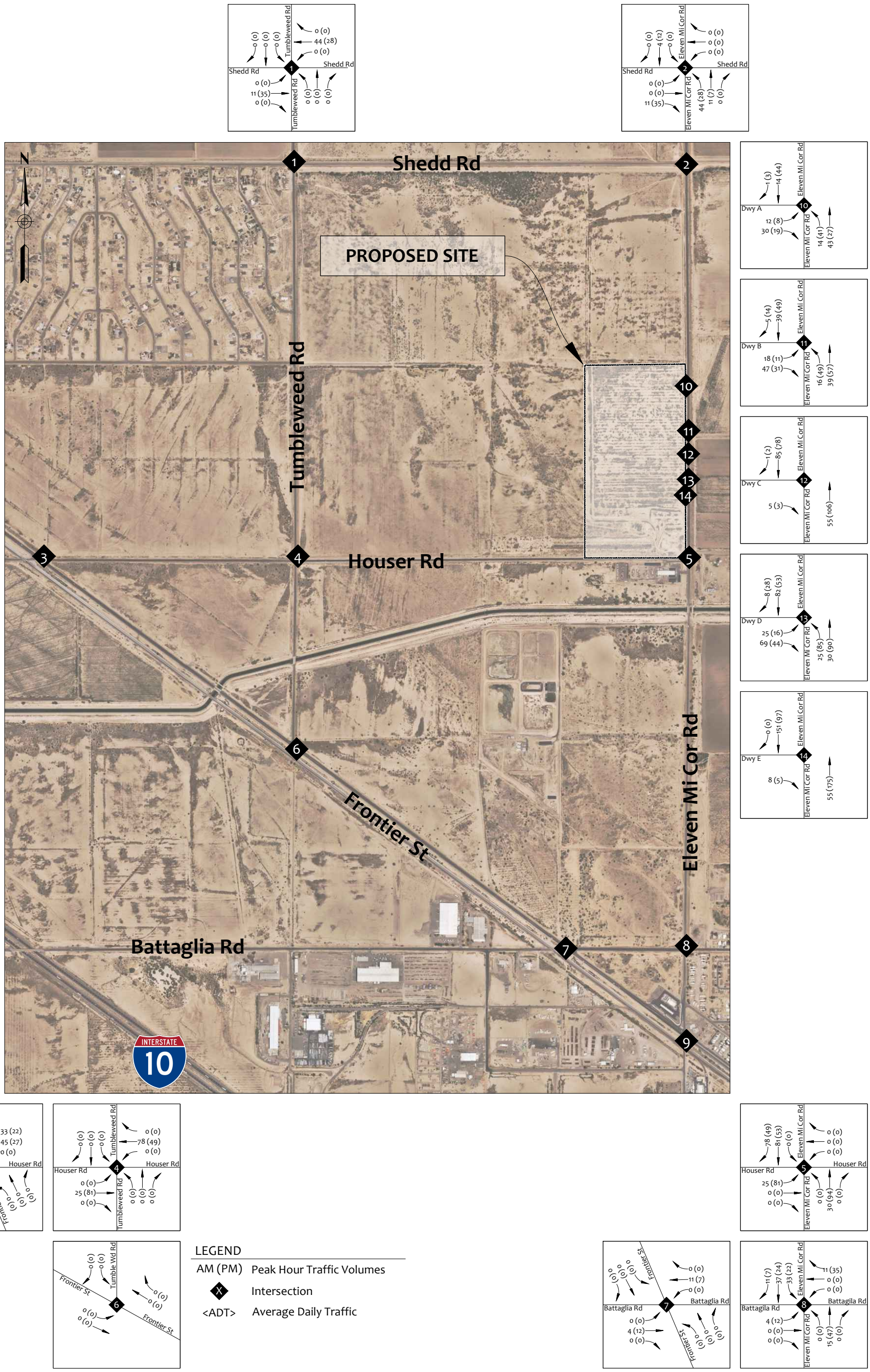
Detailed trip generation calculations are provided in **Appendix F**.

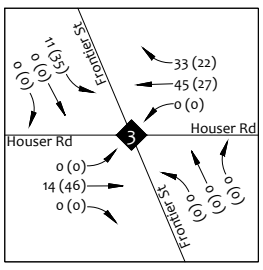


LEGEND

XX%	Trip Distribution
X	Intersection

FIGURE 6 | TRIP DISTRIBUTION





LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

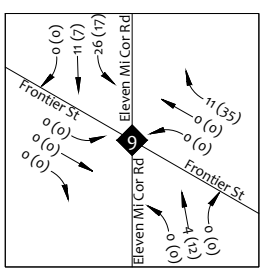
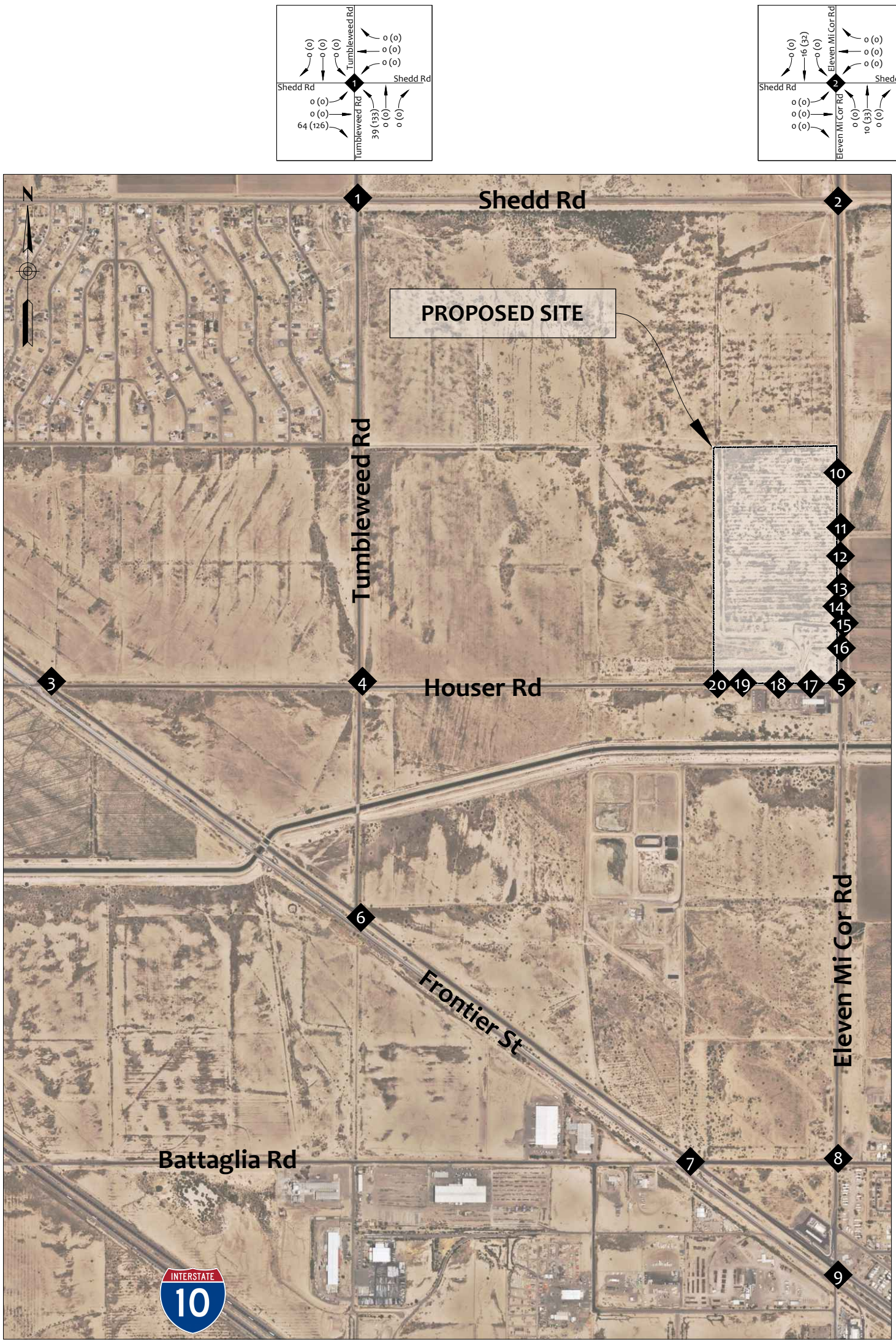
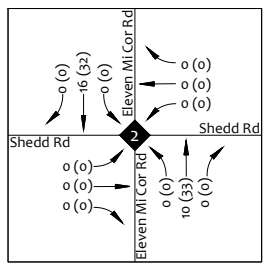
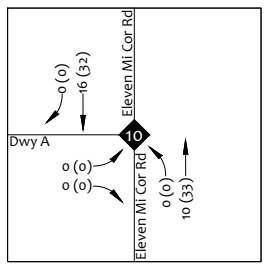
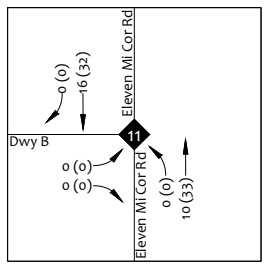


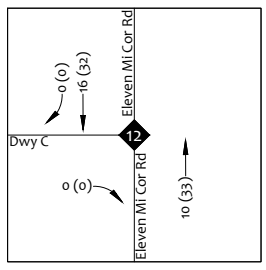
FIGURE 7 | PHASE 1 BUILD TRAFFIC VOLUMES

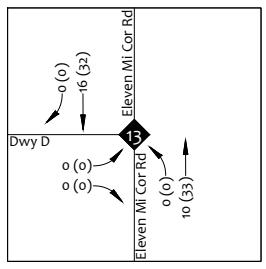


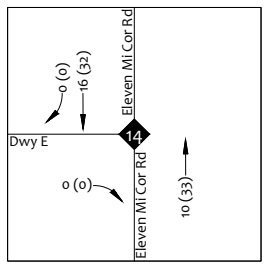


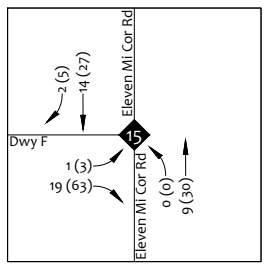


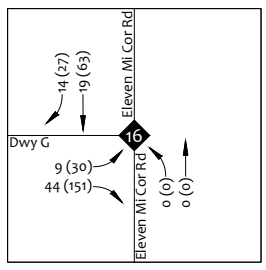










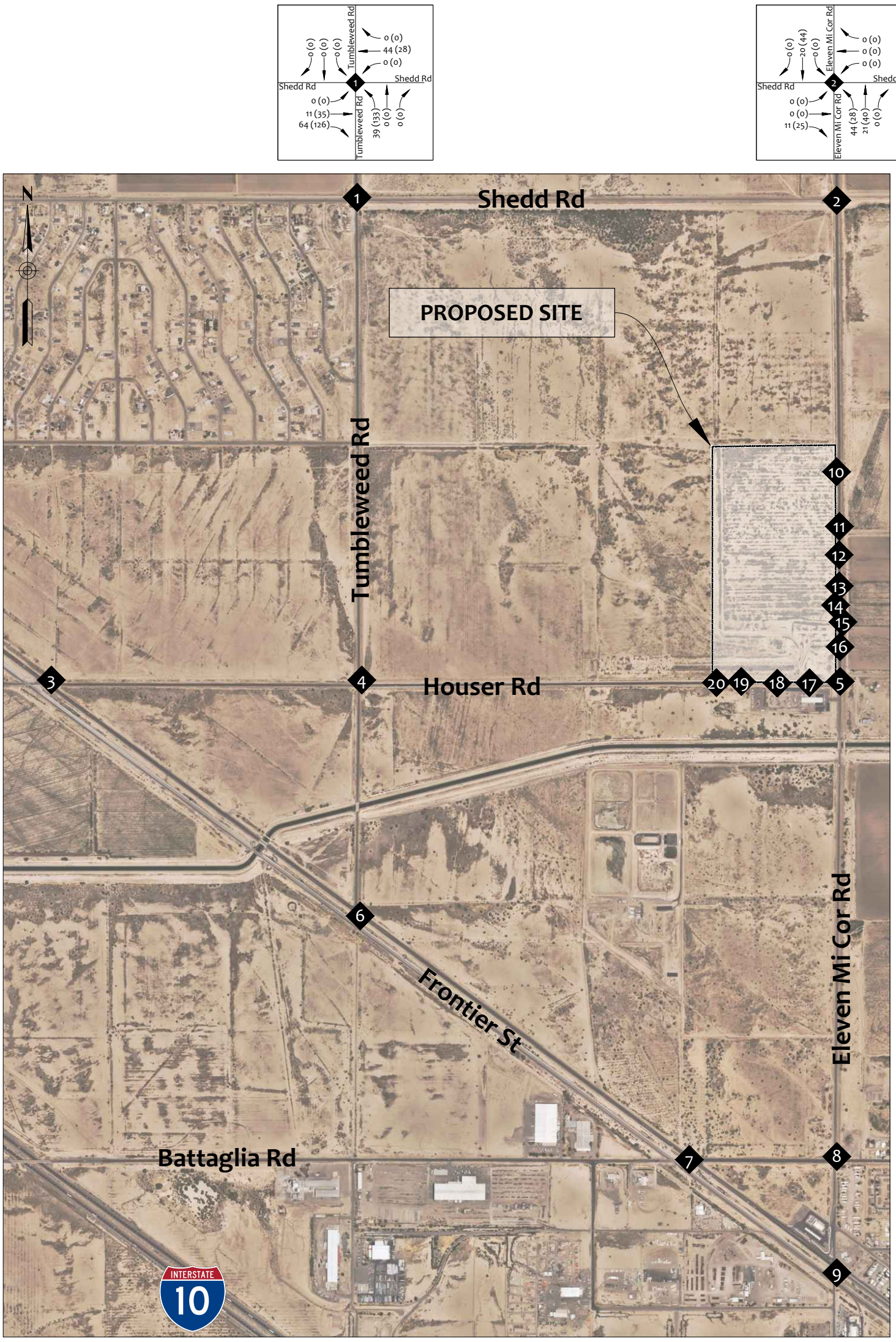


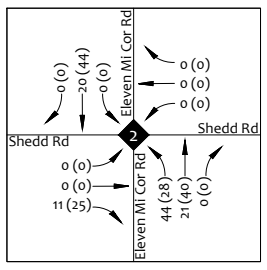


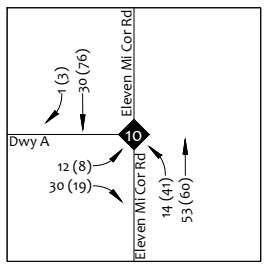
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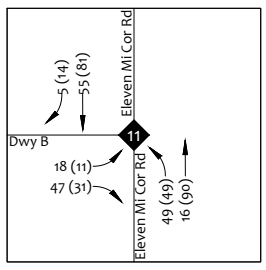
AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

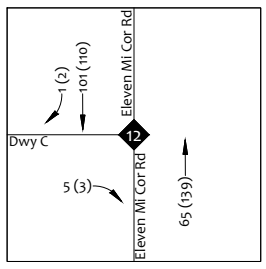
FIGURE 8 | PHASE 2 SITE TRAFFIC VOLUMES

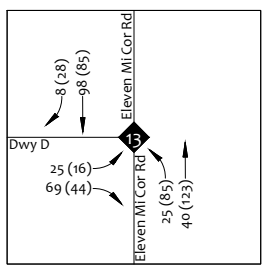


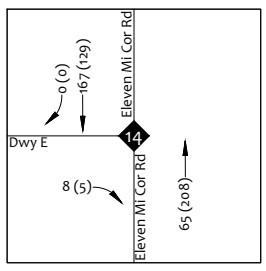


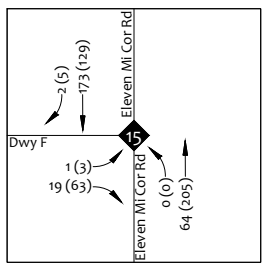


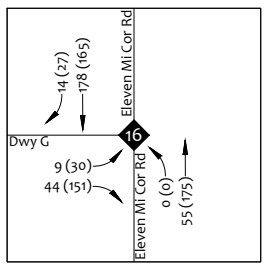














LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

FIGURE 9 | TOTAL SITE TRAFFIC VOLUMES

6. FUTURE CONDITIONS (YEAR 2028 – PHASE 1 OPENING YEAR)

Phase I, of the proposed Houser Crossing development is anticipated to be fully constructed and open in 2028. This section analyzes the effects the proposed development will have on the surrounding roadway network during the opening year 2028.

6.1. YEAR 2028 ROADWAY NETWORK

The following roadway improvements are assumed in the year 2028 capacity analysis:

Eleven Mile Corner Road
Eleven Mile Corner Road is classified as a major arterial roadway. Per the City of Eloy Standard Details, major arterials provide three (3) through lanes in each direction of travel with a raised median.

Based on this classification, the developer will construct half-street improvements along the project frontage. As a result, Eleven Mile Corner Road will be widened to provide three (3) southbound through lanes adjacent to the site. Although the pavement for three (3) lanes will be provided, the street will remain striped for one (1) lane until additional capacity is necessary or until the surrounding roadway network is complete.

6.2. YEAR 2028 BACKGROUND TRAFFIC VOLUMES

According to the 2023 Maricopa Associations of Governments (MAG) socioeconomic projections for the City of Eloy within the study area (RAZ 386), it is estimated that in the year 2020 the population was approximately 15,022 and the number of jobs was approximately 3,017. MAG estimates that the 2040 population of the study area will be approximately 27,416 and the number of jobs will be approximately 3,889. This results in an approximate average annual growth rate of 2.17%. See **Appendix G** for the MAG socioeconomic projections.

The year 2028 background traffic volumes are shown **Figure 10**, which includes the 2.17% annual growth rate.

6.3. YEAR 2028 BUILD TRAFFIC VOLUMES

To determine the year 2028 build traffic volumes, the Phase 1 site generated traffic volumes (**Figure 7**) was added to the year 2028 background traffic volumes (**Figure 10**). This represents year 2028 traffic volumes with the build out of the proposed Houser Crossing development. The year 2028 build traffic volumes are shown in **Figure 11**.

6.4. YEAR 2028 CAPACITY ANALYSIS

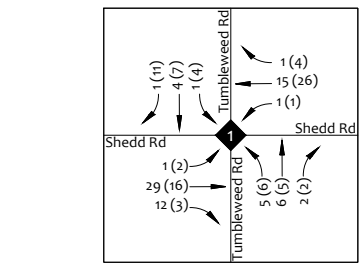
The year 2028 opening year no build and build capacity analysis was completed for the study intersections during the AM and PM peak hour. The capacity analysis for the study area intersections were evaluated using the methodology described in **Section 4.3**. The corresponding traffic volumes, which were analyzed, are shown in **Figure 10** and **Figure 11**. A PHF of 0.92 was used to model future traffic conditions.

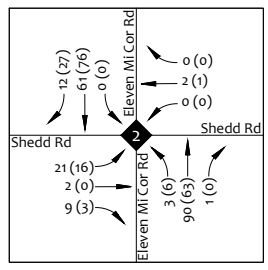
The study intersection and all turning movements operates at LOS C or better.

The year 2028 no build and build detailed capacity analysis sheets can be found in **Appendix H** and **Appendix I**, respectively.

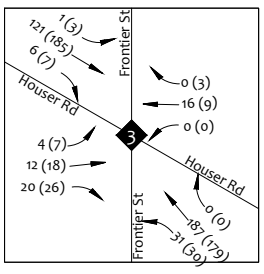
The results of the 2028 no build capacity analysis level of service is shown in **Figure 12**.

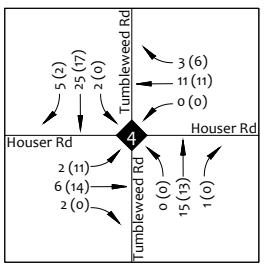
The results of the 2028 build capacity analysis level of service is shown in **Figure 13**.

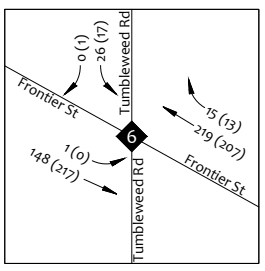






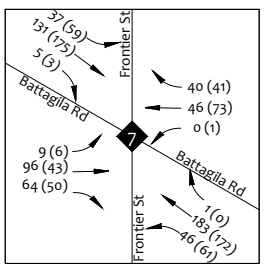


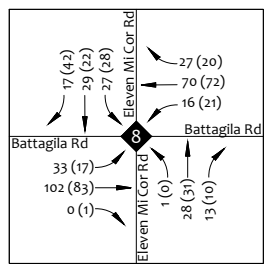




LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic





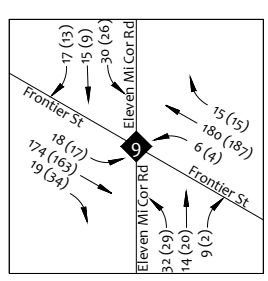
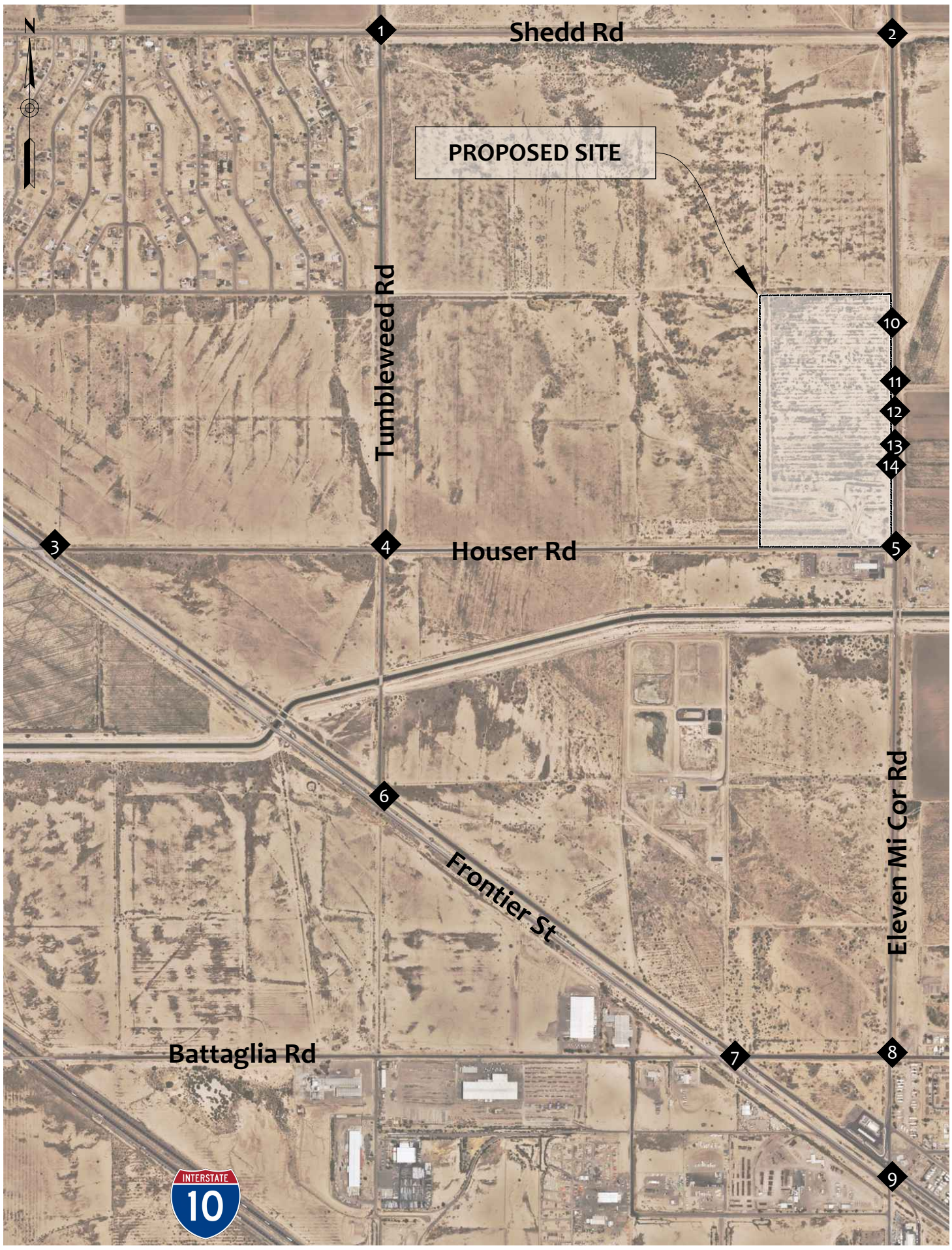
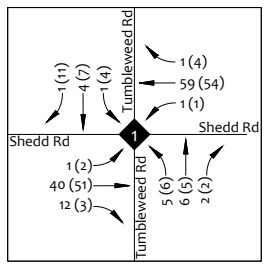
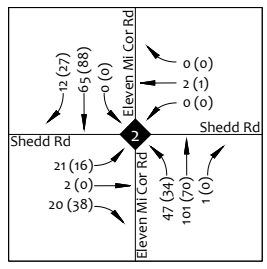
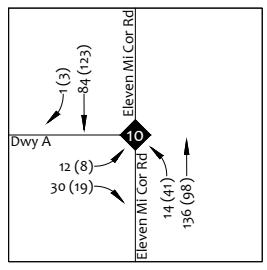


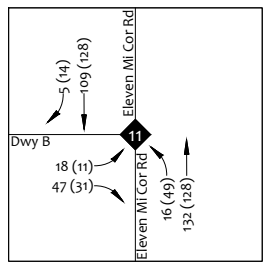
FIGURE 10 | YEAR 2028 BACKGROUND TRAFFIC VOLUMES

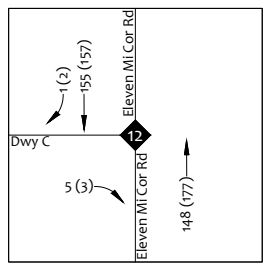


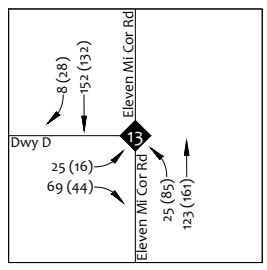


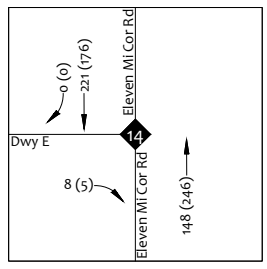


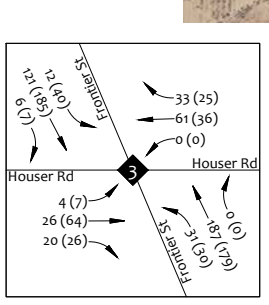


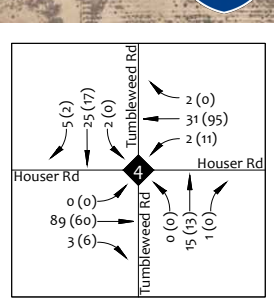


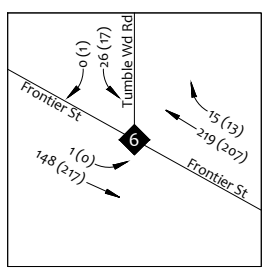






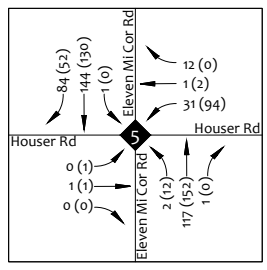


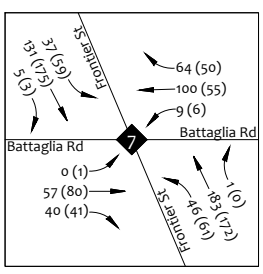


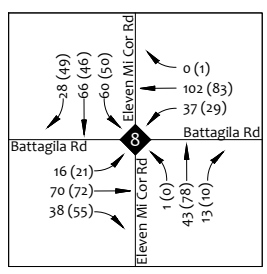


LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic







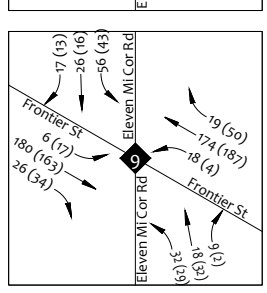
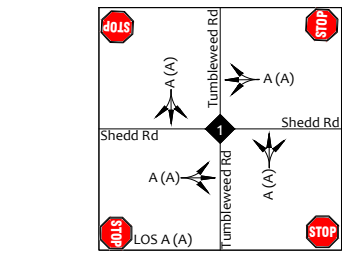
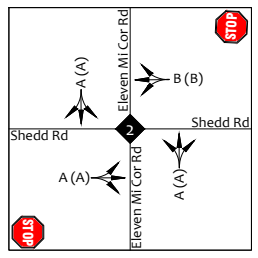
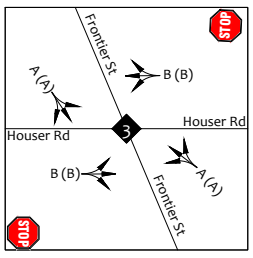


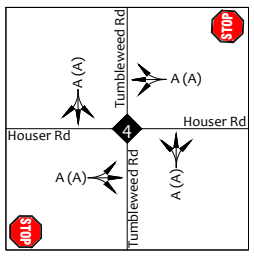
FIGURE 11 | YEAR 2028 BUILD TRAFFIC VOLUMES

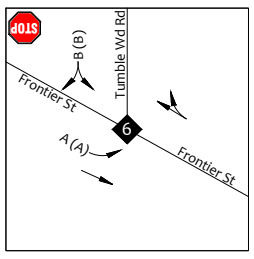






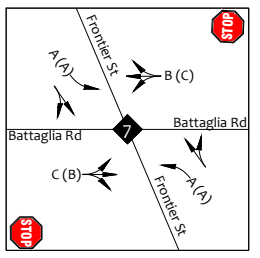


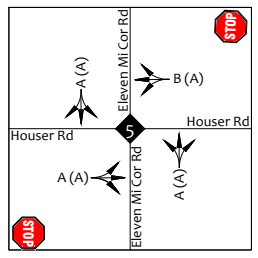


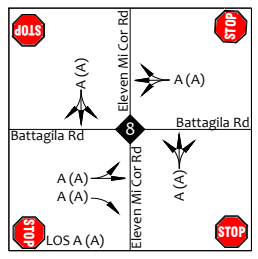


LEGEND

AM (PM)	Peak Hour Capacity Analysis
X	Intersection
	Lane Configuration







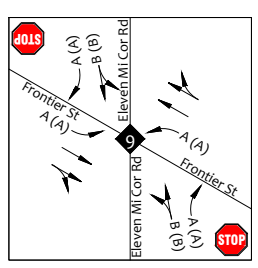


FIGURE 12 | YEAR 2028 NO BUILD CAPACITY ANALYSIS

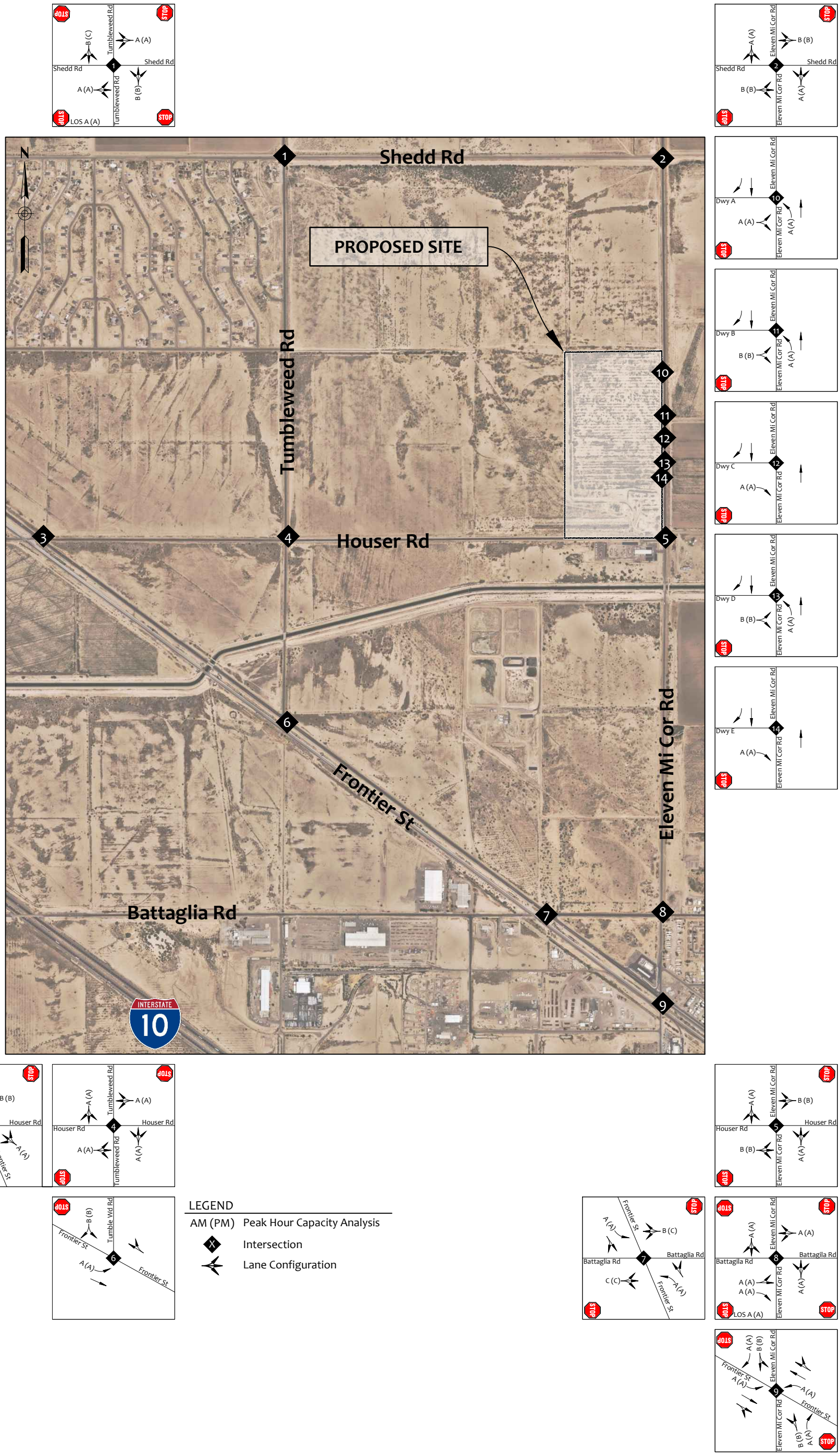


FIGURE 13 | YEAR 2028 BUILD CAPACITY ANALYSIS

7. FUTURE CONDITIONS (YEAR 2033 – PHASE 2 OPENING YEAR)

This section analyzes the effects the proposed development will have on the surrounding roadway network during the year 2033, 5 years after the Phase 1 opening year and during the Phase 2 opening year. The roadway improvements described in **Section 6.1** were assumed for the year 2033 capacity analyses.

7.1. YEAR 2033 ROADWAY NETWORK

The following roadway improvements are assumed in the year 2033 capacity analysis:

Houser Road and Tumbleweed Road (4)
To mitigate poor level of service, the intersection of Houser Road and Tumbleweed Road (4) could be converted to all-way stop controlled.

Houser Road and Eleven Mile Corner Road (5)
Per the development agreement for the proposed development, a traffic signal will be installed at the intersection of Houser Road and Eleven Mile Corner Road (5). The timing of the installation of the signal will be determined.

To mitigate the poor level of service, the intersection of Houser Road and Eleven Mile Corner Road (5) could be converted to all-way stop controlled.

The developer will provide a dedicated eastbound left turn lane with 90 feet of storage.

Battaglia Road and Frontier Street (7)
To mitigate poor level of service, the intersection of Battaglia Road and Frontier Street (7) could be converted to all-way stop controlled.

7.2. YEAR 2033 BACKGROUND TRAFFIC VOLUMES

Similar to the year 2028 background traffic volumes described in detail in **Section 6.2**, the year 2033 background traffic volumes include the 2.17% annual growth rate through the year 2033.

Year 2033 background traffic volumes are shown in **Figure 14**.

7.3. YEAR 2033 BUILD TRAFFIC VOLUMES

To determine the year 2033 build traffic volumes, the total site generated traffic volumes, including Phase 1 and Phase 2, (**Figure 9**) was added to the year 2033 background traffic volumes (**Figure 14**). This represents year 2033 traffic volumes with the full buildout of the proposed Houser Crossing development. The year 2033 build traffic volumes are shown in **Figure 15.**

7.4. YEAR 2033 CAPACITY ANALYSIS

The year 2028 opening year no build and build capacity analysis was completed for the study intersections during the AM and PM peak hour. The capacity analysis for the study area intersections were evaluated using the methodology described in **Section 4.3**. The corresponding traffic volumes, which were analyzed, are shown in **Figure 14** and **Figure 15**. A PHF of 0.92 was used to model future traffic conditions.

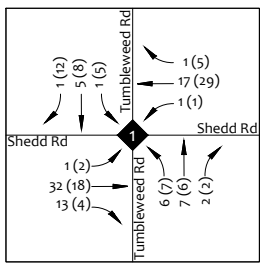
The study intersection and all turning movements operates at LOS D or better.

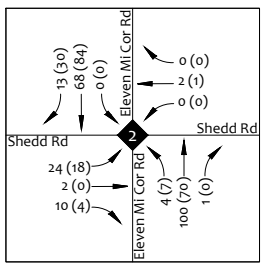
The year 2033 no build and build detailed capacity analysis sheets can be found in **Appendix J** and **Appendix K**, respectively.

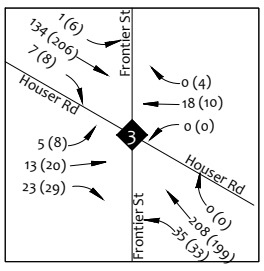
The results of the 2033 no build capacity analysis level of service is shown in **Figure 16**.

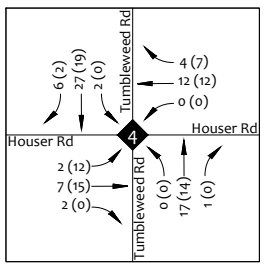
The results of the 2033 build capacity analysis level of service is shown in **Figure 17**.

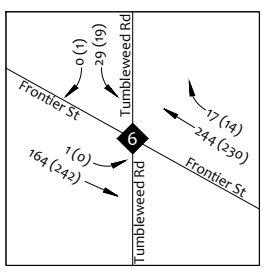






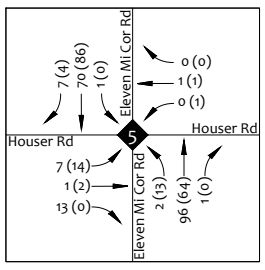


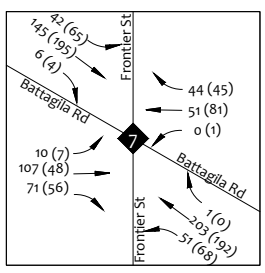


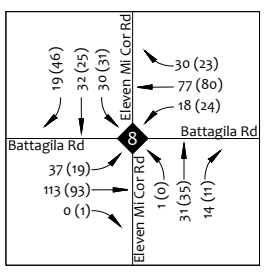


LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic







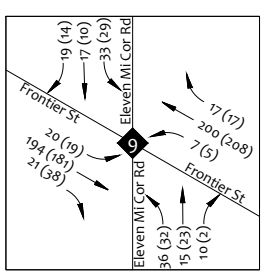


FIGURE 14 | YEAR 2033 BACKGROUND TRAFFIC VOLUMES

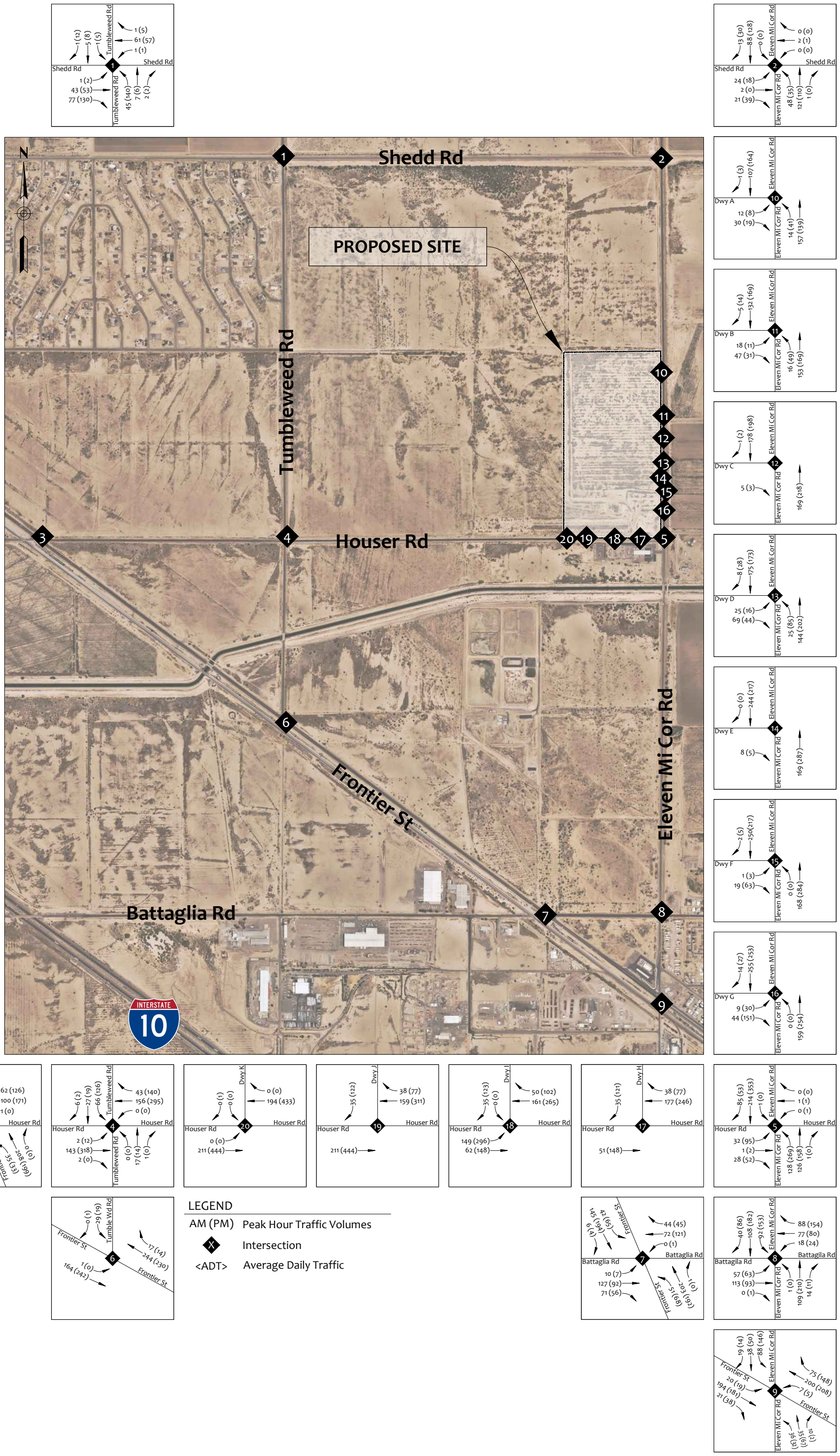
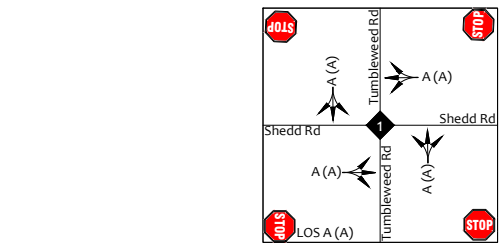
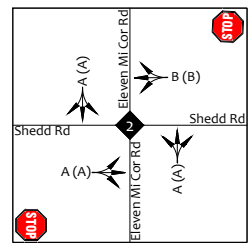
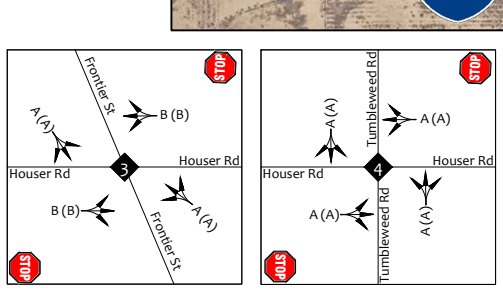


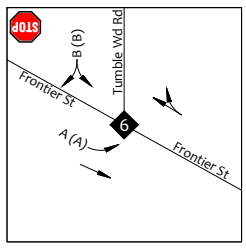
FIGURE 15 | YEAR 2033 BUILD TRAFFIC VOLUMES





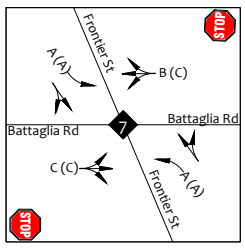


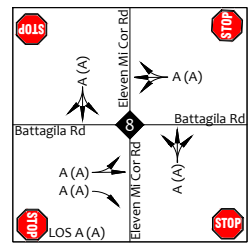




LEGEND

AM (PM)	Peak Hour Capacity Analysis
	Intersection
	Lane Configuration





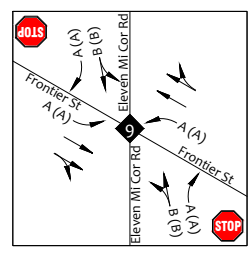


FIGURE 16 | YEAR 2033 NO BUILD CAPACITY ANALYSIS

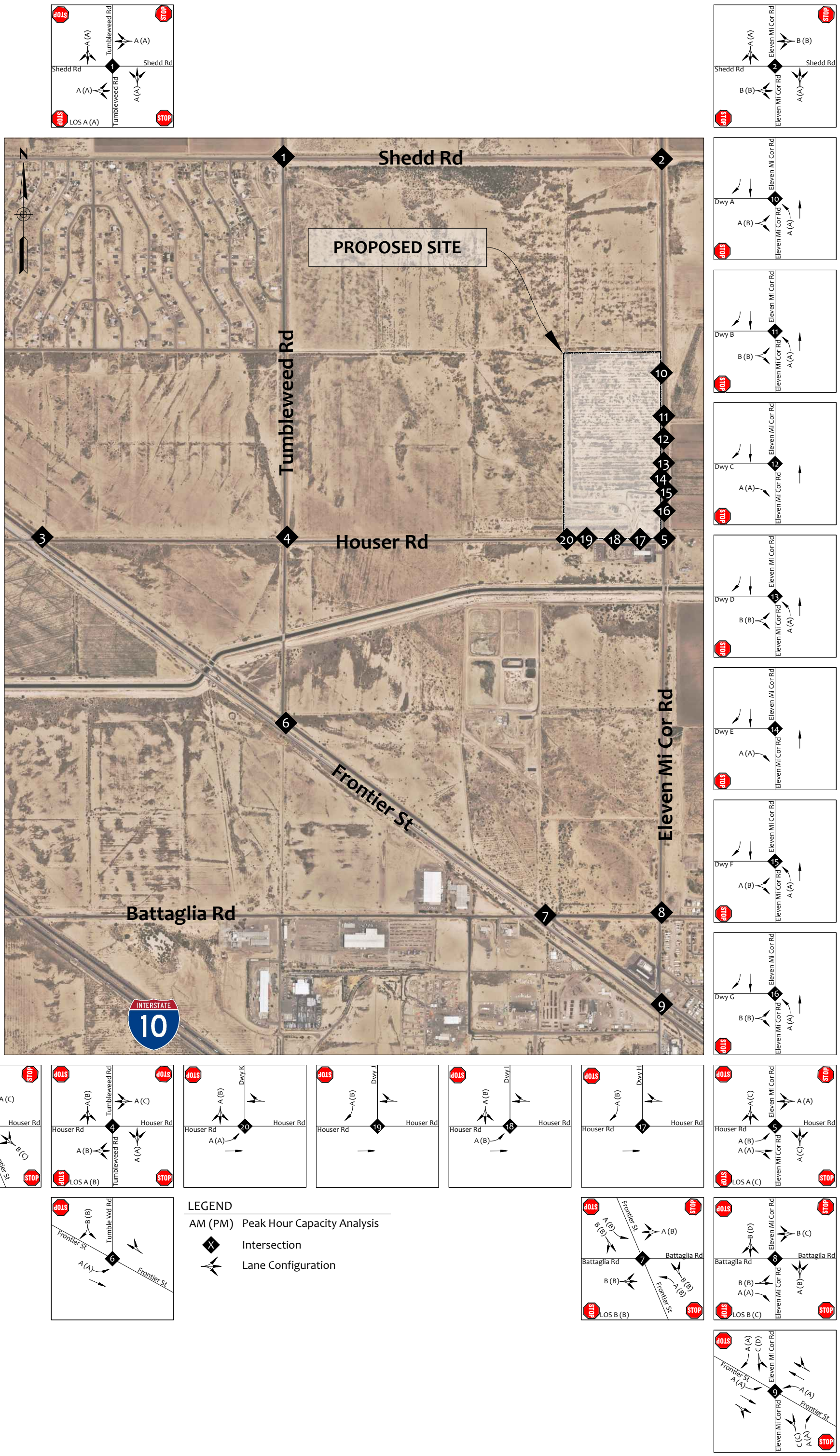


FIGURE 17 | YEAR 2033 BUILD CAPACITY ANALYSIS

8. FUTURE CONDITIONS (YEAR 2038 – 10 YEARS AFTER OPENING)

This section analyzes the effects the proposed development will have on the surrounding roadway network during the year 2038, 10 years after the opening year. The roadway improvements described in **Section 7.1** were assumed for the year 2038 capacity analyses.

8.1. YEAR 2038 BACKGROUND TRAFFIC VOLUMES

Similar to the year 2028 background traffic volumes described in detail in **Section 6.2**, the year 2038 background traffic volumes include the 2.17% annual growth rate through the year 2038.

Year 2038 background traffic volumes are shown in **Figure 18**.

8.2. YEAR 2038 BUILD TRAFFIC VOLUMES

To determine the year 2038 build traffic volumes, the total site generated traffic volumes, including Phase 1 and Phase 2, (**Figure 9**) was added to the year 2038 background traffic volumes (**Figure 18**). This represents year 2038 traffic volumes with the full buildout of the proposed Houser Crossing development. The year 2038 build traffic volumes are shown in **Figure 19.**

8.3. YEAR 2038 CAPACITY ANALYSIS

The year 2038 opening year no build and build capacity analysis was completed for the study intersections during the AM and PM peak hour. The capacity analysis for the study area intersections were evaluated using the methodology described in **Section 4.3**. The corresponding traffic volumes, which were analyzed, are shown in **Figure 18** and **Figure 19**. A PHF of 0.92 was used to model future traffic conditions.

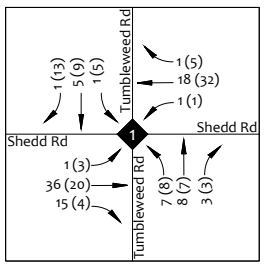
The study intersection and all turning movements operates at LOS D or better.

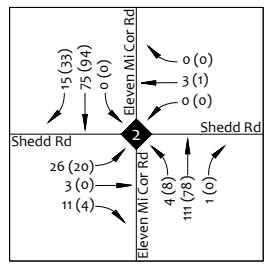
The year 2038 no build and build detailed capacity analysis sheets can be found in **Appendix L** and **Appendix M**, respectively.

The results of the 2038 no build capacity analysis level of service is shown in **Figure 20**.

The results of the 2038 build capacity analysis level of service is shown in **Figure 21**.









LEGEND

AM (PM)	Peak Hour Traffic Volumes
X	Intersection
<ADT>	Average Daily Traffic

FIGURE 18 | YEAR 2038 BACKGROUND TRAFFIC VOLUMES

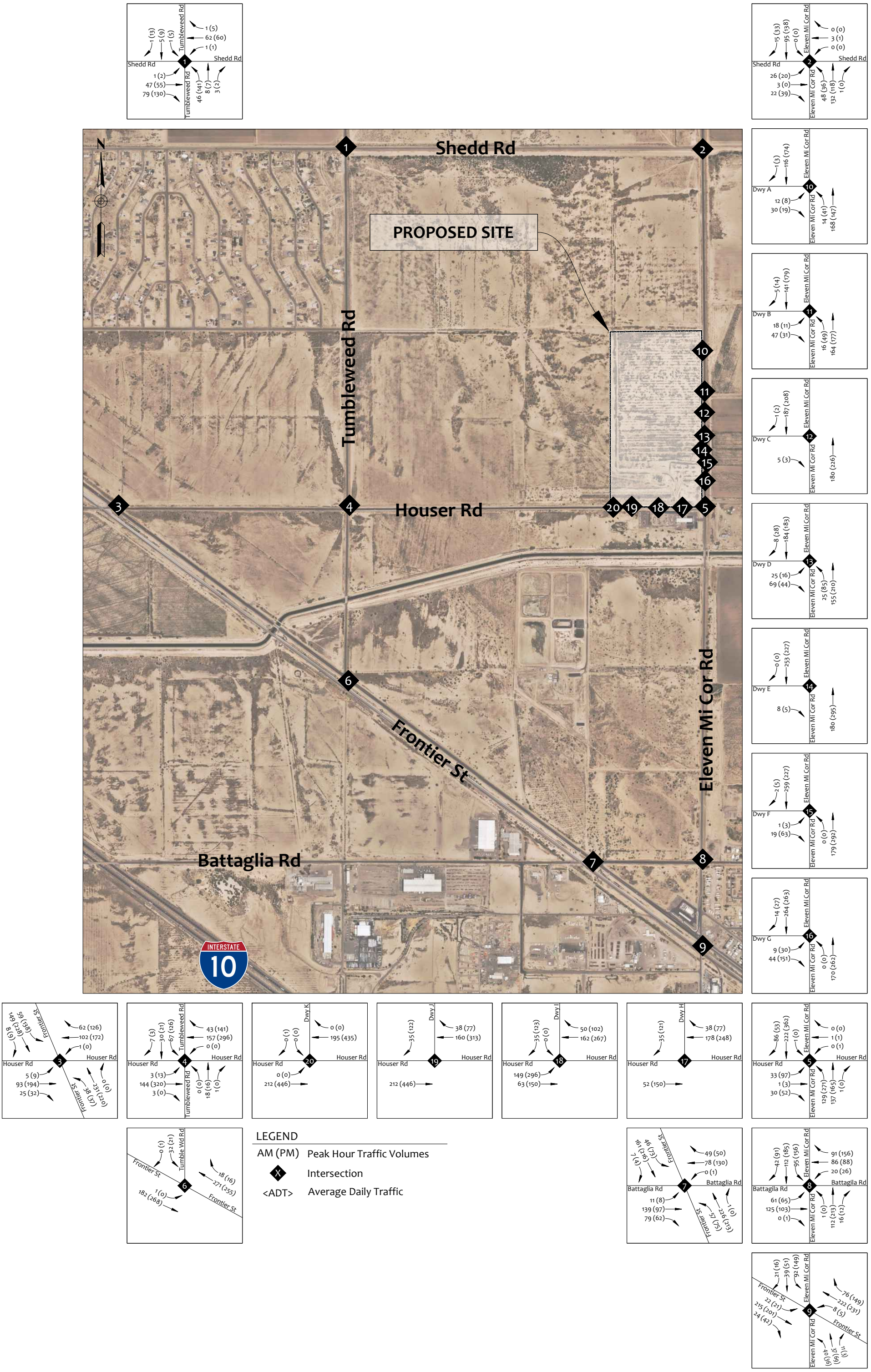
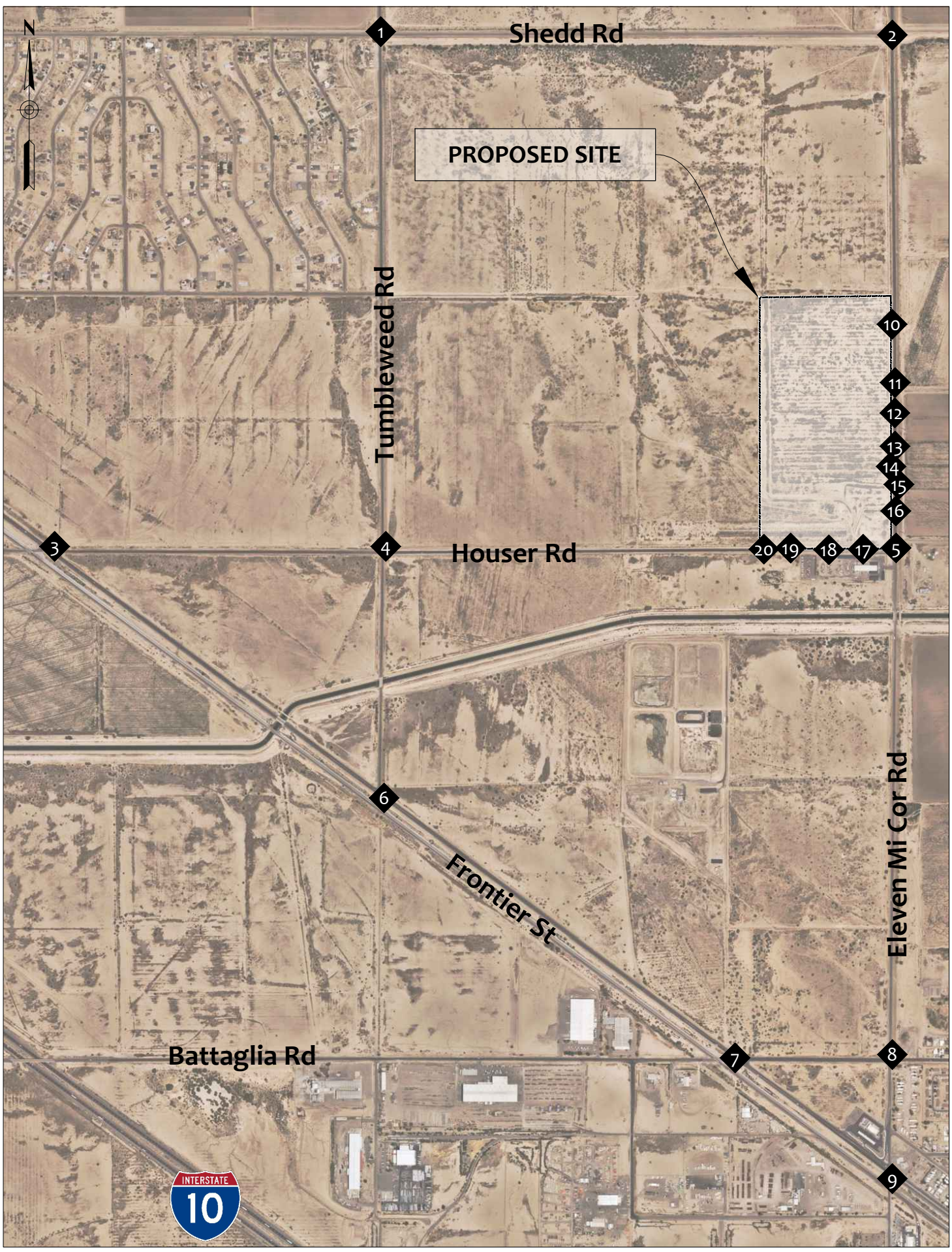
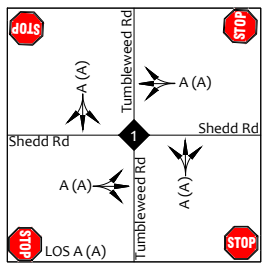


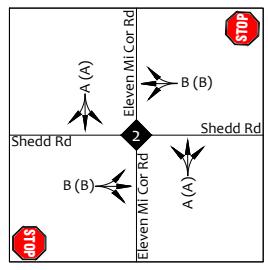
FIGURE 19 | YEAR 2038 BUILD TRAFFIC VOLUMES

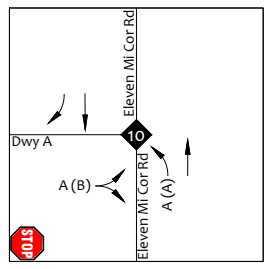


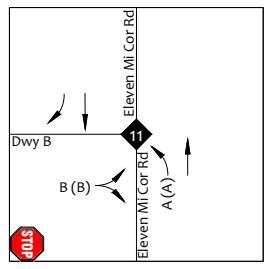
FIGURE 20 | YEAR 2038 NO BUILD CAPACITY ANALYSIS

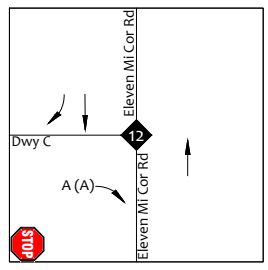


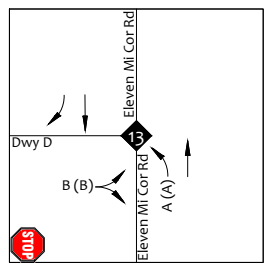


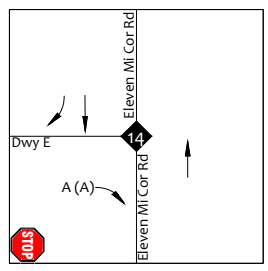


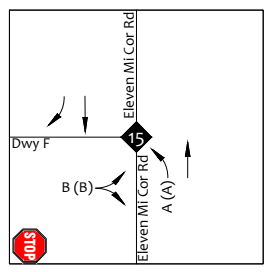


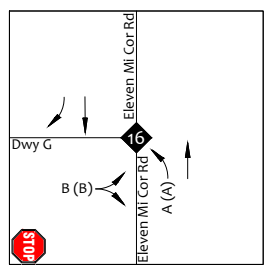














LEGEND

AM (PM) Peak Hour Capacity Analysis

X Intersection

Lane Configuration

FIGURE 21 | YEAR 2038 BUILD CAPACITY ANALYSIS

9. QUEUE ANALYSIS

The queueing analysis was performed at all dedicated turn lanes at study intersections using the 95th percentile queue lengths as reported by Synchro Version 12.2.5.

The queue lengths for the turning movements, which are anticipated to be impacted by the proposed development's site-generated trips, were evaluated for the year 2038 build traffic volumes. See **Table 5** for the recommended storage lengths.

Table 5 – Queue Analysis

Intersection	Traffic Control	Movement	Volumes		Queue Storage (ft)		
			AM	PM	95th %tile	Existing	Recommended
Houser Rd and Eleven Mile Corner Rd (5)	Stop	EBL	33	97	25	-	90'
Frontier St and Tumbleweed Rd (6)	Stop	SEL	1	1	0	150'	150'
Battaglia Rd and Frontier St (7)	Stop	NWL	57	46	25	205'	205'
	Stop	SEL	46	37	25	205'	205'
Battaglia Rd and Eleven Mile Corner Rd (8)	Stop	EBR	0	1	0	125'	125'
Frontier St and Eleven Mile Corner Rd (9)	Free	NWL	22	6	25	55'	55'
	Free	SEL	8	18	0	355'	355'
Eleven Mile Corner Rd and Dwy A (10)	Stop	NBL	14	41	25	-	90'
Eleven Mile Corner Rd and Dwy B (11)	Stop	NBL	16	49	25	-	90'
Eleven Mile Corner Rd and Dwy D (13)	Stop	NBL	25	85	25	-	90'
Eleven Mile Corner Rd and Dwy F (15)	Stop	NBL	0	0	0	-	90'
Eleven Mile Corner Rd and Dwy G (16)	Stop	NBL	0	0	0	-	90'
Eleven Mile Corner Rd and Dwy I (18)	Stop	EBL	149	296	50	-	90'

10. RECOMMENDATIONS & CONCLUSIONS

The proposed development is located on the NWC of Eleven Mile Corner Road and Houser Road in the City of Eloy, Arizona.

The proposed Houser Crossing development will be completed in two (2) phases.

The following land uses are anticipated:

- Phase 1 – *Year 2028*
  - Multi-Family Housing 360 DU
  - Single-Family Attached Housing 190 DU
  - Single-Family Detached Housing 87 DU

- Phase 2 – *Year 2033*
  - Grocery Store 60,000 SF
  - Fitness Club 12,100 SF
  - Retail 60,650 SF
  - Sit-Down Restaurant 7,500 SF
  - Drive-Through Restaurant 4,000 SF
  - Self-Storage 130 Storage Units

Recommendations

Year 2028 (Phase 1) Improvements

The following are the recommendations with the build out of Phase 1 of the proposed Houser Crossing development:

Eleven Mile Corner Road

Eleven Mile Corner Road is classified as a major arterial roadway. Per the City of Eloy Standard Details, major arterials provide three (3) through lanes in each direction of travel with a raised median.

Based on this classification, the developer will construct half-street improvements along the project frontage. As a result, Eleven Mile Corner Road will be widened to provide three (3) southbound through lanes adjacent to the site. Although the pavement for three (3) lanes will be provided, the street will remain striped for one (1) lane until additional capacity is necessary or until the surrounding roadway network is complete.

Eleven Mile Corner Road and Driveway A (10) – *EB Stop-Controlled Intersection*

The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway B (11) – *EB Stop-Controlled Intersection*
The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway C (12) – *EB Stop-Controlled Intersection*
The eastbound approach will be stop-controlled and will provide one (1) right turn lane. A dedicated right turn lane will be constructed on the southbound approach. This driveway is right-in, right-out.

Eleven Mile Corner Road and Driveway D (13) – *EB Stop-Controlled Intersection*
The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway E (14) – *EB Stop-Controlled Intersection*
The eastbound approach will be stop-controlled and will provide one (1) right turn lane. A dedicated right turn lane will be constructed on the southbound approach. This driveway is right-in, right-out.

Year 2033 (Phase 2) Improvements
The following are the intersection improvements planned with the proposed Houser Crossing Phase 2 build out:

Houser Road
Houser Road is classified as a major arterial roadway. Per the *City of Eloy Standard Details*, major arterials provide three (3) through lanes in each direction of travel with a raised median.

Based on this classification, the developer will construct half-street improvements along the project frontage. As a result, Houser Road will be widened to provide three (3) westbound through lanes adjacent to the site. Although the pavement for three (3) lanes will be provided, the street will remain striped for one (1) lane until additional capacity is necessary or until the surrounding roadway network is complete.

Houser Road and Tumbleweed Road (4)
To mitigate the poor level of service, the intersection of Houser Road and Tumbleweed Road (4) could be converted to all-way stop controlled.

Houser Road and Eleven Mile Corner Road (5)
Per the development agreement for the proposed development, a traffic signal will be installed at the intersection of Houser Road and Eleven Mile Corner Road (5). The timing of the installation of the signal will be determined.

To mitigate the poor level of service, the intersection of Houser Road and Eleven Mile Corner Road (5) could be converted to all-way stop controlled.

The developer will construct a dedicated eastbound left turn lane with 90 feet of storage.

Battaglia Road and Frontier Street (7)
To mitigate the poor level of service, the intersection of Battaglia Road and Frontier Street (7) could be converted to all-way stop controlled.

Eleven Mile Corner Road and Driveway F (15) – *EB Stop-Controlled Intersection*
The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Eleven Mile Corner Road and Driveway G (16) – *EB Stop-Controlled Intersection*
The eastbound approach will be stop-controlled and will provide one (1) shared left-right turn lane. A dedicated right turn lane will be constructed on the southbound approach. A dedicated left-turn lane will be constructed on the northbound approach. This driveway is full access.

Houser Road and Driveway H (17) – *SB Stop-Controlled Intersection*
The southbound approach will be stop-controlled and will provide one (1) right turn lane. This driveway is right-in, right-out.

Houser Road and Driveway I (18) – *SB Stop-Controlled Intersection*
The southbound approach will be stop-controlled and provide one (1) shared left-right turn lane. A dedicated left-turn lane with 90 feet of storage will be constructed on the eastbound approach. This driveway is full access.

Houser Road and Driveway J (19) – *SB Stop-Controlled Intersection*
The southbound approach will be stop-controlled and will provide one (1) right turn lane. This driveway is right-in, right-out.

Houser Road and Driveway K (20) – *SB Stop-Controlled Intersection*
The southbound approach will be stop-controlled and provide one (1) shared left-right turn lane. This driveway is full access.

Appendix A – Proposed Site Plan



Conceptual Plan Data:

Parcel:	Gross Ac:	Net Ac:	Proposed Use:	Units/Lots:	Lot Size:	DU/Gross Ac:	DU/Net Ac:
A.	19.1	14.0	Commcercial Center	N/A	N/A	N/A	N/A
B.	2.5	1.9	Self-Storage	N/A	N/A	N/A	N/A
C.	20.1	18.5	Multi-Family Apts.	360	N/A	17.91	19.46
D.	20.1	18.5	Multi-Family B.T.R.	190	N/A	9.45	10.27
E.	16.1	14.8	SFR Community	87	40x106'	4.41	4.80
Totals:	77.9	67.7		637		8.18	9.41

Note: This plan is conceptual and subject to revision based on additional site studies and agency review & approval. All calculations are appoximate. Not for construction.

Multi-Family Unit Mix:

Parcel C:	1-Bedroom =	124 (34%)
	2-Bedroom =	200 (56%)
	3-Bedroom =	36 (10%)
Total:		360 (100%)
Parcel D:	1-Bedroom =	46 (24%)
	2-Bedroom =	99 (52%)
	3-Bedroom =	45 (24%)
Total:		190 (100%)

Parking:

Parcel:	Required Spaces:
A.	563
B.	5
C.	558
D.	308
E.	174 (2/Lot)

Note: Parking requirements based on use per City of Eloy Zoning Ordinance.

RVi
4500 N. Scottsdale Rd. Suite 3200
Scottsdale, Arizona 85251
(480) 994-0994
www.rviplanning.com

ELOY 78 • CONCEPTUAL MASTER PLAN

ELOY, ARIZONA
May 30, 2024
RVI23006913
ELOY DEVELOPMENT PARTNERS III, LLC

SCALE: 1" = 50'-0"

Information furnished regarding this property is from sources deemed reliable. RVi has not made an independent investigation of these sources and no warranty is made as to their accuracy or completeness. This plan is conceptual only for discussion, and does not represent any regulatory approval.

Appendix B – Crash Data

2024

IncidentID	IncidentDateTime	CollisionManner	InjurySeverity	INTERSECTION NO			RouteName	CountryCode	Latitude
4275294	8/23/2024 10:28	2	3	11	FRONTIER	ST	Houser Rd	32.77749908	-111.5961011
4209381	6/24/2024 11:28	2	1	11	FRONTIER	ST	Battaglia Rd	32.76310009	-111.5729289
4250118	11/8/2024 7:56	2	1	11	FRONTIER	ST	Battaglia Rd	32.76307791	-111.572893
4275265	11/22/2024 14:14	3	1	11	FRONTIER	ST	Battaglia Rd	32.76307141	-111.5728825
4167514	2/1/2024 6:34	4	2	11	BATTAGLIA	RD	Frontier St	32.76307431	-111.5708322
4304464	4/15/2024 17:20	1	2	11	BATTAGLIA	RD	Frontier St	32.76307874	-111.5719171
4243464	10/19/2024 12:04	2	1	11	FRONTIER	ST	Eleven Mile Corner Rd	32.75998147	-111.5678116
4167521	3/30/2024 20:33	3	2	11	FRONTIER	ST	Eleven Mile Corner Rd	32.75997347	-111.5677985

2023

IncidentID	IncidentDateTime	CollisionManner	InjurySeverity	INTERSECTION NO			RouteName	CountryCode	Latitude
4134049	11/17/2023 18:29	97	5	11	ELEVEN MILE CORNER	RD	Shedd Rd	32.7863422	-111.5676458
4049071	6/1/2023 7:21	4	1	11	FRONTIER	ST	Houser Rd	32.77741775	-111.5959704
4122638	10/23/2023 10:04	7	1	11	FRONTIER	ST	Houser Rd	32.77701201	-111.5953164
4042460	2/17/2023 18:56	2	3	11	HOUSER	RD	Tumbleweed Rd	32.77741664	-111.5849026
4068900	7/4/2023 0:29	4	4	11	FRONTIER	ST	Battaglia Rd	32.76356348	-111.5736775
4133628	12/28/2023 18:18	2	1	11	FRONTIER	ST	Battaglia Rd	32.76307792	-111.5728931
4054783	5/22/2023 13:45	2	2	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.7630566	-111.5677617
4092326	8/5/2023 19:02	1	1	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.76305669	-111.5677778
4126943	8/14/2023 7:45	2	3	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.76305697	-111.5678265
4011962	2/9/2023 10:40	2	2	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305669	-111.5677779
4042835	3/29/2023 9:22	3	1	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305669	-111.5677779
4083510	8/24/2023 7:58	2	4	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305671	-111.5677779
4092324	8/19/2023 10:26	97	3	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305671	-111.5677779
4092325	8/4/2023 13:08	2	3	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305671	-111.5677779
4095731	9/5/2023 9:32	2	1	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76308408	-111.5677777
4012443	2/21/2023 17:08	3	2	11	FRONTIER	ST	Eleven Mile Corner Rd	32.75997076	-111.567794
4054146	6/5/2023 11:11	4	4	11	FRONTIER	ST	Eleven Mile Corner Rd	32.76013362	-111.5680614
4006386	2/23/2023 17:10	2	2	11	ELEVEN MILE CORNER	RD	Frontier St	32.75997344	-111.5677984

2022

IncidentID	IncidentDateTime	CollisionManner	InjurySeverity	INTERSECTION NO			RouteName	CountryCode	Latitude
3969979	11/8/2022 11:44	1	1	11	HOUSER	RD	Eleven Mile Corner Rd	32.77774231	-111.5674372
3917583	6/20/2022 16:48	97	2	11	BATTAGLIA	RD	Frontier St	32.76307796	-111.572828
3953103	9/4/2022 10:55	4	2	11	BATTAGLIA	RD	Frontier St	32.76307784	-111.5729744
3867019	1/20/2022 7:58	2	1	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.76305641	-111.5677292
3941269	8/23/2022 14:55	2	3	11	ELEVEN MILE CORNER	RD	Battaglia Dr	32.76305669	-111.5677779
3950288	9/18/2022 14:07	2	1	11	FRONTIER	ST	Eleven Mile Corner Rd	32.7599242	-111.5677207
3907402	5/25/2022 17:14	6	1	11	FRONTIER (0)	ST	Eleven Mile Corner Rd	32.75997347	-111.5677985
3881299	2/3/2022 14:33	97	1	11	ELEVEN MILE CORNER	RD	Frontier St	32.76052308	-111.5677971

2024

IncidentID	IncidentDateTime	CollisionManner	InjurySeverity	INTERSECTION NO			RouteName	CountryCode	Latitude
4275294	8/23/2024 10:28	2	3	11	FRONTIER	ST	Houser Rd	32.77749908	-111.5961011
4209381	6/24/2024 11:28	2	1	11	FRONTIER	ST	Battaglia Rd	32.76310009	-111.5729289
4250118	11/8/2024 7:56	2	1	11	FRONTIER	ST	Battaglia Rd	32.76307791	-111.572893
4275265	11/22/2024 14:14	3	1	11	FRONTIER	ST	Battaglia Rd	32.76307141	-111.5728825
4167514	2/1/2024 6:34	4	2	11	BATTAGLIA	RD	Frontier St	32.76307431	-111.5708322
4304464	4/15/2024 17:20	1	2	11	BATTAGLIA	RD	Frontier St	32.76307874	-111.5719171
4243464	10/19/2024 12:04	2	1	11	FRONTIER	ST	Eleven Mile Corner Rd	32.75998147	-111.5678116
4167521	3/30/2024 20:33	3	2	11	FRONTIER	ST	Eleven Mile Corner Rd	32.75997347	-111.5677985

2023

IncidentID	IncidentDateTime	CollisionManner	InjurySeverity	INTERSECTION NO			RouteName	CountryCode	Latitude
4134049	11/17/2023 18:29	97	5	11	ELEVEN MILE CORNER	RD	Shedd Rd	32.7863422	-111.5676458
4049071	6/1/2023 7:21	4	1	11	FRONTIER	ST	Houser Rd	32.77741775	-111.5959704
4122638	10/23/2023 10:04	7	1	11	FRONTIER	ST	Houser Rd	32.77701201	-111.5953164
4042460	2/17/2023 18:56	2	3	11	HOUSER	RD	Tumbleweed Rd	32.77741664	-111.5849026
4068900	7/4/2023 0:29	4	4	11	FRONTIER	ST	Battaglia Rd	32.76356348	-111.5736775
4133628	12/28/2023 18:18	2	1	11	FRONTIER	ST	Battaglia Rd	32.76307792	-111.5728931
4054783	5/22/2023 13:45	2	2	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.7630566	-111.5677617
4092326	8/5/2023 19:02	1	1	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.76305669	-111.5677778
4126943	8/14/2023 7:45	2	3	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.76305697	-111.5678265
4011962	2/9/2023 10:40	2	2	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305669	-111.5677779
4042835	3/29/2023 9:22	3	1	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305669	-111.5677779
4083510	8/24/2023 7:58	2	4	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305671	-111.5677779
4092324	8/19/2023 10:26	97	3	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305671	-111.5677779
4092325	8/4/2023 13:08	2	3	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76305671	-111.5677779
4095731	9/5/2023 9:32	2	1	11	ELEVEN MILE CORNER	RD	Battaglia Rd	32.76308408	-111.5677777
4012443	2/21/2023 17:08	3	2	11	FRONTIER	ST	Eleven Mile Corner Rd	32.75997076	-111.567794
4054146	6/5/2023 11:11	4	4	11	FRONTIER	ST	Eleven Mile Corner Rd	32.76013362	-111.5680614
4006386	2/23/2023 17:10	2	2	11	ELEVEN MILE CORNER	RD	Frontier St	32.75997344	-111.5677984

2022

IncidentID	IncidentDateTime	CollisionManner	InjurySeverity	INTERSECTION NO			RouteName	CountryCode	Latitude
3969979	11/8/2022 11:44	1	1	11	HOUSER	RD	Eleven Mile Corner Rd	32.77774231	-111.5674372
3917583	6/20/2022 16:48	97	2	11	BATTAGLIA	RD	Frontier St	32.76307796	-111.572828
3953103	9/4/2022 10:55	4	2	11	BATTAGLIA	RD	Frontier St	32.76307784	-111.5729744
3867019	1/20/2022 7:58	2	1	11	BATTAGLIA	RD	Eleven Mile Corner Rd	32.76305641	-111.5677292
3941269	8/23/2022 14:55	2	3	11	ELEVEN MILE CORNER	RD	Battaglia Dr	32.76305669	-111.5677779
3950288	9/18/2022 14:07	2	1	11	FRONTIER	ST	Eleven Mile Corner Rd	32.7599242	-111.5677207
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3881299	2/3/2022 14:33	97	1	11	ELEVEN MILE CORNER	RD	Frontier St	32.76052308	-111.5677971

Appendix C – Parcel Information

PINAL COUNTY

ASSESSOR

PARCEL SEARCH

NEW SEARCH

PARCEL DETAILS

- Comparable properties
- Tax Information
- Parcel Map Viewer
- Tax Year Chart
- Property Address Location
- Share this parcel
- Print Details

PROPERTY INFORMATION

PARCEL NUMBER
404-27-0150

S/T/R
25/07S/07E

PROPERTY DESCRIPTION
SANTA CRUZ RANCHES PARCEL 15 CABINET B SLIDE 138 SEC 25-7S-7E 3530625 SQ FT 81.052 AC

SUBDIVISION
N/A

UNIT
N/A

BLOCK
N/A

LOT
N/A

PHASE
N/A

CABINET
N/A

SLIDE
N/A

OWNER INFORMATION

PRIMARY OWNER
CITY OF ELOY

NAME 2
N/A

IN C/O
N/A

TAX BILL MAILING ADDRESS
MAIL RETURN ,

PROPERTY ADDRESS(LOCATION)

PARCEL ALERT LIST
NO

DATE OF RECORDING
Not Given

SALE AMOUNT
Not Given

DOCUMENT(S)

VALUATION INFORMATION

Previous year valuations are subject to change as prescribed in the Arizona Revised Statutes. All changes in value may not be reflected in this data. For updated/correct figures, please refer to the Treasurer's Office website.

Tax Year: 2026

TAX AREA CODE:
2209

USE CODE:
9700

PARCEL SIZE
81.05

SIZE INDICATOR
Acres

FULL CASH VALUE
$243,211.00

LIMITED VALUE(LVP)
$195,546.00

ASSESSED FCV
$0.00

ASSESSED LPV
$0.00

LAND LEGAL CLASS
02RL-Vacant Land / Non-Profit Imp

IMPR. LEGAL CLASS
-

IMPROVEMENTS

IMP	ITEM	CONST YEAR	GRND FLR PERIM	STORIES	TOTAL SQ. FT.
0		0	0	0	0

ATTACHED PERSONAL PROPERTY
No Personal Property Listed

EXEMPTIONS

WIDOW
No

WIDOWER

No

SENIOR FREEZE

No

DISCLAIMER

THE DATA PRESENTED ON THIS WEBSITE IS DEEMED RELIABLE BUT NOT GUARANTEED. THIS INFORMATION SHOULD BE USED FOR INFORMATIONAL USE ONLY AND DOES NOT CONSTITUTE A LEGAL DOCUMENT FOR THE DESCRIPTION OF THESE PROPERTIES. THE PINAL COUNTY ASSESSOR'S OFFICE DISCLAIMS ANY RESPONSIBILITY OR LIABILITY FOR ANY DIRECT OR INDIRECT DAMAGES RESULTING FROM THE USE OF THIS DATA.

Appendix D – Traffic Count Data

All Traffic Data Services, LLC
12200 W 52nd Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

Site Code: 10
Station ID:
11 Mile Corner N/O Houser Rd

Start Time	29-Jul-25 Tue	NB	SB							Total
12:00 AM		4	4							8
01:00		4	7							11
02:00		8	6							14
03:00		17	11							28
04:00		49	20							69
05:00		51	41							92
06:00		81	56							137
07:00		**87**	**66**							**153**
08:00		31	31							62
09:00		38	30							68
10:00		34	45							79
11:00		42	42							84
12:00 PM		52	38							90
01:00		42	40							82
02:00		65	72							137
03:00		65	**81**							**146**
04:00		**66**	75							141
05:00		50	62							112
06:00		39	57							96
07:00		35	59							94
08:00		23	36							59
09:00		21	22							43
10:00		12	16							28
11:00		12	15							27
Total		928	932							1860
Percent		49.9%	50.1%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	87	66	-	-	-	-	-	-	153
PM Peak	-	16:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	66	81	-	-	-	-	-	-	146
Grand Total		928	932							1860
Percent		49.9%	50.1%							
ADT		ADT 1,860		AADT 1,860						

All Traffic Data Services, LLC
12200 W 52nd Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

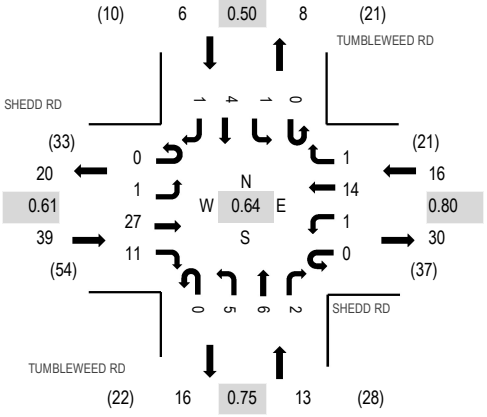
Site Code: 11
Station ID:
Houser Rd W/O 11 Mile Corner

Start Time	29-Jul-25 Tue	EB	WB						Total
12:00 AM		1	1						2
01:00		0	0						0
02:00		0	1						1
03:00		1	3						4
04:00		5	4						9
05:00		13	10						23
06:00		16	10						26
07:00		**18**	9						**27**
08:00		10	3						13
09:00		7	5						12
10:00		12	**15**						27
11:00		10	8						18
12:00 PM		10	11						21
01:00		9	14						23
02:00		8	11						19
03:00		**14**	**15**						**29**
04:00		14	15						29
05:00		7	9						16
06:00		4	6						10
07:00		5	8						13
08:00		7	4						11
09:00		2	2						4
10:00		2	1						3
11:00		2	0						2
Total		177	165						342
Percent		51.8%	48.2%						
AM Peak	-	07:00	10:00	-	-	-	-	-	07:00
Vol.	-	18	15	-	-	-	-	-	27
PM Peak	-	15:00	15:00	-	-	-	-	-	15:00
Vol.	-	14	15	-	-	-	-	-	29
Grand Total		177	165						342
Percent		51.8%	48.2%						
ADT		ADT 342		AADT 342					

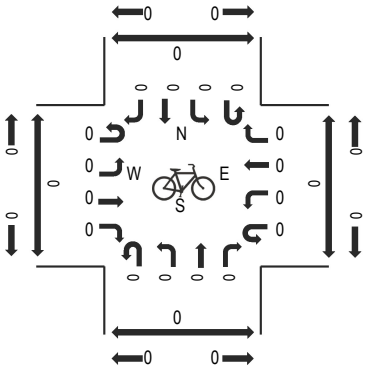
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 TUMBLEWEED RD & SHEDD RD AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

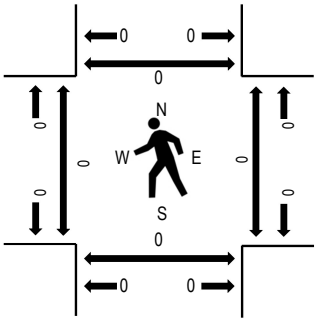
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

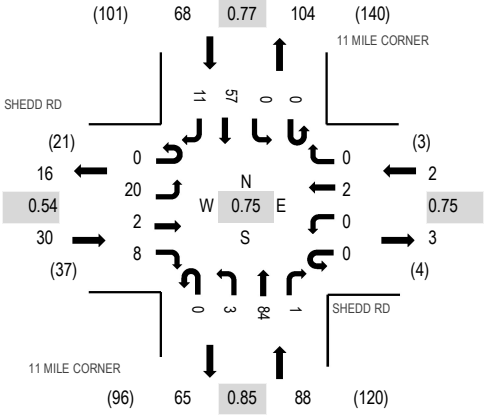
Traffic Counts - Motorized Vehicles

Interval Start Time	SHEDD RD Eastbound				SHEDD RD Westbound				TUMBLEWEED RD Northbound				TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	0	5	3	0	0	4	0	0	1	3	0	0	0	1	0	17	74	0	0	0	0
7:15 AM	0	0	11	5	0	1	4	0	0	3	1	1	0	1	2	0	29	65	0	0	0	0
7:30 AM	0	0	6	0	0	0	4	0	0	1	1	1	0	0	1	1	15	49	0	0	0	0
7:45 AM	0	1	5	3	0	0	2	1	0	0	1	0	0	0	0	0	13	44	0	0	0	0
8:00 AM	0	1	3	0	0	0	2	0	0	0	2	0	0	0	0	0	8	39	0	0	0	0
8:15 AM	0	1	2	2	0	0	0	1	0	4	1	0	0	0	2	0	13		0	0	0	0
8:30 AM	0	1	1	1	0	0	1	0	0	3	1	0	0	0	1	1	10		0	0	0	0
8:45 AM	0	2	1	0	0	0	1	0	0	1	3	0	0	0	0	0	8		0	0	0	0
Count Total	0	6	34	14	0	1	18	2	0	13	13	2	0	1	7	2	113		0	0	0	0
Peak Hour	0	1	27	11	0	1	14	1	0	5	6	2	0	1	4	1	74		0	0	0	0

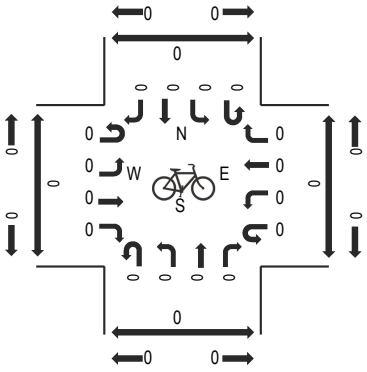
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 11 MILE CORNER & SHEDD RD AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

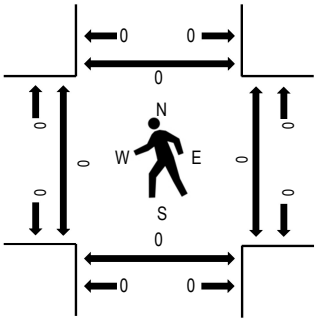
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

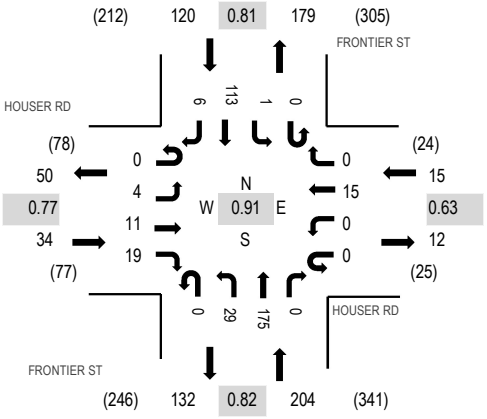
Traffic Counts - Motorized Vehicles

Interval Start Time	SHEDD RD Eastbound				SHEDD RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	3	0	1	0	0	0	0	0	0	24	1	0	0	15	4	48	188	0	0	0	0
7:15 AM	0	11	0	3	0	0	1	0	0	1	25	0	0	0	19	3	63	165	0	0	0	0
7:30 AM	0	3	2	2	0	0	1	0	0	1	19	0	0	0	13	2	43	117	0	0	0	0
7:45 AM	0	3	0	2	0	0	0	0	0	1	16	0	0	0	10	2	34	96	0	0	0	0
8:00 AM	0	3	0	0	0	1	0	0	0	1	12	0	0	0	7	1	25	73	0	0	0	0
8:15 AM	0	1	0	1	0	0	0	0	0	0	5	0	0	0	7	1	15		0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	8	0	0	0	11	2	22		0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	4	0	11		0	0	0	0
Count Total	0	25	3	9	0	1	2	0	0	4	115	1	0	0	86	15	261		0	0	0	0
Peak Hour	0	20	2	8	0	0	2	0	0	3	84	1	0	0	57	11	188		0	0	0	0

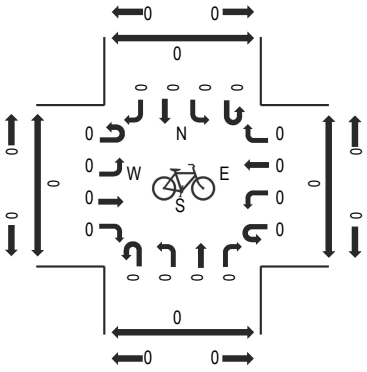
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 FRONTIER ST & HOUSER RD AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

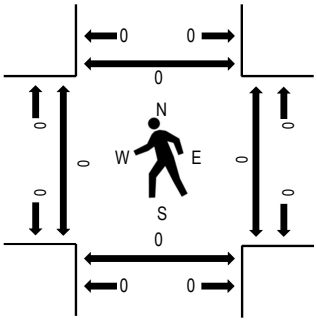
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

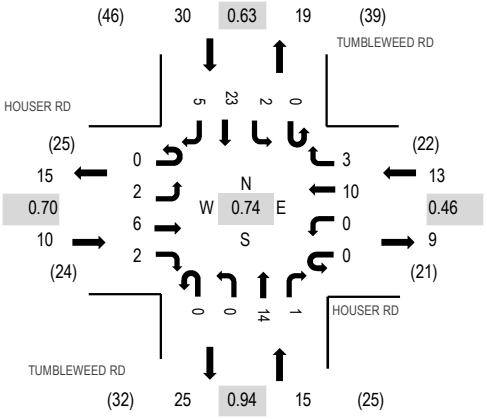
Traffic Counts - Motorized Vehicles

Interval Start Time	HOUSER RD Eastbound				HOUSER RD Westbound				FRONTIER ST Northbound				FRONTIER ST Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	3	4	5	0	0	6	0	0	4	38	0	0	1	14	1	76	373	0	0	0	0
7:15 AM	0	0	2	3	0	0	6	0	0	8	44	0	0	0	36	1	100	363	0	0	0	0
7:30 AM	0	1	4	3	0	0	1	0	0	8	54	0	0	0	31	0	102	343	0	0	0	0
7:45 AM	0	0	1	8	0	0	2	0	0	9	39	0	0	0	32	4	95	314	0	0	0	0
8:00 AM	0	2	4	8	0	0	2	1	0	7	26	0	0	0	14	2	66	281	0	0	0	0
8:15 AM	0	1	1	4	0	0	1	1	0	5	37	0	0	1	29	0	80		0	0	0	0
8:30 AM	0	1	3	7	0	0	2	0	0	5	30	0	0	0	25	0	73		0	0	0	0
8:45 AM	0	2	4	6	0	0	1	1	0	3	24	0	0	0	21	0	62		0	0	0	0
Count Total	0	10	23	44	0	0	21	3	0	49	292	0	0	2	202	8	654		0	0	0	0
Peak Hour	0	4	11	19	0	0	15	0	0	29	175	0	0	1	113	6	373		0	0	0	0

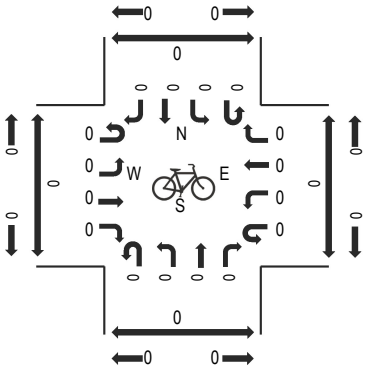
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 TUMBLEWEED RD & HOUSER RD AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

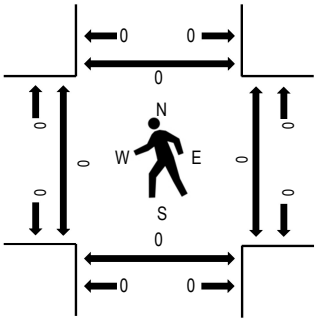
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

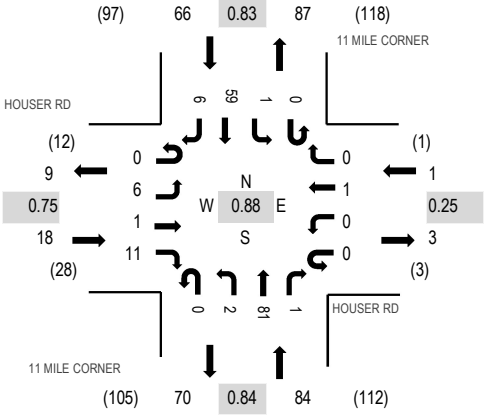
Traffic Counts - Motorized Vehicles

Interval Start Time	HOUSER RD Eastbound				HOUSER RD Westbound				TUMBLEWEED RD Northbound				TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	2	2	0	0	0	5	2	0	0	3	1	0	0	2	1	18	68	0	0	0	0
7:15 AM	0	0	2	1	0	0	4	0	0	0	4	0	0	0	10	2	23	64	0	0	0	0
7:30 AM	0	0	2	1	0	0	0	1	0	0	4	0	0	0	8	1	17	51	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	2	3	1	10	49	0	0	0	0
8:00 AM	0	1	4	0	0	0	3	1	0	0	2	0	0	1	2	0	14	49	0	0	0	0
8:15 AM	0	1	1	0	0	0	0	1	0	0	3	0	0	0	2	2	10		0	0	0	0
8:30 AM	0	0	3	0	0	0	1	3	0	0	2	0	0	2	1	3	15		0	0	0	0
8:45 AM	0	3	1	0	0	0	0	0	0	0	3	0	0	0	2	1	10		0	0	0	0
Count Total	0	7	15	2	0	0	14	8	0	0	24	1	0	5	30	11	117		0	0	0	0
Peak Hour	0	2	6	2	0	0	10	3	0	0	14	1	0	2	23	5	68		0	0	0	0

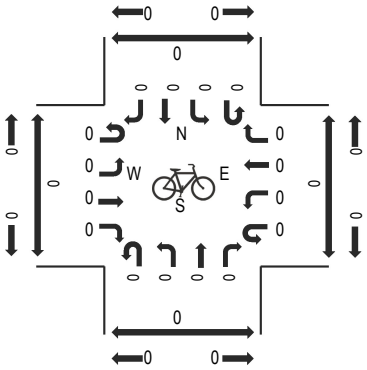
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 11 MILE CORNER & HOUSER RD AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

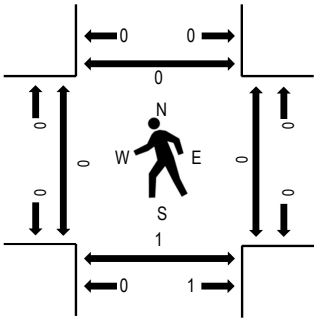
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

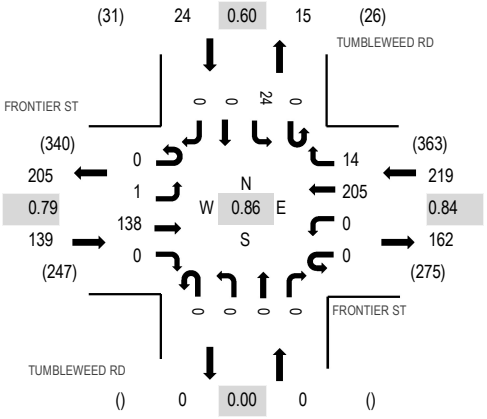
Traffic Counts - Motorized Vehicles

Interval Start Time	HOUSER RD Eastbound				HOUSER RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	1	1	2	0	0	0	0	0	0	24	1	0	1	15	1	46	169	0	0	0	0
7:15 AM	0	2	0	4	0	0	0	0	0	0	22	0	0	0	17	3	48	145	0	0	0	0
7:30 AM	0	2	0	1	0	0	0	0	0	2	21	0	0	0	16	0	42	111	0	0	0	0
7:45 AM	0	1	0	4	0	0	1	0	0	0	14	0	0	0	11	2	33	90	0	0	1	0
8:00 AM	0	2	0	1	0	0	0	0	0	1	10	0	0	0	7	1	22	69	0	0	0	0
8:15 AM	0	0	0	2	0	0	0	0	0	0	4	0	0	0	8	0	14		0	0	0	0
8:30 AM	0	2	0	2	0	0	0	0	0	1	5	0	0	0	11	0	21		0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	4	0	12		0	0	0	0
Count Total	0	11	1	16	0	0	1	0	0	4	107	1	0	1	89	7	238		0	0	1	0
Peak Hour	0	6	1	11	0	0	1	0	0	2	81	1	0	1	59	6	169		0	0	1	0

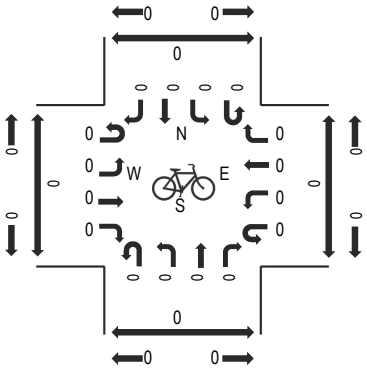
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 TUMBLEWEED RD & FRONTIER ST AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

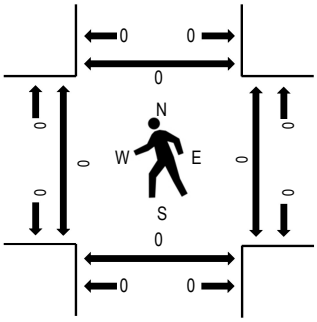
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

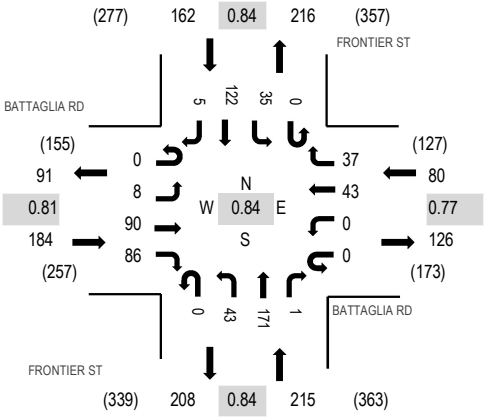
Traffic Counts - Motorized Vehicles

Interval Start Time	FRONTIER ST Eastbound				FRONTIER ST Westbound				TUMBLEWEED RD Northbound				TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	1	15	0	0	0	44	3	0	0	0	0	0	2	0	0	65	382	0	0	0	0
7:15 AM	0	0	45	0	0	0	51	5	0	0	0	0	0	10	0	0	111	374	0	0	0	0
7:30 AM	0	0	33	0	0	0	62	3	0	0	0	0	0	9	0	0	107	345	0	0	0	0
7:45 AM	0	0	45	0	0	0	48	3	0	0	0	0	0	3	0	0	99	303	0	0	0	0
8:00 AM	0	0	20	0	0	0	32	3	0	0	0	0	0	2	0	0	57	259	0	0	0	0
8:15 AM	0	1	33	0	0	0	44	2	0	0	0	0	0	2	0	0	82		0	0	0	0
8:30 AM	0	1	27	0	0	0	35	1	0	0	0	0	0	1	0	0	65		0	0	0	0
8:45 AM	0	0	26	0	0	0	24	3	0	0	0	0	0	2	0	0	55		0	0	0	0
Count Total	0	3	244	0	0	0	340	23	0	0	0	0	0	31	0	0	641		0	0	0	0
Peak Hour	0	1	138	0	0	0	205	14	0	0	0	0	0	24	0	0	382		0	0	0	0

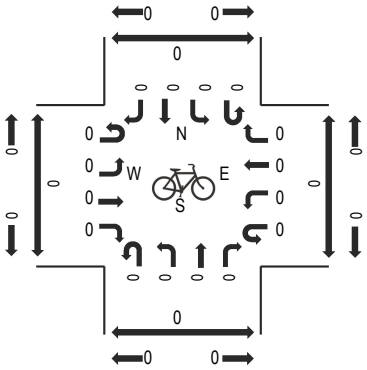
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 FRONTIER ST & BATTAGLIA RD AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

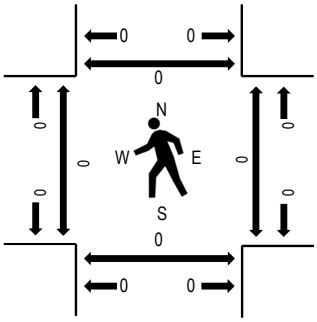
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

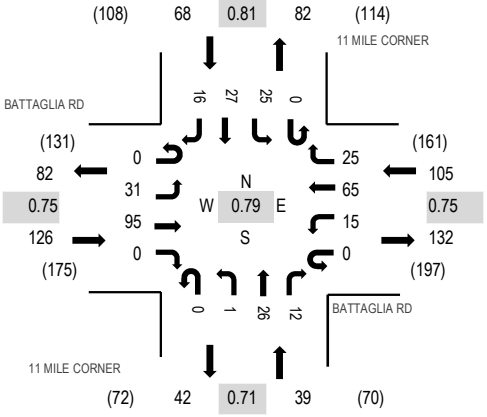
Traffic Counts - Motorized Vehicles

Interval Start Time	BATTAGLIA RD Eastbound				BATTAGLIA RD Westbound				FRONTIER ST Northbound				FRONTIER ST Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	4	20	12	0	0	9	7	0	10	40	1	0	7	10	1	121	641	0	0	0	0
7:15 AM	0	2	24	29	0	0	5	8	0	3	42	0	0	12	34	4	163	615	0	0	0	0
7:30 AM	0	1	30	26	0	0	12	13	0	16	48	0	0	9	36	0	191	560	0	0	0	0
7:45 AM	0	1	16	19	0	0	17	9	0	14	41	0	0	7	42	0	166	466	0	0	0	0
8:00 AM	0	3	7	10	0	0	6	5	0	14	26	0	0	5	16	3	95	383	0	0	0	0
8:15 AM	0	2	6	14	0	0	4	7	0	8	35	0	0	2	28	2	108		0	0	0	0
8:30 AM	0	1	5	13	0	0	4	9	0	11	25	0	0	7	21	1	97		0	0	0	0
8:45 AM	0	0	8	4	0	0	5	7	0	6	21	2	0	5	25	0	83		0	0	0	0
Count Total	0	14	116	127	0	0	62	65	0	82	278	3	0	54	212	11	1,024		0	0	0	0
Peak Hour	0	8	90	86	0	0	43	37	0	43	171	1	0	35	122	5	641		0	0	0	0

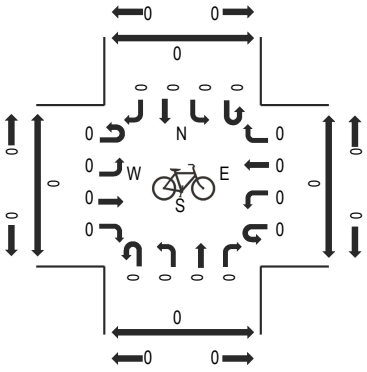
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 11 MILE CORNER & BATTAGLIA RD AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

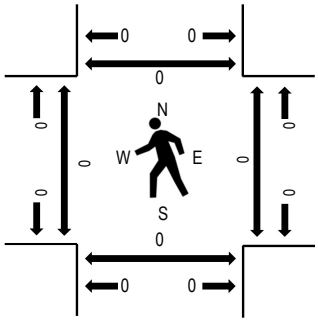
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

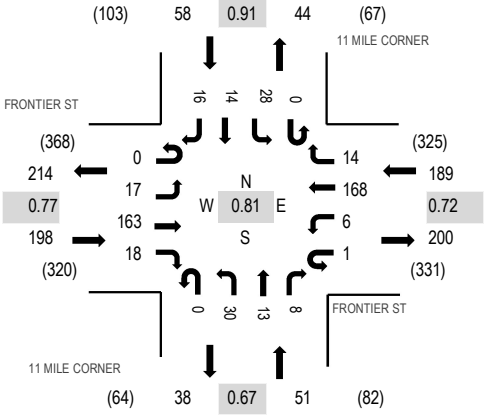
Traffic Counts - Motorized Vehicles

Interval Start Time	BATTAGLIA RD Eastbound				BATTAGLIA RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	10	15	0	0	4	10	7	0	0	7	1	0	5	5	7	71	338	0	0	0	0
7:15 AM	0	9	28	0	0	4	11	3	0	1	10	3	0	9	6	3	87	313	0	0	0	0
7:30 AM	0	8	34	0	0	3	21	11	0	0	5	4	0	7	10	4	107	266	0	0	0	0
7:45 AM	0	4	18	0	0	4	23	4	0	0	4	4	0	4	6	2	73	204	0	0	0	0
8:00 AM	0	3	9	0	0	2	9	4	0	1	5	3	0	3	5	2	46	176	0	0	0	0
8:15 AM	0	3	6	0	0	2	9	0	0	0	4	4	0	6	4	2	40		0	0	0	0
8:30 AM	0	1	10	0	0	3	11	1	0	0	4	3	0	2	8	2	45		0	0	0	0
8:45 AM	0	3	14	0	0	2	12	1	0	0	3	4	0	1	4	1	45		0	0	0	0
Count Total	0	41	134	0	0	24	106	31	0	2	42	26	0	37	48	23	514		0	0	0	0
Peak Hour	0	31	95	0	0	15	65	25	0	1	26	12	0	25	27	16	338		0	0	0	0

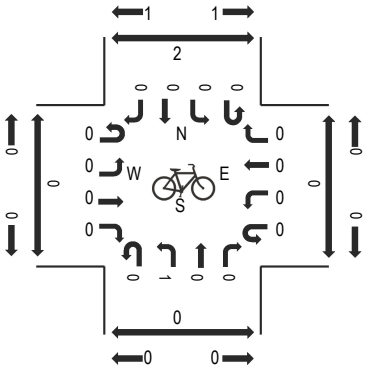
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 11 MILE CORNER & FRONTIER ST AM
Date: Tuesday, July 29, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

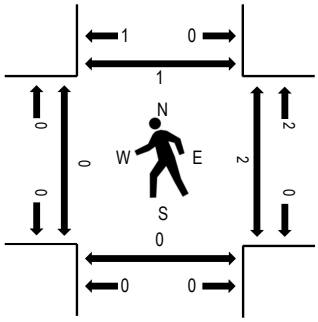
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

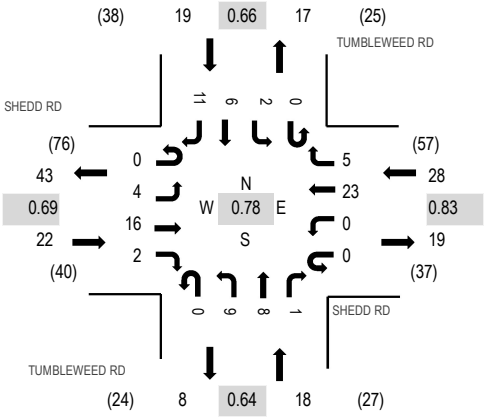
Traffic Counts - Motorized Vehicles

Interval Start Time	FRONTIER ST Eastbound				FRONTIER ST Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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
7:00 AM	0	0	17	5	1	2	37	3	0	14	3	2	0	3	7	4	98	496	0	1	0	0
7:15 AM	0	6	48	4	0	0	28	7	0	9	2	5	0	7	2	6	124	481	0	0	0	0
7:30 AM	0	9	51	4	0	4	58	4	0	5	5	0	0	8	1	4	153	455	0	0	0	0
7:45 AM	0	2	47	5	0	0	45	0	0	2	3	1	0	10	4	2	121	387	0	1	0	1
8:00 AM	0	1	19	2	1	0	34	6	0	2	5	1	0	4	5	3	83	334	0	0	0	0
8:15 AM	0	2	37	5	0	2	34	1	0	6	1	0	0	7	0	3	98		0	0	0	0
8:30 AM	0	4	20	4	0	1	33	2	0	8	1	0	0	12	0	0	85		0	0	0	0
8:45 AM	0	0	25	3	0	1	21	0	0	5	0	2	0	3	3	5	68		0	0	0	0
Count Total	0	24	264	32	2	10	290	23	0	51	20	11	0	54	22	27	830		0	2	0	1
Peak Hour	0	17	163	18	1	6	168	14	0	30	13	8	0	28	14	16	496		0	2	0	1

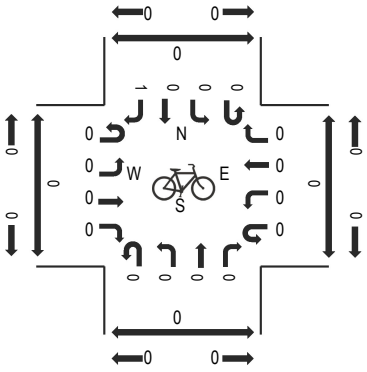
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 TUMBLEWEED RD & SHEDD RD PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

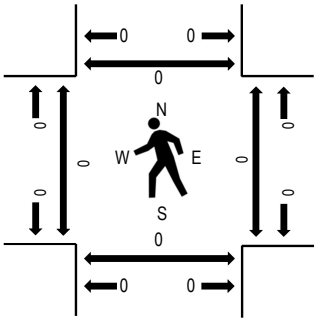
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

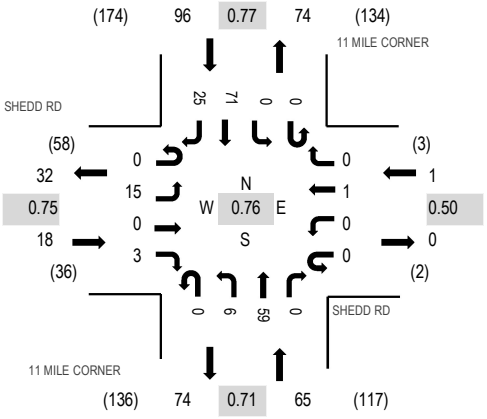
Traffic Counts - Motorized Vehicles

Interval Start Time	SHEDD RD Eastbound				SHEDD RD Westbound				TUMBLEWEED RD Northbound				TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	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	0	3	1	0	1	8	1	0	1	0	1	0	2	4	2	24	83	0	0	0	0
4:15 PM	0	1	2	0	0	0	7	0	0	1	3	0	0	2	2	4	22	87	0	0	0	0
4:30 PM	0	0	4	1	0	0	3	1	0	2	1	1	0	0	0	3	16	80	0	0	0	0
4:45 PM	0	1	6	1	0	0	6	2	0	2	1	0	0	0	1	1	21	84	0	0	0	0
5:00 PM	0	2	4	0	0	0	7	2	0	4	3	0	0	0	3	3	28	79	0	0	0	0
5:15 PM	0	0	2	1	0	1	4	1	0	1	1	0	0	1	2	1	15		0	0	0	0
5:30 PM	0	0	4	0	0	0	9	1	0	0	2	0	0	0	2	2	20		0	0	0	0
5:45 PM	0	2	4	1	0	2	1	0	0	3	0	0	0	1	1	1	16		0	0	0	0
Count Total	0	6	29	5	0	4	45	8	0	14	11	2	0	6	15	17	162		0	0	0	0
Peak Hour	0	4	16	2	0	0	23	5	0	9	8	1	0	2	6	11	87		0	0	0	0

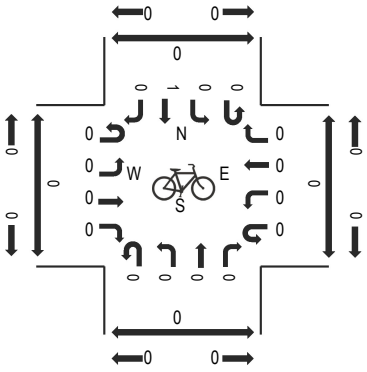
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 11 MILE CORNER & SHEDD RD PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

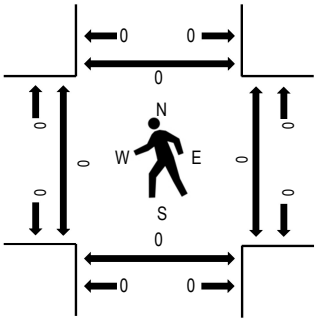
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

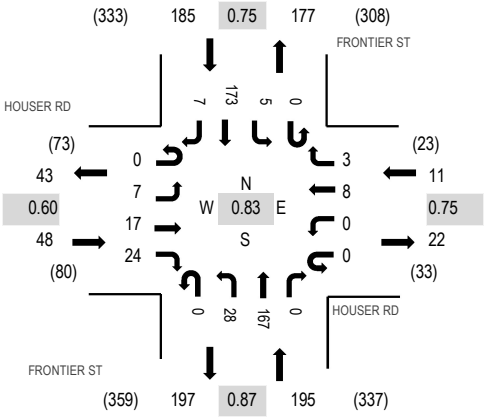
Traffic Counts - Motorized Vehicles

Interval Start Time	SHEDD RD Eastbound				SHEDD RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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	6	0	0	0	0	1	0	0	2	14	0	0	0	16	8	47	180	0	0	0	0
4:15 PM	0	4	0	1	0	0	0	0	0	3	20	0	0	0	26	5	59	170	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	12	0	0	0	15	3	32	150	0	0	0	0
4:45 PM	0	3	0	2	0	0	0	0	0	1	13	0	0	0	14	9	42	157	0	0	0	0
5:00 PM	0	6	0	0	0	0	1	0	0	0	12	0	0	0	12	6	37	150	0	0	0	0
5:15 PM	0	3	0	1	0	0	0	0	0	2	10	2	0	0	16	5	39		0	0	0	0
5:30 PM	0	3	0	0	0	0	0	1	0	4	12	0	0	0	13	6	39		0	0	0	0
5:45 PM	0	3	0	2	0	0	0	0	0	0	10	0	0	0	18	2	35		0	0	0	0
Count Total	0	30	0	6	0	0	2	1	0	12	103	2	0	0	130	44	330		0	0	0	0
Peak Hour	0	15	0	3	0	0	1	0	0	6	59	0	0	0	71	25	180		0	0	0	0

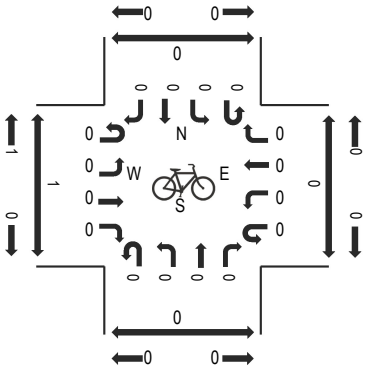
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 FRONTIER ST & HOUSER RD PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

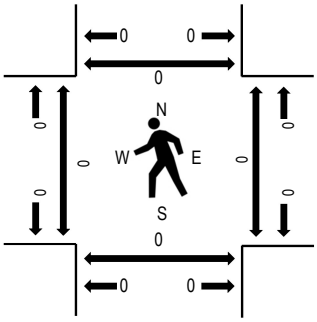
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

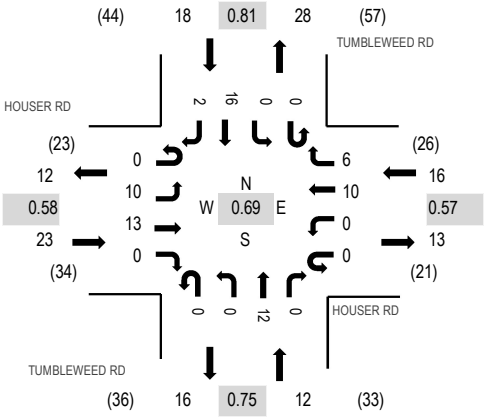
Traffic Counts - Motorized Vehicles

Interval Start Time	HOUSER RD Eastbound				HOUSER RD Westbound				FRONTIER ST Northbound				FRONTIER ST Southbound					Rolling Hour	Pedestrian Crossings			
	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	2	9	9	0	0	3	3	0	9	38	0	0	0	38	2	113	439	0	0	0	0
4:15 PM	0	2	5	6	0	0	2	0	0	10	46	0	0	2	59	1	133	430	0	0	0	0
4:30 PM	0	2	2	2	0	0	1	0	0	6	49	0	0	3	40	3	108	387	0	0	0	0
4:45 PM	0	1	1	7	0	0	2	0	0	3	34	0	0	0	36	1	85	356	0	0	0	0
5:00 PM	0	2	2	9	0	0	2	1	0	1	45	0	0	1	40	1	104	334	0	0	0	0
5:15 PM	0	0	2	6	0	0	3	0	0	7	31	0	0	0	41	0	90		0	0	0	0
5:30 PM	0	1	2	3	0	0	0	2	0	7	28	0	0	2	29	3	77		0	0	0	0
5:45 PM	0	0	2	3	0	0	2	2	0	4	19	0	0	0	31	0	63		0	0	0	0
Count Total	0	10	25	45	0	0	15	8	0	47	290	0	0	8	314	11	773		0	0	0	0
Peak Hour	0	7	17	24	0	0	8	3	0	28	167	0	0	5	173	7	439		0	0	0	0

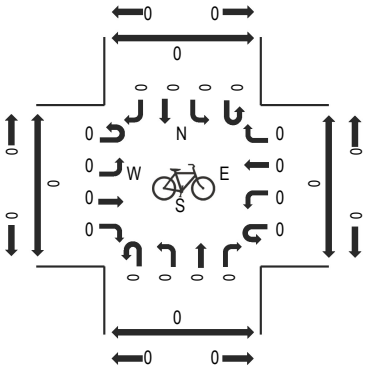
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 TUMBLEWEED RD & HOUSER RD PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

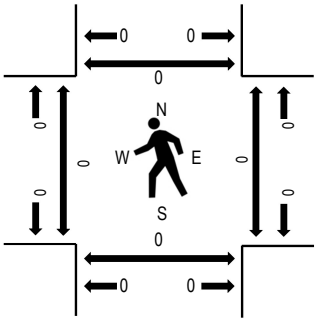
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

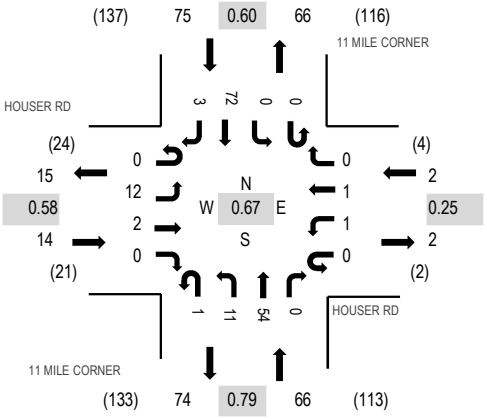
Traffic Counts - Motorized Vehicles

Interval Start Time	HOUSER RD Eastbound				HOUSER RD Westbound				TUMBLEWEED RD Northbound				TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	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	4	6	0	0	0	5	2	0	0	2	0	0	0	5	1	25	69	0	0	0	0
4:15 PM	0	3	4	0	0	0	2	2	0	0	1	0	0	0	4	0	16	64	0	0	0	0
4:30 PM	0	2	3	0	0	0	1	2	0	0	6	0	0	0	3	1	18	64	0	0	0	0
4:45 PM	0	1	0	0	0	0	2	0	0	0	3	0	0	0	4	0	10	60	0	0	0	0
5:00 PM	0	1	2	0	0	1	0	3	0	0	7	0	0	0	3	3	20	68	0	0	0	0
5:15 PM	0	1	1	0	0	0	2	0	0	0	5	0	0	0	6	1	16		0	0	0	0
5:30 PM	0	0	3	0	0	0	0	0	0	0	6	0	0	0	4	1	14		0	0	0	0
5:45 PM	0	2	1	0	0	0	3	1	0	0	3	0	0	1	6	1	18		0	0	0	0
Count Total	0	14	20	0	0	1	15	10	0	0	33	0	0	1	35	8	137		0	0	0	0
Peak Hour	0	10	13	0	0	0	10	6	0	0	12	0	0	0	16	2	69		0	0	0	0

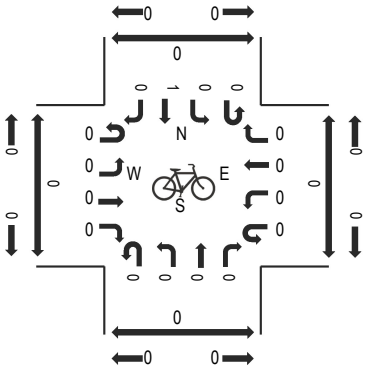
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 11 MILE CORNER & HOUSER RD PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

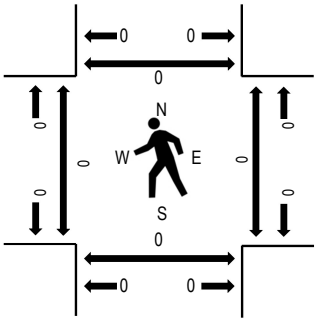
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

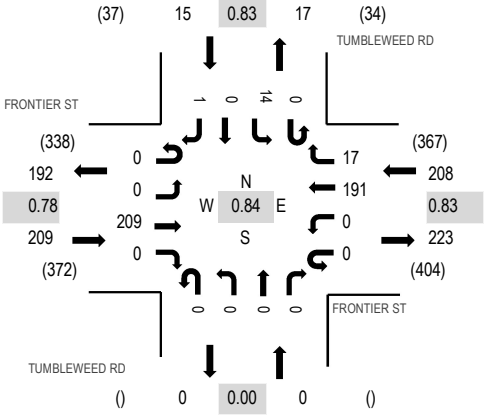
Traffic Counts - Motorized Vehicles

Interval Start Time	HOUSER RD Eastbound				HOUSER RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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	5	0	0	0	0	0	0	1	5	12	0	0	0	13	0	36	157	0	0	0	0
4:15 PM	0	5	1	0	0	1	0	0	0	4	17	0	0	0	29	2	59	148	0	0	0	0
4:30 PM	0	2	1	0	0	0	1	0	0	1	9	0	0	0	14	1	29	119	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	16	0	0	0	16	0	33	118	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	2	11	0	0	0	11	1	27	118	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	1	12	0	0	0	15	1	30		0	0	0	0
5:30 PM	0	2	0	0	0	1	0	1	0	0	13	0	0	0	10	1	28		0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	1	7	0	0	0	21	2	33		0	0	0	0
Count Total	0	18	2	1	0	2	1	1	1	15	97	0	0	0	129	8	275		0	0	0	0
Peak Hour	0	12	2	0	0	1	1	0	1	11	54	0	0	0	72	3	157		0	0	0	0

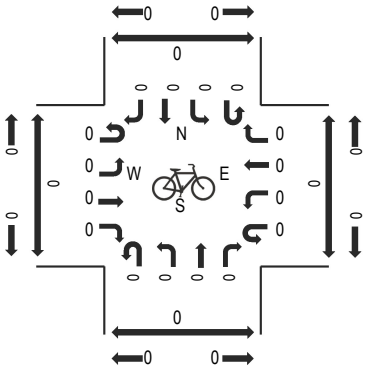
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 TUMBLEWEED RD & FRONTIER ST PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

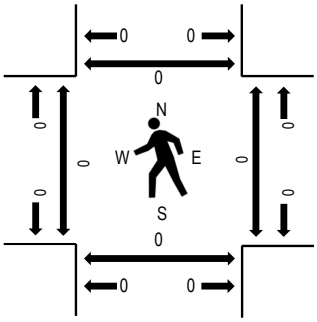
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

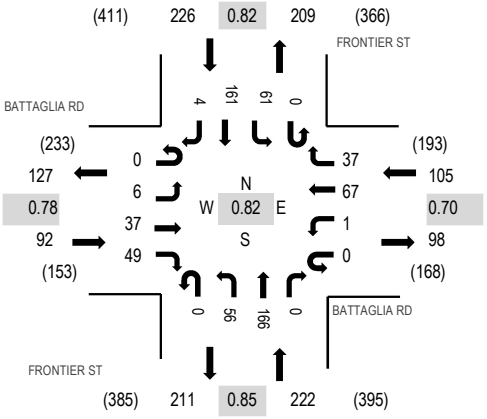
Traffic Counts - Motorized Vehicles

Interval Start Time	FRONTIER ST Eastbound				FRONTIER ST Westbound				TUMBLEWEED RD Northbound				TUMBLEWEED RD Southbound					Rolling Hour	Pedestrian Crossings			
	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	0	44	0	0	0	49	2	0	0	0	0	0	6	0	0	101	425	0	0	0	0
4:15 PM	0	0	67	0	0	0	55	2	0	0	0	0	0	4	0	0	128	432	0	0	0	0
4:30 PM	0	0	43	0	0	0	58	5	0	0	0	0	0	3	0	1	110	401	0	0	0	0
4:45 PM	0	0	49	0	0	0	31	3	0	0	0	0	0	3	0	0	86	368	0	0	0	0
5:00 PM	0	0	50	0	0	0	47	7	0	0	0	0	0	4	0	0	108	351	0	0	0	0
5:15 PM	0	0	50	0	0	0	36	6	0	0	0	0	0	3	0	2	97		0	0	0	0
5:30 PM	0	1	32	0	0	0	34	5	0	0	0	0	0	4	0	1	77		0	0	0	0
5:45 PM	0	0	36	0	0	0	24	3	0	0	0	0	0	6	0	0	69		0	0	0	0
Count Total	0	1	371	0	0	0	334	33	0	0	0	0	0	33	0	4	776		0	0	0	0
Peak Hour	0	0	209	0	0	0	191	17	0	0	0	0	0	14	0	1	432		0	0	0	0

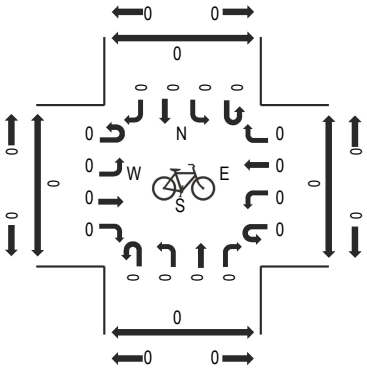
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 FRONTIER ST & BATTAGLIA RD PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

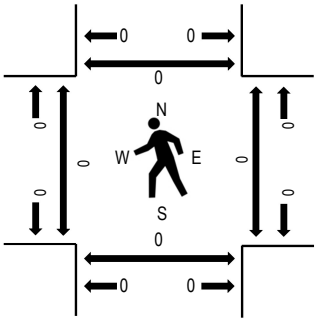
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

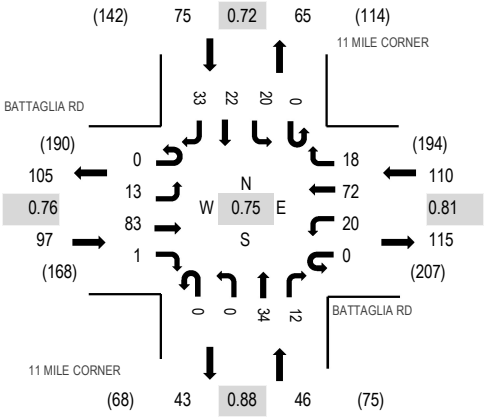
Traffic Counts - Motorized Vehicles

Interval Start Time	BATTAGLIA RD Eastbound				BATTAGLIA RD Westbound				FRONTIER ST Northbound				FRONTIER ST Southbound					Rolling Hour	Pedestrian Crossings			
	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	9	10	0	0	18	12	0	16	40	0	0	11	40	1	158	640	0	0	0	0
4:15 PM	0	1	13	16	0	1	27	10	0	16	44	0	0	19	50	0	197	645	0	0	0	0
4:30 PM	0	1	7	11	0	0	15	9	0	11	54	0	0	5	38	2	153	577	0	0	0	0
4:45 PM	0	3	11	10	0	0	8	7	0	14	23	0	0	20	36	0	132	542	0	0	0	0
5:00 PM	0	1	6	12	0	0	17	11	0	15	45	0	0	17	37	2	163	512	0	0	0	0
5:15 PM	0	0	6	6	0	0	18	7	0	9	31	0	0	13	39	0	129		0	0	0	0
5:30 PM	0	0	8	7	0	1	13	6	0	13	33	0	0	8	27	2	118		0	0	0	0
5:45 PM	0	0	2	12	0	1	6	6	0	10	21	0	0	13	31	0	102		0	0	0	0
Count Total	0	7	62	84	0	3	122	68	0	104	291	0	0	106	298	7	1,152		0	0	0	0
Peak Hour	0	6	37	49	0	1	67	37	0	56	166	0	0	61	161	4	645		0	0	0	0

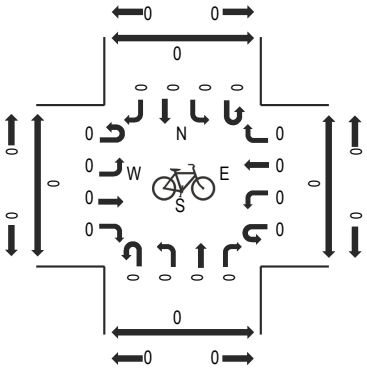
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 11 MILE CORNER & BATTAGLIA RD PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

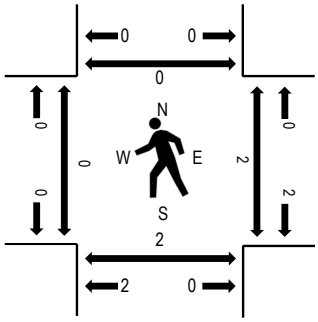
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

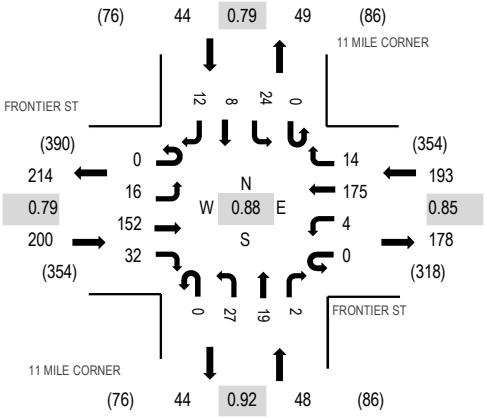
Traffic Counts - Motorized Vehicles

Interval Start Time	BATTAGLIA RD Eastbound				BATTAGLIA RD Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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	4	16	0	0	5	18	5	0	0	5	0	0	8	1	12	74	325	0	0	0	0
4:15 PM	0	6	26	0	0	7	21	6	0	0	8	5	0	7	7	16	109	328	0	0	0	0
4:30 PM	0	1	11	0	0	5	17	2	0	0	7	1	0	4	7	6	61	286	0	2	2	0
4:45 PM	0	5	25	1	0	3	11	6	0	0	9	3	0	7	6	5	81	279	0	0	0	0
5:00 PM	0	1	21	0	0	5	23	4	0	0	10	3	0	2	2	6	77	254	0	0	0	0
5:15 PM	0	3	17	0	0	2	17	3	0	0	5	6	0	7	2	5	67		0	0	0	0
5:30 PM	0	2	11	1	0	1	9	8	0	0	3	6	0	0	3	10	54		0	0	0	0
5:45 PM	0	4	13	0	0	1	11	4	0	0	3	1	0	7	9	3	56		0	0	0	0
Count Total	0	26	140	2	0	29	127	38	0	0	50	25	0	42	37	63	579		0	2	2	0
Peak Hour	0	13	83	1	0	20	72	18	0	0	34	12	0	20	22	33	328		0	2	2	0

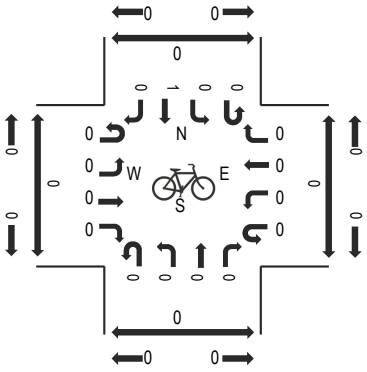
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 11 MILE CORNER & FRONTIER ST PM
Date: Tuesday, July 29, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

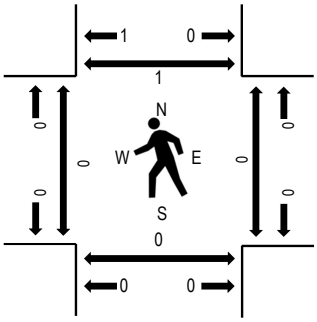
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FRONTIER ST Eastbound				FRONTIER ST Westbound				11 MILE CORNER Northbound				11 MILE CORNER Southbound					Rolling Hour	Pedestrian Crossings			
	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	4	34	8	0	1	48	4	0	9	2	0	0	11	2	1	124	485	0	0	0	0
4:15 PM	0	3	48	12	0	0	46	4	0	4	8	1	0	5	3	4	138	477	0	0	0	1
4:30 PM	0	2	41	8	0	1	53	4	0	9	3	0	0	4	2	3	130	435	0	0	0	0
4:45 PM	0	7	29	4	0	2	28	2	0	5	6	1	0	4	1	4	93	392	0	0	0	0
5:00 PM	0	1	32	11	0	0	51	6	0	6	4	1	0	2	2	0	116	385	0	0	0	0
5:15 PM	0	4	28	7	0	1	36	2	0	5	4	0	0	5	2	2	96		0	0	0	0
5:30 PM	0	2	24	2	0	1	28	3	0	8	3	2	0	7	1	6	87		0	0	0	0
5:45 PM	0	4	36	3	0	0	29	4	0	4	0	1	0	2	2	1	86		0	0	0	0
Count Total	0	27	272	55	0	6	319	29	0	50	30	6	0	40	15	21	870		0	0	0	1
Peak Hour	0	16	152	32	0	4	175	14	0	27	19	2	0	24	8	12	485		0	0	0	1

Appendix E – Existing Capacity Analysis

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	27	11	1	14	1	5	6	2	1	4	1
Future Vol, veh/h	1	27	11	1	14	1	5	6	2	1	4	1
Peak Hour Factor	0.61	0.61	0.61	0.80	0.80	0.80	0.65	0.65	0.65	0.50	0.50	0.50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	44	18	1	18	1	8	9	3	2	8	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	3%	6%	17%
Vol Thru, %	46%	69%	88%	67%
Vol Right, %	15%	28%	6%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	39	16	6
LT Vol	5	1	1	1
Through Vol	6	27	14	4
RT Vol	2	11	1	1
Lane Flow Rate	20	64	20	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.068	0.022	0.013
Departure Headway (Hd)	4.074	3.842	4.014	4.029
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	934	892	886
Service Time	2.105	1.859	2.037	2.063
HCM Lane V/C Ratio	0.023	0.069	0.022	0.014
HCM Control Delay, s/veh	7.2	7.1	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	2	8	0	2	0	3	84	1	0	57	11
Future Vol, veh/h	20	2	8	0	2	0	3	84	1	0	57	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	53	53	50	50	50	85	85	85	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	4	15	0	4	0	4	99	1	0	74	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	189	188	81	182	195	99	88	0	0	100	0	0
Stage 1	81	81	-	106	106	-	-	-	-	-	-	-
Stage 2	108	107	-	76	88	-	-	-	-	-	-	-
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	771	706	979	779	701	956	1507	-	-	1493	-	-
Stage 1	927	827	-	899	807	-	-	-	-	-	-	-
Stage 2	898	807	-	933	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	765	705	979	761	699	956	1507	-	-	1493	-	-
Mov Cap-2 Maneuver	765	705	-	761	699	-	-	-	-	-	-	-
Stage 1	927	827	-	897	805	-	-	-	-	-	-	-
Stage 2	891	805	-	915	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.8	10.18	0.25	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	61	-	-	807	699	1493	-	-
HCM Lane V/C Ratio	0.002	-	-	0.07	0.006	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.8	10.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	11	19	0	15	0	1	113	6	29	175	0
Future Vol, veh/h	4	11	19	0	15	0	1	113	6	29	175	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	63	63	63	81	81	81	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	15	27	0	24	0	1	140	7	35	213	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	442	430	143	434	434	213	213	0	0	147	0	0
Stage 1	146	146	-	284	284	-	-	-	-	-	-	-
Stage 2	296	284	-	150	149	-	-	-	-	-	-	-
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	526	518	904	532	515	827	1357	-	-	1435	-	-
Stage 1	857	776	-	723	676	-	-	-	-	-	-	-
Stage 2	712	676	-	853	774	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	487	503	904	487	500	827	1357	-	-	1435	-	-
Mov Cap-2 Maneuver	487	503	-	487	500	-	-	-	-	-	-	-
Stage 1	856	776	-	703	657	-	-	-	-	-	-	-
Stage 2	667	657	-	810	773	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	10.83	12.55	0.06	1.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	256	-	-	665	500	15	-	-
HCM Lane V/C Ratio	0.025	-	-	0.072	0.048	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.8	12.6	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

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	2	6	2	0	10	3	0	14	1	2	23	5
Future Vol, veh/h	2	6	2	0	10	3	0	14	1	2	23	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	46	46	46	94	94	94	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	10	3	0	22	7	0	15	1	3	37	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	73	63	40	63	66	15	44	0	0	16	0	0
Stage 1	47	47	-	15	15	-	-	-	-	-	-	-
Stage 2	26	16	-	48	51	-	-	-	-	-	-	-
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	918	828	1031	931	824	1064	1564	-	-	1602	-	-
Stage 1	967	856	-	1004	883	-	-	-	-	-	-	-
Stage 2	992	882	-	966	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	887	826	1031	916	823	1064	1564	-	-	1602	-	-
Mov Cap-2 Maneuver	887	826	-	916	823	-	-	-	-	-	-	-
Stage 1	965	854	-	1004	883	-	-	-	-	-	-	-
Stage 2	961	882	-	950	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.2	9.29	0	0.48
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	873	868	116	-	-
HCM Lane V/C Ratio	-	-	-	0.018	0.033	0.002	-	-
HCM Control Delay (s/veh)	0	-	-	9.2	9.3	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	11	0	1	0	2	81	1	1	59	6
Future Vol, veh/h	6	1	11	0	1	0	2	81	1	1	59	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	25	25	25	84	84	84	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	15	0	4	0	2	96	1	1	71	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	180	179	75	176	183	97	78	0	0	98	0	0
Stage 1	77	77	-	102	102	-	-	-	-	-	-	-
Stage 2	103	102	-	74	81	-	-	-	-	-	-	-
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	781	714	987	786	712	959	1520	-	-	1496	-	-
Stage 1	932	831	-	904	811	-	-	-	-	-	-	-
Stage 2	903	810	-	935	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	775	713	987	771	710	959	1520	-	-	1496	-	-
Mov Cap-2 Maneuver	775	713	-	771	710	-	-	-	-	-	-	-
Stage 1	931	830	-	903	810	-	-	-	-	-	-	-
Stage 2	897	809	-	919	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.17	10.1	0.18	0.11
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	43	-	-	887	710	27	-	-
HCM Lane V/C Ratio	0.002	-	-	0.027	0.006	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.2	10.1	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	24	0	1	138	205	14
Future Vol, veh/h	24	0	1	138	205	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	77	77	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	0	1	179	244	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	434	252	261	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	182	-	-	-	-	-
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	579	786	1304	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	786	1304	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	11.69	0.06	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1304	-	578
HCM Lane V/C Ratio	-	-	0.001	-	0.069
HCM Control Delay (s/veh)	-	-	7.8	-	11.7
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	8	90	60	0	43	37	35	122	5	43	171	1
Future Vol, veh/h	8	90	60	0	43	37	35	122	5	43	171	1
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	-	-	-	-	-	-	205	-	-	205	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	77	77	77	81	81	81	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	111	74	0	56	48	43	151	6	51	204	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	574	547	154	599	550	204	205	0	0	157	0	0
Stage 1	240	240	-	307	307	-	-	-	-	-	-	-
Stage 2	334	307	-	293	243	-	-	-	-	-	-	-
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	430	444	892	413	443	836	1367	-	-	1423	-	-
Stage 1	763	707	-	703	661	-	-	-	-	-	-	-
Stage 2	680	661	-	715	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	330	415	892	264	413	836	1367	-	-	1423	-	-
Mov Cap-2 Maneuver	330	415	-	264	413	-	-	-	-	-	-	-
Stage 1	739	684	-	678	637	-	-	-	-	-	-	-
Stage 2	564	637	-	532	682	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	16.28	13.25	1.67	1.52
HCM LOS	C	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1423	-	-	512	540	1367	-	-
HCM Lane V/C Ratio	0.036	-	-	0.381	0.193	0.032	-	-
HCM Control Delay (s/veh)	7.6	-	-	16.3	13.3	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.7	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	95	0	15	65	25	1	26	12	25	27	16
Future Vol, veh/h	31	95	0	15	65	25	1	26	12	25	27	16
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.70	0.70	0.70	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	127	0	20	87	33	1	37	17	31	33	20
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.4	8.4	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	3%	25%	0%	14%	37%
Vol Thru, %	67%	75%	100%	62%	40%
Vol Right, %	31%	0%	0%	24%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	126	0	105	68
LT Vol	1	31	0	15	25
Through Vol	26	95	0	65	27
RT Vol	12	0	0	25	16
Lane Flow Rate	56	168	0	140	84
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.071	0.238	0	0.173	0.109
Departure Headway (Hd)	4.616	5.099	4.975	4.46	4.691
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	776	706	0	805	764
Service Time	2.645	2.823	2.7	2.486	2.718
HCM Lane V/C Ratio	0.072	0.238	0	0.174	0.11
HCM Control Delay, s/veh	8	9.4	7.7	8.4	8.3
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.2	0.9	0	0.6	0.4

Intersection	
Int Delay, s/veh	3.1

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	30	13	8	28	14	16	17	163	18	6	168	14
Future Vol, veh/h	30	13	8	28	14	16	17	163	18	6	168	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	91	91	91	77	77	77	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	19	12	31	15	18	22	212	23	8	233	19

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	409	537	118	419	539	126	253	0	0	235	0	0
Stage 1	268	268	-	260	260	-	-	-	-	-	-	-
Stage 2	141	269	-	160	279	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	527	449	912	518	448	900	1310	-	-	1329	-	-
Stage 1	715	686	-	722	692	-	-	-	-	-	-	-
Stage 2	847	685	-	826	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	488	439	912	478	437	900	1310	-	-	1329	-	-
Mov Cap-2 Maneuver	488	439	-	478	437	-	-	-	-	-	-	-
Stage 1	703	675	-	718	687	-	-	-	-	-	-	-
Stage 2	807	681	-	779	667	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	13.07	12.37	0.67	0.25
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	472	912	1329	-	-	1310	-	-	464	900
HCM Lane V/C Ratio	0.136	0.013	0.006	-	-	0.017	-	-	0.1	0.02
HCM Control Delay (s/veh)	13.8	9	7.7	-	-	7.8	-	-	13.6	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0	0	-	-	0.1	-	-	0.3	0.1

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	15	3	1	24	4	6	5	2	4	7	10
Future Vol, veh/h	2	15	3	1	24	4	6	5	2	4	7	10
Peak Hour Factor	0.62	0.62	0.62	0.72	0.72	0.72	0.81	0.81	0.81	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	24	5	1	33	6	7	6	2	6	11	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.2	7.2	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	10%	3%	19%
Vol Thru, %	38%	75%	83%	33%
Vol Right, %	15%	15%	14%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	20	29	21
LT Vol	6	2	1	4
Through Vol	5	15	24	7
RT Vol	2	3	4	10
Lane Flow Rate	16	32	40	32
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.036	0.044	0.034
Departure Headway (Hd)	4.085	3.977	3.965	3.825
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	900	903	934
Service Time	2.119	2.003	1.99	1.857
HCM Lane V/C Ratio	0.018	0.036	0.044	0.034
HCM Control Delay, s/veh	7.2	7.2	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	3	0	1	0	6	59	0	0	71	25
Future Vol, veh/h	15	0	3	0	1	0	6	59	0	0	71	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	25	25	25	70	70	70	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	4	0	4	0	9	84	0	0	92	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	212	210	108	194	226	84	125	0	0	84	0	0
Stage 1	108	108	-	101	101	-	-	-	-	-	-	-
Stage 2	103	101	-	92	125	-	-	-	-	-	-	-
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	745	687	945	766	673	975	1462	-	-	1512	-	-
Stage 1	897	806	-	905	811	-	-	-	-	-	-	-
Stage 2	902	811	-	915	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	736	683	945	758	669	975	1462	-	-	1512	-	-
Mov Cap-2 Maneuver	736	683	-	758	669	-	-	-	-	-	-	-
Stage 1	897	806	-	899	806	-	-	-	-	-	-	-
Stage 2	892	806	-	911	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.86	10.41	0.69	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	166	-	-	764	669	1512	-	-
HCM Lane V/C Ratio	0.006	-	-	0.031	0.006	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.9	10.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	17	24	0	8	3	5	173	7	28	167	0
Future Vol, veh/h	7	17	24	0	8	3	5	173	7	28	167	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	46	46	46	75	75	75	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	28	40	0	17	7	7	231	9	32	192	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	514	505	235	514	510	192	192	0	0	240	0	0
Stage 1	249	249	-	256	256	-	-	-	-	-	-	-
Stage 2	265	256	-	258	253	-	-	-	-	-	-	-
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	471	470	804	471	467	850	1382	-	-	1327	-	-
Stage 1	755	701	-	748	695	-	-	-	-	-	-	-
Stage 2	740	695	-	747	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	436	454	804	407	452	850	1382	-	-	1327	-	-
Mov Cap-2 Maneuver	436	454	-	407	452	-	-	-	-	-	-	-
Stage 1	751	697	-	728	677	-	-	-	-	-	-	-
Stage 2	696	677	-	677	694	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	12.26	12.29	0.21	1.12
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	258	-	-	576	518	48	-	-
HCM Lane V/C Ratio	0.024	-	-	0.139	0.046	0.005	-	-
HCM Control Delay (s/veh)	7.8	0	-	12.3	12.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

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	10	13	0	0	10	6	0	12	0	0	16	2
Future Vol, veh/h	10	13	0	0	10	6	0	12	0	0	16	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	57	57	57	57	57	57	50	50	50	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	23	0	0	18	11	0	24	0	0	21	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	55	47	23	57	48	24	24	0	0	24	0	0
Stage 1	23	23	-	24	24	-	-	-	-	-	-	-
Stage 2	33	24	-	33	24	-	-	-	-	-	-	-
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	942	845	1054	940	844	1052	1591	-	-	1591	-	-
Stage 1	996	876	-	994	875	-	-	-	-	-	-	-
Stage 2	983	875	-	983	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	913	845	1054	915	844	1052	1591	-	-	1591	-	-
Mov Cap-2 Maneuver	913	845	-	915	844	-	-	-	-	-	-	-
Stage 1	996	876	-	994	875	-	-	-	-	-	-	-
Stage 2	954	875	-	958	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.32	9.08	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1591	-	-	873	911	1591	-	-
HCM Lane V/C Ratio	-	-	-	0.046	0.031	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.3	9.1	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	2	0	1	1	0	11	54	0	0	72	3
Future Vol, veh/h	12	2	0	1	1	0	11	54	0	0	72	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	50	50	50	78	78	78	60	60	60
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	3	0	2	2	0	14	69	0	0	120	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	221	220	123	219	222	69	125	0	0	69	0	0
Stage 1	123	123	-	97	97	-	-	-	-	-	-	-
Stage 2	98	97	-	122	125	-	-	-	-	-	-	-
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	735	678	929	737	676	994	1462	-	-	1532	-	-
Stage 1	882	794	-	909	814	-	-	-	-	-	-	-
Stage 2	908	814	-	882	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	725	672	929	726	669	994	1462	-	-	1532	-	-
Mov Cap-2 Maneuver	725	672	-	726	669	-	-	-	-	-	-	-
Stage 1	882	794	-	900	806	-	-	-	-	-	-	-
Stage 2	897	806	-	879	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.19	10.2	1.27	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	305	-	-	717	697	1532	-	-
HCM Lane V/C Ratio	0.01	-	-	0.034	0.006	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.2	10.2	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	16	1	0	203	193	12
Future Vol, veh/h	16	1	0	203	193	12
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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	75	75	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	1	0	271	238	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	516	246	253	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	271	-	-	-	-	-
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	519	793	1312	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	793	1312	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	12.12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1312	-	530
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s/veh)	-	-	0	-	12.1
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	6	40	47	1	68	38	55	164	3	57	161	0
Future Vol, veh/h	6	40	47	1	68	38	55	164	3	57	161	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	205	-	-	205	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	70	70	70	80	80	80	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	51	60	1	97	54	69	205	4	69	194	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	724	676	207	699	678	194	194	0	0	209	0	0
Stage 1	344	344	-	331	331	-	-	-	-	-	-	-
Stage 2	380	331	-	368	346	-	-	-	-	-	-	-
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	341	375	834	354	374	847	1379	-	-	1362	-	-
Stage 1	671	636	-	682	645	-	-	-	-	-	-	-
Stage 2	642	645	-	652	635	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	211	339	834	255	338	847	1379	-	-	1362	-	-
Mov Cap-2 Maneuver	211	339	-	255	338	-	-	-	-	-	-	-
Stage 1	638	605	-	648	612	-	-	-	-	-	-	-
Stage 2	480	612	-	526	604	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	15.6	18.02	1.92	2.04
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1362	-	-	458	428	1379	-	-
HCM Lane V/C Ratio	0.05	-	-	0.26	0.357	0.05	-	-
HCM Control Delay (s/veh)	7.8	-	-	15.6	18	7.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	1.6	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	78	1	20	67	19	0	29	9	26	21	39
Future Vol, veh/h	16	78	1	20	67	19	0	29	9	26	21	39
Peak Hour Factor	0.74	0.74	0.74	0.78	0.78	0.78	0.73	0.73	0.73	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	105	1	26	86	24	0	40	12	36	29	54
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9	8.5	7.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	17%	0%	19%	30%
Vol Thru, %	76%	83%	0%	63%	24%
Vol Right, %	24%	0%	100%	18%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	94	1	106	86
LT Vol	0	16	0	20	26
Through Vol	29	78	0	67	21
RT Vol	9	0	1	19	39
Lane Flow Rate	52	127	1	136	119
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.066	0.181	0.002	0.171	0.147
Departure Headway (Hd)	4.578	5.127	4.338	4.522	4.43
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	782	701	825	794	810
Service Time	2.606	2.852	2.063	2.547	2.453
HCM Lane V/C Ratio	0.066	0.181	0.001	0.171	0.147
HCM Control Delay, s/veh	7.9	9	7.1	8.5	8.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0	0.6	0.5

Intersection	
Int Delay, s/veh	2.6

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	27	19	2	24	8	12	16	152	32	4	175	14
Future Vol, veh/h	27	19	2	24	8	12	16	152	32	4	175	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	78	78	78	79	79	79	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	21	2	31	10	15	20	192	41	5	211	17

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	373	491	116	376	502	114	228	0	0	233	0	0
Stage 1	253	253	-	229	229	-	-	-	-	-	-	-
Stage 2	120	237	-	147	273	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	558	477	914	556	470	917	1338	-	-	1332	-	-
Stage 1	729	696	-	753	714	-	-	-	-	-	-	-
Stage 2	871	708	-	841	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	527	468	914	521	461	917	1338	-	-	1332	-	-
Mov Cap-2 Maneuver	527	468	-	521	461	-	-	-	-	-	-	-
Stage 1	718	686	-	750	711	-	-	-	-	-	-	-
Stage 2	841	705	-	801	672	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	12.81	11.74	0.62	0.16
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	501	914	1332	-	-	1338	-	-	504	917
HCM Lane V/C Ratio	0.1	0.002	0.004	-	-	0.015	-	-	0.081	0.017
HCM Control Delay (s/veh)	13	8.9	7.7	-	-	7.7	-	-	12.8	9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	0	0	-	-	0	-	-	0.3	0.1

Appendix F – Trip Generation

Trip Generation, 11th Edition Calculations

Project **Houser Crossing**
Client Bowman

Parcel A

821 Shopping Plaza (40-150k) (w/ Supermarket)

Land Use	ITE Code	Qty	Unit	Weekday Rate	Weekday % In	Weekday % Out	AM Peak Hour Rate	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Rate	PM Peak Hour % In	PM Peak Hour % Out	Weekday Total	Weekday In	Weekday Out	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	
Shopping Plaza (40-150k) (w/ Supermarket)	**821**	**144.25**	**1000 Sq Ft GFA**	**94.49**	**50%**	**50%**	**3.53**	**62%**	**38%**	**9.03**	**49%**	**51%**	**13,630**	**6,815**	**6,815**	**509**	**316**	**193**	**1,303**	**638**	**665**	**Average**
Shopping Plaza (40-150k) (w/ Supermarket)	821	144.25	1000 Sq Ft GFA	57.86	50%	50%	1.88	62%	38%	5.35	49%	51%	8,346	4,173	4,173	271	168	103	772	378	394	Minimum
Shopping Plaza (40-150k) (w/ Supermarket)	821	144.25	1000 Sq Ft GFA	175.32	50%	50%	6.62	62%	38%	16.45	49%	51%	25,290	12,645	12,645	955	592	363	2,373	1,163	1,210	Maximum

Land Use	ITE Code	Qty	Unit	Weekday Equation	Weekday % In	Weekday % Out	AM Peak Hour Equation	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Equation	PM Peak Hour % In	PM Peak Hour % Out	Weekday Total	Weekday In	Weekday Out	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	
Shopping Plaza (40-150k) (w/ Supermarket)	821	144.25	1000 Sq Ft GFA	T=76.96(X)+1412.79	50%	50%	N/A	N/A	N/A	T=7.67(X)+118.86	49%	51%	12,514	6,257	6,257	N/A	N/A	N/A	N/A	N/A	N/A	Equation

Shopping Plaza (40-150k) (w/ Supermarket)	Standard Deviation	26.55		1.17		2.37
	Number of Studies	17		16		51
	Average Size	81		86		87
	R^2	0.50		N/A		0.62

Parcel B

151-Mini-Warehouse

Land Use	ITE Code	Qty	Unit	Weekday Rate	Weekday % In	Weekday % Out	AM Peak Hour Rate	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Rate	PM Peak Hour % In	PM Peak Hour % Out	Weekday Total	Weekday In	Weekday Out	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	
Mini-Warehouse	151	1.30	Storage Units	17.96	50%	50%	1.21	51%	49%	1.68	50%	50%	24	12	12	**1**	**1**	**0**	**2**	**1**	**1**	Average
Mini-Warehouse	151	1.30	Storage Units	12.25	50%	50%	0.45	51%	49%	0.56	50%	50%	15	8	7	0	0	0	0	0	0	Minimum
Mini-Warehouse	151	1.30	Storage Units	33.33	50%	50%	1.7	51%	49%	8.33	50%	50%	43	22	21	2	1	1	10	5	5	Maximum

Land Use	ITE Code	Qty	Unit	Weekday Equation	Weekday % In	Weekday % Out	AM Peak Hour Equation	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Equation	PM Peak Hour % In	PM Peak Hour % Out	Weekday Total	Weekday In	Weekday Out	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	
Mini-Warehouse	151	1.30	Storage Units	T=18.86(X)-4.09	50%	50%	T=1.64(X)-2.90	51%	49%	Ln(T)=0.60Ln(X)+1.07	50%	50%	**20**	**10**	**10**	0	0	0	3	2	1	Equation

Mini-Warehouse	Standard Deviation	4.13		0.49		1.37
	Number of Studies	6		7		9
	Average Size	5		7		5
	R^2	0.96		0.68		0.52

Parcel C

220 Multifamily Housing (Low-Rise) (One to Three Levels)

Land Use	ITE Code	Qty	Unit	Weekday Rate	Weekday % In	Weekday % Out	AM Peak Hour Rate	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Rate	PM Peak Hour % In	PM Peak Hour % Out	Weekday Total	Weekday In	Weekday Out	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	
Multifamily Housing (Low-Rise)	220	360	Dwelling Units	6.74	50%	50%	0.40	24%	76%	0.51	63%	37%	2,426	1,213	1,213	144	35	109	184	116	68	Average
Multifamily Housing (Low-Rise)	220	360	Dwelling Units	2.46	50%	50%	0.13	24%	76%	0.08	63%	37%	886	443	443	47	11	36	29	18	11	Minimum
Multifamily Housing (Low-Rise)	220	360	Dwelling Units	12.50	50%	50%	0.73	24%	76%	1.04	63%	37%	4,500	2,250	2,250	263	63	200	374	236	138	Maximum

Land Use	ITE Code	Qty	Unit	Weekday Equation	Weekday % In	Weekday % Out	AM Peak Hour Equation	AM Peak Hour % In	AM Peak Hour % Out	PM Peak Hour Equation	PM Peak Hour % In	PM Peak Hour % Out	Weekday Total	Weekday In	Weekday Out	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	
Multifamily Housing (Low-Rise)	**220**	**360**	**Dwelling Units**	**T=6.41(X)+75.31**	**50%**	**50%**	**T=0.31(X)+22.85**	**24%**	**76%**	**T=0.43(X)+20.55**	**63%**	**37%**	**2,383**	**1,192**	**1,191**	**134**	**32**	**102**	**175**	**110**	**65**	**Equation**

Multifamily Housing (Low-Rise)	Standard Deviation	1.79		0.12		0.15
	Number of Studies	22		49		59
	Average Size	229		249		241
	R^2	0.86		0.79		0.84

Parcel D

215 Single-Family Attached Housing

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Attached Housing	215	190	Dwelling Units	7.20	50%	50%	0.48	25%	75%	0.57	59%	41%	1,368	684	684	91	23	68	108	64	44	Average
Single-Family Attached Housing	215	190	Dwelling Units	4.70	50%	50%	0.12	25%	75%	0.17	59%	41%	893	447	446	23	6	17	32	19	13	Minimum
Single-Family Attached Housing	215	190	Dwelling Units	10.97	50%	50%	0.74	25%	75%	1.25	59%	41%	2,084	1,042	1,042	141	35	106	238	140	98	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Attached Housing	**215**	**190**	**Dwelling Units**	**T=7.62(X)-50.48**	**50%**	**50%**	**T=0.52(X)-5.70**	**25%**	**75%**	**T=0.60(X)-3.93**	**59%**	**41%**	**1,397**	**699**	**698**	**93**	**23**	**70**	**110**	**65**	**45**	**Equation**

Single-Family Attached Housing	Standard Deviation	1.61		0.14		0.18
	Number of Studies	22		46		51
	Average Size	120		135		136
	R^2	0.94		0.92		0.91

Parcel E

210 Single-Family Detached Housing

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Detached Housing	210	87	Dwelling Units	9.43	50%	50%	0.70	25%	75%	0.94	63%	37%	820	410	410	61	15	46	82	52	30	Average
Single-Family Detached Housing	210	87	Dwelling Units	4.45	50%	50%	0.27	25%	75%	0.35	63%	37%	387	193	194	23	6	17	30	19	11	Minimum
Single-Family Detached Housing	210	87	Dwelling Units	22.61	50%	50%	2.27	25%	75%	2.98	63%	37%	1,967	983	984	197	49	148	259	163	96	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Detached Housing	**210**	**87**	**Dwelling Units**	**Ln(T)=0.92Ln(X)+2.68**	**50%**	**50%**	**Ln(T)=0.91Ln(X)+0.12**	**25%**	**75%**	**Ln(T)=0.94Ln(X)+0.27**	**63%**	**37%**	**888**	**444**	**444**	**66**	**17**	**49**	**87**	**55**	**32**	**Equation**

Single-Family Detached Housing	Standard Deviation	2.13		0.24		0.31
	Number of Studies	174		192		208
	Average Size	246		226		248
	R^2	0.95		0.90		0.92

Appendix G – MAG Socioeconomic Projections

MARICOPA ASSOCIATION of GOVERNMENTS

2023 Socioeconomic Projections

Toggle visible planning area

RAZ | MPA | Jurisdiction | Heatmap

Show Labels

Select Field

Total Population | Total Jobs

Display by Density

More fields coming soon!

Select Year

2020 | 2030 | 2040 | 2050 | 2060

Documents

Projections | Methods

Notes, Caveats & Contact

RAZ 386 - Eloy

Show Chart

Category	2020	2030	2040	2050	2060
Total Population	15,002	17,964	27,416	40,656	51,269
Total Population / Square Mile	409	489	747	1,107	1,396
Total Jobs	3,017	3,394	3,889	4,544	5,791
Total Jobs / Square Mile	82	92	106	124	158

Zoom to

Regional Analysis Zones (RAZ)

Total Population (2020)

- 73,870 - 145,920
- 50,610 - 73,870
- 28,610 - 50,610
- 10,470 - 28,610
- 0 - 10,470

Adjust Transparency

Show Streets

Imagery

Appendix H – Year 2028 No Build Capacity Analysis

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	12	1	15	1	5	6	2	1	4	1
Future Vol, veh/h	1	29	12	1	15	1	5	6	2	1	4	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	32	13	1	16	1	5	7	2	1	4	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7	7.1	7.1	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	2%	6%	17%
Vol Thru, %	46%	69%	88%	67%
Vol Right, %	15%	29%	6%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	42	17	6
LT Vol	5	1	1	1
Through Vol	6	29	15	4
RT Vol	2	12	1	1
Lane Flow Rate	14	46	18	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.048	0.02	0.007
Departure Headway (Hd)	4.035	3.818	3.982	3.99
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	941	901	897
Service Time	2.057	1.829	1.996	2.014
HCM Lane V/C Ratio	0.016	0.049	0.02	0.008
HCM Control Delay, s/veh	7.1	7	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	2	9	0	2	0	3	90	1	0	61	12
Future Vol, veh/h	21	2	9	0	2	0	3	90	1	0	61	12
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	-	-	-	-	-	-	-	-	-	-	-	-
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	23	2	10	0	2	0	3	98	1	0	66	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	178	178	73	172	184	98	79	0	0	99	0	0
Stage 1	73	73	-	105	105	-	-	-	-	-	-	-
Stage 2	105	105	-	67	79	-	-	-	-	-	-	-
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	784	715	989	791	710	958	1519	-	-	1494	-	-
Stage 1	937	834	-	901	808	-	-	-	-	-	-	-
Stage 2	900	808	-	943	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	780	714	989	779	708	958	1519	-	-	1494	-	-
Mov Cap-2 Maneuver	780	714	-	779	708	-	-	-	-	-	-	-
Stage 1	937	834	-	899	807	-	-	-	-	-	-	-
Stage 2	896	806	-	931	829	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.56	10.1	0.24	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	57	-	-	824	708	1494	-	-
HCM Lane V/C Ratio	0.002	-	-	0.042	0.003	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.6	10.1	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	12	20	0	16	0	1	121	6	31	187	0
Future Vol, veh/h	4	12	20	0	16	0	1	121	6	31	187	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	4	13	22	0	17	0	1	132	7	34	203	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	416	408	135	411	411	203	203	0	0	138	0	0
Stage 1	137	137	-	271	271	-	-	-	-	-	-	-
Stage 2	279	271	-	140	140	-	-	-	-	-	-	-
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	547	533	914	551	531	837	1368	-	-	1446	-	-
Stage 1	866	783	-	735	685	-	-	-	-	-	-	-
Stage 2	727	685	-	863	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	514	519	914	511	516	837	1368	-	-	1446	-	-
Mov Cap-2 Maneuver	514	519	-	511	516	-	-	-	-	-	-	-
Stage 1	865	783	-	716	667	-	-	-	-	-	-	-
Stage 2	690	667	-	828	780	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	10.6	12.21	0.06	1.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	256	-	-	682	516	14	-	-
HCM Lane V/C Ratio	0.023	-	-	0.057	0.034	0.001	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.6	12.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	2	0	11	3	0	15	1	2	25	5
Future Vol, veh/h	2	6	2	0	11	3	0	15	1	2	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	7	2	0	12	3	0	16	1	2	27	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	57	52	30	52	54	17	33	0	0	17	0	0
Stage 1	34	34	-	17	17	-	-	-	-	-	-	-
Stage 2	22	17	-	35	37	-	-	-	-	-	-	-
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	941	840	1045	947	837	1062	1579	-	-	1600	-	-
Stage 1	982	866	-	1003	881	-	-	-	-	-	-	-
Stage 2	996	881	-	981	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	923	839	1045	937	836	1062	1579	-	-	1600	-	-
Mov Cap-2 Maneuver	923	839	-	937	836	-	-	-	-	-	-	-
Stage 1	980	865	-	1003	881	-	-	-	-	-	-	-
Stage 2	980	881	-	970	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	9.18	0	0.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	890	876	109	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.017	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	9.1	9.2	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	12	0	1	0	2	87	1	1	63	6
Future Vol, veh/h	6	1	12	0	1	0	2	87	1	1	63	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1	13	0	1	0	2	95	1	1	68	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	173	174	72	171	177	95	75	0	0	96	0	0
Stage 1	74	74	-	99	99	-	-	-	-	-	-	-
Stage 2	99	100	-	71	77	-	-	-	-	-	-	-
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	790	719	991	793	717	962	1524	-	-	1498	-	-
Stage 1	935	833	-	907	813	-	-	-	-	-	-	-
Stage 2	907	812	-	939	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	787	718	991	779	715	962	1524	-	-	1498	-	-
Mov Cap-2 Maneuver	787	718	-	779	715	-	-	-	-	-	-	-
Stage 1	935	833	-	905	812	-	-	-	-	-	-	-
Stage 2	904	811	-	924	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	10.04	0.16	0.11
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	899	715	25	-	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.002	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.1	10	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	26	0	1	148	219	15
Future Vol, veh/h	26	0	1	148	219	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
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	28	0	1	161	238	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	409	246	254	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	163	-	-	-	-	-
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	598	793	1311	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	598	793	1311	-	-	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	11.32	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1311	-	598
HCM Lane V/C Ratio	-	-	0.001	-	0.047
HCM Control Delay (s/veh)	-	-	7.7	-	11.3
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	96	64	0	46	40	37	131	5	46	183	1
Future Vol, veh/h	9	96	64	0	46	40	37	131	5	46	183	1
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	-	-	-	-	-	-	205	-	-	205	-	-
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	10	104	70	0	50	43	40	142	5	50	199	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	549	526	145	574	528	199	200	0	0	148	0	0
Stage 1	226	226	-	299	299	-	-	-	-	-	-	-
Stage 2	324	300	-	275	228	-	-	-	-	-	-	-
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	446	457	902	429	456	842	1372	-	-	1434	-	-
Stage 1	777	717	-	709	666	-	-	-	-	-	-	-
Stage 2	688	666	-	731	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	353	428	902	285	427	842	1372	-	-	1434	-	-
Mov Cap-2 Maneuver	353	428	-	285	427	-	-	-	-	-	-	-
Stage 1	754	696	-	685	643	-	-	-	-	-	-	-
Stage 2	581	642	-	557	694	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	15.44	12.81	1.65	1.52
HCM LOS	C	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1434	-	-	527	554	1372	-	-
HCM Lane V/C Ratio	0.035	-	-	0.348	0.169	0.029	-	-
HCM Control Delay (s/veh)	7.6	-	-	15.4	12.8	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.6	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	102	0	16	70	27	1	28	13	27	29	17
Future Vol, veh/h	33	102	0	16	70	27	1	28	13	27	29	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	111	0	17	76	29	1	30	14	29	32	18
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.1	8.2	7.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	2%	24%	0%	14%	37%
Vol Thru, %	67%	76%	100%	62%	40%
Vol Right, %	31%	0%	0%	24%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	135	0	113	73
LT Vol	1	33	0	16	27
Through Vol	28	102	0	70	29
RT Vol	13	0	0	27	17
Lane Flow Rate	46	147	0	123	79
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.057	0.206	0	0.15	0.101
Departure Headway (Hd)	4.507	5.043	4.94	4.391	4.581
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	795	713	0	818	783
Service Time	2.531	2.762	2.64	2.412	2.602
HCM Lane V/C Ratio	0.058	0.206	0	0.15	0.101
HCM Control Delay, s/veh	7.8	9.1	7.6	8.2	8.1
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.2	0.8	0	0.5	0.3

Intersection	
Int Delay, s/veh	3

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	32	14	9	30	15	17	18	174	19	6	180	15
Future Vol, veh/h	32	14	9	30	15	17	18	174	19	6	180	15
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	35	15	10	33	16	18	20	189	21	7	196	16

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	358	464	105	358	466	106	212	0	0	210	0	0
Stage 1	239	239	-	217	217	-	-	-	-	-	-	-
Stage 2	119	225	-	141	249	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	573	494	929	573	493	928	1356	-	-	1358	-	-
Stage 1	743	707	-	765	722	-	-	-	-	-	-	-
Stage 2	873	716	-	847	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	533	485	929	539	483	928	1356	-	-	1358	-	-
Mov Cap-2 Maneuver	533	485	-	539	483	-	-	-	-	-	-	-
Stage 1	733	696	-	762	719	-	-	-	-	-	-	-
Stage 2	832	713	-	808	689	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	12.09	11.65	0.66	0.23
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	517	929	1358	-	-	1356	-	-	519	928
HCM Lane V/C Ratio	0.097	0.011	0.005	-	-	0.014	-	-	0.094	0.02
HCM Control Delay (s/veh)	12.7	8.9	7.7	-	-	7.7	-	-	12.7	9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	0	0	-	-	0	-	-	0.3	0.1

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	16	3	1	26	4	6	5	2	4	7	11
Future Vol, veh/h	2	16	3	1	26	4	6	5	2	4	7	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	17	3	1	28	4	7	5	2	4	8	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7.1	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	10%	3%	18%
Vol Thru, %	38%	76%	84%	32%
Vol Right, %	15%	14%	13%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	21	31	22
LT Vol	6	2	1	4
Through Vol	5	16	26	7
RT Vol	2	3	4	11
Lane Flow Rate	14	23	34	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.025	0.037	0.025
Departure Headway (Hd)	4.05	3.959	3.946	3.779
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	905	909	946
Service Time	2.076	1.979	1.964	1.805
HCM Lane V/C Ratio	0.016	0.025	0.037	0.025
HCM Control Delay, s/veh	7.1	7.1	7.1	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1

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	16	0	3	0	1	0	6	63	0	0	76	27
Future Vol, veh/h	16	0	3	0	1	0	6	63	0	0	76	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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	3	0	1	0	7	68	0	0	83	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	179	179	97	164	193	68	112	0	0	68	0	0
Stage 1	97	97	-	82	82	-	-	-	-	-	-	-
Stage 2	82	82	-	83	112	-	-	-	-	-	-	-
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	782	715	959	801	702	995	1478	-	-	1533	-	-
Stage 1	909	814	-	927	827	-	-	-	-	-	-	-
Stage 2	926	827	-	926	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	778	712	959	794	698	995	1478	-	-	1533	-	-
Mov Cap-2 Maneuver	778	712	-	794	698	-	-	-	-	-	-	-
Stage 1	909	814	-	923	823	-	-	-	-	-	-	-
Stage 2	921	823	-	922	803	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.61	10.16	0.65	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	157	-	-	802	698	1533	-	-
HCM Lane V/C Ratio	0.004	-	-	0.026	0.002	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.6	10.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	18	26	0	9	3	3	185	7	30	179	0
Future Vol, veh/h	7	18	26	0	9	3	3	185	7	30	179	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	8	20	28	0	10	3	3	201	8	33	195	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	476	471	205	477	475	195	195	0	0	209	0	0
Stage 1	211	211	-	260	260	-	-	-	-	-	-	-
Stage 2	265	260	-	217	215	-	-	-	-	-	-	-
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	499	491	836	498	488	847	1379	-	-	1362	-	-
Stage 1	791	727	-	745	693	-	-	-	-	-	-	-
Stage 2	741	693	-	785	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	473	476	836	449	474	847	1379	-	-	1362	-	-
Mov Cap-2 Maneuver	473	476	-	449	474	-	-	-	-	-	-	-
Stage 1	789	725	-	725	674	-	-	-	-	-	-	-
Stage 2	707	674	-	736	723	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	11.5	11.93	0.12	1.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	258	-	-	609	533	27	-	-
HCM Lane V/C Ratio	0.024	-	-	0.091	0.024	0.002	-	-
HCM Control Delay (s/veh)	7.7	0	-	11.5	11.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	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	11	14	0	0	11	6	0	13	0	0	17	2
Future Vol, veh/h	11	14	0	0	11	6	0	13	0	0	17	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	15	0	0	12	7	0	14	0	0	18	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	40	34	20	40	35	14	21	0	0	14	0	0
Stage 1	20	20	-	14	14	-	-	-	-	-	-	-
Stage 2	20	14	-	26	21	-	-	-	-	-	-	-
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	965	859	1058	964	858	1066	1595	-	-	1604	-	-
Stage 1	999	879	-	1006	884	-	-	-	-	-	-	-
Stage 2	999	884	-	991	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	945	859	1058	947	858	1066	1595	-	-	1604	-	-
Mov Cap-2 Maneuver	945	859	-	947	858	-	-	-	-	-	-	-
Stage 1	999	879	-	1006	884	-	-	-	-	-	-	-
Stage 2	979	884	-	974	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.15	8.99	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	895	921	1604	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.02	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.1	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	2	0	1	1	0	12	58	0	0	77	3
Future Vol, veh/h	13	2	0	1	1	0	12	58	0	0	77	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	14	2	0	1	1	0	13	63	0	0	84	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	175	174	85	174	176	63	87	0	0	63	0	0
Stage 1	85	85	-	89	89	-	-	-	-	-	-	-
Stage 2	90	89	-	85	87	-	-	-	-	-	-	-
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	788	719	974	789	717	1002	1509	-	-	1540	-	-
Stage 1	923	824	-	918	821	-	-	-	-	-	-	-
Stage 2	918	821	-	923	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	779	712	974	779	711	1002	1509	-	-	1540	-	-
Mov Cap-2 Maneuver	779	712	-	779	711	-	-	-	-	-	-	-
Stage 1	923	824	-	910	814	-	-	-	-	-	-	-
Stage 2	908	814	-	921	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.78	9.86	1.27	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	309	-	-	770	744	1540	-	-
HCM Lane V/C Ratio	0.009	-	-	0.021	0.003	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.8	9.9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	17	1	0	217	207	13
Future Vol, veh/h	17	1	0	217	207	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	-	150	-	-	-
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	1	0	236	225	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	468	232	239	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	236	-	-	-	-	-
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	553	807	1328	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	807	1328	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	11.62	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1328	-	563
HCM Lane V/C Ratio	-	-	-	-	0.035
HCM Control Delay (s/veh)	-	-	0	-	11.6
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕							
Traffic Vol, veh/h	6	43	50	1	73	41	59	175	3	61	172	0
Future Vol, veh/h	6	43	50	1	73	41	59	175	3	61	172	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	205	-	-	205	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	47	54	1	79	45	64	190	3	66	187	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	679	640	192	661	641	187	187	0	0	193	0	0
Stage 1	320	320	-	320	320	-	-	-	-	-	-	-
Stage 2	359	320	-	342	322	-	-	-	-	-	-	-
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	365	394	850	376	393	855	1387	-	-	1380	-	-
Stage 1	692	652	-	692	653	-	-	-	-	-	-	-
Stage 2	659	653	-	673	651	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	250	357	850	281	357	855	1387	-	-	1380	-	-
Mov Cap-2 Maneuver	250	357	-	281	357	-	-	-	-	-	-	-
Stage 1	660	622	-	659	621	-	-	-	-	-	-	-
Stage 2	519	621	-	556	621	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	14.47	16.09	1.92	2.03
HCM LOS	B	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1380	-	-	487	449	1387	-	-
HCM Lane V/C Ratio	0.048	-	-	0.221	0.279	0.046	-	-
HCM Control Delay (s/veh)	7.7	-	-	14.5	16.1	7.7	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	1.1	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	83	1	21	72	20	0	31	10	28	22	42
Future Vol, veh/h	17	83	1	21	72	20	0	31	10	28	22	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	90	1	23	78	22	0	34	11	30	24	46
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	8.7	8.2	7.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	17%	0%	19%	30%
Vol Thru, %	76%	83%	0%	64%	24%
Vol Right, %	24%	0%	100%	18%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	100	1	113	92
LT Vol	0	17	0	21	28
Through Vol	31	83	0	72	22
RT Vol	10	0	1	20	42
Lane Flow Rate	45	109	1	123	100
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.055	0.152	0.001	0.151	0.12
Departure Headway (Hd)	4.461	5.044	4.255	4.427	4.333
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	804	713	843	812	829
Service Time	2.479	2.761	1.972	2.444	2.348
HCM Lane V/C Ratio	0.056	0.153	0.001	0.151	0.121
HCM Control Delay, s/veh	7.7	8.7	7	8.2	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0	0.5	0.4

Intersection	
Int Delay, s/veh	2.6

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	29	20	2	26	9	13	17	163	34	4	187	15
Future Vol, veh/h	29	20	2	26	9	13	17	163	34	4	187	15
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	32	22	2	28	10	14	18	177	37	4	203	16

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	348	461	107	357	471	110	220	0	0	214	0	0
Stage 1	233	233	-	220	220	-	-	-	-	-	-	-
Stage 2	115	228	-	136	251	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	582	496	926	574	489	923	1347	-	-	1353	-	-
Stage 1	749	711	-	762	720	-	-	-	-	-	-	-
Stage 2	877	714	-	853	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	552	488	926	538	481	923	1347	-	-	1353	-	-
Mov Cap-2 Maneuver	552	488	-	538	481	-	-	-	-	-	-	-
Stage 1	739	701	-	760	718	-	-	-	-	-	-	-
Stage 2	849	712	-	813	688	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	12.5	11.49	0.61	0.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	524	926	1353	-	-	1347	-	-	522	923
HCM Lane V/C Ratio	0.102	0.002	0.003	-	-	0.014	-	-	0.073	0.015
HCM Control Delay (s/veh)	12.6	8.9	7.7	-	-	7.7	-	-	12.4	9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	0	0	-	-	0	-	-	0.2	0

Appendix I – Year 2028 Build Capacity Analysis

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	40	12	1	59	1	5	6	2	1	4	1
Future Vol, veh/h	1	40	12	1	59	1	5	6	2	1	4	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	43	13	1	64	1	5	7	2	1	4	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.3	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	2%	2%	17%
Vol Thru, %	46%	75%	97%	67%
Vol Right, %	15%	23%	2%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	53	61	6
LT Vol	5	1	1	1
Through Vol	6	40	59	4
RT Vol	2	12	1	1
Lane Flow Rate	14	58	66	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.062	0.074	0.008
Departure Headway (Hd)	4.137	3.889	4.008	4.092
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	921	895	869
Service Time	2.189	1.911	2.027	2.145
HCM Lane V/C Ratio	0.016	0.063	0.074	0.008
HCM Control Delay, s/veh	7.3	7.2	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	2	20	0	2	0	47	101	1	0	65	12
Future Vol, veh/h	21	2	20	0	2	0	47	101	1	0	65	12
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	-	-	-	-	-	-	-	-	-	-	-	-
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	23	2	22	0	2	0	51	110	1	0	71	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	290	290	77	284	296	110	84	0	0	111	0	0
Stage 1	77	77	-	213	213	-	-	-	-	-	-	-
Stage 2	213	213	-	72	84	-	-	-	-	-	-	-
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	662	620	984	668	615	943	1513	-	-	1479	-	-
Stage 1	932	831	-	790	727	-	-	-	-	-	-	-
Stage 2	789	726	-	938	825	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	636	598	984	628	593	943	1513	-	-	1479	-	-
Mov Cap-2 Maneuver	636	598	-	628	593	-	-	-	-	-	-	-
Stage 1	932	831	-	761	700	-	-	-	-	-	-	-
Stage 2	758	700	-	915	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.06	11.09	2.35	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	567	-	-	758	593	1479	-	-
HCM Lane V/C Ratio	0.034	-	-	0.062	0.004	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.1	11.1	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	26	20	0	61	33	12	121	6	31	187	0
Future Vol, veh/h	4	26	20	0	61	33	12	121	6	31	187	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	4	28	22	0	66	36	13	132	7	34	203	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	465	432	135	442	435	203	203	0	0	138	0	0
Stage 1	161	161	-	271	271	-	-	-	-	-	-	-
Stage 2	304	271	-	172	164	-	-	-	-	-	-	-
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	508	517	914	525	515	837	1368	-	-	1446	-	-
Stage 1	841	765	-	735	685	-	-	-	-	-	-	-
Stage 2	706	685	-	830	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	408	498	914	467	496	837	1368	-	-	1446	-	-
Mov Cap-2 Maneuver	408	498	-	467	496	-	-	-	-	-	-	-
Stage 1	833	757	-	716	667	-	-	-	-	-	-	-
Stage 2	592	667	-	772	754	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	11.65	12.55	0.66	1.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	256	-	-	596	579	154	-	-
HCM Lane V/C Ratio	0.023	-	-	0.091	0.177	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	-	11.6	12.5	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	31	2	0	89	3	0	15	1	2	25	5
Future Vol, veh/h	2	31	2	0	89	3	0	15	1	2	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	34	2	0	97	3	0	16	1	2	27	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	99	52	30	65	54	17	33	0	0	17	0	0
Stage 1	34	34	-	17	17	-	-	-	-	-	-	-
Stage 2	65	17	-	48	37	-	-	-	-	-	-	-
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	883	840	1045	928	837	1062	1579	-	-	1600	-	-
Stage 1	982	866	-	1003	881	-	-	-	-	-	-	-
Stage 2	946	881	-	965	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	777	839	1045	888	836	1062	1579	-	-	1600	-	-
Mov Cap-2 Maneuver	777	839	-	888	836	-	-	-	-	-	-	-
Stage 1	980	865	-	1003	881	-	-	-	-	-	-	-
Stage 2	840	881	-	924	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.47	9.85	0	0.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	844	842	109	-	-
HCM Lane V/C Ratio	-	-	-	0.045	0.119	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	9.5	9.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

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	31	1	12	0	1	0	2	117	1	1	144	84
Future Vol, veh/h	31	1	12	0	1	0	2	117	1	1	144	84
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	-	-	-	-	-	-	-	-	-	-	-	-
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	34	1	13	0	1	0	2	127	1	1	157	91

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	336	337	202	291	382	128	248	0	0	128	0	0
Stage 1	204	204	-	132	132	-	-	-	-	-	-	-
Stage 2	132	133	-	159	250	-	-	-	-	-	-	-
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	617	584	839	661	551	922	1318	-	-	1458	-	-
Stage 1	798	732	-	871	787	-	-	-	-	-	-	-
Stage 2	871	787	-	843	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	614	582	839	648	549	922	1318	-	-	1458	-	-
Mov Cap-2 Maneuver	614	582	-	648	549	-	-	-	-	-	-	-
Stage 1	797	732	-	870	786	-	-	-	-	-	-	-
Stage 2	869	785	-	828	699	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.86	11.56	0.13	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	30	-	-	662	549	7	-	-
HCM Lane V/C Ratio	0.002	-	-	0.072	0.002	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	-	10.9	11.6	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	26	0	1	148	219	15
Future Vol, veh/h	26	0	1	148	219	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
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	28	0	1	161	238	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	409	246	254	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	163	-	-	-	-	-
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	598	793	1311	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	598	793	1311	-	-	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	11.32	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1311	-	598
HCM Lane V/C Ratio	-	-	0.001	-	0.047
HCM Control Delay (s/veh)	-	-	7.7	-	11.3
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	100	64	0	57	40	37	131	5	46	183	1
Future Vol, veh/h	9	100	64	0	57	40	37	131	5	46	183	1
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	-	-	-	-	-	-	205	-	-	205	-	-
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	10	109	70	0	62	43	40	142	5	50	199	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	555	526	145	577	528	199	200	0	0	148	0	0
Stage 1	226	226	-	299	299	-	-	-	-	-	-	-
Stage 2	330	300	-	277	228	-	-	-	-	-	-	-
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	442	457	902	428	456	842	1372	-	-	1434	-	-
Stage 1	777	717	-	709	666	-	-	-	-	-	-	-
Stage 2	683	666	-	729	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	339	428	902	281	427	842	1372	-	-	1434	-	-
Mov Cap-2 Maneuver	339	428	-	281	427	-	-	-	-	-	-	-
Stage 1	754	696	-	685	643	-	-	-	-	-	-	-
Stage 2	565	642	-	551	694	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	15.71	13.36	1.65	1.52
HCM LOS	C	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1434	-	-	523	536	1372	-	-
HCM Lane V/C Ratio	0.035	-	-	0.36	0.197	0.029	-	-
HCM Control Delay (s/veh)	7.6	-	-	15.7	13.4	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.7	0.1	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	102	0	16	70	38	1	43	13	60	66	28
Future Vol, veh/h	37	102	0	16	70	38	1	43	13	60	66	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	111	0	17	76	41	1	47	14	65	72	30
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.6	8.6	8.2	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	2%	27%	0%	13%	39%
Vol Thru, %	75%	73%	100%	56%	43%
Vol Right, %	23%	0%	0%	31%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	139	0	124	154
LT Vol	1	37	0	16	60
Through Vol	43	102	0	70	66
RT Vol	13	0	0	38	28
Lane Flow Rate	62	151	0	135	167
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.082	0.224	0	0.173	0.219
Departure Headway (Hd)	4.736	5.339	5.205	4.629	4.703
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	754	671	0	772	762
Service Time	2.78	3.081	2.947	2.673	2.74
HCM Lane V/C Ratio	0.082	0.225	0	0.175	0.219
HCM Control Delay, s/veh	8.2	9.6	7.9	8.6	9.1
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.3	0.9	0	0.6	0.8

Intersection	
Int Delay, s/veh	3.8

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	32	18	9	56	26	17	18	174	19	6	180	26
Future Vol, veh/h	32	18	9	56	26	17	18	174	19	6	180	26
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	35	20	10	61	28	18	20	189	21	7	196	28

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	364	476	105	366	472	112	224	0	0	210	0	0
Stage 1	239	239	-	223	223	-	-	-	-	-	-	-
Stage 2	125	237	-	143	249	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	567	487	929	565	489	920	1342	-	-	1358	-	-
Stage 1	743	707	-	759	718	-	-	-	-	-	-	-
Stage 2	866	708	-	845	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	514	477	929	526	480	920	1342	-	-	1358	-	-
Mov Cap-2 Maneuver	514	477	-	526	480	-	-	-	-	-	-	-
Stage 1	733	696	-	756	714	-	-	-	-	-	-	-
Stage 2	811	704	-	800	689	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	12.44	12.76	0.66	0.22
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	500	929	1358	-	-	1342	-	-	510	920
HCM Lane V/C Ratio	0.109	0.011	0.005	-	-	0.015	-	-	0.175	0.02
HCM Control Delay (s/veh)	13.1	8.9	7.7	-	-	7.7	-	-	13.5	9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	0	0	-	-	0	-	-	0.6	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	30	14	136	84	1
Future Vol, veh/h	12	30	14	136	84	1
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	-	160	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	33	15	148	91	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	270	91	92	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	178	-	-	-	-	-
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	720	966	1502	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	966	1502	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.33	0.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1502	-	877	-	-
HCM Lane V/C Ratio	0.01	-	0.052	-	-
HCM Control Delay (s/veh)	7.4	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	47	16	132	109	5
Future Vol, veh/h	18	47	16	132	109	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	20	51	17	143	118	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	297	118	124	0	-	0
Stage 1	118	-	-	-	-	-
Stage 2	178	-	-	-	-	-
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	694	933	1463	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	933	1463	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.63	0.81	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	849	-	-
HCM Lane V/C Ratio	0.012	-	0.083	-	-
HCM Control Delay (s/veh)	7.5	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	148	155	1
Future Vol, veh/h	0	5	0	148	155	1
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	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	0	161	168	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	168	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	876	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	876	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.14	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	876	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s/veh)	-	9.1	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	69	25	123	152	8
Future Vol, veh/h	25	69	25	123	152	8
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	-	160	-	-	160
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	27	75	27	134	165	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	353	165	174	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	188	-	-	-	-	-
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	644	879	1403	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	632	879	1403	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.18	1.29	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1403	-	796	-	-
HCM Lane V/C Ratio	0.019	-	0.128	-	-
HCM Control Delay (s/veh)	7.6	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	0	148	221	0
Future Vol, veh/h	0	8	0	148	221	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	161	240	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	240	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	799	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	799	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.56	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	799	-	-
HCM Lane V/C Ratio	-	0.011	-	-
HCM Control Delay (s/veh)	-	9.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	51	3	1	54	4	6	5	2	4	7	11
Future Vol, veh/h	2	51	3	1	54	4	6	5	2	4	7	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	55	3	1	59	4	7	5	2	4	8	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.3	7.3	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	46%	4%	2%	18%
Vol Thru, %	38%	91%	92%	32%
Vol Right, %	15%	5%	7%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	56	59	22
LT Vol	6	2	1	4
Through Vol	5	51	54	7
RT Vol	2	3	4	11
Lane Flow Rate	14	61	64	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.068	0.071	0.026
Departure Headway (Hd)	4.168	4.024	4.009	3.897
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	889	893	911
Service Time	2.227	2.051	2.037	1.953
HCM Lane V/C Ratio	0.016	0.069	0.072	0.026
HCM Control Delay, s/veh	7.3	7.3	7.3	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	0	38	0	1	0	34	70	0	0	88	27
Future Vol, veh/h	16	0	38	0	1	0	34	70	0	0	88	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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	41	0	1	0	37	76	0	0	96	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	261	260	110	246	275	76	125	0	0	76	0	0
Stage 1	110	110	-	150	150	-	-	-	-	-	-	-
Stage 2	151	150	-	96	125	-	-	-	-	-	-	-
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	692	644	943	708	632	985	1462	-	-	1523	-	-
Stage 1	895	804	-	853	773	-	-	-	-	-	-	-
Stage 2	852	773	-	911	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	673	627	943	659	616	985	1462	-	-	1523	-	-
Mov Cap-2 Maneuver	673	627	-	659	616	-	-	-	-	-	-	-
Stage 1	895	804	-	830	753	-	-	-	-	-	-	-
Stage 2	828	753	-	871	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.59	10.86	2.46	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	588	-	-	843	616	1523	-	-
HCM Lane V/C Ratio	0.025	-	-	0.07	0.002	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.6	10.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	64	26	0	36	25	40	185	7	30	179	0
Future Vol, veh/h	7	64	26	0	36	25	40	185	7	30	179	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	8	70	28	0	39	27	43	201	8	33	195	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	571	552	205	583	555	195	195	0	0	209	0	0
Stage 1	292	292	-	260	260	-	-	-	-	-	-	-
Stage 2	279	260	-	323	296	-	-	-	-	-	-	-
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	431	442	836	424	440	847	1379	-	-	1362	-	-
Stage 1	716	671	-	745	693	-	-	-	-	-	-	-
Stage 2	727	693	-	689	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	357	415	836	323	413	847	1379	-	-	1362	-	-
Mov Cap-2 Maneuver	357	415	-	323	413	-	-	-	-	-	-	-
Stage 1	691	647	-	725	674	-	-	-	-	-	-	-
Stage 2	645	674	-	573	645	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	14.78	12.89	1.33	1.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	258	-	-	473	522	308	-	-
HCM Lane V/C Ratio	0.024	-	-	0.223	0.127	0.032	-	-
HCM Control Delay (s/veh)	7.7	0	-	14.8	12.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	95	0	0	60	6	0	13	0	0	17	2
Future Vol, veh/h	11	95	0	0	60	6	0	13	0	0	17	2
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	103	0	0	65	7	0	14	0	0	18	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	66	34	20	84	35	14	21	0	0	14	0	0
Stage 1	20	20	-	14	14	-	-	-	-	-	-	-
Stage 2	47	14	-	70	21	-	-	-	-	-	-	-
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	927	859	1058	902	858	1066	1595	-	-	1604	-	-
Stage 1	999	879	-	1006	884	-	-	-	-	-	-	-
Stage 2	967	884	-	940	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	851	859	1058	794	858	1066	1595	-	-	1604	-	-
Mov Cap-2 Maneuver	851	859	-	794	858	-	-	-	-	-	-	-
Stage 1	999	879	-	1006	884	-	-	-	-	-	-	-
Stage 2	890	884	-	829	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.85	9.49	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	858	873	1604	-	-
HCM Lane V/C Ratio	-	-	-	0.134	0.082	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.8	9.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	94	2	0	1	1	0	12	152	0	0	130	52
Future Vol, veh/h	94	2	0	1	1	0	12	152	0	0	130	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	102	2	0	1	1	0	13	165	0	0	141	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	361	361	170	334	389	165	198	0	0	165	0	0
Stage 1	170	170	-	191	191	-	-	-	-	-	-	-
Stage 2	192	191	-	142	198	-	-	-	-	-	-	-
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	594	566	874	620	546	879	1375	-	-	1413	-	-
Stage 1	832	758	-	810	742	-	-	-	-	-	-	-
Stage 2	810	742	-	860	737	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	587	560	874	611	540	879	1375	-	-	1413	-	-
Mov Cap-2 Maneuver	587	560	-	611	540	-	-	-	-	-	-	-
Stage 1	832	758	-	802	734	-	-	-	-	-	-	-
Stage 2	800	734	-	858	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.46	11.3	0.56	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	586	573	1413	-	-
HCM Lane V/C Ratio	0.009	-	-	0.178	0.004	-	-	-
HCM Control Delay (s/veh)	7.6	0	-	12.5	11.3	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	17	1	0	217	207	13
Future Vol, veh/h	17	1	0	217	207	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	-	150	-	-	-
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	1	0	236	225	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	468	232	239	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	236	-	-	-	-	-
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	553	807	1328	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	807	1328	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	11.62	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1328	-	563
HCM Lane V/C Ratio	-	-	-	-	0.035
HCM Control Delay (s/veh)	-	-	0	-	11.6
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕							
Traffic Vol, veh/h	6	55	50	1	80	41	59	175	3	61	172	0
Future Vol, veh/h	6	55	50	1	80	41	59	175	3	61	172	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	205	-	-	205	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	60	54	1	87	45	64	190	3	66	187	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	683	640	192	668	641	187	187	0	0	193	0	0
Stage 1	320	320	-	320	320	-	-	-	-	-	-	-
Stage 2	363	320	-	348	322	-	-	-	-	-	-	-
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	363	394	850	372	393	855	1387	-	-	1380	-	-
Stage 1	692	652	-	692	653	-	-	-	-	-	-	-
Stage 2	656	653	-	668	651	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	242	357	850	267	357	855	1387	-	-	1380	-	-
Mov Cap-2 Maneuver	242	357	-	267	357	-	-	-	-	-	-	-
Stage 1	660	622	-	659	621	-	-	-	-	-	-	-
Stage 2	509	621	-	539	621	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	15.37	16.6	1.92	2.03
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1380	-	-	467	442	1387	-	-
HCM Lane V/C Ratio	0.048	-	-	0.258	0.3	0.046	-	-
HCM Control Delay (s/veh)	7.7	-	-	15.4	16.6	7.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	1.2	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	83	1	21	72	55	0	78	10	50	46	49
Future Vol, veh/h	29	83	1	21	72	55	0	78	10	50	46	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	90	1	23	78	60	0	85	11	54	50	53
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.4	8.9	8.5	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	26%	0%	14%	34%
Vol Thru, %	89%	74%	0%	49%	32%
Vol Right, %	11%	0%	100%	37%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	112	1	148	145
LT Vol	0	29	0	21	50
Through Vol	78	83	0	72	46
RT Vol	10	0	1	55	49
Lane Flow Rate	96	122	1	161	158
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.127	0.183	0.001	0.206	0.202
Departure Headway (Hd)	4.763	5.411	4.575	4.608	4.622
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	750	661	779	775	774
Service Time	2.807	3.157	2.321	2.653	2.662
HCM Lane V/C Ratio	0.128	0.185	0.001	0.208	0.204
HCM Control Delay, s/veh	8.5	9.4	7.3	8.9	8.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.4	0.7	0	0.8	0.8

Intersection	
Int Delay, s/veh	3.2

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	29	32	2	43	16	13	17	163	34	4	187	50
Future Vol, veh/h	29	32	2	43	16	13	17	163	34	4	187	50
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	32	35	2	47	17	14	18	177	37	4	203	54

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	352	499	107	382	490	129	258	0	0	214	0	0
Stage 1	233	233	-	239	239	-	-	-	-	-	-	-
Stage 2	119	266	-	143	251	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	579	472	926	551	477	897	1304	-	-	1353	-	-
Stage 1	749	711	-	743	706	-	-	-	-	-	-	-
Stage 2	873	687	-	845	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	539	464	926	500	469	897	1304	-	-	1353	-	-
Mov Cap-2 Maneuver	539	464	-	500	469	-	-	-	-	-	-	-
Stage 1	739	701	-	740	704	-	-	-	-	-	-	-
Stage 2	835	685	-	790	688	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	13.22	12.64	0.62	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	497	926	1353	-	-	1304	-	-	491	897
HCM Lane V/C Ratio	0.133	0.002	0.003	-	-	0.014	-	-	0.131	0.016
HCM Control Delay (s/veh)	13.4	8.9	7.7	-	-	7.8	-	-	13.4	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0	0	-	-	0	-	-	0.4	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	19	41	98	123	3
Future Vol, veh/h	8	19	41	98	123	3
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	-	160	-	-	160
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	9	21	45	107	134	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	329	134	137	0	-	0
Stage 1	134	-	-	-	-	-
Stage 2	196	-	-	-	-	-
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	665	915	1447	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	915	1447	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.59	2.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1447	-	814	-	-
HCM Lane V/C Ratio	0.031	-	0.036	-	-
HCM Control Delay (s/veh)	7.6	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	31	49	128	128	14
Future Vol, veh/h	11	31	49	128	128	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	12	34	53	139	139	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	385	139	154	0	-	0
Stage 1	139	-	-	-	-	-
Stage 2	246	-	-	-	-	-
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	618	909	1426	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	595	909	1426	-	-	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.78	2.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1426	-	799	-	-
HCM Lane V/C Ratio	0.037	-	0.057	-	-
HCM Control Delay (s/veh)	7.6	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	177	157	2
Future Vol, veh/h	0	3	0	177	157	2
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	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	192	171	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	171	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	873	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	873	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.14	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	873	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	9.1	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	44	85	161	132	28
Future Vol, veh/h	16	44	85	161	132	28
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	-	160	-	-	160
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	17	48	92	175	143	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	503	143	174	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	360	-	-	-	-	-
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	528	904	1403	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	493	904	1403	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	706	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.34	2.68	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1403	-	740	-	-
HCM Lane V/C Ratio	0.066	-	0.088	-	-
HCM Control Delay (s/veh)	7.7	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	246	176	0
Future Vol, veh/h	0	5	0	246	176	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	0	267	191	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	191	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	850	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	850	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.26	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	850	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s/veh)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Appendix J – Year 2033 No Build Capacity Analysis

J

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	32	13	1	17	1	6	7	2	1	5	1
Future Vol, veh/h	1	32	13	1	17	1	6	7	2	1	5	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	35	14	1	18	1	7	8	2	1	5	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	2%	5%	14%
Vol Thru, %	47%	70%	89%	71%
Vol Right, %	13%	28%	5%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	46	19	7
LT Vol	6	1	1	1
Through Vol	7	32	17	5
RT Vol	2	13	1	1
Lane Flow Rate	16	50	21	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.053	0.023	0.008
Departure Headway (Hd)	4.061	3.825	3.991	4.01
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	939	898	891
Service Time	2.089	1.839	2.009	2.041
HCM Lane V/C Ratio	0.018	0.053	0.023	0.009
HCM Control Delay, s/veh	7.2	7.1	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	2	10	0	2	0	4	100	1	0	68	13
Future Vol, veh/h	24	2	10	0	2	0	4	100	1	0	68	13
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	-	-	-	-	-	-	-	-	-	-	-	-
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	26	2	11	0	2	0	4	109	1	0	74	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	199	199	81	193	206	109	88	0	0	110	0	0
Stage 1	81	81	-	118	118	-	-	-	-	-	-	-
Stage 2	118	118	-	75	88	-	-	-	-	-	-	-
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	759	696	979	767	691	944	1508	-	-	1480	-	-
Stage 1	927	828	-	887	798	-	-	-	-	-	-	-
Stage 2	886	798	-	934	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	754	694	979	753	689	944	1508	-	-	1480	-	-
Mov Cap-2 Maneuver	754	694	-	753	689	-	-	-	-	-	-	-
Stage 1	927	828	-	884	796	-	-	-	-	-	-	-
Stage 2	881	795	-	921	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.72	10.25	0.28	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	68	-	-	802	689	1480	-	-
HCM Lane V/C Ratio	0.003	-	-	0.049	0.003	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.7	10.2	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	13	23	0	18	0	1	134	7	35	208	0
Future Vol, veh/h	5	13	23	0	18	0	1	134	7	35	208	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	5	14	25	0	20	0	1	146	8	38	226	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	464	454	149	457	458	226	226	0	0	153	0	0
Stage 1	152	152	-	302	302	-	-	-	-	-	-	-
Stage 2	312	302	-	155	155	-	-	-	-	-	-	-
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	509	502	897	514	500	813	1342	-	-	1427	-	-
Stage 1	851	772	-	707	664	-	-	-	-	-	-	-
Stage 2	699	664	-	847	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	473	486	897	470	484	813	1342	-	-	1427	-	-
Mov Cap-2 Maneuver	473	486	-	470	484	-	-	-	-	-	-	-
Stage 1	850	771	-	686	644	-	-	-	-	-	-	-
Stage 2	657	644	-	808	768	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	10.93	12.75	0.05	1.09
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	259	-	-	651	484	13	-	-
HCM Lane V/C Ratio	0.027	-	-	0.068	0.04	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.9	12.8	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	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	2	7	2	0	12	4	0	17	1	2	27	6
Future Vol, veh/h	2	7	2	0	12	4	0	17	1	2	27	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	8	2	0	13	4	0	18	1	2	29	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	62	57	33	57	59	19	36	0	0	20	0	0
Stage 1	37	37	-	19	19	-	-	-	-	-	-	-
Stage 2	25	20	-	37	40	-	-	-	-	-	-	-
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	933	835	1041	941	832	1059	1575	-	-	1597	-	-
Stage 1	978	864	-	1000	879	-	-	-	-	-	-	-
Stage 2	993	879	-	978	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	913	833	1041	929	831	1059	1575	-	-	1597	-	-
Mov Cap-2 Maneuver	913	833	-	929	831	-	-	-	-	-	-	-
Stage 1	977	863	-	1000	879	-	-	-	-	-	-	-
Stage 2	974	879	-	966	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.15	9.18	0	0.41
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	879	878	99	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.02	0.001	-	-
HCM Control Delay (s/veh)	0	-	-	9.2	9.2	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	13	0	1	0	2	96	1	1	70	7
Future Vol, veh/h	7	1	13	0	1	0	2	96	1	1	70	7
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	-	-	-	-	-	-	-	-	-	-	-	-
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	8	1	14	0	1	0	2	104	1	1	76	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	191	192	80	188	195	105	84	0	0	105	0	0
Stage 1	82	82	-	109	109	-	-	-	-	-	-	-
Stage 2	109	110	-	79	86	-	-	-	-	-	-	-
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	769	703	980	772	700	950	1513	-	-	1486	-	-
Stage 1	926	827	-	896	805	-	-	-	-	-	-	-
Stage 2	896	804	-	930	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	766	702	980	758	699	950	1513	-	-	1486	-	-
Mov Cap-2 Maneuver	766	702	-	758	699	-	-	-	-	-	-	-
Stage 1	926	826	-	895	804	-	-	-	-	-	-	-
Stage 2	893	803	-	915	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.19	10.16	0.15	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	881	699	23	-	-
HCM Lane V/C Ratio	0.001	-	-	0.026	0.002	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.2	10.2	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	29	0	1	164	244	17
Future Vol, veh/h	29	0	1	164	244	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	-	150	-	-	-
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	32	0	1	178	265	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	455	274	284	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	563	764	1279	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	764	1279	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	11.78	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1279	-	563
HCM Lane V/C Ratio	-	-	0.001	-	0.056
HCM Control Delay (s/veh)	-	-	7.8	-	11.8
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	10	107	71	0	51	44	42	145	6	51	203	1
Future Vol, veh/h	10	107	71	0	51	44	42	145	6	51	203	1
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	-	-	-	-	-	-	205	-	-	205	-	-
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	11	116	77	0	55	48	46	158	7	55	221	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	611	585	161	639	588	221	222	0	0	164	0	0
Stage 1	252	252	-	332	332	-	-	-	-	-	-	-
Stage 2	359	333	-	307	255	-	-	-	-	-	-	-
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	406	423	884	389	422	818	1347	-	-	1414	-	-
Stage 1	752	698	-	681	644	-	-	-	-	-	-	-
Stage 2	659	644	-	703	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	307	393	884	237	391	818	1347	-	-	1414	-	-
Mov Cap-2 Maneuver	307	393	-	237	391	-	-	-	-	-	-	-
Stage 1	727	675	-	655	619	-	-	-	-	-	-	-
Stage 2	543	619	-	513	672	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	17.59	13.71	1.69	1.53
HCM LOS	C	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1414	-	-	488	516	1347	-	-
HCM Lane V/C Ratio	0.039	-	-	0.419	0.2	0.034	-	-
HCM Control Delay (s/veh)	7.6	-	-	17.6	13.7	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.7	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	113	0	18	77	30	1	31	14	30	32	19
Future Vol, veh/h	37	113	0	18	77	30	1	31	14	30	32	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	123	0	20	84	33	1	34	15	33	35	21
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.3	8.4	7.9	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	2%	25%	0%	14%	37%
Vol Thru, %	67%	75%	100%	62%	40%
Vol Right, %	30%	0%	0%	24%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	150	0	125	81
LT Vol	1	37	0	18	30
Through Vol	31	113	0	77	32
RT Vol	14	0	0	30	19
Lane Flow Rate	50	163	0	136	88
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.064	0.231	0	0.168	0.114
Departure Headway (Hd)	4.6	5.092	4.968	4.449	4.663
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	779	706	0	807	770
Service Time	2.629	2.816	2.692	2.475	2.689
HCM Lane V/C Ratio	0.064	0.231	0	0.169	0.114
HCM Control Delay, s/veh	7.9	9.3	7.7	8.4	8.3
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.2	0.9	0	0.6	0.4

Intersection	
Int Delay, s/veh	3.1

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	36	15	10	33	17	19	20	194	21	7	200	17
Future Vol, veh/h	36	15	10	33	17	19	20	194	21	7	200	17
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	39	16	11	36	18	21	22	211	23	8	217	18

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	399	517	117	399	519	118	236	0	0	234	0	0
Stage 1	266	266	-	242	242	-	-	-	-	-	-	-
Stage 2	133	251	-	157	277	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	536	461	913	536	460	912	1328	-	-	1331	-	-
Stage 1	717	688	-	740	704	-	-	-	-	-	-	-
Stage 2	856	698	-	829	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	491	451	913	499	449	912	1328	-	-	1331	-	-
Mov Cap-2 Maneuver	491	451	-	499	449	-	-	-	-	-	-	-
Stage 1	705	676	-	736	700	-	-	-	-	-	-	-
Stage 2	810	694	-	787	669	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	12.76	12.22	0.66	0.24
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	479	913	1331	-	-	1328	-	-	481	912
HCM Lane V/C Ratio	0.116	0.012	0.006	-	-	0.016	-	-	0.113	0.023
HCM Control Delay (s/veh)	13.5	9	7.7	-	-	7.8	-	-	13.4	9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	0	0	-	-	0	-	-	0.4	0.1

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	18	4	1	29	5	7	6	2	5	8	12
Future Vol, veh/h	2	18	4	1	29	5	7	6	2	5	8	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	20	4	1	32	5	8	7	2	5	9	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7.2	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	8%	3%	20%
Vol Thru, %	40%	75%	83%	32%
Vol Right, %	13%	17%	14%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	24	35	25
LT Vol	7	2	1	5
Through Vol	6	18	29	8
RT Vol	2	4	5	12
Lane Flow Rate	16	26	38	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.029	0.042	0.029
Departure Headway (Hd)	4.079	3.954	3.948	3.809
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	905	907	938
Service Time	2.111	1.978	1.97	1.84
HCM Lane V/C Ratio	0.018	0.029	0.042	0.029
HCM Control Delay, s/veh	7.2	7.1	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

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	18	0	4	0	1	0	7	70	0	0	84	30
Future Vol, veh/h	18	0	4	0	1	0	7	70	0	0	84	30
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	-	-	-	-	-	-	-	-	-	-	-	-
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	20	0	4	0	1	0	8	76	0	0	91	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	199	199	108	183	215	76	124	0	0	76	0	0
Stage 1	108	108	-	91	91	-	-	-	-	-	-	-
Stage 2	92	91	-	91	124	-	-	-	-	-	-	-
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	759	697	946	779	683	985	1463	-	-	1523	-	-
Stage 1	898	806	-	916	819	-	-	-	-	-	-	-
Stage 2	915	819	-	916	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	754	693	946	771	679	985	1463	-	-	1523	-	-
Mov Cap-2 Maneuver	754	693	-	771	679	-	-	-	-	-	-	-
Stage 1	898	806	-	911	815	-	-	-	-	-	-	-
Stage 2	909	815	-	912	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.74	10.31	0.68	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	783	679	1523	-	-
HCM Lane V/C Ratio	0.005	-	-	0.031	0.002	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.7	10.3	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	20	29	0	10	4	6	206	8	33	199	0
Future Vol, veh/h	8	20	29	0	10	4	6	206	8	33	199	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	9	22	32	0	11	4	7	224	9	36	216	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	535	529	228	536	534	216	216	0	0	233	0	0
Stage 1	241	241	-	288	288	-	-	-	-	-	-	-
Stage 2	293	288	-	248	246	-	-	-	-	-	-	-
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	456	455	811	456	452	824	1353	-	-	1335	-	-
Stage 1	762	706	-	720	674	-	-	-	-	-	-	-
Stage 2	715	674	-	756	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	427	439	811	402	436	824	1353	-	-	1335	-	-
Mov Cap-2 Maneuver	427	439	-	402	436	-	-	-	-	-	-	-
Stage 1	758	702	-	698	653	-	-	-	-	-	-	-
Stage 2	678	653	-	700	699	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	12.09	12.37	0.21	1.11
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	256	-	-	569	504	49	-	-
HCM Lane V/C Ratio	0.027	-	-	0.109	0.03	0.005	-	-
HCM Control Delay (s/veh)	7.8	0	-	12.1	12.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	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	12	15	0	0	12	7	0	14	0	0	19	2
Future Vol, veh/h	12	15	0	0	12	7	0	14	0	0	19	2
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	-	-	-	-	-	-	-	-	-	-	-	-
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	13	16	0	0	13	8	0	15	0	0	21	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	43	37	22	44	38	15	23	0	0	15	0	0
Stage 1	22	22	-	15	15	-	-	-	-	-	-	-
Stage 2	22	15	-	29	23	-	-	-	-	-	-	-
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	959	855	1055	958	854	1064	1592	-	-	1603	-	-
Stage 1	997	877	-	1005	883	-	-	-	-	-	-	-
Stage 2	997	883	-	988	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	938	855	1055	940	854	1064	1592	-	-	1603	-	-
Mov Cap-2 Maneuver	938	855	-	940	854	-	-	-	-	-	-	-
Stage 1	997	877	-	1005	883	-	-	-	-	-	-	-
Stage 2	975	883	-	970	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.18	9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	890	921	1603	-	-
HCM Lane V/C Ratio	-	-	-	0.033	0.022	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.2	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	2	0	1	1	0	13	64	0	0	86	4
Future Vol, veh/h	14	2	0	1	1	0	13	64	0	0	86	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	15	2	0	1	1	0	14	70	0	0	93	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	194	193	96	192	196	70	98	0	0	70	0	0
Stage 1	96	96	-	98	98	-	-	-	-	-	-	-
Stage 2	98	98	-	95	98	-	-	-	-	-	-	-
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	765	702	961	767	700	993	1495	-	-	1531	-	-
Stage 1	911	816	-	909	814	-	-	-	-	-	-	-
Stage 2	908	814	-	912	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	757	695	961	757	693	993	1495	-	-	1531	-	-
Mov Cap-2 Maneuver	757	695	-	757	693	-	-	-	-	-	-	-
Stage 1	911	816	-	900	806	-	-	-	-	-	-	-
Stage 2	898	806	-	910	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.93	9.99	1.25	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	304	-	-	748	724	1531	-	-
HCM Lane V/C Ratio	0.009	-	-	0.023	0.003	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.9	10	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	19	1	0	242	230	14
Future Vol, veh/h	19	1	0	242	230	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
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	21	1	0	263	250	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	521	258	265	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	263	-	-	-	-	-
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	516	781	1299	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	781	1299	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	12.16	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1299	-	525
HCM Lane V/C Ratio	-	-	-	-	0.041
HCM Control Delay (s/veh)	-	-	0	-	12.2
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	7	48	56	1	81	45	65	195	4	68	192	0
Future Vol, veh/h	7	48	56	1	81	45	65	195	4	68	192	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	205	-	-	205	-	-
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	8	52	61	1	88	49	71	212	4	74	209	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	756	712	214	736	714	209	209	0	0	216	0	0
Stage 1	355	355	-	357	357	-	-	-	-	-	-	-
Stage 2	401	357	-	379	358	-	-	-	-	-	-	-
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	325	358	826	335	357	832	1362	-	-	1353	-	-
Stage 1	662	629	-	661	629	-	-	-	-	-	-	-
Stage 2	626	629	-	643	628	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	204	321	826	237	320	832	1362	-	-	1353	-	-
Mov Cap-2 Maneuver	204	321	-	237	320	-	-	-	-	-	-	-
Stage 1	628	597	-	625	594	-	-	-	-	-	-	-
Stage 2	474	594	-	515	595	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	16.22	18.3	1.92	2.04
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1353	-	-	441	407	1362	-	-
HCM Lane V/C Ratio	0.055	-	-	0.274	0.339	0.052	-	-
HCM Control Delay (s/veh)	7.8	-	-	16.2	18.3	7.8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	1.5	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	93	1	24	80	23	0	35	11	31	25	46
Future Vol, veh/h	19	93	1	24	80	23	0	35	11	31	25	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	101	1	26	87	25	0	38	12	34	27	50
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	8.9	8.4	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	17%	0%	19%	30%
Vol Thru, %	76%	83%	0%	63%	25%
Vol Right, %	24%	0%	100%	18%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	112	1	127	102
LT Vol	0	19	0	24	31
Through Vol	35	93	0	80	25
RT Vol	11	0	1	23	46
Lane Flow Rate	50	122	1	138	111
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.063	0.172	0.001	0.172	0.136
Departure Headway (Hd)	4.551	5.101	4.312	4.487	4.414
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	788	705	830	801	813
Service Time	2.576	2.824	2.035	2.509	2.436
HCM Lane V/C Ratio	0.063	0.173	0.001	0.172	0.137
HCM Control Delay, s/veh	7.9	8.9	7	8.4	8.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0	0.6	0.5

Intersection	
Int Delay, s/veh	2.7

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	32	23	2	29	10	14	19	181	38	5	208	17
Future Vol, veh/h	32	23	2	29	10	14	19	181	38	5	208	17
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	35	25	2	32	11	15	21	197	41	5	226	18

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	388	514	119	398	526	122	245	0	0	238	0	0
Stage 1	259	259	-	246	246	-	-	-	-	-	-	-
Stage 2	129	255	-	152	279	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	545	463	910	536	456	906	1319	-	-	1326	-	-
Stage 1	723	692	-	736	701	-	-	-	-	-	-	-
Stage 2	861	695	-	835	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	513	453	910	496	447	906	1319	-	-	1326	-	-
Mov Cap-2 Maneuver	513	453	-	496	447	-	-	-	-	-	-	-
Stage 1	712	682	-	733	698	-	-	-	-	-	-	-
Stage 2	830	692	-	790	668	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	13.28	12.09	0.62	0.17
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	486	910	1326	-	-	1319	-	-	482	906
HCM Lane V/C Ratio	0.123	0.002	0.004	-	-	0.016	-	-	0.088	0.017
HCM Control Delay (s/veh)	13.4	9	7.7	-	-	7.8	-	-	13.2	9
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	0	0	-	-	0	-	-	0.3	0.1

Appendix K – Year 2033 Build Capacity Analysis

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	43	77	1	61	1	45	7	2	1	5	1
Future Vol, veh/h	1	43	77	1	61	1	45	7	2	1	5	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	47	84	1	66	1	49	8	2	1	5	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.6	7.9	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	83%	1%	2%	14%
Vol Thru, %	13%	36%	97%	71%
Vol Right, %	4%	64%	2%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	121	63	7
LT Vol	45	1	1	1
Through Vol	7	43	61	5
RT Vol	2	77	1	1
Lane Flow Rate	59	132	68	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.072	0.136	0.079	0.009
Departure Headway (Hd)	4.429	3.721	4.144	4.268
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	955	857	826
Service Time	2.502	1.78	2.204	2.358
HCM Lane V/C Ratio	0.074	0.138	0.079	0.01
HCM Control Delay, s/veh	7.9	7.4	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.3	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	2	21	0	2	0	48	121	1	0	88	13
Future Vol, veh/h	24	2	21	0	2	0	48	121	1	0	88	13
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	-	-	-	-	-	-	-	-	-	-	-	-
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	26	2	23	0	2	0	52	132	1	0	96	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	340	340	103	333	346	132	110	0	0	133	0	0
Stage 1	103	103	-	236	236	-	-	-	-	-	-	-
Stage 2	237	237	-	97	110	-	-	-	-	-	-	-
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	614	582	952	620	577	917	1480	-	-	1452	-	-
Stage 1	903	810	-	767	709	-	-	-	-	-	-	-
Stage 2	766	709	-	910	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	589	560	952	580	555	917	1480	-	-	1452	-	-
Mov Cap-2 Maneuver	589	560	-	580	555	-	-	-	-	-	-	-
Stage 1	903	810	-	738	682	-	-	-	-	-	-	-
Stage 2	735	682	-	886	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.48	11.51	2.12	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	507	-	-	708	555	1452	-	-
HCM Lane V/C Ratio	0.035	-	-	0.072	0.004	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.5	11.5	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	5	91	23	0	100	62	59	134	7	35	208	0
Future Vol, veh/h	5	91	23	0	100	62	59	134	7	35	208	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	99	25	0	109	67	64	146	8	38	226	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.7	10	10.6	11.2
HCM LOS	A	A	B	B

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	14%	4%	0%	30%
Vol Thru, %	86%	76%	62%	67%
Vol Right, %	0%	19%	38%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	243	119	162	200
LT Vol	35	5	0	59
Through Vol	208	91	100	134
RT Vol	0	23	62	7
Lane Flow Rate	264	129	176	217
Geometry Grp	1	1	1	1
Degree of Util (X)	0.377	0.193	0.253	0.313
Departure Headway (Hd)	5.14	5.377	5.18	5.19
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	705	667	694	693
Service Time	3.14	3.412	3.213	3.218
HCM Lane V/C Ratio	0.374	0.193	0.254	0.313
HCM Control Delay, s/veh	11.2	9.7	10	10.6
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.8	0.7	1	1.3

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	143	2	0	156	43	0	17	1	66	27	6
Future Vol, veh/h	2	143	2	0	156	43	0	17	1	66	27	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	155	2	0	170	47	0	18	1	72	29	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	8.8	8.1	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	1%	0%	67%
Vol Thru, %	94%	97%	78%	27%
Vol Right, %	6%	1%	22%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	147	199	99
LT Vol	0	2	0	66
Through Vol	17	143	156	27
RT Vol	1	2	43	6
Lane Flow Rate	20	160	216	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.199	0.258	0.146
Departure Headway (Hd)	4.882	4.476	4.299	4.89
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	732	802	837	733
Service Time	2.919	2.5	2.322	2.921
HCM Lane V/C Ratio	0.027	0.2	0.258	0.147
HCM Control Delay, s/veh	8.1	8.6	8.8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.7	1	0.5

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1	28	0	1	0	128	126	1	1	214	85
Future Vol, veh/h	32	1	28	0	1	0	128	126	1	1	214	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	1	30	0	1	0	139	137	1	1	233	92
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	8.9	8.5	10	9.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	50%	100%	0%	0%	0%
Vol Thru, %	49%	0%	3%	100%	71%
Vol Right, %	0%	0%	97%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	255	32	29	1	300
LT Vol	128	32	0	0	1
Through Vol	126	0	1	1	214
RT Vol	1	0	28	0	85
Lane Flow Rate	277	35	32	1	326
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.35	0.061	0.045	0.002	0.385
Departure Headway (Hd)	4.552	6.351	5.161	5.47	4.255
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	790	563	692	652	848
Service Time	2.575	4.098	2.907	3.524	2.276
HCM Lane V/C Ratio	0.351	0.062	0.046	0.002	0.384
HCM Control Delay, s/veh	10	9.5	8.2	8.5	9.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	1.6	0.2	0.1	0	1.8

Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	29	0	1	164	244	17
Future Vol, veh/h	29	0	1	164	244	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	-	150	-	-	-
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	32	0	1	178	265	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	455	274	284	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	563	764	1279	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	764	1279	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	11.78	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1279	-	563
HCM Lane V/C Ratio	-	-	0.001	-	0.056
HCM Control Delay (s/veh)	-	-	7.8	-	11.8
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	10	127	71	0	72	44	42	145	6	51	203	1
Future Vol, veh/h	10	127	71	0	72	44	42	145	6	51	203	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	138	77	0	78	48	46	158	7	55	221	1
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	11	9.8	10.6	11.4
HCM LOS	B	A	B	B

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1	SELn2
Vol Left, %	100%	0%	5%	0%	100%	0%
Vol Thru, %	0%	100%	61%	62%	0%	96%
Vol Right, %	0%	0%	34%	38%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	204	208	116	42	151
LT Vol	51	0	10	0	42	0
Through Vol	0	203	127	72	0	145
RT Vol	0	1	71	44	0	6
Lane Flow Rate	55	222	226	126	46	164
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.097	0.358	0.333	0.191	0.081	0.268
Departure Headway (Hd)	6.324	5.814	5.298	5.445	6.417	5.882
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	567	619	678	658	558	611
Service Time	4.057	3.547	3.332	3.485	4.154	3.618
HCM Lane V/C Ratio	0.097	0.359	0.333	0.191	0.082	0.268
HCM Control Delay, s/veh	9.7	11.8	11	9.8	9.7	10.8
HCM Lane LOS	A	B	B	A	A	B
HCM 95th-tile Q	0.3	1.6	1.5	0.7	0.3	1.1

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	113	0	18	77	88	1	109	14	92	108	40
Future Vol, veh/h	57	113	0	18	77	88	1	109	14	92	108	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	123	0	20	84	96	1	118	15	100	117	43
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	11.5	10.3	9.8	11.4
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	1%	34%	0%	10%	38%
Vol Thru, %	88%	66%	100%	42%	45%
Vol Right, %	11%	0%	0%	48%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	170	0	183	240
LT Vol	1	57	0	18	92
Through Vol	109	113	0	77	108
RT Vol	14	0	0	88	40
Lane Flow Rate	135	185	0	199	261
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.202	0.31	0	0.286	0.379
Departure Headway (Hd)	5.385	6.043	5.873	5.176	5.225
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	666	595	0	694	689
Service Time	3.421	3.776	3.606	3.209	3.256
HCM Lane V/C Ratio	0.203	0.311	0	0.287	0.379
HCM Control Delay, s/veh	9.8	11.5	8.6	10.3	11.4
HCM Lane LOS	A	B	N	B	B
HCM 95th-tile Q	0.8	1.3	0	1.2	1.8

Intersection	
Int Delay, s/veh	5

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	36	35	10	88	38	19	20	194	21	7	200	75
Future Vol, veh/h	36	35	10	88	38	19	20	194	21	7	200	75
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	39	38	11	96	41	21	22	211	23	8	217	82

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	410	580	117	441	551	149	299	0	0	234	0	0
Stage 1	266	266	-	273	273	-	-	-	-	-	-	-
Stage 2	145	314	-	168	277	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	526	424	913	500	441	870	1259	-	-	1331	-	-
Stage 1	717	688	-	709	682	-	-	-	-	-	-	-
Stage 2	843	655	-	817	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	454	415	913	439	431	870	1259	-	-	1331	-	-
Mov Cap-2 Maneuver	454	415	-	439	431	-	-	-	-	-	-	-
Stage 1	704	676	-	705	678	-	-	-	-	-	-	-
Stage 2	769	651	-	749	668	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	14.33	15.96	0.67	0.19
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	434	913	1331	-	-	1259	-	-	437	870
HCM Lane V/C Ratio	0.178	0.012	0.006	-	-	0.017	-	-	0.314	0.024
HCM Control Delay (s/veh)	15.1	9	7.7	-	-	7.9	-	-	17	9.2
HCM Lane LOS	C	A	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.6	0	0	-	-	0.1	-	-	1.3	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	30	14	157	107	1
Future Vol, veh/h	12	30	14	157	107	1
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	-	160	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	33	15	171	116	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	317	116	117	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	201	-	-	-	-	-
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	676	936	1471	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	669	936	1471	-	-	-
Mov Cap-2 Maneuver	669	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.53	0.61	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1471	-	840	-	-
HCM Lane V/C Ratio	0.01	-	0.054	-	-
HCM Control Delay (s/veh)	7.5	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	47	16	153	132	5
Future Vol, veh/h	18	47	16	153	132	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	20	51	17	166	143	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	345	143	149	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	201	-	-	-	-	-
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	652	904	1433	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	644	904	1433	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.85	0.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1433	-	813	-	-
HCM Lane V/C Ratio	0.012	-	0.087	-	-
HCM Control Delay (s/veh)	7.5	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	169	178	1
Future Vol, veh/h	0	5	0	169	178	1
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	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	0	184	193	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	193	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	848	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	848	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.27	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	848	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s/veh)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	69	25	144	175	8
Future Vol, veh/h	25	69	25	144	175	8
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	-	160	-	-	160
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	27	75	27	157	190	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	401	190	199	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	211	-	-	-	-	-
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	605	852	1373	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	593	852	1373	-	-	-
Mov Cap-2 Maneuver	593	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.45	1.14	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	763	-	-
HCM Lane V/C Ratio	0.02	-	0.134	-	-
HCM Control Delay (s/veh)	7.7	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	0	169	244	0
Future Vol, veh/h	0	8	0	169	244	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	184	265	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	265	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	773	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	773	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.71	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	773	-	-
HCM Lane V/C Ratio	-	0.011	-	-
HCM Control Delay (s/veh)	-	9.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	19	0	168	250	2
Future Vol, veh/h	1	19	0	168	250	2
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	-	160	-	-	160
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	1	21	0	183	272	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	454	272	274	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	183	-	-	-	-	-
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	564	767	1289	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	564	767	1289	-	-	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.92	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	753	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Control Delay (s/veh)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	44	0	159	255	14
Future Vol, veh/h	9	44	0	159	255	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	48	0	173	277	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	450	277	292	0	-	0
Stage 1	277	-	-	-	-	-
Stage 2	173	-	-	-	-	-
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	567	762	1269	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	567	762	1269	-	-	-
Mov Cap-2 Maneuver	567	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.44	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1269	-	720	-	-
HCM Lane V/C Ratio	-	-	0.08	-	-
HCM Control Delay (s/veh)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	51	177	38	0	35
Future Vol, veh/h	0	51	177	38	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	192	41	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	213
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	827
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	827
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.56
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	827
HCM Lane V/C Ratio	-	-	-	0.046
HCM Control Delay (s/veh)	-	-	-	9.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	149	62	161	50	0	35
Future Vol, veh/h	149	62	161	50	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	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	162	67	175	54	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	229	0	-	0	593	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1339	-	-	-	468	839
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1339	-	-	-	411	839
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.69	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	839
HCM Lane V/C Ratio	0.121	-	-	-	0.045
HCM Control Delay (s/veh)	8.1	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	211	159	38	0	35
Future Vol, veh/h	0	211	159	38	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	173	41	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	193
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	848
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	848
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.44
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	848
HCM Lane V/C Ratio	-	-	-	0.045
HCM Control Delay (s/veh)	-	-	-	9.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	211	194	0	0	0
Future Vol, veh/h	0	211	194	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	229	211	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	440	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1360	-	-	-	574	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1360	-	-	-	574	829
Mov Cap-2 Maneuver	-	-	-	-	574	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1360	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	53	130	1	57	5	140	6	2	5	8	12
Future Vol, veh/h	2	53	130	1	57	5	140	6	2	5	8	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	58	141	1	62	5	152	7	2	5	9	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8	9	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	95%	1%	2%	20%
Vol Thru, %	4%	29%	90%	32%
Vol Right, %	1%	70%	8%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	185	63	25
LT Vol	140	2	1	5
Through Vol	6	53	57	8
RT Vol	2	130	5	12
Lane Flow Rate	161	201	68	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.211	0.226	0.087	0.034
Departure Headway (Hd)	4.725	4.053	4.557	4.464
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	761	887	787	802
Service Time	2.75	2.07	2.579	2.493
HCM Lane V/C Ratio	0.212	0.227	0.086	0.034
HCM Control Delay, s/veh	9	8.3	8	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.9	0.3	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	39	0	1	0	35	110	0	0	128	30
Future Vol, veh/h	18	0	39	0	1	0	35	110	0	0	128	30
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	-	-	-	-	-	-	-	-	-	-	-	-
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	20	0	42	0	1	0	38	120	0	0	139	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	352	351	155	335	367	120	172	0	0	120	0	0
Stage 1	155	155	-	196	196	-	-	-	-	-	-	-
Stage 2	196	196	-	139	172	-	-	-	-	-	-	-
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	603	573	890	619	561	932	1405	-	-	1468	-	-
Stage 1	847	769	-	806	739	-	-	-	-	-	-	-
Stage 2	806	739	-	864	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	585	557	890	572	545	932	1405	-	-	1468	-	-
Mov Cap-2 Maneuver	585	557	-	572	545	-	-	-	-	-	-	-
Stage 1	847	769	-	783	717	-	-	-	-	-	-	-
Stage 2	781	717	-	823	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.13	11.62	1.84	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	434	-	-	764	545	1468	-	-
HCM Lane V/C Ratio	0.027	-	-	0.081	0.002	-	-	-
HCM Control Delay (s/veh)	7.6	0	-	10.1	11.6	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Intersection Delay, s/veh	18.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	8	192	29	0	171	126	137	206	8	33	199	0
Future Vol, veh/h	8	192	29	0	171	126	137	206	8	33	199	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	209	32	0	186	137	149	224	9	36	216	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.8	18	23.1	16
HCM LOS	C	C	C	C

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	14%	3%	0%	39%
Vol Thru, %	86%	84%	58%	59%
Vol Right, %	0%	13%	42%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	229	297	351
LT Vol	33	8	0	137
Through Vol	199	192	171	206
RT Vol	0	29	126	8
Lane Flow Rate	252	249	323	382
Geometry Grp	1	1	1	1
Degree of Util (X)	0.476	0.469	0.576	0.691
Departure Headway (Hd)	6.799	6.782	6.422	6.516
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	527	528	558	549
Service Time	4.895	4.879	4.511	4.599
HCM Lane V/C Ratio	0.478	0.472	0.579	0.696
HCM Control Delay, s/veh	16	15.8	18	23.1
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	2.5	2.5	3.6	5.4

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	318	0	0	295	140	0	14	0	126	19	2
Future Vol, veh/h	12	318	0	0	295	140	0	14	0	126	19	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	346	0	0	321	152	0	15	0	137	21	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.3	15.7	9.6	11.4
HCM LOS	B	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	0%	86%
Vol Thru, %	100%	96%	68%	13%
Vol Right, %	0%	0%	32%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	330	435	147
LT Vol	0	12	0	126
Through Vol	14	318	295	19
RT Vol	0	0	140	2
Lane Flow Rate	15	359	473	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.509	0.632	0.271
Departure Headway (Hd)	6.336	5.104	4.812	6.116
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	563	707	757	586
Service Time	4.393	3.134	2.812	4.16
HCM Lane V/C Ratio	0.027	0.508	0.625	0.273
HCM Control Delay, s/veh	9.6	13.3	15.7	11.4
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.1	2.9	4.6	1.1

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	2	52	1	1	0	269	158	0	0	353	53
Future Vol, veh/h	95	2	52	1	1	0	269	158	0	0	353	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	2	57	1	1	0	292	172	0	0	384	58
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	11	9.9	18.2	15.9
HCM LOS	B	A	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	63%	100%	0%	50%	0%
Vol Thru, %	37%	0%	4%	50%	87%
Vol Right, %	0%	0%	96%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	427	95	54	2	406
LT Vol	269	95	0	1	0
Through Vol	158	0	2	1	353
RT Vol	0	0	52	0	53
Lane Flow Rate	464	103	59	2	441
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.67	0.208	0.099	0.004	0.618
Departure Headway (Hd)	5.195	7.263	6.064	6.849	5.038
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	696	495	590	521	719
Service Time	3.22	5.003	3.803	4.907	3.064
HCM Lane V/C Ratio	0.667	0.208	0.1	0.004	0.613
HCM Control Delay, s/veh	18.2	11.9	9.5	9.9	15.9
HCM Lane LOS	C	B	A	A	C
HCM 95th-tile Q	5.2	0.8	0.3	0	4.3

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	19	1	0	242	230	14
Future Vol, veh/h	19	1	0	242	230	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
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	21	1	0	263	250	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	521	258	265	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	263	-	-	-	-	-
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	516	781	1299	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	781	1299	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	12.16	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1299	-	525
HCM Lane V/C Ratio	-	-	-	-	0.041
HCM Control Delay (s/veh)	-	-	0	-	12.2
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	7	92	56	1	121	45	65	194	4	68	192	0
Future Vol, veh/h	7	92	56	1	121	45	65	194	4	68	192	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	100	61	1	132	49	71	211	4	74	209	0
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	10.7	10.9	11.6	11.5
HCM LOS	B	B	B	B

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1	SELn2
Vol Left, %	100%	0%	5%	1%	100%	0%
Vol Thru, %	0%	100%	59%	72%	0%	98%
Vol Right, %	0%	0%	36%	27%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	192	155	167	65	198
LT Vol	68	0	7	1	65	0
Through Vol	0	192	92	121	0	194
RT Vol	0	0	56	45	0	4
Lane Flow Rate	74	209	168	182	71	215
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.133	0.346	0.263	0.284	0.127	0.356
Departure Headway (Hd)	6.482	5.975	5.624	5.642	6.478	5.957
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	601	637	635	553	603
Service Time	4.224	3.716	3.674	3.692	4.22	3.698
HCM Lane V/C Ratio	0.134	0.348	0.264	0.287	0.128	0.357
HCM Control Delay, s/veh	10.2	11.9	10.7	10.9	10.2	12
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.5	1.5	1.1	1.2	0.4	1.6

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	93	1	24	80	154	0	210	11	153	182	86
Future Vol, veh/h	63	93	1	24	80	154	0	210	11	153	182	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	101	1	26	87	167	0	228	12	166	198	93
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	14.4	15.4	14.2	25.3
HCM LOS	B	C	B	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	40%	0%	9%	36%
Vol Thru, %	95%	60%	0%	31%	43%
Vol Right, %	5%	0%	100%	60%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	156	1	258	421
LT Vol	0	63	0	24	153
Through Vol	210	93	0	80	182
RT Vol	11	0	1	154	86
Lane Flow Rate	240	170	1	280	458
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.428	0.354	0.002	0.493	0.757
Departure Headway (Hd)	6.417	7.509	6.583	6.33	5.953
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	560	478	541	566	609
Service Time	4.481	5.275	4.349	4.392	4.005
HCM Lane V/C Ratio	0.429	0.356	0.002	0.495	0.752
HCM Control Delay, s/veh	14.2	14.4	9.4	15.4	25.3
HCM Lane LOS	B	B	A	C	D
HCM 95th-tile Q	2.1	1.6	0	2.7	6.8

Intersection	
Int Delay, s/veh	8.1

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	32	67	2	146	50	14	19	181	38	5	208	148
Future Vol, veh/h	32	67	2	146	50	14	19	181	38	5	208	148
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	35	73	2	159	54	15	21	197	41	5	226	161

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	410	657	119	493	597	193	387	0	0	238	0	0
Stage 1	259	259	-	317	317	-	-	-	-	-	-	-
Stage 2	151	398	-	176	279	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	526	383	910	459	415	815	1168	-	-	1326	-	-
Stage 1	723	692	-	668	653	-	-	-	-	-	-	-
Stage 2	836	601	-	809	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	439	375	910	362	406	815	1168	-	-	1326	-	-
Mov Cap-2 Maneuver	439	375	-	362	406	-	-	-	-	-	-	-
Stage 1	711	680	-	666	650	-	-	-	-	-	-	-
Stage 2	749	599	-	707	666	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	17.39	25.66	0.65	0.11
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	394	910	1326	-	-	1168	-	-	372	815
HCM Lane V/C Ratio	0.273	0.002	0.004	-	-	0.018	-	-	0.572	0.019
HCM Control Delay (s/veh)	17.6	9	7.7	-	-	8.1	-	-	26.8	9.5
HCM Lane LOS	C	A	A	-	-	A	-	-	D	A
HCM 95th %tile Q(veh)	1.1	0	0	-	-	0.1	-	-	3.4	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	19	41	139	164	3
Future Vol, veh/h	8	19	41	139	164	3
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	-	160	-	-	160
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	9	21	45	151	178	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	418	178	182	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	240	-	-	-	-	-
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	591	865	1394	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	865	1394	-	-	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.99	1.75	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1394	-	751	-	-
HCM Lane V/C Ratio	0.032	-	0.039	-	-
HCM Control Delay (s/veh)	7.7	-	10	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	31	49	169	169	14
Future Vol, veh/h	11	31	49	169	169	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	12	34	53	184	184	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	474	184	199	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	290	-	-	-	-	-
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	549	859	1373	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	528	859	1373	-	-	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.2	1.74	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	738	-	-
HCM Lane V/C Ratio	0.039	-	0.062	-	-
HCM Control Delay (s/veh)	7.7	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	218	198	2
Future Vol, veh/h	0	3	0	218	198	2
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	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	237	215	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	215	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	825	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	825	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.38	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	825	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	9.4	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	44	85	202	173	28
Future Vol, veh/h	16	44	85	202	173	28
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	-	160	-	-	160
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	17	48	92	220	188	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	592	188	218	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	404	-	-	-	-	-
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	469	854	1351	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	437	854	1351	-	-	-
Mov Cap-2 Maneuver	437	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.85	2.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1351	-	680	-	-
HCM Lane V/C Ratio	0.068	-	0.096	-	-
HCM Control Delay (s/veh)	7.9	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	287	217	0
Future Vol, veh/h	0	5	0	287	217	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	0	312	236	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	236	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	803	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	803	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.51	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	803	-	-
HCM Lane V/C Ratio	-	0.007	-	-
HCM Control Delay (s/veh)	-	9.5	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	63	0	284	217	5
Future Vol, veh/h	3	63	0	284	217	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	3	68	0	309	236	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	545	236	241	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	309	-	-	-	-	-
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	500	803	1325	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	500	803	1325	-	-	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.07	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1325	-	782	-	-
HCM Lane V/C Ratio	-	-	0.092	-	-
HCM Control Delay (s/veh)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	151	0	254	253	27
Future Vol, veh/h	30	151	0	254	253	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	33	164	0	276	275	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	551	275	304	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	276	-	-	-	-	-
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	495	764	1256	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	764	1256	-	-	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1256	-	701	-	-
HCM Lane V/C Ratio	-	-	0.281	-	-
HCM Control Delay (s/veh)	0	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	148	246	77	0	121
Future Vol, veh/h	0	148	246	77	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	161	267	84	0	132

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	309
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	731
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	731
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	731
HCM Lane V/C Ratio	-	-	-	0.18
HCM Control Delay (s/veh)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	296	148	265	102	0	123
Future Vol, veh/h	296	148	265	102	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	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	322	161	288	111	0	134

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	399	0	-	0	1148	343
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	804	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1160	-	-	-	220	699
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1160	-	-	-	159	699
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	440	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.19	0	11.36
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1160	-	-	-	699
HCM Lane V/C Ratio	0.277	-	-	-	0.191
HCM Control Delay (s/veh)	9.3	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	444	311	77	0	122
Future Vol, veh/h	0	444	311	77	0	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	483	338	84	0	133

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	380
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	667
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	667
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.73
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	667
HCM Lane V/C Ratio	-	-	-	0.199
HCM Control Delay (s/veh)	-	-	-	11.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	444	433	0	0	1
Future Vol, veh/h	0	444	433	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	483	471	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	471	0	-	0	953	471
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1091	-	-	-	287	593
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1091	-	-	-	287	593
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1091	-	-	-	593
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Control Delay (s/veh)	0	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Appendix L – Year 2038 No Build Capacity Analysis

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	15	1	18	1	7	8	3	1	5	1
Future Vol, veh/h	1	36	15	1	18	1	7	8	3	1	5	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	39	16	1	20	1	8	9	3	1	5	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.1	7.2	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	2%	5%	14%
Vol Thru, %	44%	69%	90%	71%
Vol Right, %	17%	29%	5%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	52	20	7
LT Vol	7	1	1	1
Through Vol	8	36	18	5
RT Vol	3	15	1	1
Lane Flow Rate	20	57	22	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.06	0.024	0.009
Departure Headway (Hd)	4.052	3.828	4.003	4.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	937	895	887
Service Time	2.083	1.846	2.025	2.06
HCM Lane V/C Ratio	0.023	0.061	0.025	0.009
HCM Control Delay, s/veh	7.2	7.1	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	3	11	0	3	0	4	111	1	0	75	15
Future Vol, veh/h	26	3	11	0	3	0	4	111	1	0	75	15
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	3	12	0	3	0	4	121	1	0	82	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	221	220	90	213	228	121	98	0	0	122	0	0
Stage 1	90	90	-	130	130	-	-	-	-	-	-	-
Stage 2	131	130	-	83	98	-	-	-	-	-	-	-
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	735	678	968	744	672	930	1495	-	-	1466	-	-
Stage 1	918	821	-	874	789	-	-	-	-	-	-	-
Stage 2	873	788	-	925	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	729	676	968	729	670	930	1495	-	-	1466	-	-
Mov Cap-2 Maneuver	729	676	-	729	670	-	-	-	-	-	-	-
Stage 1	918	821	-	871	786	-	-	-	-	-	-	-
Stage 2	866	786	-	910	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.9	10.4	0.26	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	62	-	-	778	670	1466	-	-
HCM Lane V/C Ratio	0.003	-	-	0.056	0.005	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.9	10.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	15	25	0	20	0	1	149	8	38	231	0
Future Vol, veh/h	5	15	25	0	20	0	1	149	8	38	231	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	5	16	27	0	22	0	1	162	9	41	251	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	513	502	166	506	507	251	251	0	0	171	0	0
Stage 1	168	168	-	334	334	-	-	-	-	-	-	-
Stage 2	345	334	-	172	173	-	-	-	-	-	-	-
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	472	471	878	477	469	788	1314	-	-	1407	-	-
Stage 1	833	759	-	680	643	-	-	-	-	-	-	-
Stage 2	671	643	-	830	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	434	455	878	430	452	788	1314	-	-	1407	-	-
Mov Cap-2 Maneuver	434	455	-	430	452	-	-	-	-	-	-	-
Stage 1	833	758	-	657	621	-	-	-	-	-	-	-
Stage 2	625	621	-	786	755	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	11.34	13.36	0.05	1.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	254	-	-	617	452	11	-	-
HCM Lane V/C Ratio	0.029	-	-	0.079	0.048	0.001	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.3	13.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	8	3	0	13	4	0	18	1	3	30	7
Future Vol, veh/h	3	8	3	0	13	4	0	18	1	3	30	7
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	-	-	-	-	-	-	-	-	-	-	-	-
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	3	9	3	0	14	4	0	20	1	3	33	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	70	64	36	64	67	20	40	0	0	21	0	0
Stage 1	43	43	-	20	20	-	-	-	-	-	-	-
Stage 2	27	21	-	43	47	-	-	-	-	-	-	-
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	922	827	1036	931	824	1058	1569	-	-	1595	-	-
Stage 1	971	859	-	999	879	-	-	-	-	-	-	-
Stage 2	991	878	-	971	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	901	825	1036	916	822	1058	1569	-	-	1595	-	-
Mov Cap-2 Maneuver	901	825	-	916	822	-	-	-	-	-	-	-
Stage 1	969	857	-	999	879	-	-	-	-	-	-	-
Stage 2	971	878	-	956	854	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.17	9.24	0	0.54
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1569	-	-	880	868	130	-	-
HCM Lane V/C Ratio	-	-	-	0.017	0.021	0.002	-	-
HCM Control Delay (s/veh)	0	-	-	9.2	9.2	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

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	8	1	15	0	1	0	3	107	1	1	78	8
Future Vol, veh/h	8	1	15	0	1	0	3	107	1	1	78	8
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	-	-	-	-	-	-	-	-	-	-	-	-
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	9	1	16	0	1	0	3	116	1	1	85	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	215	215	89	211	219	117	93	0	0	117	0	0
Stage 1	91	91	-	123	123	-	-	-	-	-	-	-
Stage 2	123	124	-	88	96	-	-	-	-	-	-	-
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	742	683	969	746	679	935	1501	-	-	1471	-	-
Stage 1	916	819	-	881	794	-	-	-	-	-	-	-
Stage 2	881	793	-	920	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	738	680	969	730	677	935	1501	-	-	1471	-	-
Mov Cap-2 Maneuver	738	680	-	730	677	-	-	-	-	-	-	-
Stage 1	915	819	-	879	792	-	-	-	-	-	-	-
Stage 2	877	792	-	903	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.3	10.33	0.2	0.09
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	49	-	-	864	677	20	-	-
HCM Lane V/C Ratio	0.002	-	-	0.03	0.002	0.001	-	-
HCM Control Delay (s/veh)	7.4	0	-	9.3	10.3	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	32	0	1	182	271	18
Future Vol, veh/h	32	0	1	182	271	18
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	-	150	-	-	-
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	35	0	1	198	295	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	504	304	314	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	200	-	-	-	-	-
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	527	735	1246	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	527	735	1246	-	-	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	12.32	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1246	-	527
HCM Lane V/C Ratio	-	-	0.001	-	0.066
HCM Control Delay (s/veh)	-	-	7.9	-	12.3
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	11	119	79	0	57	49	46	161	7	57	226	1
Future Vol, veh/h	11	119	79	0	57	49	46	161	7	57	226	1
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	-	-	-	-	-	-	205	-	-	205	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	129	86	0	62	53	50	175	8	62	246	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	679	649	179	710	653	246	247	0	0	183	0	0
Stage 1	279	279	-	370	370	-	-	-	-	-	-	-
Stage 2	401	371	-	340	283	-	-	-	-	-	-	-
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	365	389	864	349	387	793	1319	-	-	1392	-	-
Stage 1	728	680	-	650	620	-	-	-	-	-	-	-
Stage 2	626	620	-	675	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	357	864	190	356	793	1319	-	-	1392	-	-
Mov Cap-2 Maneuver	262	357	-	190	356	-	-	-	-	-	-	-
Stage 1	700	654	-	621	592	-	-	-	-	-	-	-
Stage 2	500	592	-	469	652	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	21.02	14.93	1.68	1.55
HCM LOS	C	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1392	-	-	448	477	1319	-	-
HCM Lane V/C Ratio	0.044	-	-	0.507	0.241	0.038	-	-
HCM Control Delay (s/veh)	7.7	-	-	21	14.9	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.9	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	125	0	20	86	33	1	34	16	33	36	21
Future Vol, veh/h	41	125	0	20	86	33	1	34	16	33	36	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	136	0	22	93	36	1	37	17	36	39	23
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.7	8.6	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	2%	25%	0%	14%	37%
Vol Thru, %	67%	75%	100%	62%	40%
Vol Right, %	31%	0%	0%	24%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	166	0	139	90
LT Vol	1	41	0	20	33
Through Vol	34	125	0	86	36
RT Vol	16	0	0	33	21
Lane Flow Rate	55	180	0	151	98
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.072	0.258	0	0.19	0.129
Departure Headway (Hd)	4.695	5.151	5.026	4.519	4.757
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	762	698	0	793	753
Service Time	2.731	2.879	2.754	2.548	2.789
HCM Lane V/C Ratio	0.072	0.258	0	0.19	0.13
HCM Control Delay, s/veh	8.1	9.7	7.8	8.6	8.5
HCM Lane LOS	A	A	N	A	A
HCM 95th-tile Q	0.2	1	0	0.7	0.4

Intersection	
Int Delay, s/veh	3.3

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	40	17	11	37	18	21	22	215	24	8	222	18
Future Vol, veh/h	40	17	11	37	18	21	22	215	24	8	222	18
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	43	18	12	40	20	23	24	234	26	9	241	20

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	442	573	130	442	576	130	261	0	0	260	0	0
Stage 1	295	295	-	268	268	-	-	-	-	-	-	-
Stage 2	148	278	-	174	308	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	499	428	896	499	426	895	1301	-	-	1302	-	-
Stage 1	689	668	-	714	686	-	-	-	-	-	-	-
Stage 2	840	679	-	811	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	452	418	896	459	416	895	1301	-	-	1302	-	-
Mov Cap-2 Maneuver	452	418	-	459	416	-	-	-	-	-	-	-
Stage 1	677	656	-	709	681	-	-	-	-	-	-	-
Stage 2	789	674	-	763	647	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	13.61	12.92	0.66	0.25
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	441	896	1302	-	-	1301	-	-	444	895
HCM Lane V/C Ratio	0.14	0.013	0.007	-	-	0.018	-	-	0.135	0.026
HCM Control Delay (s/veh)	14.5	9.1	7.8	-	-	7.8	-	-	14.4	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0	0	-	-	0.1	-	-	0.5	0.1

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	20	4	1	32	5	8	7	3	5	9	13
Future Vol, veh/h	3	20	4	1	32	5	8	7	3	5	9	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	22	4	1	35	5	9	8	3	5	10	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.2	7.2	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	11%	3%	19%
Vol Thru, %	39%	74%	84%	33%
Vol Right, %	17%	15%	13%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	27	38	27
LT Vol	8	3	1	5
Through Vol	7	20	32	9
RT Vol	3	4	5	13
Lane Flow Rate	20	29	41	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.032	0.046	0.031
Departure Headway (Hd)	4.068	3.983	3.966	3.819
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	878	898	903	935
Service Time	2.102	2.01	1.991	1.853
HCM Lane V/C Ratio	0.023	0.032	0.045	0.031
HCM Control Delay, s/veh	7.2	7.1	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

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	20	0	4	0	1	0	8	78	0	0	94	33
Future Vol, veh/h	20	0	4	0	1	0	8	78	0	0	94	33
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	-	-	-	-	-	-	-	-	-	-	-	-
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	22	0	4	0	1	0	9	85	0	0	102	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	222	120	204	240	85	138	0	0	85	0	0
Stage 1	120	120	-	102	102	-	-	-	-	-	-	-
Stage 2	103	102	-	102	138	-	-	-	-	-	-	-
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	733	676	931	754	661	974	1446	-	-	1512	-	-
Stage 1	884	796	-	904	811	-	-	-	-	-	-	-
Stage 2	903	811	-	904	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	727	672	931	745	657	974	1446	-	-	1512	-	-
Mov Cap-2 Maneuver	727	672	-	745	657	-	-	-	-	-	-	-
Stage 1	884	796	-	898	805	-	-	-	-	-	-	-
Stage 2	896	805	-	900	782	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.94	10.49	0.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	167	-	-	755	657	1512	-	-
HCM Lane V/C Ratio	0.006	-	-	0.035	0.002	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	9.9	10.5	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	22	32	0	11	4	7	228	9	37	220	0
Future Vol, veh/h	9	22	32	0	11	4	7	228	9	37	220	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	10	24	35	0	12	4	8	248	10	40	239	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	593	588	253	595	592	239	239	0	0	258	0	0
Stage 1	268	268	-	320	320	-	-	-	-	-	-	-
Stage 2	326	320	-	275	273	-	-	-	-	-	-	-
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	417	422	786	416	419	800	1328	-	-	1307	-	-
Stage 1	738	687	-	692	653	-	-	-	-	-	-	-
Stage 2	687	653	-	731	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	386	404	786	359	401	800	1328	-	-	1307	-	-
Mov Cap-2 Maneuver	386	404	-	359	401	-	-	-	-	-	-	-
Stage 1	733	683	-	667	629	-	-	-	-	-	-	-
Stage 2	646	629	-	670	679	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	12.77	13.06	0.22	1.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	259	-	-	532	463	51	-	-
HCM Lane V/C Ratio	0.031	-	-	0.129	0.035	0.006	-	-
HCM Control Delay (s/veh)	7.8	0	-	12.8	13.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	17	0	0	13	8	0	16	0	0	21	3
Future Vol, veh/h	13	17	0	0	13	8	0	16	0	0	21	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	14	18	0	0	14	9	0	17	0	0	23	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	49	42	24	49	43	17	26	0	0	17	0	0
Stage 1	24	24	-	17	17	-	-	-	-	-	-	-
Stage 2	24	17	-	32	26	-	-	-	-	-	-	-
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	951	850	1052	951	848	1061	1588	-	-	1600	-	-
Stage 1	993	875	-	1002	881	-	-	-	-	-	-	-
Stage 2	993	881	-	984	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	928	850	1052	930	848	1061	1588	-	-	1600	-	-
Mov Cap-2 Maneuver	928	850	-	930	848	-	-	-	-	-	-	-
Stage 1	993	875	-	1002	881	-	-	-	-	-	-	-
Stage 2	969	881	-	963	873	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.24	9.02	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	882	919	1600	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.025	-	-	-
HCM Control Delay (s/veh)	0	-	-	9.2	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	3	0	1	1	0	15	71	0	0	95	4
Future Vol, veh/h	16	3	0	1	1	0	15	71	0	0	95	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	17	3	0	1	1	0	16	77	0	0	103	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	216	215	105	215	217	77	108	0	0	77	0	0
Stage 1	105	105	-	110	110	-	-	-	-	-	-	-
Stage 2	110	110	-	105	108	-	-	-	-	-	-	-
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	741	683	949	742	681	984	1483	-	-	1521	-	-
Stage 1	900	808	-	895	804	-	-	-	-	-	-	-
Stage 2	895	804	-	901	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	731	675	949	730	673	984	1483	-	-	1521	-	-
Mov Cap-2 Maneuver	731	675	-	730	673	-	-	-	-	-	-	-
Stage 1	900	808	-	885	795	-	-	-	-	-	-	-
Stage 2	883	795	-	897	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.14	10.16	1.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	314	-	-	722	700	1521	-	-
HCM Lane V/C Ratio	0.011	-	-	0.029	0.003	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.1	10.2	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	21	1	0	268	255	16
Future Vol, veh/h	21	1	0	268	255	16
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	-	150	-	-	-
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	23	1	0	291	277	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	577	286	295	0	-	0
Stage 1	286	-	-	-	-	-
Stage 2	291	-	-	-	-	-
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	478	753	1267	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	478	753	1267	-	-	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	12.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1267	-	486
HCM Lane V/C Ratio	-	-	-	-	0.049
HCM Control Delay (s/veh)	-	-	0	-	12.8
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	8	53	62	1	90	50	73	216	62	75	213	0
Future Vol, veh/h	8	53	62	1	90	50	73	216	62	75	213	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	205	-	-	205	-	-
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	9	58	67	1	98	54	79	235	67	82	232	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	871	822	268	817	855	232	232	0	0	302	0	0
Stage 1	427	427	-	395	395	-	-	-	-	-	-	-
Stage 2	443	395	-	422	461	-	-	-	-	-	-	-
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	272	309	770	295	295	808	1336	-	-	1259	-	-
Stage 1	606	585	-	631	605	-	-	-	-	-	-	-
Stage 2	593	605	-	609	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	272	770	192	260	808	1336	-	-	1259	-	-
Mov Cap-2 Maneuver	146	272	-	192	260	-	-	-	-	-	-	-
Stage 1	570	550	-	590	566	-	-	-	-	-	-	-
Stage 2	428	566	-	468	532	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s/v	19.99	23.89	1.64	2.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1259	-	-	372	341	1336	-	-
HCM Lane V/C Ratio	0.065	-	-	0.359	0.449	0.059	-	-
HCM Control Delay (s/veh)	8.1	-	-	20	23.9	7.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	2.2	0.2	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	103	1	26	88	25	0	38	12	34	28	51
Future Vol, veh/h	21	103	1	26	88	25	0	38	12	34	28	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	112	1	28	96	27	0	41	13	37	30	55
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	9.1	8.7	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	17%	0%	19%	30%
Vol Thru, %	76%	83%	0%	63%	25%
Vol Right, %	24%	0%	100%	18%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	124	1	139	113
LT Vol	0	21	0	26	34
Through Vol	38	103	0	88	28
RT Vol	12	0	1	25	51
Lane Flow Rate	54	135	1	151	123
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.07	0.193	0.001	0.191	0.153
Departure Headway (Hd)	4.638	5.156	4.367	4.548	4.49
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	772	697	819	789	800
Service Time	2.67	2.886	2.097	2.577	2.516
HCM Lane V/C Ratio	0.07	0.194	0.001	0.191	0.154
HCM Control Delay, s/veh	8	9.1	7.1	8.7	8.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0	0.7	0.5

Intersection	
Int Delay, s/veh	2.9

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	36	25	3	32	11	16	21	201	42	5	231	18
Future Vol, veh/h	36	25	3	32	11	16	21	201	42	5	231	18
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	39	27	3	35	12	17	23	218	46	5	251	20

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	429	568	132	440	582	135	271	0	0	264	0	0
Stage 1	287	287	-	272	272	-	-	-	-	-	-	-
Stage 2	142	282	-	168	310	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	510	431	893	501	423	889	1290	-	-	1297	-	-
Stage 1	696	673	-	711	683	-	-	-	-	-	-	-
Stage 2	846	677	-	817	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	475	421	893	457	414	889	1290	-	-	1297	-	-
Mov Cap-2 Maneuver	475	421	-	457	414	-	-	-	-	-	-	-
Stage 1	684	661	-	708	681	-	-	-	-	-	-	-
Stage 2	811	674	-	767	646	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	14.1	12.7	0.62	0.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	451	893	1297	-	-	1290	-	-	445	889
HCM Lane V/C Ratio	0.147	0.004	0.004	-	-	0.018	-	-	0.105	0.02
HCM Control Delay (s/veh)	14.3	9	7.8	-	-	7.8	-	-	14	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.5	0	0	-	-	0.1	-	-	0.3	0.1

Appendix M – Year 2038 Build Capacity Analysis

M

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	47	79	1	62	1	46	8	3	1	5	1
Future Vol, veh/h	1	47	79	1	62	1	46	8	3	1	5	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	51	86	1	67	1	50	9	3	1	5	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.6	7.9	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	1%	2%	14%
Vol Thru, %	14%	37%	97%	71%
Vol Right, %	5%	62%	2%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	127	64	7
LT Vol	46	1	1	1
Through Vol	8	47	62	5
RT Vol	3	79	1	1
Lane Flow Rate	62	138	70	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.143	0.08	0.009
Departure Headway (Hd)	4.428	3.736	4.155	4.285
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	950	854	823
Service Time	2.502	1.797	2.218	2.377
HCM Lane V/C Ratio	0.078	0.145	0.082	0.01
HCM Control Delay, s/veh	7.9	7.4	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.3	0

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	3	22	0	3	0	48	132	1	0	95	15
Future Vol, veh/h	26	3	22	0	3	0	48	132	1	0	95	15
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	3	24	0	3	0	52	143	1	0	103	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	361	360	111	353	368	144	120	0	0	145	0	0
Stage 1	111	111	-	248	248	-	-	-	-	-	-	-
Stage 2	249	249	-	105	120	-	-	-	-	-	-	-
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	595	567	942	602	561	903	1468	-	-	1438	-	-
Stage 1	894	803	-	756	701	-	-	-	-	-	-	-
Stage 2	755	701	-	901	797	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	568	545	942	561	539	903	1468	-	-	1438	-	-
Mov Cap-2 Maneuver	568	545	-	561	539	-	-	-	-	-	-	-
Stage 1	894	803	-	726	674	-	-	-	-	-	-	-
Stage 2	722	674	-	874	797	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.73	11.71	2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	477	-	-	684	539	1438	-	-
HCM Lane V/C Ratio	0.036	-	-	0.081	0.006	-	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.7	11.7	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	5	93	25	0	102	62	59	149	8	38	231	0
Future Vol, veh/h	5	93	25	0	102	62	59	149	8	38	231	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	101	27	0	111	67	64	162	9	41	251	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	10.3	11.1	12
HCM LOS	A	B	B	B

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	14%	4%	0%	27%
Vol Thru, %	86%	76%	62%	69%
Vol Right, %	0%	20%	38%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	269	123	164	216
LT Vol	38	5	0	59
Through Vol	231	93	102	149
RT Vol	0	25	62	8
Lane Flow Rate	292	134	178	235
Geometry Grp	1	1	1	1
Degree of Util (X)	0.421	0.205	0.264	0.344
Departure Headway (Hd)	5.189	5.523	5.333	5.275
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	693	650	674	681
Service Time	3.22	3.563	3.371	3.308
HCM Lane V/C Ratio	0.421	0.206	0.264	0.345
HCM Control Delay, s/veh	12	10	10.3	11.1
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	2.1	0.8	1.1	1.5

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	144	3	0	157	43	0	18	1	67	30	7
Future Vol, veh/h	3	144	3	0	157	43	0	18	1	67	30	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	157	3	0	171	47	0	20	1	73	33	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.7	8.9	8.1	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	2%	0%	64%
Vol Thru, %	95%	96%	79%	29%
Vol Right, %	5%	2%	22%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	150	200	104
LT Vol	0	3	0	67
Through Vol	18	144	157	30
RT Vol	1	3	43	7
Lane Flow Rate	21	163	217	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.203	0.261	0.154
Departure Headway (Hd)	4.903	4.493	4.322	4.895
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	799	833	733
Service Time	2.943	2.519	2.344	2.927
HCM Lane V/C Ratio	0.029	0.204	0.261	0.154
HCM Control Delay, s/veh	8.1	8.7	8.9	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.8	1	0.5

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	1	30	0	1	0	129	137	1	1	222	86
Future Vol, veh/h	33	1	30	0	1	0	129	137	1	1	222	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	1	33	0	1	0	140	149	1	1	241	93
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	8.9	8.6	10.3	10.2
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	48%	100%	0%	0%	0%
Vol Thru, %	51%	0%	3%	100%	72%
Vol Right, %	0%	0%	97%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	267	33	31	1	309
LT Vol	129	33	0	0	1
Through Vol	137	0	1	1	222
RT Vol	1	0	30	0	86
Lane Flow Rate	290	36	34	1	336
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.369	0.064	0.049	0.002	0.4
Departure Headway (Hd)	4.572	6.403	5.211	5.531	4.285
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	786	558	684	644	840
Service Time	2.599	4.156	2.963	3.594	2.309
HCM Lane V/C Ratio	0.369	0.065	0.05	0.002	0.4
HCM Control Delay, s/veh	10.3	9.6	8.2	8.6	10.2
HCM Lane LOS	B	A	A	A	B
HCM 95th-tile Q	1.7	0.2	0.2	0	1.9

Intersection	
Int Delay, s/veh	0.8

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	32	0	1	182	271	18
Future Vol, veh/h	32	0	1	182	271	18
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	-	150	-	-	-
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	35	0	1	198	295	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	504	304	314	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	200	-	-	-	-	-
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	527	735	1246	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	527	735	1246	-	-	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	12.32	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1246	-	527
HCM Lane V/C Ratio	-	-	0.001	-	0.066
HCM Control Delay (s/veh)	-	-	7.9	-	12.3
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	11	139	79	0	78	49	46	161	7	57	226	1
Future Vol, veh/h	11	139	79	0	78	49	46	161	7	57	226	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	151	86	0	85	53	50	175	8	62	246	1
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	11.9	10.3	11.3	12.3
HCM LOS	B	B	B	B

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1	SELn2
Vol Left, %	100%	0%	5%	0%	100%	0%
Vol Thru, %	0%	100%	61%	61%	0%	96%
Vol Right, %	0%	0%	34%	39%	0%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	227	229	127	46	168
LT Vol	57	0	11	0	46	0
Through Vol	0	226	139	78	0	161
RT Vol	0	1	79	49	0	7
Lane Flow Rate	62	247	249	138	50	183
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.112	0.411	0.38	0.218	0.092	0.309
Departure Headway (Hd)	6.512	6.001	5.5	5.684	6.625	6.087
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	550	600	652	629	540	590
Service Time	4.259	3.748	3.553	3.744	4.375	3.837
HCM Lane V/C Ratio	0.113	0.412	0.382	0.219	0.093	0.31
HCM Control Delay, s/veh	10.1	12.9	11.9	10.3	10.1	11.6
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.4	2	1.8	0.8	0.3	1.3

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	125	0	20	86	91	1	112	16	95	112	42
Future Vol, veh/h	61	125	0	20	86	91	1	112	16	95	112	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	136	0	22	93	99	1	122	17	103	122	46
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	12.1	10.8	10.1	12
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	1%	33%	0%	10%	38%
Vol Thru, %	87%	67%	100%	44%	45%
Vol Right, %	12%	0%	0%	46%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	186	0	197	249
LT Vol	1	61	0	20	95
Through Vol	112	125	0	86	112
RT Vol	16	0	0	91	42
Lane Flow Rate	140	202	0	214	271
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.215	0.345	0	0.315	0.402
Departure Headway (Hd)	5.524	6.135	5.968	5.293	5.35
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	648	586	0	679	671
Service Time	3.571	3.874	3.708	3.334	3.391
HCM Lane V/C Ratio	0.216	0.345	0	0.315	0.404
HCM Control Delay, s/veh	10.1	12.1	8.7	10.8	12
HCM Lane LOS	B	B	N	B	B
HCM 95th-tile Q	0.8	1.5	0	1.3	1.9

Intersection	
Int Delay, s/veh	5.3

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	40	37	11	92	39	21	22	215	24	8	222	76
Future Vol, veh/h	40	37	11	92	39	21	22	215	24	8	222	76
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	43	40	12	100	42	23	24	234	26	9	241	83

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	454	636	130	485	608	162	324	0	0	260	0	0
Stage 1	295	295	-	300	300	-	-	-	-	-	-	-
Stage 2	159	341	-	185	308	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	490	394	896	465	409	854	1233	-	-	1302	-	-
Stage 1	689	668	-	684	664	-	-	-	-	-	-	-
Stage 2	827	637	-	799	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	384	896	401	398	854	1233	-	-	1302	-	-
Mov Cap-2 Maneuver	416	384	-	401	398	-	-	-	-	-	-	-
Stage 1	676	655	-	680	660	-	-	-	-	-	-	-
Stage 2	748	633	-	726	646	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	15.46	17.55	0.67	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	NWR	SEL	SET	SER	SBLn1	SBLn2
Capacity (veh/h)	400	896	1302	-	-	1233	-	-	400	854
HCM Lane V/C Ratio	0.209	0.013	0.007	-	-	0.019	-	-	0.356	0.027
HCM Control Delay (s/veh)	16.4	9.1	7.8	-	-	8	-	-	18.9	9.3
HCM Lane LOS	C	A	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.8	0	0	-	-	0.1	-	-	1.6	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	30	14	168	116	1
Future Vol, veh/h	12	30	14	168	116	1
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	-	160	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	33	15	183	126	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	339	126	127	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	213	-	-	-	-	-
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	657	924	1459	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	650	924	1459	-	-	-
Mov Cap-2 Maneuver	650	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.62	0.58	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1459	-	825	-	-
HCM Lane V/C Ratio	0.01	-	0.055	-	-
HCM Control Delay (s/veh)	7.5	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	47	16	164	141	5
Future Vol, veh/h	18	47	16	164	141	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	20	51	17	178	153	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	366	153	159	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	213	-	-	-	-	-
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	633	893	1421	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	626	893	1421	-	-	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.95	0.67	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1421	-	798	-	-
HCM Lane V/C Ratio	0.012	-	0.088	-	-
HCM Control Delay (s/veh)	7.6	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	180	187	1
Future Vol, veh/h	0	5	0	180	187	1
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	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	0	196	203	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	203	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	837	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	837	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.33	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	837	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s/veh)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	69	25	155	184	8
Future Vol, veh/h	25	69	25	155	184	8
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	-	160	-	-	160
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	27	75	27	168	200	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	423	200	209	0	-	0
Stage 1	200	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	588	841	1362	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	576	841	1362	-	-	-
Mov Cap-2 Maneuver	576	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.56	1.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	749	-	-
HCM Lane V/C Ratio	0.02	-	0.136	-	-
HCM Control Delay (s/veh)	7.7	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	0	180	253	0
Future Vol, veh/h	0	8	0	180	253	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	196	275	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	275	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	764	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	764	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.77	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	764	-	-
HCM Lane V/C Ratio	-	0.011	-	-
HCM Control Delay (s/veh)	-	9.8	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	19	0	179	259	2
Future Vol, veh/h	1	19	0	179	259	2
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	-	160	-	-	160
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	1	21	0	195	282	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	282	284	0	-	0
Stage 1	282	-	-	-	-	-
Stage 2	195	-	-	-	-	-
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	548	757	1279	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	548	757	1279	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.99	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1279	-	743	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Control Delay (s/veh)	0	-	10	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	44	0	170	264	14
Future Vol, veh/h	9	44	0	170	264	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	48	0	185	287	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	472	287	302	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	185	-	-	-	-	-
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	551	752	1259	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	551	752	1259	-	-	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.53	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1259	-	708	-	-
HCM Lane V/C Ratio	-	-	0.081	-	-
HCM Control Delay (s/veh)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	52	178	38	0	35
Future Vol, veh/h	0	52	178	38	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	193	41	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	214
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	826
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	826
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.57
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	826
HCM Lane V/C Ratio	-	-	-	0.046
HCM Control Delay (s/veh)	-	-	-	9.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	149	63	162	50	0	35
Future Vol, veh/h	149	63	162	50	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	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	162	68	176	54	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	230	0	-	0	596	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1337	-	-	-	467	837
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1337	-	-	-	410	837
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.67	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1337	-	-	-	837
HCM Lane V/C Ratio	0.121	-	-	-	0.045
HCM Control Delay (s/veh)	8.1	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	212	160	38	0	35
Future Vol, veh/h	0	212	160	38	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	230	174	41	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	195
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	847
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	847
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.45
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	847
HCM Lane V/C Ratio	-	-	-	0.045
HCM Control Delay (s/veh)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	212	195	0	0	0
Future Vol, veh/h	0	212	195	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	230	212	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	212	0	-	0	442	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1358	-	-	-	573	828
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1358	-	-	-	573	828
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1358	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	55	130	1	60	5	141	7	3	5	9	13
Future Vol, veh/h	3	55	130	1	60	5	141	7	3	5	9	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	60	141	1	65	5	153	8	3	5	10	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	8.1	9.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	93%	2%	2%	19%
Vol Thru, %	5%	29%	91%	33%
Vol Right, %	2%	69%	8%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	151	188	66	27
LT Vol	141	3	1	5
Through Vol	7	55	60	9
RT Vol	3	130	5	13
Lane Flow Rate	164	204	72	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.216	0.232	0.091	0.037
Departure Headway (Hd)	4.739	4.079	4.577	4.482
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	758	881	783	798
Service Time	2.765	2.097	2.602	2.514
HCM Lane V/C Ratio	0.216	0.232	0.092	0.036
HCM Control Delay, s/veh	9.1	8.3	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.9	0.3	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	0	39	0	1	0	36	118	0	0	138	33
Future Vol, veh/h	20	0	39	0	1	0	36	118	0	0	138	33
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	-	-	-	-	-	-	-	-	-	-	-	-
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	22	0	42	0	1	0	39	128	0	0	150	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	375	374	168	357	392	128	186	0	0	128	0	0
Stage 1	168	168	-	207	207	-	-	-	-	-	-	-
Stage 2	207	207	-	150	186	-	-	-	-	-	-	-
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	582	556	876	599	544	922	1389	-	-	1458	-	-
Stage 1	834	759	-	795	731	-	-	-	-	-	-	-
Stage 2	795	731	-	853	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	563	539	876	552	527	922	1389	-	-	1458	-	-
Mov Cap-2 Maneuver	563	539	-	552	527	-	-	-	-	-	-	-
Stage 1	834	759	-	771	709	-	-	-	-	-	-	-
Stage 2	770	709	-	811	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.35	11.84	1.79	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	421	-	-	737	527	1458	-	-
HCM Lane V/C Ratio	0.028	-	-	0.087	0.002	-	-	-
HCM Control Delay (s/veh)	7.7	0	-	10.3	11.8	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Intersection	
Intersection Delay, s/veh	22.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	9	194	32	0	172	126	138	228	9	37	220	0
Future Vol, veh/h	9	194	32	0	172	126	138	228	9	37	220	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	211	35	0	187	137	150	248	10	40	239	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.7	20.4	29.7	18.9
HCM LOS	C	C	D	C

Lane	NWLn1	EBLn1	WBLn1	SELn1
Vol Left, %	14%	4%	0%	37%
Vol Thru, %	86%	83%	58%	61%
Vol Right, %	0%	14%	42%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	235	298	375
LT Vol	37	9	0	138
Through Vol	220	194	172	228
RT Vol	0	32	126	9
Lane Flow Rate	279	255	324	408
Geometry Grp	1	1	1	1
Degree of Util (X)	0.555	0.513	0.617	0.774
Departure Headway (Hd)	7.152	7.223	6.853	6.836
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	503	498	525	530
Service Time	5.222	5.292	4.918	4.896
HCM Lane V/C Ratio	0.555	0.512	0.617	0.77
HCM Control Delay, s/veh	18.9	17.7	20.4	29.7
HCM Lane LOS	C	C	C	D
HCM 95th-tile Q	3.3	2.9	4.1	7

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	320	0	0	296	141	0	16	0	126	21	3
Future Vol, veh/h	13	320	0	0	296	141	0	16	0	126	21	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	348	0	0	322	153	0	17	0	137	23	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.5	16	9.6	11.5
HCM LOS	B	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	0%	84%
Vol Thru, %	100%	96%	68%	14%
Vol Right, %	0%	0%	32%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	333	437	150
LT Vol	0	13	0	126
Through Vol	16	320	296	21
RT Vol	0	0	141	3
Lane Flow Rate	17	362	475	163
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.516	0.639	0.278
Departure Headway (Hd)	6.369	5.132	4.842	6.136
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	560	702	750	585
Service Time	4.43	3.166	2.842	4.181
HCM Lane V/C Ratio	0.03	0.516	0.633	0.279
HCM Control Delay, s/veh	9.6	13.5	16	11.5
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.1	3	4.7	1.1

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	3	52	1	1	0	271	165	0	0	362	53
Future Vol, veh/h	97	3	52	1	1	0	271	165	0	0	362	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	3	57	1	1	0	295	179	0	0	393	58
Number of Lanes	1	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	11.2	10	19	16.6
HCM LOS	B	A	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	62%	100%	0%	50%	0%
Vol Thru, %	38%	0%	5%	50%	87%
Vol Right, %	0%	0%	95%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	436	97	55	2	415
LT Vol	271	97	0	1	0
Through Vol	165	0	3	1	362
RT Vol	0	0	52	0	53
Lane Flow Rate	474	105	60	2	451
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.688	0.214	0.102	0.004	0.636
Departure Headway (Hd)	5.225	7.315	6.128	6.924	5.072
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	692	491	584	515	713
Service Time	3.254	5.058	3.87	4.988	3.101
HCM Lane V/C Ratio	0.685	0.214	0.103	0.004	0.633
HCM Control Delay, s/veh	19	12.1	9.6	10	16.6
HCM Lane LOS	C	B	A	A	C
HCM 95th-tile Q	5.5	0.8	0.3	0	4.6

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	21	1	0	268	255	16
Future Vol, veh/h	21	1	0	268	255	16
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	-	150	-	-	-
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	23	1	0	291	277	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	577	286	295	0	-	0
Stage 1	286	-	-	-	-	-
Stage 2	291	-	-	-	-	-
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	478	753	1267	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	478	753	1267	-	-	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s/v	12.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SBLn1
Capacity (veh/h)	-	-	1267	-	486
HCM Lane V/C Ratio	-	-	-	-	0.049
HCM Control Delay (s/veh)	-	-	0	-	12.8
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	8	97	62	1	130	50	73	216	4	75	213	0
Future Vol, veh/h	8	97	62	1	130	50	73	216	4	75	213	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	105	67	1	141	54	79	235	4	82	232	0
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	SE	NW
Opposing Approach	WB	EB	NW	SE
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SE	NW	WB	EB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NW	SE	EB	WB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	11.4	11.7	12.5	12.4
HCM LOS	B	B	B	B

Lane	NWLn1	NWLn2	EBLn1	WBLn1	SELn1	SELn2
Vol Left, %	100%	0%	5%	1%	100%	0%
Vol Thru, %	0%	100%	58%	72%	0%	98%
Vol Right, %	0%	0%	37%	28%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	213	167	181	73	220
LT Vol	75	0	8	1	73	0
Through Vol	0	213	97	130	0	216
RT Vol	0	0	62	50	0	4
Lane Flow Rate	82	232	182	197	79	239
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.151	0.397	0.296	0.321	0.147	0.408
Departure Headway (Hd)	6.675	6.166	5.862	5.874	6.668	6.146
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	536	581	610	608	536	583
Service Time	4.439	3.93	3.936	3.947	4.432	3.91
HCM Lane V/C Ratio	0.153	0.399	0.298	0.324	0.147	0.41
HCM Control Delay, s/veh	10.6	13	11.4	11.7	10.6	13.1
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.5	1.9	1.2	1.4	0.5	2

Intersection	
Intersection Delay, s/veh	21.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	103	1	26	88	156	0	213	12	156	185	91
Future Vol, veh/h	65	103	1	26	88	156	0	213	12	156	185	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	112	1	28	96	170	0	232	13	170	201	99
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay, s/veh	15.3	16.8	15.1	29.2
HCM LOS	C	C	C	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	0%	39%	0%	10%	36%
Vol Thru, %	95%	61%	0%	33%	43%
Vol Right, %	5%	0%	100%	58%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	168	1	270	432
LT Vol	0	65	0	26	156
Through Vol	213	103	0	88	185
RT Vol	12	0	1	156	91
Lane Flow Rate	245	183	1	293	470
Geometry Grp	2	5	5	4a	2
Degree of Util (X)	0.45	0.389	0.002	0.531	0.798
Departure Headway (Hd)	6.626	7.666	6.748	6.51	6.116
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	540	467	527	552	592
Service Time	4.707	5.45	4.531	4.586	4.18
HCM Lane V/C Ratio	0.454	0.392	0.002	0.531	0.794
HCM Control Delay, s/veh	15.1	15.3	9.5	16.8	29.2
HCM Lane LOS	C	C	A	C	D
HCM 95th-tile Q	2.3	1.8	0	3.1	7.8

Intersection	
Int Delay, s/veh	8.6

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	36	69	3	149	51	16	21	201	42	5	231	149
Future Vol, veh/h	36	69	3	149	51	16	21	201	42	5	231	149
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	-	-	Stop	-	-	Stop	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	0	355	-	-	55	-	-
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	39	75	3	162	55	17	23	218	46	5	251	162

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	428	526	109	454	526	126	251	0	-	218	0	0
Stage 1	264	264	-	262	262	-	-	-	-	-	-	-
Stage 2	164	262	-	192	264	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	510	455	923	489	455	901	1311	-	0	1348	-	0
Stage 1	718	689	-	720	690	-	-	-	0	-	-	0
Stage 2	822	690	-	791	689	-	-	-	0	-	-	0
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	430	446	923	398	446	901	1311	-	-	1348	-	-
Mov Cap-2 Maneuver	430	446	-	398	446	-	-	-	-	-	-	-
Stage 1	706	677	-	717	687	-	-	-	-	-	-	-
Stage 2	738	687	-	689	677	-	-	-	-	-	-	-

Approach	NB	SB	SE	NW
HCM Control Delay, s/v	15.82	22.28	0.74	0.16
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	SEL	SET	SBLn1	SBLn2
Capacity (veh/h)	440	923	1348	-	1311	-	409	901
HCM Lane V/C Ratio	0.259	0.004	0.004	-	0.017	-	0.531	0.019
HCM Control Delay (s/veh)	16	8.9	7.7	-	7.8	-	23.3	9.1
HCM Lane LOS	C	A	A	-	A	-	C	A
HCM 95th %tile Q(veh)	1	0	0	-	0.1	-	3	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	19	41	147	174	3
Future Vol, veh/h	8	19	41	147	174	3
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	-	160	-	-	160
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	9	21	45	160	189	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	189	192	0	-	0
Stage 1	189	-	-	-	-	-
Stage 2	249	-	-	-	-	-
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	576	853	1381	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	853	1381	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.09	1.68	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	737	-	-
HCM Lane V/C Ratio	0.032	-	0.04	-	-
HCM Control Delay (s/veh)	7.7	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	31	49	177	179	14
Future Vol, veh/h	11	31	49	177	179	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	12	34	53	192	195	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	493	195	210	0	-	0
Stage 1	195	-	-	-	-	-
Stage 2	299	-	-	-	-	-
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	535	847	1361	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	847	1361	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.31	1.68	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1361	-	724	-	-
HCM Lane V/C Ratio	0.039	-	0.063	-	-
HCM Control Delay (s/veh)	7.8	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	226	208	2
Future Vol, veh/h	0	3	0	226	208	2
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	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	0	246	226	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	226	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	813	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	813	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.44	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	813	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	9.4	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	44	85	210	183	28
Future Vol, veh/h	16	44	85	210	183	28
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	-	160	-	-	160
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	17	48	92	228	199	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	612	199	229	0	-	0
Stage 1	199	-	-	-	-	-
Stage 2	413	-	-	-	-	-
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	457	842	1339	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	425	842	1339	-	-	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.98	2.27	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	667	-	-
HCM Lane V/C Ratio	0.069	-	0.098	-	-
HCM Control Delay (s/veh)	7.9	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	295	227	0
Future Vol, veh/h	0	5	0	295	227	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	0	321	247	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	247	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	792	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	792	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.58	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	792	-	-
HCM Lane V/C Ratio	-	0.007	-	-
HCM Control Delay (s/veh)	-	9.6	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	63	0	292	227	5
Future Vol, veh/h	3	63	0	292	227	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	3	68	0	317	247	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	564	247	252	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	317	-	-	-	-	-
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	487	792	1313	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	487	792	1313	-	-	-
Mov Cap-2 Maneuver	487	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.15	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1313	-	770	-	-
HCM Lane V/C Ratio	-	-	0.093	-	-
HCM Control Delay (s/veh)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	151	0	262	263	27
Future Vol, veh/h	30	151	0	262	263	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	160	-	-	160
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	33	164	0	285	286	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	571	286	315	0	-	0
Stage 1	286	-	-	-	-	-
Stage 2	285	-	-	-	-	-
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	483	753	1245	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	483	753	1245	-	-	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	689	-	-
HCM Lane V/C Ratio	-	-	0.286	-	-
HCM Control Delay (s/veh)	0	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1.2	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	150	248	77	0	121
Future Vol, veh/h	0	150	248	77	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	163	270	84	0	132

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	311
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	729
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	729
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.02
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	729
HCM Lane V/C Ratio	-	-	-	0.18
HCM Control Delay (s/veh)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	296	150	267	102	0	123
Future Vol, veh/h	296	150	267	102	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	90	-	-	-	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	322	163	290	111	0	134

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	401	0	-	0	1152	346
Stage 1	-	-	-	-	346	-
Stage 2	-	-	-	-	807	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1158	-	-	-	218	697
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1158	-	-	-	158	697
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.17	0	11.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1158	-	-	-	697
HCM Lane V/C Ratio	0.278	-	-	-	0.192
HCM Control Delay (s/veh)	9.3	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	446	313	77	0	122
Future Vol, veh/h	0	446	313	77	0	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	485	340	84	0	133

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	382
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	665
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	665
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.75
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	665
HCM Lane V/C Ratio	-	-	-	0.199
HCM Control Delay (s/veh)	-	-	-	11.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	446	435	0	0	1
Future Vol, veh/h	0	446	435	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	485	473	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	473	0	-	0	958	473
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	485	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1089	-	-	-	286	591
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	286	591
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	619	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	591
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Control Delay (s/veh)	0	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Conditions of Approval for the Amendment to the Zoning Map (Rezone):

Case No. RZPAD2025-004

Houser Crossing

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

1. CONFORMANCE TO DEVELOPMENT PLAN. The development shall conform to the Development Plan, entitled "Houser Crossing Development Plan," which is on file with the City Clerk and made a public record by Resolution No. (*To Be Determined at the City Council Hearing*) and incorporated into these Conditions of Approval and ordinance by reference as if fully set forth herein. Any proposed significant change to the Development Plan, as determined by the Zoning Administrator based on criteria including, but not limited to, land use, density, or improvements, shall be subject to additional action and public hearings before the Planning and Zoning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.
2. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. The development shall conform to the amended development standards included in the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning and Zoning Commission and City Council.
3. DEFINITIONS. For the purposes of these Conditions of Approval, the definitions of the following terms shall apply:
    a. *Development Site* is a specific area within the Development Plan which is proposed for a specified zone, use, or density, and may be developed separately from the balance of the property of the Development Plan.
    b. *West Perimeter Road* is the unnamed north-south roadway and utility easement that is centered on the property's west property line, between West Houser Road and the West Tonto Road alignment Roadway and Utility Easement
    c. *Perimeter Streets* is the West Houser Road, North Eleven Mile Corner Road, West Tonto Road, and *West Perimeter Road*.
4. SUBDIVISION BY PLAT. The subdivision or splitting of property shall only be allowed by a subdivision plat approved by the City of Eloy. The first subdivision plat shall include the entire property indicated in the Development Plan.
5. OPENSPACE REQUIREMENTS. The open space requirements specified in the Development Plan for the area of the property with the Multiple-family Residential (R-3) Planned Area Development Overlay (PAD) and R-3 PAD Aviation Overlay (AO) are in addition to any streetscape landscape areas, parking area landscaping, and landscaped buffer area requirements of the Zoning Ordinance. Each *Development Site* shall provide open space in accordance with the standards of the Development Plan and shall independently comply with these requirements, without relying on open space provided on another *Development Site.*
6. TRANSFER OF DEVELOPMENT RIGHTS. Transfer of the development rights, including density between lots/parcels and *Development Site*s, is prohibited without an amendment to the Development Plan, which shall be processed as a separate Amendment to the Zoning Map (rezone).

7. RIGHT-OF-WAY. The property owner/developer shall dedicate to the City all right-of-way, as determined to serve the development of the property. Right-of-way widths shall conform to the City's applicable standards for the corresponding street at the time of development, and shall include any additional right-of-way for cul-de-sacs, turn lanes, roundabouts, and other street improvements necessary to serve the development and provide access to lots within the property, as determined by the City Engineer or designee.
8. RIGHT-OF-WAY DEDICATION FOR PERIMETER STREETS. The following perimeter street right-of-ways shall be dedicated with the first subdivision plat of the property indicated in the Development Plan, unless an alternative schedule is explicitly approved in writing by the City Council through a separate agreement:
    a. West Houser Road. The developer shall dedicate a minimum of half a street right-of-way for a Major Arterial right-of-way along the entire frontage of the property, and any additional right-of-way necessary to realign West Houser Road with the centerline alignment of the street on the east side of North Eleven Mile Corner Road, as determined by the City Engineer or designee.
    b. North Eleven Mile Corner Road. The developer shall dedicate a minimum of half a street right-of-way for a Minor Arterial Street along the entire frontage of the property.
    c. West Tonto Road Alignment Roadway and Utility Easement. The developer shall dedicate a minimum of half a street right-of-way for a Collector Street along the entire frontage of the property.
    d. *West Perimeter Road*. Unless the entire sixty (60) foot width of *West Perimeter Road* is abandoned/released, the developer shall dedicate the east half of the street along the entire frontage of the property.
9. EASEMENTS. The property owner/developer shall dedicate to the City all easements, as determined by the City Engineer or designee, or Zoning Administrator, necessary to serve the development of the property.
10. LOT FRONTAGE. All lots shall abut a right-of-way dedicated to the City of Eloy with street improvements constructed to City standards, or a private street tract providing access to a right-of-way dedicated to the City of Eloy with street improvements constructed to City standards, as determined by the City Engineer or designee. The private tract and street improvements shall comply with the width and construction standards approved by the City Engineer or designee.
11. PRIVATE STREETS.
    a. Residential Private Street(s). Residential Private Street(s) shall be located in a private subdivision street tract, and street improvements shall comply with the public street widths and construction standards approved by the City Engineer or designee.
    b. Residential Private Street Gates. Street gate(s) shall be provided across private streets that directly connect to a public street right-of-way.
    c. Private street tracks and improvements shall not be conveyed or accepted by the City of Eloy.
12. GATED STREETS AND DRIVEWAYS. The location of the call box and gates of the gated street or driveway shall be placed in the location specified in the City's standards. If the aforementioned standards are not in place at the time of construction document approval, the locations of the call box and gates shall be determined by the Zoning Administrator.
13. SUBDIVISION LAND TRACTS. All subdivision land tracts, including private street tracts, shall be owned and maintained by a property owner association.

14. STREETLIGHT IMPROVEMENT DISTRICT. With the first final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Street Light Improvement District for the cost of the electricity, operation, and maintenance of the street lighting system within the development.

15. MAINTENANCE IMPROVEMENT DISTRICT. With the first final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Maintenance Improvement District for the operations, maintenance, repair, and improvements to private streets, landscaping adjacent to designated public roadways and parkways, subdivision land tracts and associated improvments, drainage and retention within each proposed district.

INFRASTRUCTURE

16. TRAFFIC IMPACT ANALYSIS. With each site plan or preliminary plat application submittal for the development of the property, unless specificial not required by the City Engineer, the developer shall submit and receive acceptance from the City Engineer or designee of an update to the Traffic Impact Analysis (TIA) attached to the City Council Report and dated February 18, 2026 by City Staff (hereafter, the "Master TIA"). The updated TIA shall be produced by a registered Traffic Engineer licensed to practice in Arizona. At a minimum, the updated Traffic Impact Analysis shall address on-site and off-site traffic flows; project impacts and mitigation measures and improvements; anticipated trip generation; and the level of service.

    a. West Tonto Road and North Eleven Mile Corner Road Intersection. With the first Site Plan or Preliminary Plat Application, the developer shall submit an updated TIA that incorporates the West Tonto Road and North Eleven Mile Corner Road Intersection into the analysis.

    b. Driveway/Street Entrances.

        i. The driveways shown and labeled 10 and 16 on the map in Figure 15 of the Master TIA shall be limited to right in and right out only, unless otherwise approved by the City Engineer in an updated TIA.

        ii. The driveways shown and labeled 14 on the map in Figure 15 of the Master TIA shall be limited to right-in and right-out Emergency Access and Emergency Exit only, unless otherwise approved by the City Engineer in an updated TIA.

        iii. If the *West Perimeter Road* is to be dedicated, the driveway labeled 20 in Figure 15 of the Master TIA shall be eliminated, and vehicle access to the Self-storage *Development Site* shall be provided through the Commercial Center *Development Site* via private vehicle cross-access easement, unless otherwise approved by the City Engineer in an updated TIA. Alternatively, the City Engineer may approve access to the Self-storage *Development Site* from the West Perimeter Road.

17. WATER AND WASTEWATER INFRASTRUCTURE. The developer shall be responsible for providing and constructing all infrastructure in accordance with the Eloy Code to serve the development along the entire frontage of West Houser Road, North Eleven Mile Corner Road, and West Tonto Road, and within the development of the property of the Development Plan.

18. BASIS OF DESIGN REPORT. With each site plan or preliminary plat application submittal for the development of the property, unless specificial not required by the City Engineer or designee, the property owner/developer shall submit and receive acceptance from the City Engineer or designee of a Basis of Design Report for Water and a Basis of Design Report for Wastewater for the development identified in the aforementioned application. The City Engineer or designee may defer the submittal

of the aforementioned report(s) until the construction document submittal for the related site plan or plat map.

19. STREET AND RELATED INFRASTRUCTURE. The property owner/developer shall be responsible for providing and constructing the following in accordance with City Standards:

    a. North Eleven Mile Corner Road. The developer shall construct all half-street improvements for a Minor Arterial Street, as well as turn lanes and intersection improvements to serve the development.

    b. West Houser Road. Complete street improvements to align the street with the street's center line alignment on the east side of North Eleven Mile Corner Road for a Major Arterial Street. The street alignment geometry from the existing street to the west of the property, to the centerline of the street on the east side of North Eleven Mile Corner Road, shall adhere to the American Association of Highway and Transportation Officials (AASHTO) Standards as determined by the City Engineer or designee for the street's ultimate classification of a Major Arterial Street. A minimum half-street improvement shall be constructed in locations abutting the property where additional street improvements are not required to realign the street, as determined by the City Engineer or designee.

    c. North Eleven Mile Corner Road and West Houser Road. Complete intersection improvements based on the West Houser Road and North Eleven Mile Corner Road street classifications. If the intersection signalization is not warranted at the time of development, as determined by the City Engineer or designee, the developer shall make an in-lieu payment to the City for the improvements prior to the issuance of any permit to construct the street, or in accordance with an alternative schedule explicitly approved in writing by the City Council through a separate agreement.

    d. West Tonto Road. The developer shall construct all half-street improvements along the property's frontage for a Collector Street, unless a lesser frontage length is approved by the City Engineer or designee. If a lesser street frontage length is approved, the developer shall make an in-lieu payment to the City for the portion of the street that will not be constructed, which shall be paid prior to the issuance of any permits to construct the street.

    e. *West Perimeter Road*. If *West Perimeter Road* is required to be dedicated, and the City Engineer or designee does not require the street to be constructed, the developer shall make an in-lieu payment to the City for the half-street improvements along the entire west property line frontage. The in-lieu payment shall be paid with the first permit for the development of any street or any part of the property included in the development plan, unless an alternative schedule is explicitly approved in writing by the City Council through a separate agreement.

    f. Internal Streets. Full street improvements shall be constructed by the developer in accordance with the Eloy City Code and street cross sections. In addition, the developer shall construct traffic calming as an integral part of the street improvement, in locations specified by the Zoning Administrator, City Engineer, or designee.

    g. Improvements to Perimeter Streets. Unless an alternative schedule is explicitly approved in writing by the City Council through a separate agreement, the construction of the improvements for the perimeter streets shall be a requirement of the first Preliminary and the first Final Plat applications for the property indicated in the Development Plan, and the development of the perimeter street shall be a condition of the preliminary and final plat approvals.

20. ROUNDABOUT INTERSECTIONS. The developer shall construct a roundabout intersection in locations specified by the City Engineer or designee as an alternative to a signalized intersection, or driveway and street intersection.
21. IN-LIEU PAYMENT AND IMPROVEMENTS. Upon written request of the City Engineer or designee, the property owner or developer shall pay to the City an in-lieu fee representing the development's proportionate share of the cost to design, construct, and install the ultimate roadway configuration and related street improvements necessary to accommodate the development, including, but not limited to, traffic control devices, signalized intersections, and roundabout intersections. The proportionate share shall be calculated based on standards, methodologies, and the engineer's cost estimates accepted by the City Engineer and consistent with an update to the Master TIA and City Code. Payment of the in-lieu fees shall be made prior to issuance of any permits or final plat approval, unless the City Council authorizes an alternative schedule in a separate agreement.
    i. If the City Engineer or designee determines that the median for the West Houser Road and North Eleven Mile Corner Road is not to be constructed as part of the half-street improvements, the developer shall make an in-lieu payment to the City for their proportional share of median improvements prior to the issuance of any permits to construct the street, unless the City Council authorizes an alternative schedule in a separate agreement.
22. STANDARDS OF IMPROVEMENTS. With the development of the property, all required infrastructure improvements shall be constructed in accordance with the most recent Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development.
23. CONSTRUCTION COMPLETED. Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, or Final Inspection, whichever is first, for the applicable phase of development property, the property owner shall complete all the infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer.

PUBLIC NOTICE

24. NOTICE FOR SUBDIVISION PUBLIC REPORT AND RECORDED PLAT. The property owner/developer shall incorporate the following notice in the Subdivision Public Report submitted to the Arizona Department of Real Estate for each final plat, and shall provide the notice cover sheet of all preliminary and final plat maps:

    Notice is hereby given that this subdivision is located in close proximity to the City of Eloy Wastewater Treatment Plant.

    A. Wastewater treatment operations conducted at the City of Eloy Wastewater Treatment Plant that are consistent with Arizona Department of Environmental Quality rules and regulations and established prior to surrounding residential and commercial uses are presumed to be reasonable and do not constitute a nuisance unless the wastewater treatment operations has a substantial adverse effect on the public health and safety.

    B. Wastewater treatment operations undertaken in conformity with federal, state and local laws and regulations are presumed to be good wastewater treatment practices and not adversely affecting the public health and safety.

    Notice is hereby given of the normal wastewater treatment operations and practices in the immediate and surrounding area including, but not necessarily limited to, the odors, flies and dust. Notice is further given that wastewater treatment operations will occur on a 24-hour-a-day basis, which will also include lights, noise, odor and trucking activities.

CITIZEN PARTICIPATION REPORT

Project: **Houser Crossing General Plan Amendment and Rezone Application**
Bowman Job No.: 051879-01-001

Date: **November 21, 2025**

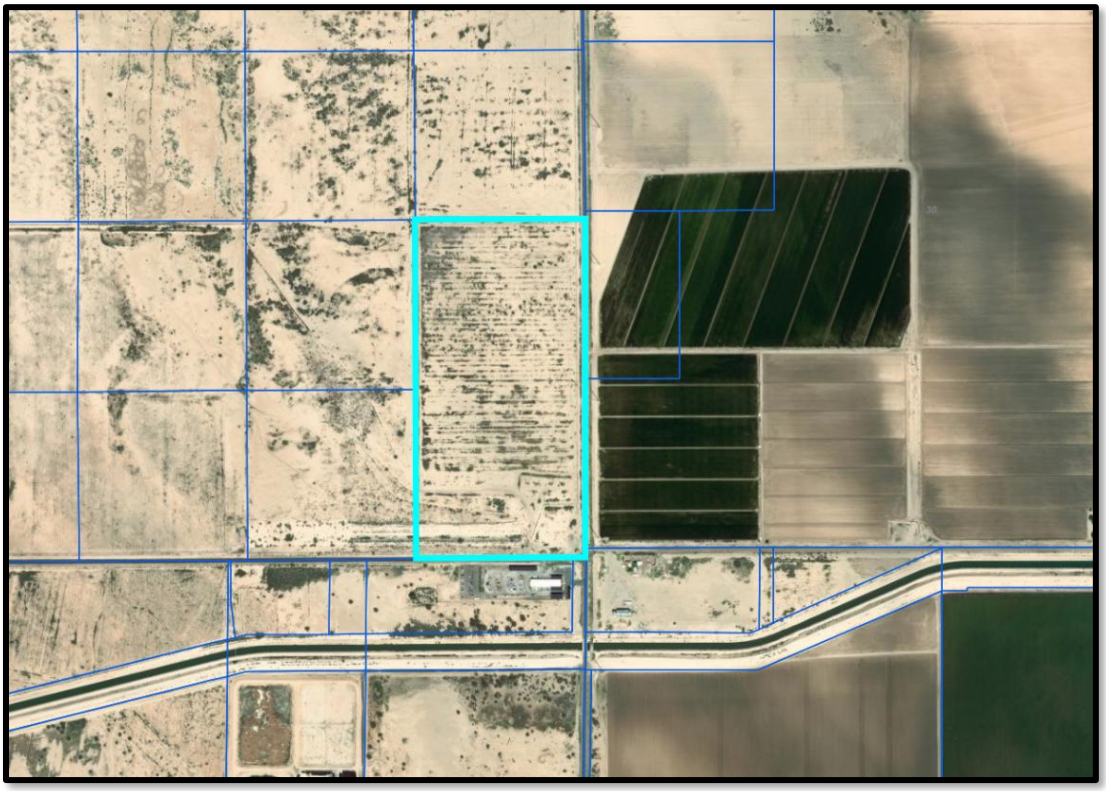
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1) General Summary

Eloy Community Development Partners, LLC, was the recipient of a request for proposal (RFP) by the City of Eloy for the development of residential dwelling units and commercial retail elements. Working in conjunction with Eloy Community Development Partners LLC, this development intends to provide necessary work force housing to accommodate the expected increase in area population within the next 10 to 20 years. The location of the site can be seen below in the context map.

Houser Crossing includes traditional garden style apartments, build-for-rent units, and a single-family home community. Along with residential development, the site also includes a neighborhood shopping center and a self-storage facility.

As part of the Minor General Plan Amendment and Rezone process, the applicant, Eloy Community Development Partners LLC, is required to hold a neighborhood meeting to encourage public participation. This meeting is an opportunity for the applicant to present their project, solicit feedback and address issues and concerns from neighboring stakeholders. Bowman Consulting, on behalf of Eloy Community Development Partners, LLC, submits this Citizen Participation Plan.



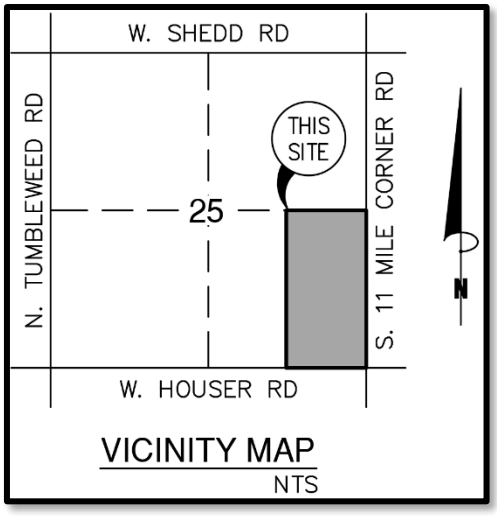
Context Map

This Citizen Participation Plan (CPP) conforms to the requirements set forth in the Eloy Code of Ordinance Chapter 21, Article IV, 21-6-2.3. This process provides an opportunity for public information and engagement with citizens.

2) Project Description

The proposed development is located at the northwest corner of Houser Road and 11 Mile Corner within the city limits of Eloy. This proposed amendment and rezone will allow the development and construction of residential dwelling units including traditional garden style apartments, build-for-rent units, and a single-family home community. Also included in the development is a commercial center and a self-storage facility.

The Minor General Plan Amendment application requests amending the Land Use Designation from Light Industrial (LI) to High Density Residential (HDR) and Community Commercial (CC) on the subject parcel. By permitting this amendment, it allows the City of Eloy to provide flexible and diversified housing to support a more sustainable and economical future for the region. The rezone application requests amending the zoning designation from Light Industrial (I-1) to Multiple Family Residential (R-3) and General Commercial (C-2) zoning with a PAD overlay. The PAD designation will allow the forthcoming developments to be best suited for market conditions and to best serve future residents of the area. The currently vacant site is further identified by the Pinal County Assessor Parcel Number (APN) 404-27-0150, located in Santa Cruz Ranches Parcel 15 Cabinet B Slide 138 Sec 25-7S-7E and reflected below in the vicinity map.



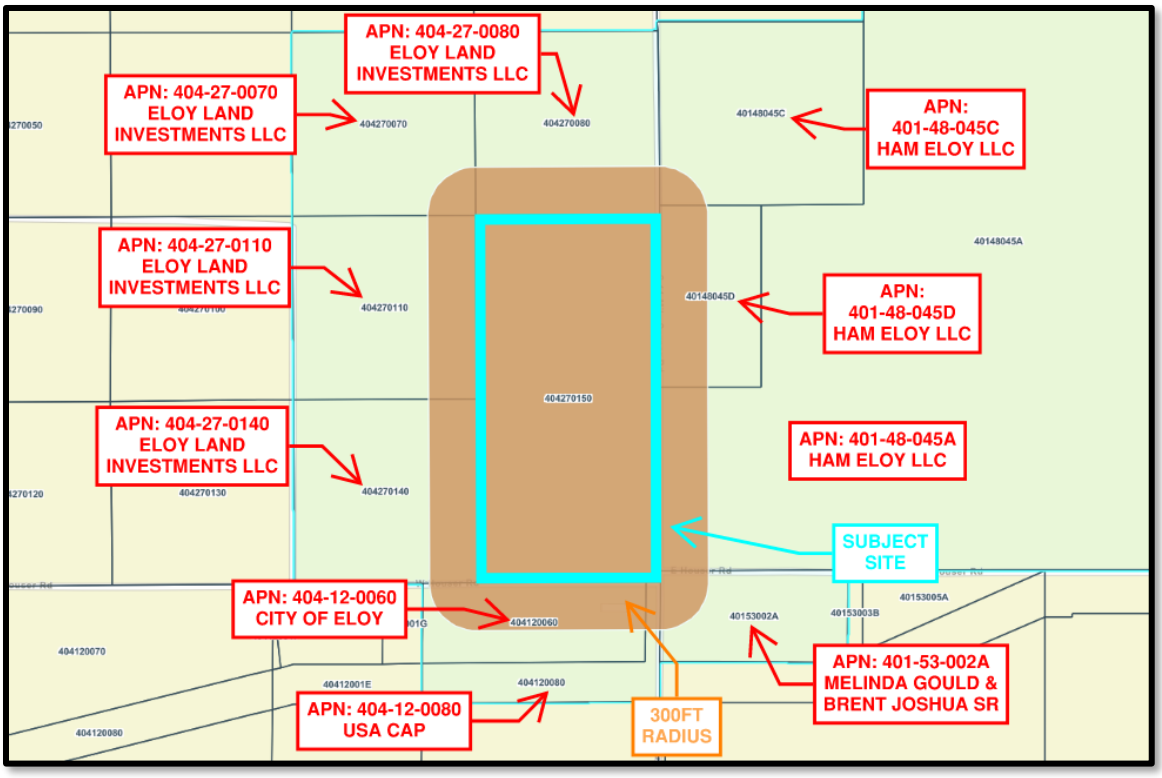
Vicinity Map

3) Stakeholders Affected by the Proposal

This site is surrounded by vacant and agricultural land along with the Eloy Public Works Department. The Pinal County Assessor map includes the following property owners within 300 feet of the development:

- USA CAP
- Eloy Land Investments LLC
- Ham Eloy LLC
- City of Eloy
- Melinda Gould & Brent Joshua Sr.

Property owners within 300 feet of the project site are attached to this plan as taken from the Pinal County Assessor's Office parcel viewer map.



Property Owners within 300 feet of the Project Site

4. Notification Process

Those interested in and potentially affected by these applications will be notified in accordance with the City of Eloy requirements of the Development Code Table 6.2-1: Summary of Notice Requirements within Section 21-6-2.5 in the Zoning Code:

a. Neighborhood Meeting

i. One (1) neighborhood meeting will be held informing project type and presenting the proposed layout to solicit public input at least 15 calendar days prior to the first public hearing.

ii. Notification to property owners within 300-feet of the subject property will be by first class mail a minimum of 10 calendar days prior to the first public hearing with information on attending. Neighborhood meetings shall be held at a publicly accessible location near the subject property. The meeting shall be held on a weekday evening at any reasonable time and scheduled by the applicant.

iii. The applicant shall provide mailing labels to the City containing names of property owners of subject property and owners within 300' of outer boundary of subject property.

iv. The applicant shall submit, to the Community Development Department, seven (7) calendar days before the first public hearing on the matter, a written summary of the neighborhood meeting. The following information shall be included in the meeting summary, at a minimum: date, time, and location of the meeting; a copy of the mailing list and meeting sign-in sheet, a summary of how the applicant has addressed or proposes to address the issues, concerns, and objections identified during the meeting.

A neighborhood meeting was held on November 13th, 2025, at 6pm in the Eloy City Hall Community Room. No neighborhood residents were present at the meeting, only a representative from Bowman was present to conduct the meeting.

b. Public Hearing

i. Mailed Notice

A notice of public hearing shall be sent by the City, via U.S. first class mail, at least fifteen (15) calendar days prior to the public hearing. The applicant shall be responsible for providing the City with mailing labels containing the names and addresses of:

a. The applicant or representative and owners of the subject property;
b. All real property owners, as shown on the latest Pinal County assessment records, within three hundred feet (300') of the outer boundary of the subject property. This notification area may be expanded if other policies adopted by the City Council require notification within a larger area or the Zoning Administrator determines the potential impact of the project extends beyond the required notification boundary;
c. Residents, registered neighborhoods, and homeowner associations that may be impacted as a result of the application, and other neighborhood entities identified by the City;
d. Interested parties which have requested that they be placed on a contact list for this application;
e. Interested parties that have been identified by the City;
f. If the proposed project involves land that abuts other municipalities or unincorporated areas of Pinal County or a combination thereof, notice of the public hearing shall be sent to the planning agency of the adjacent governmental unit.
g. If the proposed project involves land that is located within the territory in the vicinity of a military airport or ancillary military facility as defined in Arizona Revised Statutes section 28-8461, notice of the public hearing shall be sent to the military airport.

Mailed notices were sent out to residents within 300' of the property boundary on October 24th, 2025. The notarized Affidavit of Notification was sent to Dan Symer, Eloy Planning Director on October 28th, 2025.

One (1) surrounding property owner to the north and west of the subject property, Eloy Land Investments LLC, called Bowman on October 29th, 2025, seeking general information for the proposed project. Dawn Fortuna, AICP from Bowman was able to speak to the landowner and provided the requested information.

ii. Published Notice

A public hearing display ad shall be placed by the City, at least once in a local newspaper of general circulation within the City. The advertisement shall be published at least fifteen (15) calendar days prior to the public hearing.

To be completed by the City of Eloy prior to public hearing for the proposed GPA and Rezone.

iii. Posted Notice

A notice of public hearing shall be posted by the applicant on the lot, parcel, or tract of land that is the subject of the application. A minimum of one posting shall be placed in a manner that is clearly visible from the most heavily traveled public right-of-way adjoining the subject property and shall be placed at least fifteen (15) calendar days prior to the public hearing. Such notice shall be composed of weatherproof materials and shall be printed so that the following are visible from a distance of one hundred feet (100'): the application type, the application request (i.e., for a Zoning Map amendment display the present zoning district classification and the proposed zoning district classification) and the date, time, and location of the hearing. The City shall update the sign as needed and maintain the sign in good condition throughout the required posting period. The posting shall be removed no later than ten (10) calendar days after the public hearing and final action.

Prior to the signs being posted, approval for the sign content was obtained from the City Planning Director, Dan Symer on October 24th, 2025. The two (2) sign postings were then placed on the site on October 27th, 2025, meeting all of the City of Eloy sign posting guidelines. The notarized Affidavit of Sign Posting was provided to the Planning Director on October 29th, 2025. Dates for the Planning and Zoning Commission and City Council Hearing will be updated on the existing signs as soon as dates are confirmed and before the 15 calendar day deadline per City requirements.

PLANNING & ZONING COMMISSION

MEETING

WEDNESDAY, JANUARY 21, 2026

6:00 PM

ELOY CITY COUNCIL CHAMBERS

595 NORTH C STREET

ELOY, ARIZONA 85131

I. Call to Order

Chairman Paulson called the meeting to order at 6:00 pm.

II. Roll Call

Chairman Paulson
Vice-Chairman Tolson
Commissioner Wittman (Excused)
Commissioner Crawford
Commissioner Frassetto
Commissioner Nallanthighal
Commissioner Gunn
Alternate Commissioner Lopez
Ex-Officio Sutton

Staff:

Dan Symer, Community Development Director
Michelle Hall, Executive Assistant

III. Pledge of Allegiance

Chairman Paulson led the Pledge of Allegiance.

IV. Public Appearances

There were no public comments.

V. Motion to approve the meeting minutes of the Planning and Zoning Commission for January 21, 2026.

A. December 17, 2025, Planning and Zoning Commission Meeting Minutes.
There was a discussion to correct the previous minutes from the meeting on November 19th, 2025, which had already been corrected. Those corrections included several items:

- Item IV. Commissioner Wittman brought up the JW Water work
- Item VI. Regarding GPA 2024-005, the board took no action, but the item was heard.
- Item VII. Regarding Hideout Ranch, the item was passed with conditions from the staff.

Also, for the minutes of December 17, 2025, there was a question regarding a direct quote from the mayor, which stated [The city is not looking over this] sic was referring to ADOT's work. It was clarified that the Minutes reflect the recorded meeting audio.

Vice-Chairman Tolson motioned to approve the minutes with clarifications to the items discussed.

Commissioner Crawford seconded the motion.

The motion passed 7-0

VI. Consent Agenda

A. All items listed on the consent agenda may be enacted by one motion and one roll call vote of the Planning and Zoning Commission. Unless a commission member or member of the public so requests, a separate discussion be held on any item; the item will be removed from the consent agenda and considered in its normal sequence on the agenda. The commission shall conduct a Public Hearing and possibly take action on the following:

1. Case No. CUP2025-010: AT&T Wireless Communication Tower. A request by Bill Koning of Smartlink, LLC, on behalf of Orlando and Esmeralda D. Jerez, for a Conditional Use Permit (CUP) to allow a Wireless Facility use on a 40-acre property located at 2365

West Hanna Road, and zoned Single-family Residential (R1-43).

Chairman Paulson opened the public hearing.

Chairman Paulson closed the public hearing.

Chairman Paulson requested a motion to approve the consent agenda.

Vice-Chairman Tolson motioned to approve the consent agenda.

Commissioner Crawford seconded the motion.

The motion passed 7-0

VII. New Business: Possible discussion and/or action on the following:

A. Conduct a public hearing and discuss the following: Case No. GPA2025-001: TES Eloy. At request by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of I-10 Eloy Eleven Mile Corner and Battaglia Dr 453, LLC, for a major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use, consisting of approximately 338 acres located at the northeast corner of West Battaglia Road and West Frontier Street. This is a non-action public hearing.

Chairman Paulson opened the public hearing.

Ms. Vermillion from Coe & Van Loo gave her presentation and stated that this was a Major General Plan Amendment from Medium Density Residential and General Industrial to Mixed-Use, consisting of approximately 338 acres, located at the northeast corner of West Battaglia Road and West Frontier Street.

Chairman Paulson closed the public hearing.

B. Airport Master Plan Implementation and Capital Improvements Program Update

Ms. Wasiniak, the City of Eloy Airport Manager, gave a presentation on the five-year Airport Master Plan and the current Capital Improvement program.

Vice-Chairman Tolson asked if the additional hangars would be revenue-generating.

Ms. Wasiniak stated it could, but the city does not have the funds to construct the Hangars, they are looking into other options.

C. General Plan Update - Mapping the Future Outreach Summary

Ms. Garbarino from Logan Simpson gave a presentation and update on the Eloy General Plan.

Mayor Sutton asked where they planned on holding the meeting.

Ms. Garbarino stated here at City Hall.

Vice-Chair Tolson asked how long it would run.

Ms. Garbarino stated two days.

Director Symer stated that no date has been set yet and wanted to include schoolchildren.

Chairman Paulson asked if she knew what the ballot verbiage would be.

Ms. Garbarino stated that there is some legislative language that is pretty standard.

Director Symer stated that the language is bland. Ms. Garbarino is right.

Commissioner Nallanthighal asked whether Ms. Garbarino could share the feedback they have received.

D. Eloy Airpark Area Plan — Existing Conditions Report and Initial Outreach Summary

Ms. Garbarino from Logan Simpson gave a brief presentation regarding the Airpark and stated that as this project moves forward, they would seek feedback from the city and the community.

Commissioner Frassetto asked for clarification on a comment in the community. That was in reference to airport safety, management, and compliance.

Ms. Garbarino stated the community wanted safety around the airport.

Mayor Sutton stated he would like the airport to expand as much as possible. It would build Eloy as well as hotels, businesses, housing, etc.

Commissioner Nallanthighal asked about the airpark's boundary.

Ms. Garbarino stated there will likely be an overlay.

Commissioner Nallanthighal stated he was wondering if the designation of the airpark has implications for that space and its immediate surroundings. And are there restrictions?

Ms. Garbarino stated that it is a Planned Area of Development, and there is no federal regulation tied to it. They will be starting the project from scratch.

E. Eloy Air Park - Vision

Ms. Garbarino provided an update on the vision and shared dates for upcoming workshops.

VIII. Informational Item:

A. Planning and Zoning Commission members and staff will update the public on relevant events and activities they have attended since the last meeting, and any future events, activities, and potential agenda items. These items are for information only—no action will be taken.

Mayor Sutton gave updates regarding the projects that were forwarded to The council specifically for The Hideout passed 7-0 at the last city council meeting.

Vice-Chairman Tolson asked about the Blue Star Hotel and whether it was in violation of the codes.

Director Symer stated that they were shut down due to environmental issues. They They are addressing their issues and constructing a new sewer system. The property owner is working with the city.

B. March 2026 Planning and Zoning Meeting - March 11, 2026

IX. Motion to Adjourn

Chairman Paulson adjourned the meeting at 7:34 pm.