



TRAFFIC IMPACT STUDY

MURPHY USA: 9091 WESTVIEW RD

Lone Tree, Colorado

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- G. Total Future (with site development) Synchro Outputs

Executive Summary

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 0.97 acres in size and is identified as Douglas County Parcel Number 0156901102003. It is located on the southwest quadrant of the E County Line Road/ Parkland Road intersection in Lone Tree, CO. It is zoned Planned Development (PD) and is currently occupied by vacant building previously serving as a fast-food restaurant with drive-through use.

The study area is generally bounded by E County Line Road to the north, Parkland Road to the east, Westview Road to the south, and property lines to the west. The study area for the project includes intersections that could be affected by the proposed development:

- Yosemite Street/Parkland Road
- Westview Road/Chester Street
- Westview Road/Parkland Road
- E County Line Road/Parkland Road
- Proposed Site Accesses

Description of Proposed Development

The Applicant, Murphy Oil USA, seeks to raze and redevelop the property with a gas station with convenience store use. Site access is proposed via an existing right-in (RI) only access on Parkland Road and the existing full movement access on Westview Road.

Conclusions and Recommendations

Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the signalized intersections within the study area currently operate at overall acceptable levels of service (LOS) "C" or better during the weekday AM and PM peak hours, the unsignalized intersection movements currently operate at LOS "A" during the weekday AM and PM peak hours, and all queues remain within their respective storage lengths.
- Under background future build-out (2028) traffic conditions, without the development of the subject site, the intersections are forecasted to operate generally consistent with existing conditions and all queues are expected to remain within their respective storage lengths.
- The proposed site development would generate, upon completion and full occupancy, 39 net new weekday AM and 47 net new weekday PM peak hour vehicle trips as well as 597 net new weekday daily trips.
- Under total future build-out (2028) traffic conditions, with development of the site, the intersections within the study area would operate generally consistent with background future conditions and all queues are expected to remain within their respective storage lengths.

Recommendations

- It is recommended that the Applicant provide access consistent with the access configuration analyzed in this study.

I. Introduction

Overview

This report presents the results of a Traffic Impact Study (TIS) conducted in support of a site plan to develop a gas station with convenience store use in Lone Tree, CO. Currently the site is occupied by a vacant building previously serving as a fast-food restaurant with drive-through use.

Per the requirements of the City of Lone Tree, a TIS is required to support the proposed development.

Site Location and Study Area

The property that comprises the application area for the proposed development is approximately 0.97 acres in size and is identified as Douglas County Parcel Number 0156901102003. It is located on the southwest quadrant of the E County Line Road/Parkland Road intersection in Lone Tree, CO, as shown in Figure 1-1. It is zoned Planned Development (PD) and is currently occupied by vacant building previously serving as a fast-food restaurant with drive-through use. Site access is proposed via an existing RI access on Parkland Road and an existing full movement access on Westview Road.

The Applicant, Murphy Oil USA, seeks to develop the property with a gas station with convenience store use. A reduction of the Applicant's proposed conceptual site plan is provided in Figure 1-2. A full-size copy of the plan is provided in Appendix A.

The study area is generally bounded by E County Line Road to the north, Parkland Road to the east, Westview Road to the south, and property lines to the west.

Tasks undertaken during this study included the following:

1. Reviewed the Applicant's proposed development plans and other background data.
2. Conducted a virtual field reconnaissance of existing roadway and intersection geometries, traffic controls, and speed limits.
3. Collected peak hour turning movement counts at the key intersections.
4. Analyzed existing levels of service at each of the key study intersections based on the methodologies set forth in the Highway Capacity Guidelines (HCM) 7th Edition and reports generated by Synchro as reported by Synchro version 12 software.
5. Forecasted background future traffic volumes based on baseline traffic counts and regional traffic growth for build-out (2028) conditions.
6. Calculated background levels of service at each of the key study intersections for the projected build-out year based on background future traffic forecasts and the existing lane use and traffic controls.
7. Estimated the number of AM and PM peak hour trips that would be generated by the proposed use based on the Institute of Transportation Engineers (ITE) Trip Generation 12th Edition rates/equations and methodologies.
8. Prepared AM and PM peak hour total future traffic forecasts based on background traffic forecasts plus site traffic assignments for the build-out (2028) condition.

9. Calculated total future levels of service for each of the key study intersections based on projected total future traffic forecasts and existing/future traffic controls and intersection geometries.
10. Identified roadway improvements required to accommodate future traffic volumes, as necessary.

Sources of data for this analysis included the ITE Trip Generation 12th Edition, the Highway Capacity Guidelines HCM 7th, Synchro 12, Murphy Oil USA, City of Lone Tree, Douglas County, Colorado, and the files/library of Galloway.

Site Description and Access

Site Conditions

The terrain proximate to and surrounding the site is generally classified as "level".

Hazardous Conditions

Based on the field reconnaissance in the vicinity of the subject site, no hazardous features or constraints were identified.

Proposed Site Access

Access to the site is proposed via an existing RI access on Parkland Road and an existing full movement access on Westview Road.

Existing Zoning

The subject site is currently zoned Planned Development (PD) and is currently occupied by a vacant building previously serving as a fast-food restaurant with drive-through use.

Nearby Uses

The properties surrounding the subject site are generally developed with commercial uses.



FIGURE 1-1
SITE LOCATION

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO





II. Background Information

Study Area

The study area was determined by a review of intersections that would experience a significant portion of turning movement volumes generated by the site. As such, the traffic study focuses primarily on the following intersections:

Study Intersections

- Yosemite Street/Parkland Road
- Westview Road/Chester Street
- Westview Road/Parkland Road
- E County Line Road/Parkland Road
- Proposed Site Accesses

The study intersections, as well as additional study assumptions were confirmed via a base assumptions form and subsequent conversations with Staff. The approved base assumptions form is provided as Appendix B.

Study Assumptions

For purposes of this analysis only, the proposed use was assumed to be built and occupied in one distinct phase. It was assumed that the use would be built and operational in study year 2028.

Study Methodology

Synchro software version 12 was used to evaluate levels of service at each of the study intersections during the weekday AM and PM peak hours. Synchro is a macroscopic model used for optimizing traffic signal timing and performing capacity analyses. The software can model existing traffic signal timings or optimize splits, offsets, and cycle lengths for individual intersections, an arterial, or a complete network. Synchro allows the user to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings as well as optimize traffic signal timings.

The levels of service reported for the signalized and unsignalized intersections analyzed herein were taken from the Highway Capacity Manual (HCM) 7th and reports generated by Synchro. Level of service descriptions are included in Appendix C.

A default percent heavy vehicle (%HV) factor of 2% was used for all movements in the study area.

Existing signal timings were used for all signalized intersections during all scenarios.

Existing Roadway Network

Regional access to the subject site is provided by E County Line Road and Yosemite Street, and local access is provided via Chester Street, Parkland Road, and Westview Road. Figure 2-1 depicts existing lane use and traffic controls in the vicinity of the subject site. The following provides a description of each of the roadways within the study network.

E County Line Road

E County Line Road is constructed as a six-lane median divided roadway with turn lanes at major intersections. The posted speed limit is 45 mph in the vicinity of the subject site. The City classifies the

roadway as a Major Arterial and it provides east-west connection through the region. The intersection with Parkland Road operates under free-flow control.

Yosemite Street

Yosemite Street is constructed as a six-lane median divided roadway with turn lanes at major intersections. The posted speed limit is 35 mph in the vicinity of the subject site. The City classifies the roadway as a Major Arterial and it provides north-south connection through the region. The intersection with Parkland Road operates under signalized control.

Chester Street

Chester Street is constructed as a four-lane roadway with turn lanes at intersections in the vicinity of the subject site with a posted speed limit of 30 mph. The City classifies the roadway as a Collector providing north-south connection through the region. The intersection with Westview Road operates under signalized control.

Parkland Road

Parkland Road is constructed as a north-south two-lane roadway with turn lanes at intersections and provides local access for commercial uses. The City classifies the roadway as a Local Road. The intersection with Westview Road operates under four-way STOP control and the intersection with Yosemite Street operates under signalized control.

Westview Road

Westview Road is constructed as an east-west two-lane roadway with turn lanes at intersections and provides local access for commercial uses. The City classifies the roadway as a Local Road. The intersection with Westview Road operates under four-way STOP control and the intersection with Chester St operates under signalized control.



FIGURE 2-1
EXISTING LANE USE AND TRAFFIC CONTROL

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

- ← MOVEMENT
- ◫ SIGNALIZED INTERSECTION
- STOP STOP SIGN
- YIELD YIELD SIGN



III. Analysis of Existing Conditions

Traffic Volumes

Weekday AM and PM peak hour traffic volume counts were conducted on Thursday February 26, 2026, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the study intersections by IDAX Data Collection.

The existing volumes are summarized in Figure 3-1. Copies of traffic counts are included in Appendix D. Existing peak hour factors (PHF) were also computed by approach from the traffic counts and applied to the analysis with a minimum of 0.85 and a maximum of 0.92.

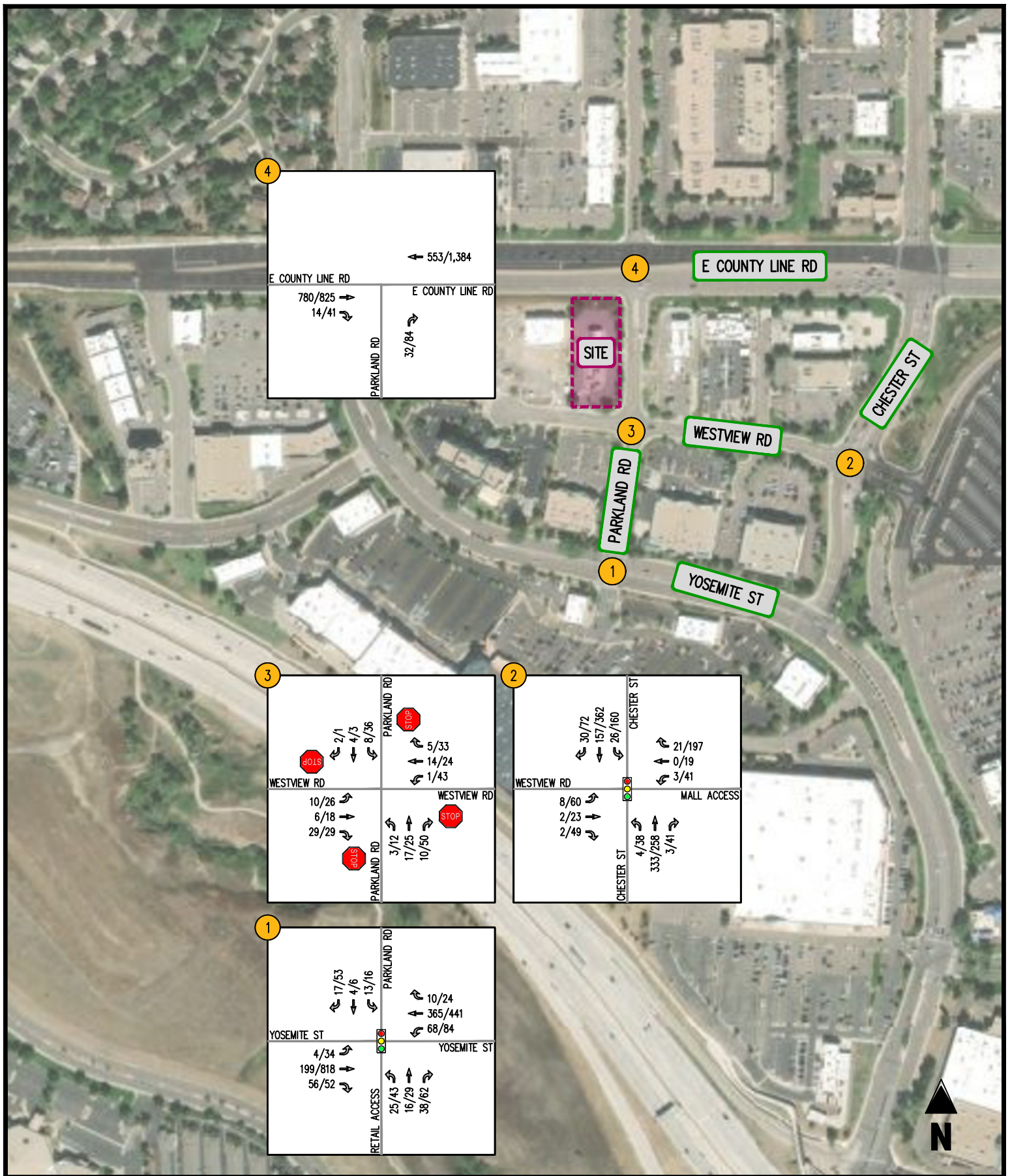
Existing Levels of Service

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing lane use and traffic controls shown in Figure 2-1 and existing baseline vehicular traffic volumes shown in Figure 3-1. The capacity analysis results are presented in Appendix E and summarized in Table 3-1 and in Figure 3-2.

As shown in Table 3-1, the signalized intersections in the study area currently operate at acceptable overall levels of service (LOS) "C" or better during the weekday peak hours. The unsignalized intersection movements currently operate at acceptable LOS "A" during the weekday peak hours.

Existing Queueing

An analysis of intersection 95th-percentile queues was performed at key locations. The results of the queueing analysis, as reported by Synchro, are summarized in Table 3-2. As shown in the table, all queues are contained within their effective storage.



**FIGURE 3-1
EXISTING VOLUMES**

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚦 YIELD SIGN



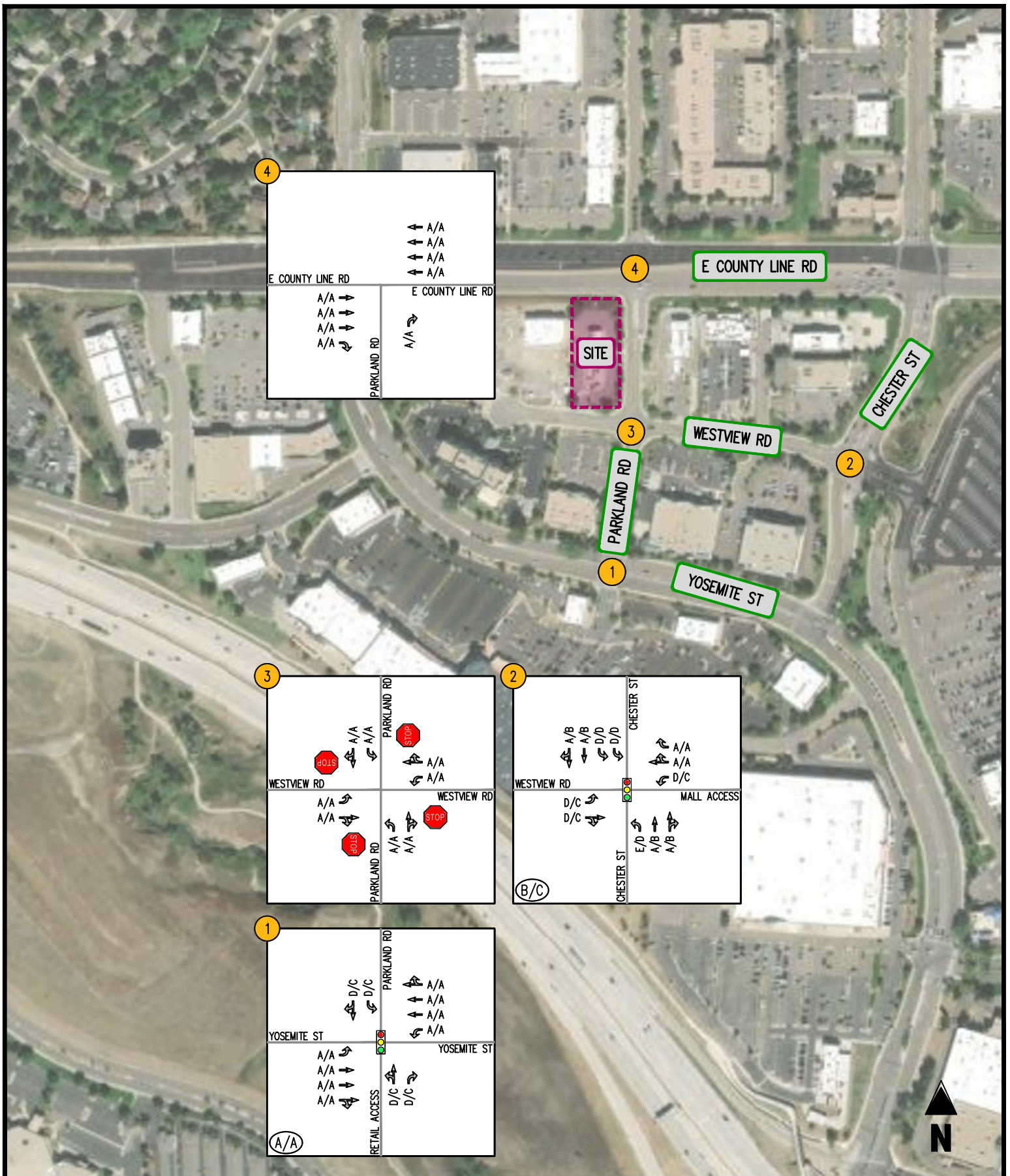


FIGURE 3-2
EXISTING LEVELS OF SERVICE

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚦 YIELD SIGN



Table 3-1

Murphy USA: 9091 Westview Rd - Lone Tree, CO
Existing Intersection Level of Service Summary^{(1) (2)}

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing 2026		
				AM Peak Hour	PM Peak Hour	
1 Yosemite St & Parkland Rd	SIGNAL	Yosemite St	EBL	A (3.6)	A (5.0)	
			EBTR	A (4.1)	A (7.4)	
		Yosemite St	WBL	A (2.6)	A (4.8)	
			WBTR	A (3.1)	A (5.7)	
		Retail Access	NBLT	D (41.6)	C (30.4)	
			NBR	D (42.8)	C (29.9)	
		Parkland Rd	SBL	D (43.0)	C (32.8)	
			SBTR	<u>D (40.9)</u>	<u>C (29.7)</u>	
		Overall			A (9.0)	A (9.7)
		2 Westview Rd & Chester St	SIGNAL	Westview Rd	EBL	D (44.0)
EBTR	D (45.7)				C (31.7)	
WBL	D (43.8)				C (32.9)	
Mall Access	WBTR			A (0.0)	A (0.0)	
	WBR			A (0.0)	A (0.0)	
Chester St	NBL			E (67.7)	D (40.6)	
	NBTR			A (8.9)	B (17.7)	
Chester St	SBL			D (45.0)	D (35.1)	
	SBTR			<u>A (7.8)</u>	<u>B (17.8)</u>	
Overall				B (11.6)	C (23.3)	
3 Westview Rd & Parkland Rd	STOP	Westview Rd	EBL	A [8.0]	A [8.5]	
			EBTR	A [7.0]	A [7.6]	
		Westview Rd	WBL	A [7.9]	A [8.6]	
			WBTR	A [7.3]	A [7.7]	
		Parkland Rd	NBL	A [8.0]	A [8.4]	
			NBTR	A [7.3]	A [7.9]	
		Parkland Rd	SBL	A [8.0]	A [8.7]	
			SBTR	A [7.2]	A [7.7]	
4 E County Line Rd & Parkland Rd	STOP	E County Line Rd	EBT	A [0.0]	A [0.0]	
			EBR	A [0.0]	A [0.0]	
		E County Line Rd	WBT	A [0.0]	A [0.0]	
			NBR	A [0.0]	A [0.0]	
		Parkland Rd	NBR	A [0.0]	A [0.0]	

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.

(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 3-2

Murphy USA: 9091 Westview Rd - Lone Tree, CO

Existing Intersection Queueing Summary⁽¹⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Existing 2026	
					AM Peak Hour	PM Peak Hour
1 Yosemite St & Parkland Rd	SIGNAL	Yosemite St	EBL	300	3	12
			EBTR	-	24	115
		Yosemite St	WBL	250	17	24
			WBTR	-	39	56
		Retail Access	NBLT	-	56	66
			NBR	-	1	8
		Parkland Rd	SBL	150	25	22
			SBTR	-	23	31
2 Westview Rd & Chester St	SIGNAL	Westview Rd	EBL	100	18	56
			EBTR	-	10	39
			WBL	-	11	43
		Mall Access	WBTR	-	0	48
			WBR	-	0	31
		Chester St	NBL	150	13	44
			NBTR	-	57	62
		Chester St	SBL	250	21	64
3 Westview Rd & Parkland Rd	STOP	Westview Rd	EBL	75	3	3
			EBTR	-	3	5
		Westview Rd	WBL	100	0	5
			WBTR	-	3	8
		Parkland Rd	NBL	125	0	3
			NBTR	-	3	10
		Parkland Rd	SBL	-	0	5
			SBTR	-	0	0
4 E County Line Rd & Parkland Rd	STOP	E County Line Rd	EBT	-	0	0
			EBR	-	0	0
		E County Line Rd	WBT	-	0	0
			NBR	-	0	0

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

IV. Analysis of Future Conditions without Site Development

Methodology

The future traffic forecasts, without the proposed new use, were developed for 2028 (build-out) conditions based on a composite of existing baseline traffic volumes and regional traffic growth.

Regional Growth

Increases in traffic associated with regional growth were estimated at 0.5% per year compounded for the through movements on E County Line Rd up to 2028. This growth accounts for increases in traffic resulting from influences outside of the immediate study area. The resulting increases in volumes within the study area are reflected in Figure 4-1.

Background Future Traffic Forecasts

The existing traffic forecasts depicted in Figure 3-1 and the regional growth shown in Figure 4-1 were added together to yield the background future traffic forecasts shown in Figure 4-2 for 2028 conditions.

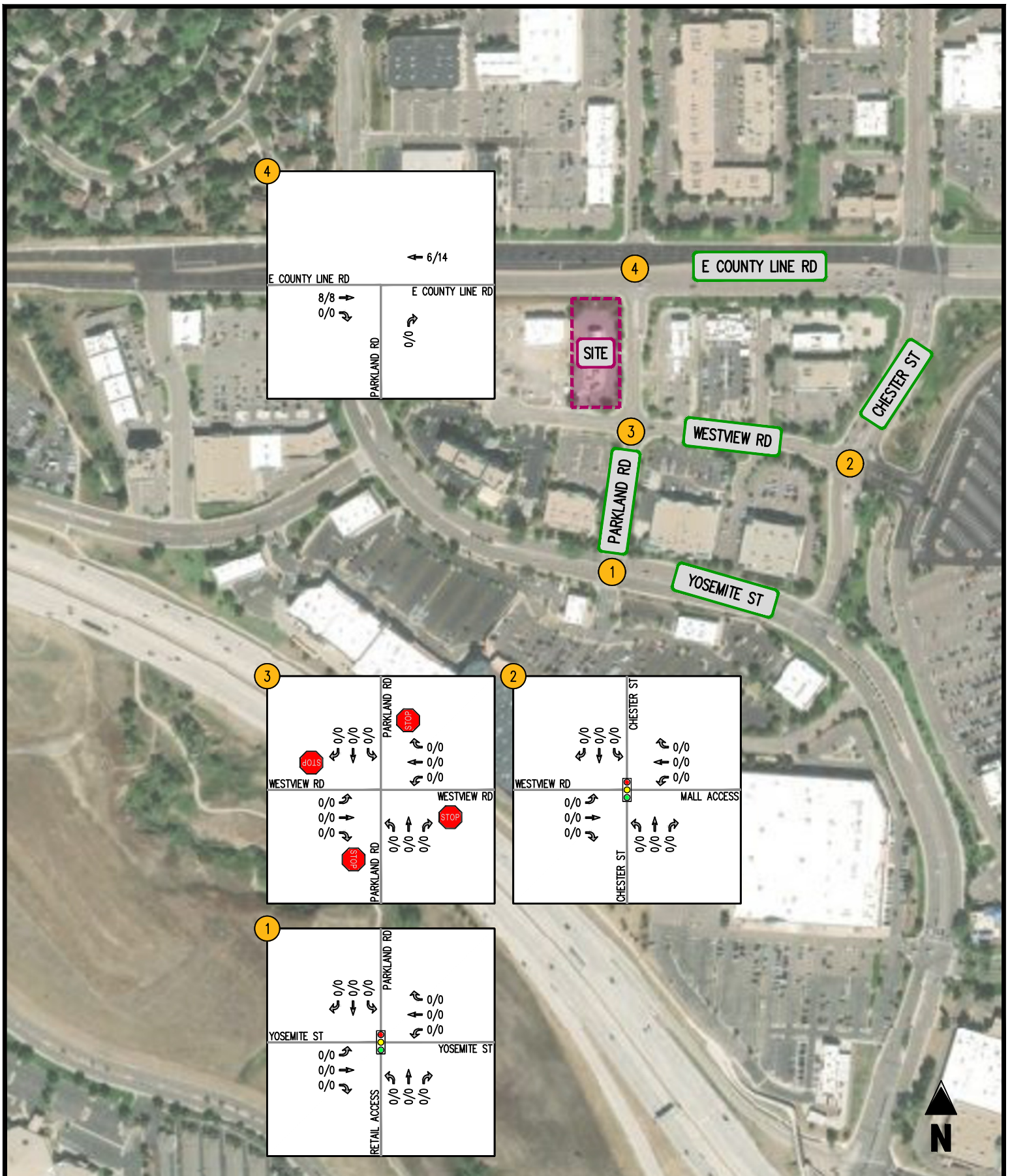
Background Future Levels of Service

Capacity analyses of 2028 future traffic conditions without the proposed development are provided in Appendix F and summarized in Table 4-1. The forecasted levels of service are also depicted graphically in Figure 4-3.

As shown on Table 4-1, the signalized intersections in the study area are forecasted to operate at acceptable overall LOS "C" or better during the weekday peak hours, consistent with existing conditions. The unsignalized intersection movements are forecasted operate at acceptable LOS "A" during the weekday peak hours, consistent with existing conditions.

Background Future Queueing

An analysis of intersection queues was performed at key locations under background future traffic conditions. The results of the queuing analysis are summarized in Table 4-2. As shown in the table, all queues are expected to be contained in their effective storage, consistent with existing conditions.



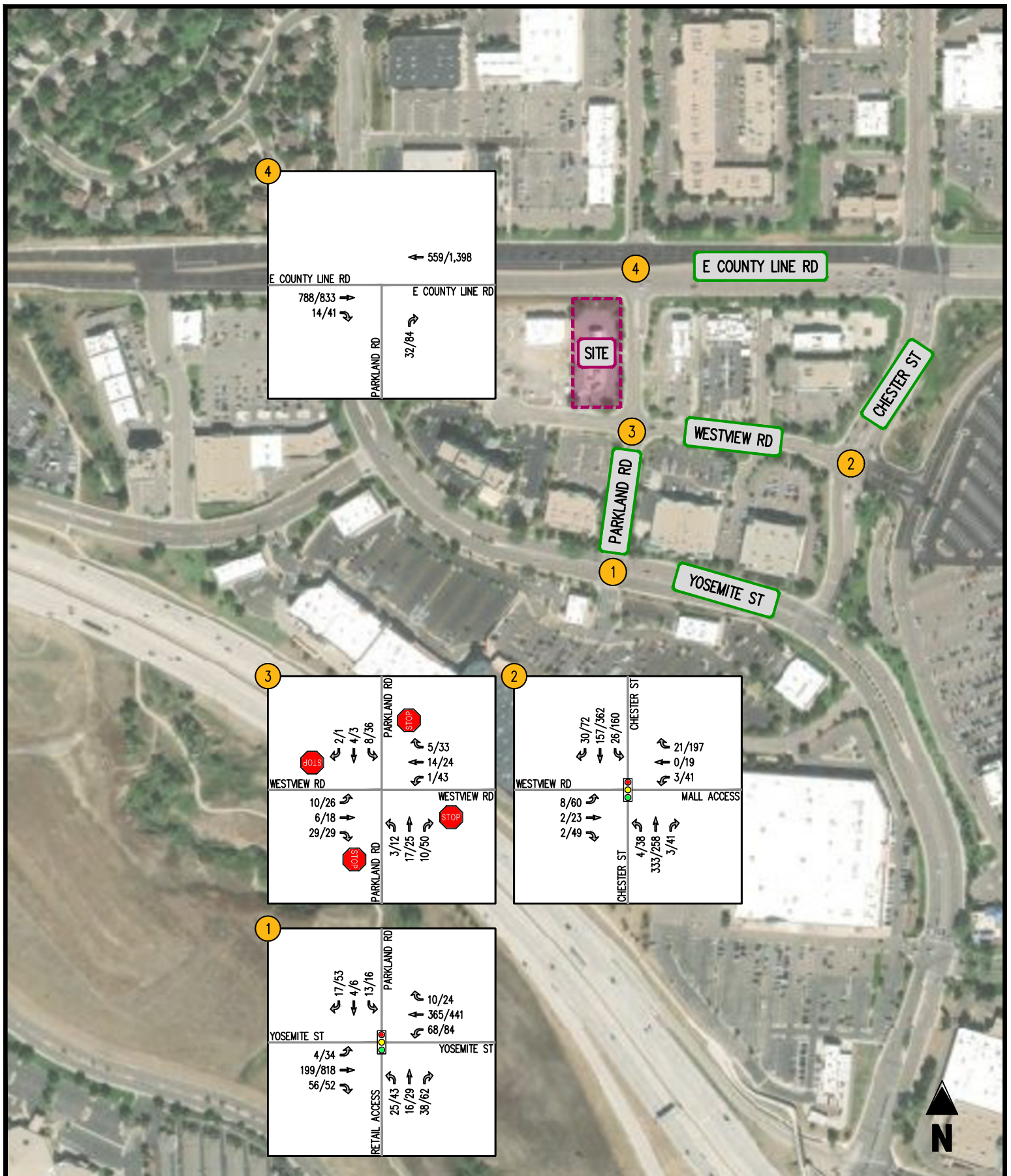
**FIGURE 4-1
BACKGROUND GROWTH 2028**

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚶 YIELD SIGN





**FIGURE 4-2
BACKGROUND FUTURE FORECASTS**

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- SIGNALIZED INTERSECTION
- STOP SIGN
- YIELD SIGN





FIGURE 4-3
BACKGROUND FUTURE LEVELS OF SERVICE

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚧 YIELD SIGN



Table 4-1

Murphy USA: 9091 Westview Rd - Lone Tree, CO

Background Future Intersection Level of Service Summary⁽¹⁾⁽²⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Existing 2026		Background Future 2028		
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
1 Yosemite St & Parkland Rd	SIGNAL	Yosemite St	EBL	A (3.6)	A (5.0)	A (3.5)	A (4.8)	
			EBTR	A (4.1)	A (7.4)	A (4.0)	A (7.4)	
		Yosemite St	WBL	A (2.6)	A (4.8)	A (2.5)	A (4.5)	
			WBTR	A (3.1)	A (5.7)	A (3.0)	A (5.4)	
		Retail Access	NBLT	D (41.6)	C (30.4)	D (41.8)	C (30.7)	
			NBR	D (42.8)	C (29.9)	D (43.1)	C (30.2)	
		Parkland Rd	SBL	D (43.0)	C (32.8)	D (43.1)	C (32.8)	
			SBTR	<u>D (40.9)</u>	<u>C (29.7)</u>	<u>D (41.2)</u>	<u>C (30.1)</u>	
		Overall			A (9.0)	A (9.7)	A (8.6)	A (9.4)
		2 Westview Rd & Chester St	SIGNAL	Westview Rd	EBL	D (44.0)	C (30.0)	D (44.1)
EBTR	D (45.7)				C (31.7)	D (46.0)	C (32.0)	
WBL	D (43.8)				C (32.9)	D (43.8)	C (33.0)	
Mall Access	WBTR			A (0.0)	A (0.0)	A (0.0)	A (0.0)	
	WBR			A (0.0)	A (0.0)	A (0.0)	A (0.0)	
	NBL			E (67.7)	D (40.6)	E (72.2)	D (40.6)	
Chester St	NBTR			A (8.9)	B (17.7)	A (8.8)	B (17.7)	
	SBL			D (45.0)	D (35.1)	D (45.2)	D (35.1)	
Chester St	SBTR			<u>A (7.8)</u>	<u>B (17.8)</u>	<u>A (7.8)</u>	<u>B (17.8)</u>	
	Overall			B (11.6)	C (23.3)	B (11.5)	C (23.2)	
3 Westview Rd & Parkland Rd	STOP	Westview Rd	EBL	A [8.0]	A [8.5]	A [7.9]	A [8.4]	
			EBTR	A [7.0]	A [7.6]	A [7.0]	A [7.6]	
		Westview Rd	WBL	A [7.9]	A [8.6]	A [7.9]	A [8.6]	
			WBTR	A [7.3]	A [7.7]	A [7.3]	A [7.6]	
		Parkland Rd	NBL	A [8.0]	A [8.4]	A [7.9]	A [8.4]	
			NBTR	A [7.3]	A [7.9]	A [7.3]	A [7.8]	
		Parkland Rd	SBL	A [8.0]	A [8.7]	A [8.0]	A [8.7]	
			SBTR	A [7.2]	A [7.7]	A [7.2]	A [7.7]	
4 E County Line Rd & Parkland Rd	STOP	E County Line Rd	EBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]	
			EBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]	
		E County Line Rd	WBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]	
			Parkland Rd	NBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.

(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 4-2

Murphy USA: 9091 Westview Rd - Lone Tree, CO

Background Future Intersection Queueing Summary⁽¹⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Existing 2026		Background Future 2028	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 Yosemite St & Parkland Rd	SIGNAL	Yosemite St	EBL	300	3	12	2	12
			EBTR	-	24	115	24	110
		Yosemite St	WBL	250	17	24	16	23
			WBTR	-	39	56	38	54
		Retail Access	NBLT	-	56	66	56	67
			NBR	-	1	8	0	8
		Parkland Rd	SBL	150	25	22	25	22
			SBTR	-	23	31	24	33
2 Westview Rd & Chester St	SIGNAL	Westview Rd	EBL	100	18	56	19	57
			EBTR	-	10	39	11	41
			WBL	-	11	43	10	43
		Mall Access	WBTR	-	0	48	0	49
			WBR	-	0	31	0	30
		Chester St	NBL	150	13	44	13	44
			NBTR	-	57	62	57	61
		Chester St	SBL	250	21	64	21	64
3 Westview Rd & Parkland Rd	STOP	Westview Rd	EBL	75	3	3	0	3
			EBTR	-	3	5	3	5
		Westview Rd	WBL	100	0	5	0	5
			WBTR	-	3	8	3	8
		Parkland Rd	NBL	125	0	3	0	3
			NBTR	-	3	10	3	8
		Parkland Rd	SBL	-	0	5	0	5
			SBTR	-	0	0	0	0
4 E County Line Rd & Parkland Rd	STOP	E County Line Rd	EBT	-	0	0	0	0
			EBR	-	0	0	0	0
		E County Line Rd	WBT	-	0	0	0	0
		Parkland Rd	NBR	-	0	0	0	0

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

V. Site Analysis

Overview

The Applicant is proposing to redevelop the approximately 0.97 acre site with a gas station with convenience store use. For purposes of this study, the site is assumed complete and occupied in 2028. The following use and development programs were analyzed:

Build-Out 2028:

12	FP	Convenience Store/Gas Station
----	----	-------------------------------

Proposed Site Access

As shown on the Applicant's conceptual plan (Figure 1-2), access to the development is proposed via an existing RI access on Parkland Road and a existing full movement access on Westview Road. Proposed lane use and traffic control are shown in Figure 5-1.

Trip Generation

Overview

Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT), were derived from the standard ITE Trip Generation Manual rates/equations, as published in the 12th Edition. The trip generation analysis is presented in Table 5-1.

Pass-by Trips

According to ITE, in some cases the driveway volumes at a particular land use are different from the amount of traffic added to the adjacent street system. Uses such as gas station establishments attract a portion of their trips from traffic that is already present on the road network. Pass-by trips are those trips which are made as intermediate stops on the way to a primary destination. An example of a pass-by trip would be one in which a driver stops at a gas station on their way to work.

The proposed use would experience pass-by trips consistent with the primary uses located on site. In recognition of this phenomenon and consistent with ITE published data, the following pass-by reductions were applied to the trip generation analysis:

- Gas Station with Convenience Store: 76% AM/ 75% PM

As shown in Table 5-1, the site in total is anticipated to generate 125 weekday AM and 143 weekday PM peak hour pass-by trips. Therefore, these trips would be drawn from the existing road network and assigned to the future site entrances accordingly.

Net Site Trips

The vehicle trips that would be generated by the proposed development plan are summarized in Table 5-1. As shown in Table 5-1, the site would generate upon completion and full occupancy 39 net new weekday AM and 47 net new weekday PM peak hour vehicle trips, as well as 597 net new weekday daily trips.

Site Trip Distributions

The distribution of the anticipated trips generated by the completion of the proposed development was based on an examination of existing traffic counts and local knowledge. Existing travel patterns indicate the following distribution is appropriate in the forecasting of future pass-by site traffic:

- Eastbound on E County Line Road: 100%

Existing travel patterns indicate the following distribution is appropriate in the forecasting of future net new site traffic:

- To/from the west on Yosemite Street: 10%
- To/from the east on Yosemite Street: 40%
- To/from the north on Chester Street: 50%

Site Trip Assignments

The assignment of the new vehicle trips generated upon the future build-out of the development project was based on the above distributions. Pass-by trip assignments at key study intersections are shown in Figure 5-2. The net new trips assignments are depicted in Figure 5-3.

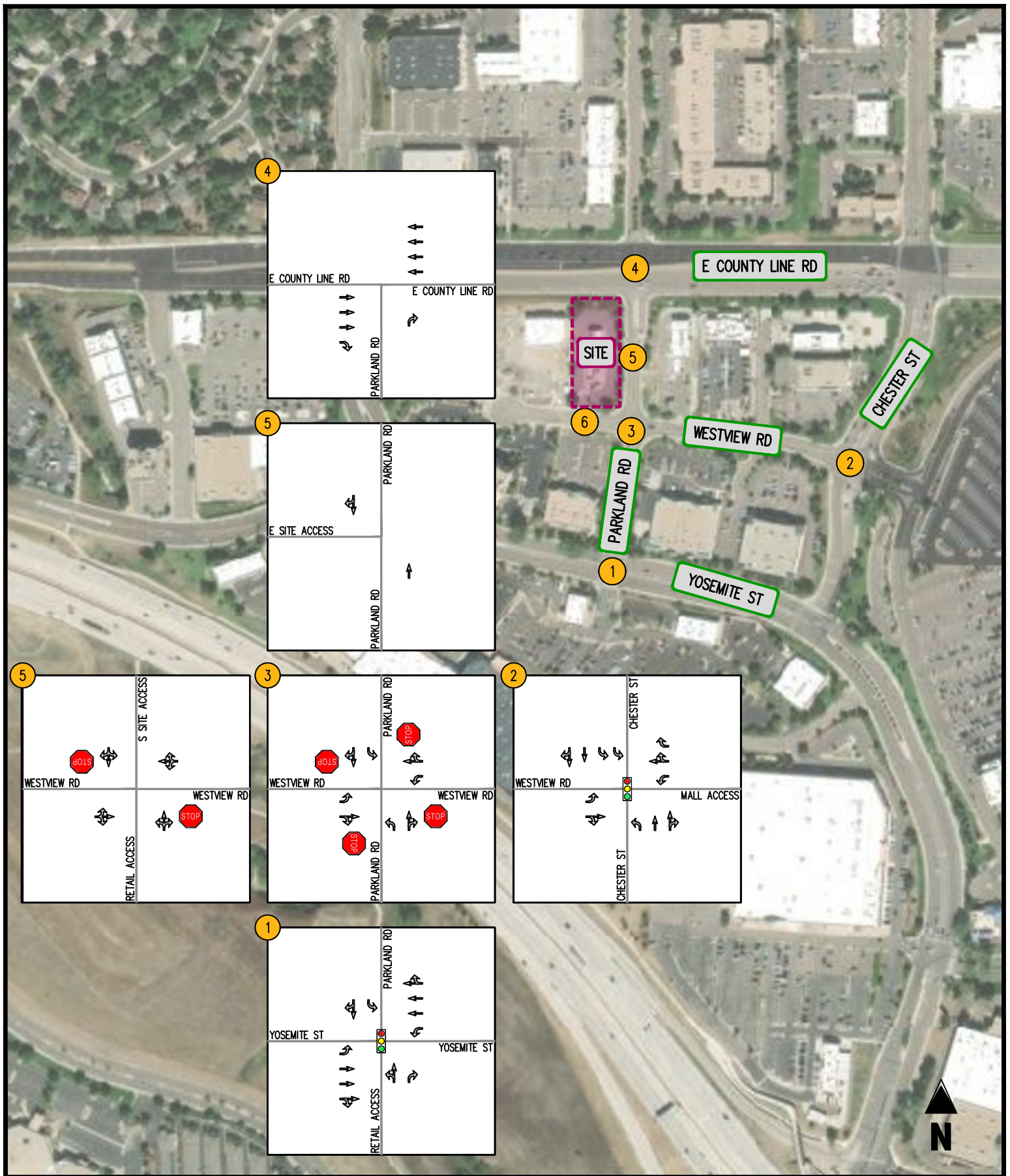


FIGURE 5-1
TOTAL FUTURE LANE USE AND TRAFFIC CONTROL

MURPHY USA: 9091 WESTVIEW RD
 LONE TREE, CO

- MOVEMENT
- SIGNALIZED INTERSECTION
- STOP SIGN
- YIELD SIGN



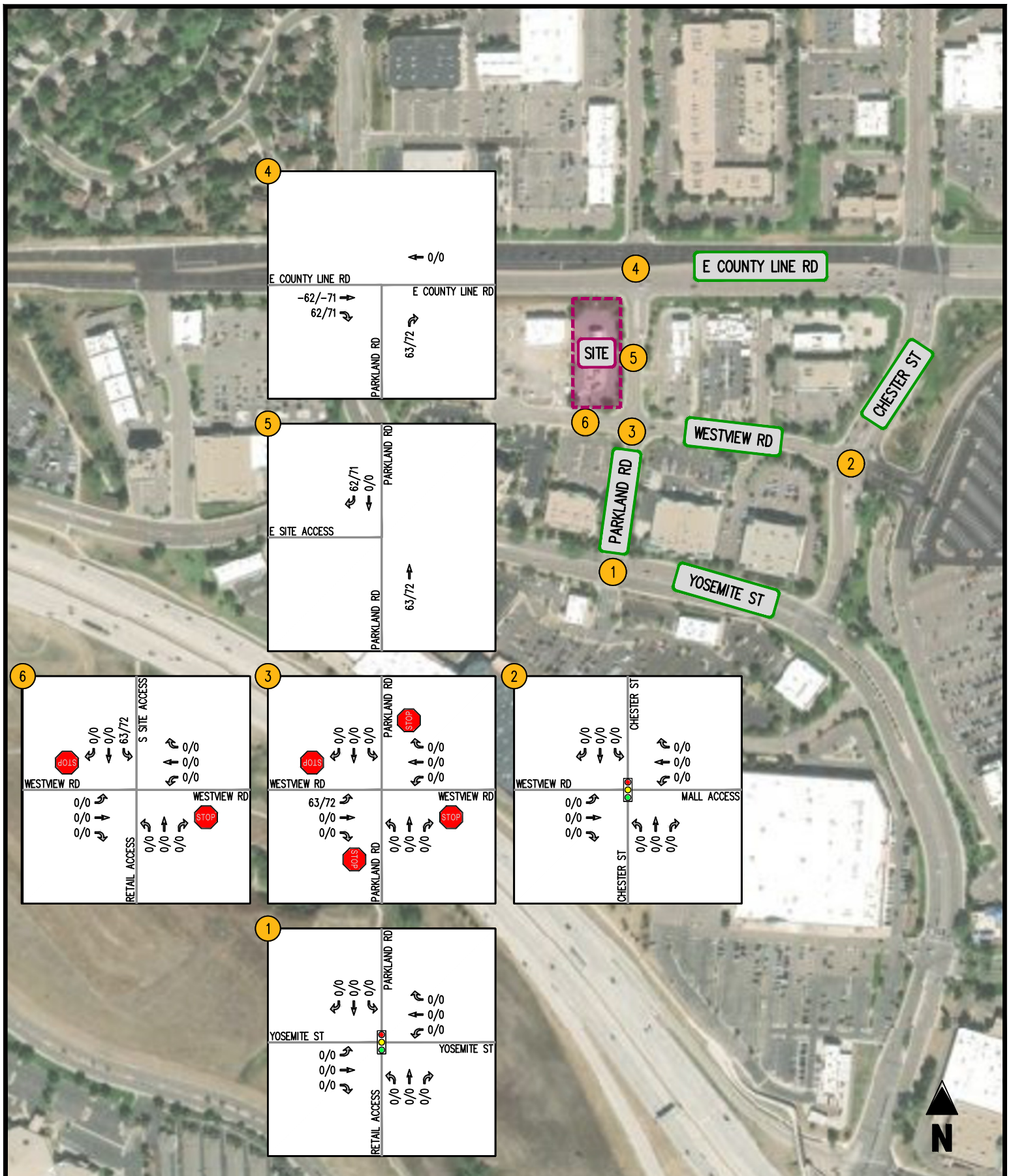


FIGURE 5-2
PASS-BY TRIPS

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- ◫ SIGNALIZED INTERSECTION
- STOP STOP SIGN
- YIELD YIELD SIGN



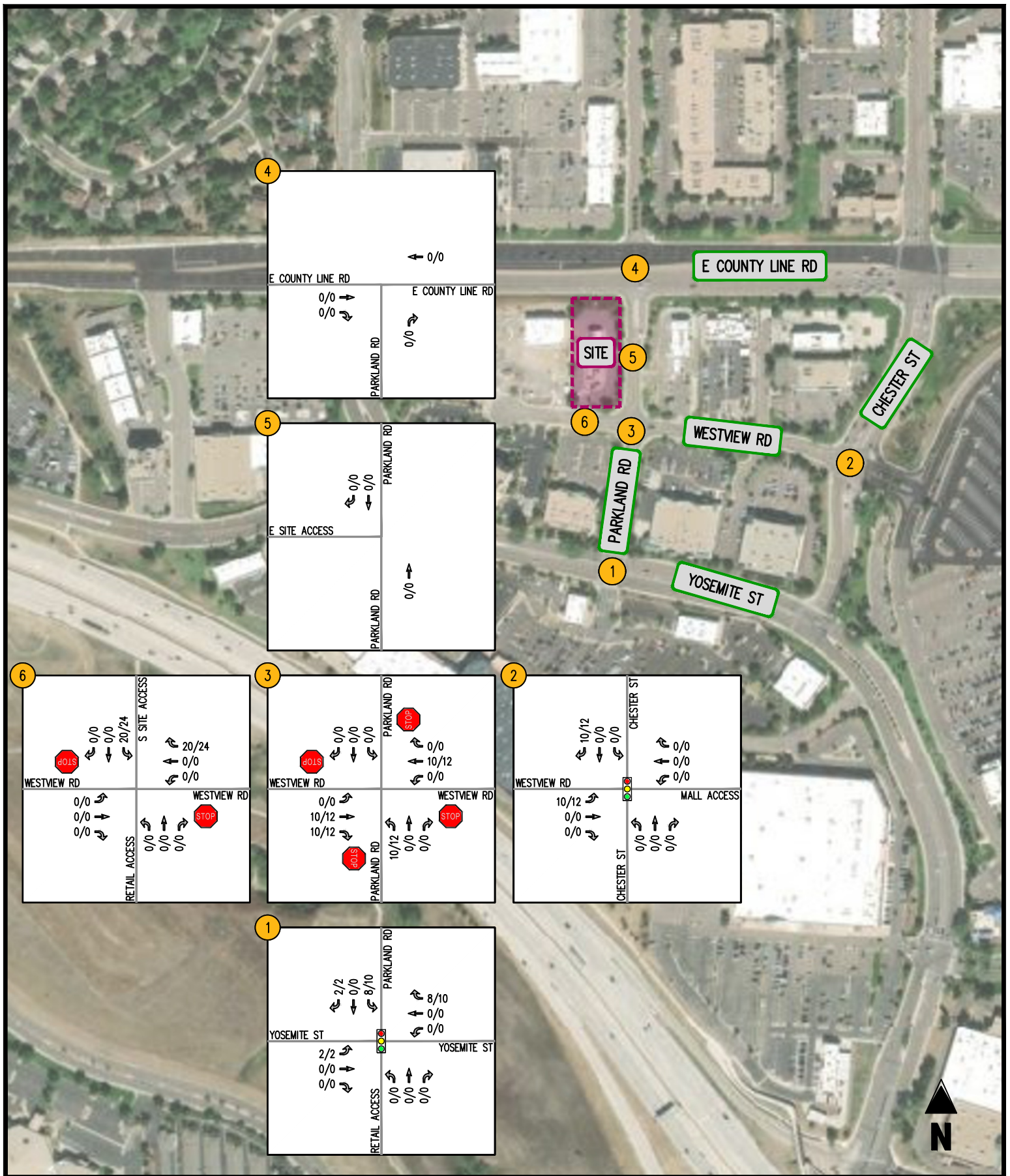


FIGURE 5-3
NET NEW SITE TRIPS

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

← MOVEMENT
 SIGNALIZED INTERSECTION
 STOP SIGN
 YIELD SIGN



Table 5-1

Murphy USA: 9091 Westview Rd - Lone Tree, CO

Site Trip Generation

Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<u>Proposed</u> ⁽¹⁾										
Convenience Store/Gas Station: GFA (2-4k)	945	12	FP	82	82	164	95	95	190	2,436
<u>Pass-by's (76%AM/75%PM)</u>				<u>(62)</u>	<u>(63)</u>	<u>(125)</u>	<u>(71)</u>	<u>(72)</u>	<u>(143)</u>	<u>(1,839)</u>
Net New Trips				20	19	39	24	23	47	597

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition

VI. Analysis of Future Conditions with Site Development

Total Future Traffic Forecasts

The total future traffic forecasts associated with the proposed development were developed by combining the background future forecasts shown in Figure 4-2, the pass-by trips shown in Figure 5-2, and the net new site trip assignments shown in Figure 5-3. The resulting total future traffic forecasts are provided in Figure 6-1.

Total Future Levels of Service with Proposed Development

Future levels of service with the proposed development plan were estimated at key study intersections based on the future traffic volumes shown in Figures 6-1, the total future lane use in Figure 5-1, and the HCM 7th methodologies for signalized and unsignalized intersections. The results of these analyses are provided in Appendix G and presented in Table 6-1. Total future levels of service are also presented graphically in Figure 6-2.

As shown in Table 6-1, levels of service under future site development conditions would remain generally consistent with future background conditions (i.e., without site development). Overall delays would experience a minor increase due to site trips. The signalized intersections within the study area are forecasted to operate at acceptable overall LOS “C” or better in the weekday AM and PM peak hours in all future scenarios, consistent with background conditions. The unsignalized intersection movements in the study area are forecasted to operate at acceptable LOS “A” during the weekday peak hours, consistent with background conditions.

Total Future Queuing

Total future queues were forecasted using Synchro software. The results of the queuing analysis are summarized in Table 6-2. The forecasted queues are expected to remain generally consistent with background conditions.

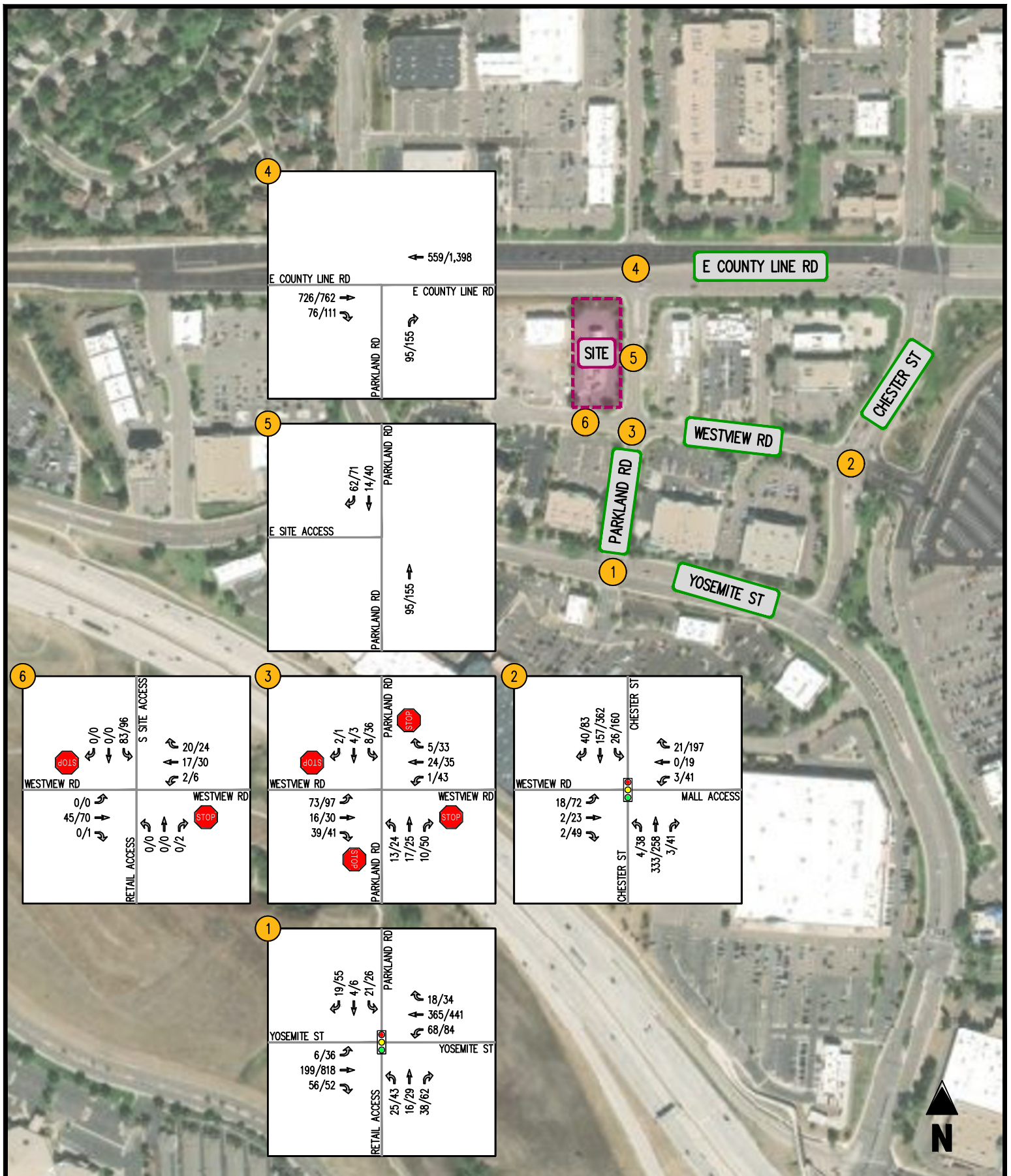


FIGURE 6-1
TOTAL FUTURE FORECASTS

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

(A/A) INTERSECTION LOS
0000/0000 (AM PEAK HOUR/PM PEAK HOUR)

- ← MOVEMENT
- 🚦 SIGNALIZED INTERSECTION
- 🛑 STOP SIGN
- 🚶 YIELD SIGN



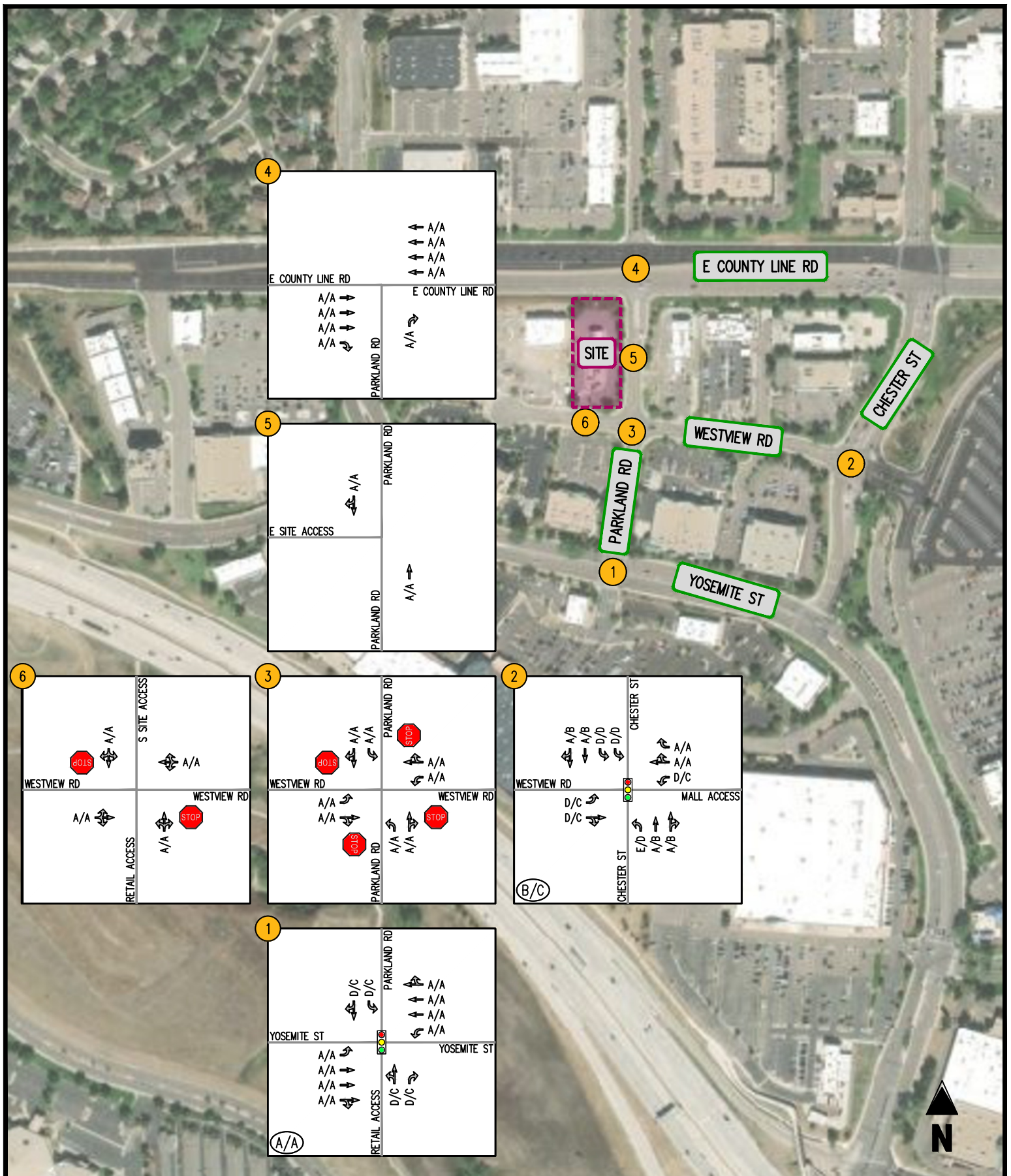


FIGURE 6-2
TOTAL FUTURE LEVELS OF SERVICE

MURPHY USA: 9091 WESTVIEW RD
LONE TREE, CO

Table 6-1
Murphy USA: 9091 Westview Rd - Lone Tree, CO
Total Future Intersection Level of Service Summary ^{(1) (2)}

Intersection	Operating Condition	Street Name	Approach/ Movement	Background Future 2028		Total Future 2028	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 Yosemite St & Parkland Rd	SIGNAL	Yosemite St	EBL	A (3.5)	A (4.8)	A (3.6)	A (5.0)
			EBTR	A (4.0)	A (7.4)	A (4.1)	A (7.6)
		Yosemite St	WBL	A (2.5)	A (4.5)	A (2.7)	A (4.7)
			WBTR	A (3.0)	A (5.4)	A (3.2)	A (5.7)
		Retail Access	NBLT	D (41.8)	C (30.7)	D (41.1)	C (30.1)
			NBR	D (43.1)	C (30.2)	D (42.1)	C (29.6)
		Parkland Rd	SBL	D (43.1)	C (32.8)	D (42.9)	C (32.6)
			SBTR	<u>D (41.2)</u>	<u>C (30.1)</u>	<u>D (40.7)</u>	<u>C (29.5)</u>
		Overall		A (8.6)	A (9.4)	A (9.1)	A (9.7)
2 Westview Rd & Chester St	SIGNAL	Westview Rd	EBL	D (44.1)	C (30.2)	D (44.1)	C (30.7)
			EBTR	D (46.0)	C (32.0)	D (43.8)	C (31.9)
			WBL	D (43.8)	C (33.0)	D (43.0)	C (32.9)
		Mall Access	WBTR	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			WBR	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			NBL	E (72.2)	D (40.6)	E (72.2)	D (40.6)
		Chester St	NBTR	A (8.8)	B (17.7)	A (8.8)	B (17.7)
			SBL	D (45.2)	D (35.1)	D (45.2)	D (35.1)
		Chester St	SBTR	<u>A (7.8)</u>	<u>B (17.8)</u>	<u>A (7.9)</u>	<u>B (18.0)</u>
			Overall	B (11.5)	C (23.2)	B (12.0)	C (23.3)
3 Westview Rd & Parkland Rd	STOP	Westview Rd	EBL	A [7.9]	A [8.4]	A [8.6]	A [9.3]
			EBTR	A [7.0]	A [7.6]	A [7.2]	A [7.9]
		Westview Rd	WBL	A [7.9]	A [8.6]	A [8.0]	A [8.8]
			WBTR	A [7.3]	A [7.6]	A [7.6]	A [8.0]
		Parkland Rd	NBL	A [7.9]	A [8.4]	A [8.3]	A [8.8]
			NBTR	A [7.3]	A [7.8]	A [7.6]	A [8.2]
		Parkland Rd	SBL	A [8.0]	A [8.7]	A [8.3]	A [9.0]
			SBTR	A [7.2]	A [7.7]	A [7.5]	A [8.0]
4 E County Line Rd & Parkland Rd	STOP	E County Line Rd	EBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]
			EBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
		E County Line Rd Parkland Rd	WBT	A [0.0]	A [0.0]	A [0.0]	A [0.0]
			NBR	A [0.0]	A [0.0]	A [0.0]	A [0.0]
5 E Site Access & Parkland Rd	STOP	Parkland Rd	NBT	-	-	A [0.0]	A [0.0]
		Parkland Rd	SBTR	-	-	A [0.0]	A [0.0]
6 Westview Rd & S Site Access	STOP	Westview Rd	EBLTR	-	-	A [0.0]	A [0.0]
		Westview Rd	WBLTR	-	-	A [7.3]	A [7.4]
		Retail Access	NBLTR	-	-	A [0.0]	A [8.7]
		S Site Access	SBLTR	-	-	A [9.4]	A [10.0]

Notes : (1) Numbers in brackets [] represent delay at unsignalized intersections in seconds per vehicle.
(2) Numbers in parenthesis () represent delay at signalized intersections in seconds per vehicle.

Table 6-2
Murphy USA: 9091 Westview Rd - Lone Tree, CO
Total Future Intersection Queueing Summary⁽¹⁾

Intersection	Operating Condition	Street Name	Approach/ Movement	Available Storage	Background Future 2028		Total Future 2028	
					AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1 Yosemite St & Parkland Rd	SIGNAL	Yosemite St	EBL	300	2	12	3	12
			EBTR	-	24	110	24	110
		Yosemite St	WBL	250	16	23	16	23
			WBTR	-	38	54	39	55
		Retail Access	NBLT	-	56	67	56	67
			NBR	-	0	8	0	8
		Parkland Rd	SBL	150	25	22	35	31
			SBTR	-	24	33	25	33
2 Westview Rd & Chester St	SIGNAL	Westview Rd	EBL	100	19	57	32	64
			EBTR	-	11	41	11	41
			WBL	-	10	43	10	42
		Mall Access	WBTR	-	0	49	0	48
			WBR	-	0	30	0	29
		Chester St	NBL	150	13	44	13	44
			NBTR	-	57	61	60	63
		Chester St	SBL	250	21	64	21	64
			SBTR	-	29	87	31	92
3 Westview Rd & Parkland Rd	STOP	Westview Rd	EBL	75	0	3	10	15
			EBTR	-	3	5	5	8
		Westview Rd	WBL	100	0	5	0	5
			WBTR	-	3	8	3	8
		Parkland Rd	NBL	125	0	3	3	3
			NBTR	-	3	8	3	10
		Parkland Rd	SBL	-	0	5	0	5
			SBTR	-	0	0	0	0
4 E County Line Rd & Parkland Rd	STOP	E County Line Rd	EBT	-	0	0	0	0
			EBR	-	0	0	0	0
		Parkland Rd	WBT	-	0	0	0	0
			NBR	-	0	0	0	0
5 E Site Access & Parkland Rd	STOP	Parkland Rd	NBT	-	-	-	0	0
		Parkland Rd	SBTR	-	-	-	0	0
6 Westview Rd & S Site Access	STOP	Westview Rd	EBLTR	-	-	-	0	0
		Westview Rd	WBLTR	-	-	-	0	0
		Retail Access	NBLTR	-	-	-	0	0
		S Site Access	SBLTR	-	-	-	8	10

Notes : (1) Queue length, in feet, is based on the 95th percentile queue as reported by Synchro, Version 12.

VII. Conclusions and Recommendations

Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the signalized intersections within the study area currently operate at overall acceptable levels of service (LOS) “C” or better during the weekday AM and PM peak hours, the unsignalized intersection movements currently operate at LOS “A” during the weekday AM and PM peak hours, and all queues remain within their respective storage lengths.
- Under background future build-out (2028) traffic conditions, without the development of the subject site, the intersections are forecasted to operate generally consistent with existing conditions and all queues are expected to remain within their respective storage lengths.
- The proposed site development would generate, upon completion and full occupancy, 39 net new weekday AM and 47 net new weekday PM peak hour vehicle trips as well as 597 net new weekday daily trips.
- Under total future build-out (2028) traffic conditions, with development of the site, the intersections within the study area would operate generally consistent with background future conditions and all queues are expected to remain within their respective storage lengths.

Recommendations

- It is recommended that the Applicant provide access consistent with the access configuration analyzed in this study.

APPENDIX A – Full Sized Conceptual Plan

NOT FOR
CONSTRUCTION



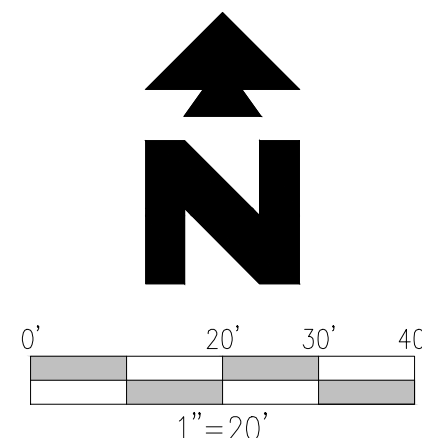
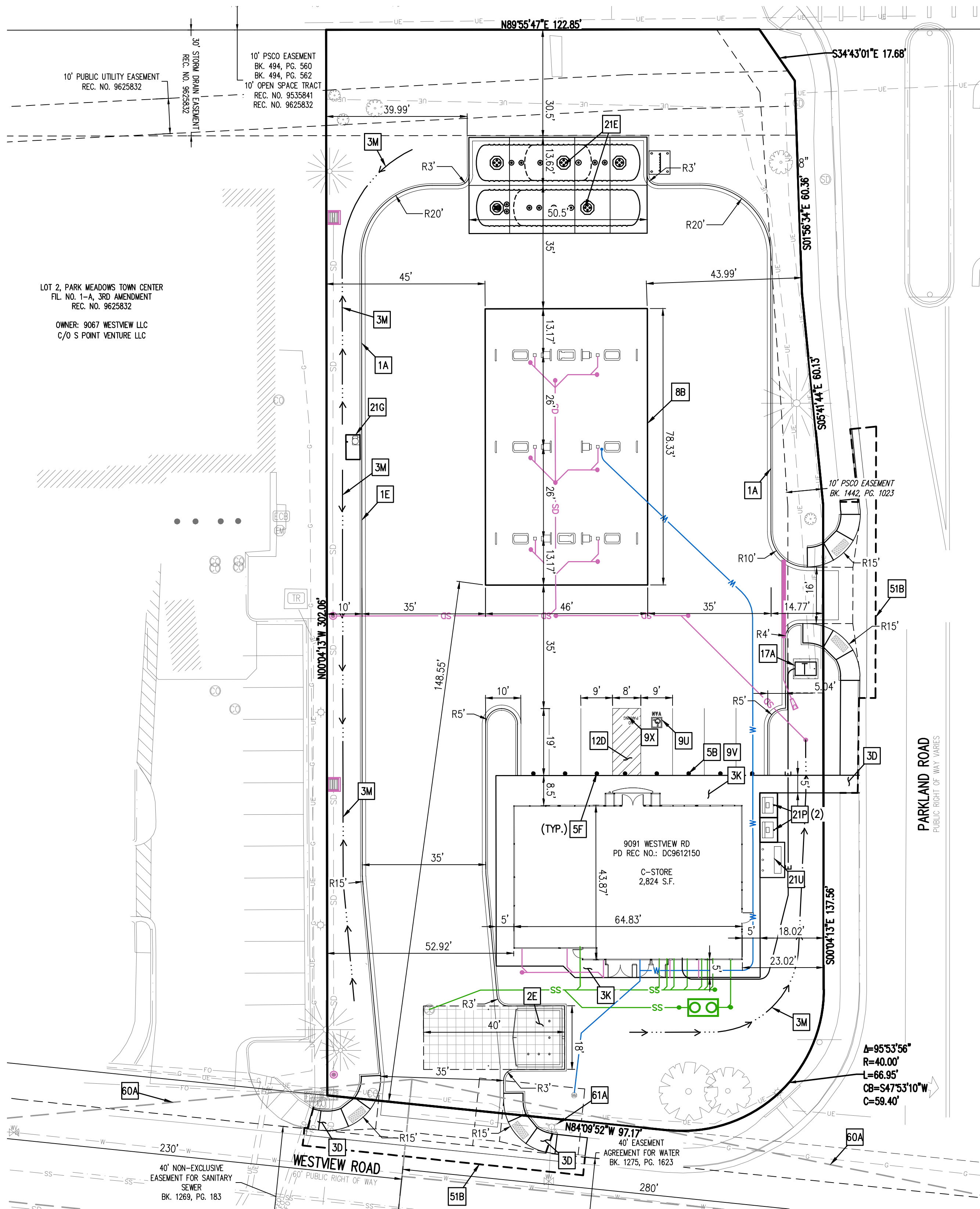
MURPHY OIL USA, INC.

MURPHY USA (NTI) #25181

LOT 3, PARK MEADOWS, TOWN CENTER FILING NO.1 -A, 3RD AMENDMENT LOCATED IN THE NORTHWEST CORNER
OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 6 SOUTH, RANGE 67 WEST OF THE PRINCIPAL MERIDIAN
9091 WESTVIEW ROAD, CITY OF LONE TREE, STATE OF COLORADO

SITE IMPROVEMENT PLANS

MARCH 2026



SITE DATA TABLE		
ITEM	SQUARE FOOTAGE	% OF GROSS
GROSS SITE AREA	42,332	100
BUILDING FOOTPRINT	2,824	6.7
PARKING/ ROADS	22,368	52.8
LANDSCAPE AREA	13,517	31.9
FUEL CANOPY	3603	8.5
ITEM	SQUARE FOOTAGE	
BUILDING SIZE		
MAXIMUM HEIGHT	18' - 6"	
TOTAL FLOOR AREA	2,824 SF	
ITEM	SPACES	
PARKING		
REQUIRED	19 (PER REQUESTED VARIANCE)	
PROVIDED (TOTAL)	19	
CANOPY	12	
BICYCLE PARKING		
REQUIRED (2% AUTOMOBILE PARKING PROVIDED)	1	
PROVIDED	2	

SITE LEGEND

	PROPERTY BOUNDARY LINE
	ADJACENT PROPERTY BOUNDARY LINE
	ROAD CENTERLINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	SIGHT TRIANGLE
	PROPOSED SAWCUT LINE
	PROPOSED SWALE FLOWLINE
	PROPOSED CURB AND GUTTER
	EXISTING CURB AND GUTTER
	ADA PATH OF TRAVEL
	PARKING COUNT
	EXISTING SIGN
	PROPOSED SIGN
	PROPOSED PIPE BOLLARD
	PROPOSED ADA PARKING SYMBOL
	PROPOSED DETECTABLE WARNING TRUNCATED DOME
	EXISTING TREE

UTILITY LEGEND

—	—W—	EXISTING WATER LINE
	W	PROPOSED WATER LINE
—	—SS—	EXISTING SANITARY SEWER
	SS	PROPOSED SANITARY SEWER
—	—SD—	EXISTING STORM SEWER
	SD	PROPOSED STORM SEWER
—	—UE—	EXISTING UNDERGROUND ELECTRICAL
	UE	PROPOSED UNDERGROUND ELECTRICAL
—	—FO—	EXISTING FIBER OPTIC LINE
	FO	PROPOSED FIBER OPTIC LINE
—	—UT—	EXISTING UNDERGROUND TELEPHONE
	UT	PROPOSED UNDERGROUND TELEPHONE
—	—G—	EXISTING GAS LINE
	G	PROPOSED GAS LINE
		EXISTING ELECTRIC LIGHT POLE
		EXISTING ELECTRIC SWITCH BOX
	EV	EXISTING ELECTRIC VAULT
	E	EXISTING ELECTRIC BOX
	TR	EXISTING PAD MOUNTED TRANSFORMER
	T	PROPOSED PAD MOUNTED TRANSFORMER
	FP	EXISTING FIBER OPTIC PEDESTAL
	FM	EXISTING FIBER OPTIC MANHOLE
	P	EXISTING FIBER OPTIC PULLBOX
	SCB	EXISTING TRAFFIC SIGNAL CABINET
	SV	EXISTING TRAFFIC SIGNAL VAULT
	TL	EXISTING TELEPHONE MANHOLE
	TP	EXISTING TELEPHONE PEDESTAL
	TV	EXISTING TELEPHONE VAULT
		EXISTING GAS VALVE
	SS	EXISTING SANITARY SEWER MANHOLE
		PROPOSED SANITARY SEWER MANHOLE
	SD	EXISTING SANITARY STORM MANHOLE
		PROPOSED STORM SEWER MANHOLE
	SV	PROPOSED STORM INLET
		EXISTING WATER VALVE
		EXISTING FIRE HYDRANT
	WM	EXISTING WATER METER
	W	EXISTING WATER MANHOLE
		PROPOSED TRENCH DRAIN

- ## SITE NOTES
- 1A INTEGRAL CONCRETE CURB
 - 1E CURB CUT W/ SEDIMENT PAD (PER MHFD DETAIL RR-5)
 - 2E DUMPSTER ENCLOSURE
 - 3D CONCRETE SIDEWALK (SEE PAVING AND JOINTING PLAN)
 - 3K CONCRETE SIDEWALK AROUND BUILDING
 - 3M ROCK SWALE
 - 5B TRAFFIC SIGN IN BOLLARD
 - 5F STEEL BOLLARD W/COVER (SINGLE)
 - 8B OVERHEAD CANOPY (TYP. PER CANOPY PLANS)
 - 9U ACCESSIBLE PARKING SYMBOL
 - 9V ACCESSIBLE / VAN ACCESSIBLE PARKING SIGN MOUNTED IN BOLLARD
 - 9X "NO PARKING" PAINTED ON PAVEMENT
 - 12A 4" YELLOW LANE STRIPE (SEE SIZE INDICATED AT SYMBOL)
 - 12D 4" WDE PAINTED STRIPES. 2' O.C. @ 45" (SEE SIZE INDICATED AT SYMBOL)
 - 12G "STOP" SIGN
 - 17A TRANSFORMER
 - 21E UNDERGROUND STORAGE TANKS (1-25,000 GAL. & 1-26,000 GAL.)
 - 21G AIR/VACUUM UNIT WITH 4'X7" CONCRETE SLAB
 - 21H PRICE SIGN PER APPROVED ELEVATION
 - 21P 5'x7" ICE UNIT
 - 21U 7'x10' CONCRETE SLAB FOR PROPANE TANKS
 - 51B LIMITS OF SAWCUT AND PAVEMENT REMOVAL
 - 60A SIGHT DISTANCE TRIANGLE
 - 61A EXISTING FIRE HYDRANT TO REMAIN

GENERAL SITE NOTES

1. ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB RETURN RADII SHALL BE 5', AS SHOWN TYPICAL ON THIS PLAN, UNLESS OTHERWISE NOTED.

BUILDING SETBACKS
NORTH: 20'
WEST: 20'
SOUTH: 20'
EAST: 20'

ZONING: PD (PLANNED DEVELOPMENT)

MURPHY OIL USA, INC SITE IMPROVEMENT PLANS

9091 WESTVIEW ROAD
LONE TREE, COLORADO 80124

[illegible]

Project No:	MOC148
Drawn By:	SE
Checked By:	JDP
Date:	03/09/2026

SITE PLAN

○

✓

Sheet 2 of 4

APPENDIX B – Base Assumptions Form

TRAFFIC IMPACT STUDY BASE ASSUMPTIONS WORKSHEET

Project Name	Murphy USA			
Project Location	9091 Westview Road, Lone Tree, CO			
Project Size	0.97 Acres			
Study Area Boundaries	North: E County Line Road	South: Westview Road		
	East: Parkland Road	West: Property Line		
Study Years	Existing: 2026; Build-out: 2028			
Future Traffic Growth Rate	0.5% on County Line Road			
Study Intersections (see attached)	1. Proposed site accesses	2. E County Line Road/Parkland Road		
	3. Westview Road/Parkland Road	4. Yosemite Street/Parkland Road		
	5. Westview Road/Chester Street	6.		
	7.	8.		
Time Period for Study	AM: ☒	PM: ☒	Sat. Noon: ☐	
Trip Generation Rates (Latest ITE <i>Trip Generation Manual</i> rates/equations will be utilized unless otherwise recommended or approved.) (see attached)				
Trip Adjustment Factors (Subject to approval.)	Pass by: Per ITE		Captive Market: N/A	
Overall Trip Distribution (see attached)	North: (see attached)	South: (see attached)	East: (see attached)	West: (see attached)
Mode Split Assumptions	N/A			
Committed Roadway Improvements	N/A			
Other Traffic Studies	N/A			
Areas Requiring Special Study (i.e. Signal progression, passenger car equivalents, accident analyses, etc.)	N/A			
DATE: 2-9-2026	Update: 2-19-2026 per City comments			
TRANSPORTATION ENGINEER: Brian Horan (Galloway)				



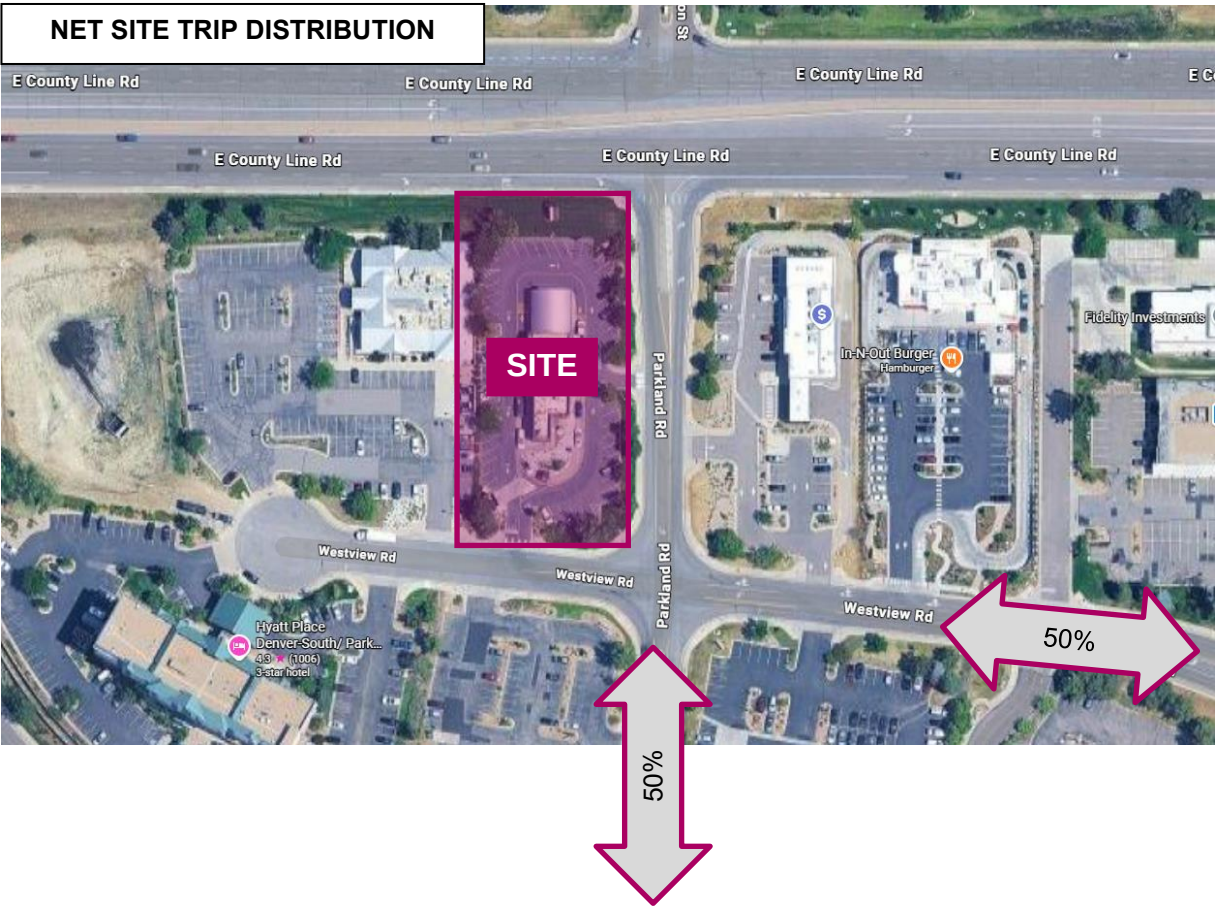
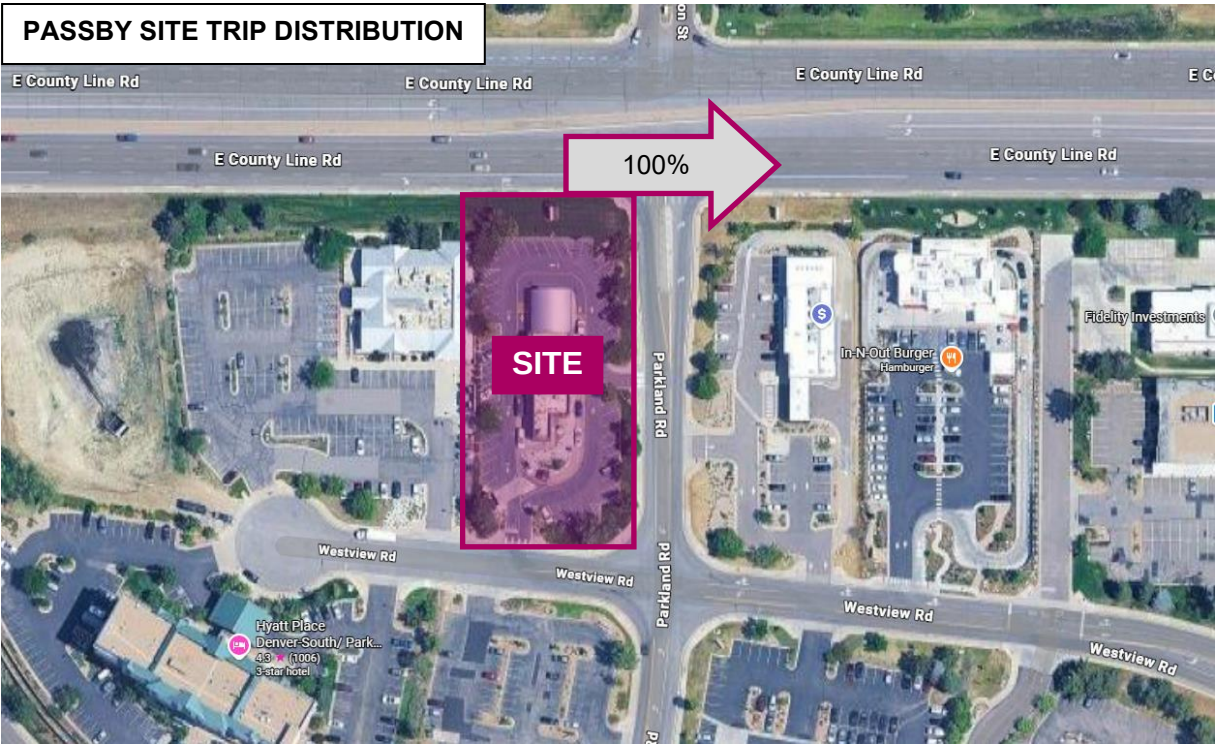


Table 1

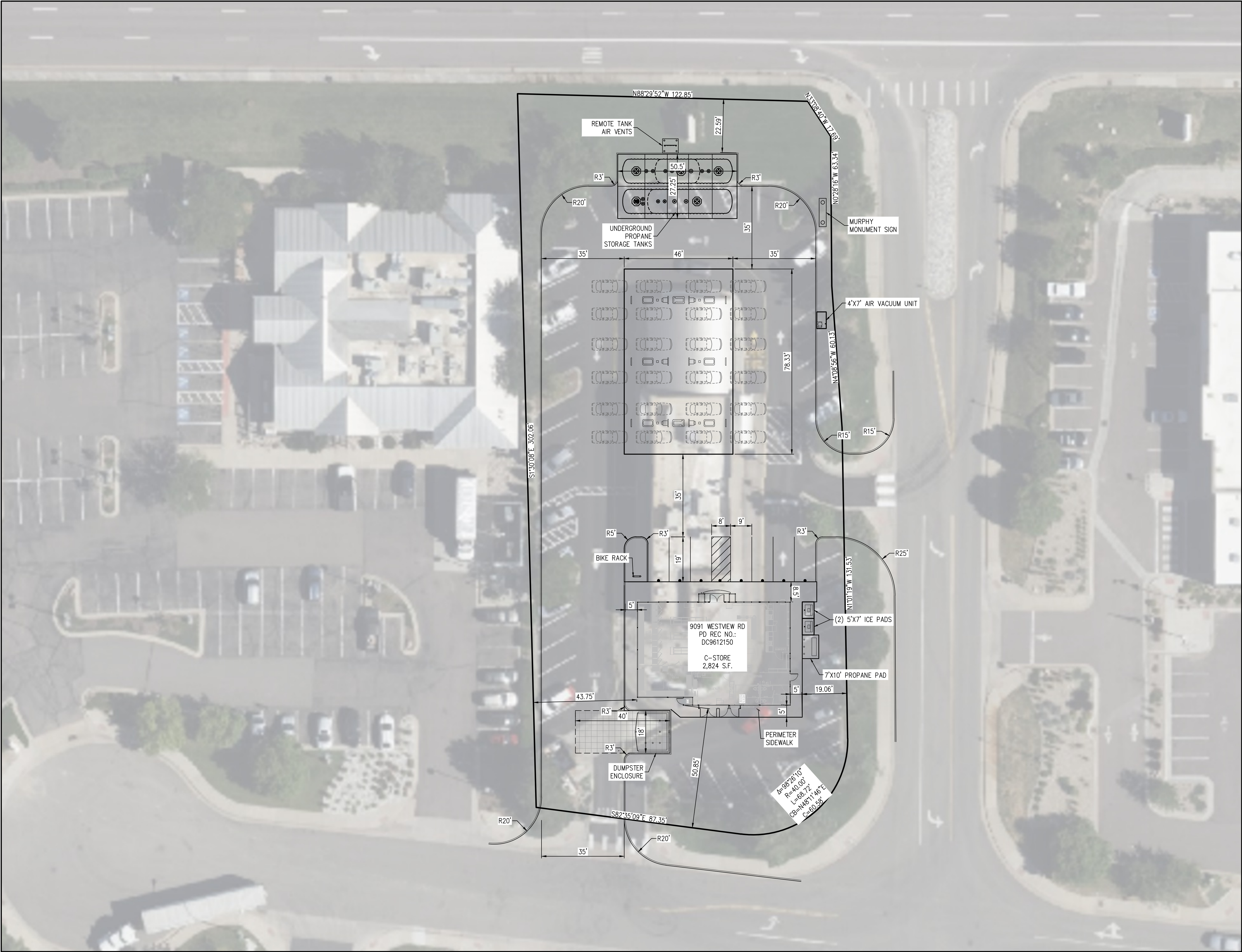
Murphy USA - Lone Tree, CO

Site Trip Generation

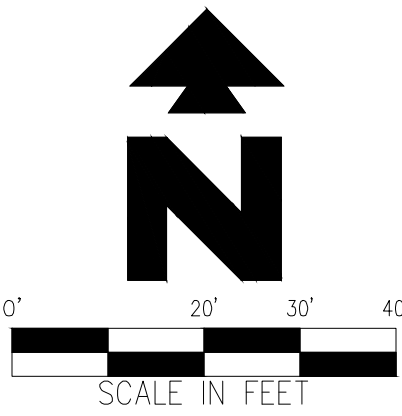
Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<i>Proposed</i> ⁽¹⁾										
Convenience Store/Gas Station	945	12	FP	82	82	164	95	95	190	2,436
<i>Pass-by's (76%AM/75%PM)</i>				<u>(62)</u>	<u>(63)</u>	<u>(125)</u>	<u>(71)</u>	<u>(72)</u>	<u>(143)</u>	<u>(1,839)</u>
Net New Trips				20	19	39	24	23	47	597

Note(s):

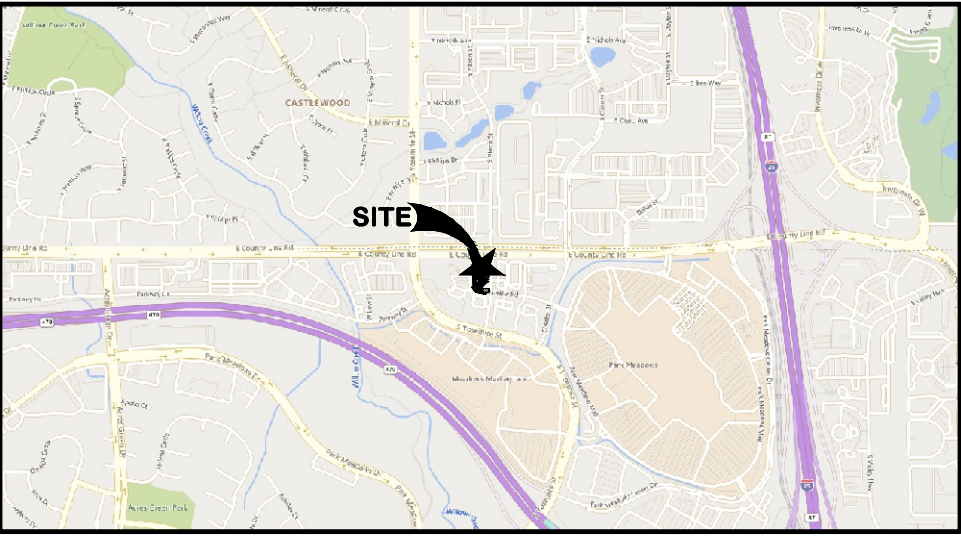
(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition



2,824 SF 6 MPD (S)
COLD DEF



PARCEL DATA		
	S.F.	ACRES
MURPHY PARCEL	42,253	0.97
GREENSPACE PROVIDED	28%	
PAVEMENT AREA	39,429 S.F.	
REQUIRED PARKING	1 SPACE PER EMPLOYEE ON MAX. SHIFT, PLUS TWO SPACES PER BAY (14 STALLS)	
PARKING SPACES PROVIDED	PS 7 AT STORE FRONT 12 UNDER CANOPY =19 SPACES TOTAL	
ZONING	PLANNED DEVELOPMENT (PD)	
SETBACKS		
FRONT (ROAD FRONTAGE):	0'	
SIDES:	20'	
REAR:	0'	
SIGNAGE	PYLON SIGN: 250 SF MAX, 15' HT. MAX (WITH 40' SETBACK) = SETBACK IS DETERMINED BASED ON SIGN HEIGHT	
DRIVEWAY SLOPE	2% MIN. – 5% MAX.	



VICINITY MAP
SCALE: 1"=2,000'

ASSUMPTIONS & PROJECT NOTES
1. SIGNAGE TO BE DETERMINED.

REVISION	DATE	DESCRIPTION

SHEET NO.

CSP

NOT FOR CONSTRUCTION

CONCEPTUAL SITE PLAN

MURPHY USA (NTI)

9091 WESTVIEW ROAD

LONE TREE, CO

MURPHY OIL USA, INC.

200 PEACH STREET

EL DORADO, AR 71730

MURPHY USA

APPENDIX C – LOS Descriptions

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period. The criteria are given in Exhibit 16-2. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

LOS A describes operations with very low delay, up to 10 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 10 and up to 20 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

Exhibit 16-2. Level-of-Service Criteria for Signalized Intersections

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

LOS C describes operations with delay greater than 20 and up to 35 sec per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 35 and up to 55 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 55 and up to 80 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 80 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Table 17-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. . . .

Table 17-2. Level of Service Criteria for TWSC Intersections

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

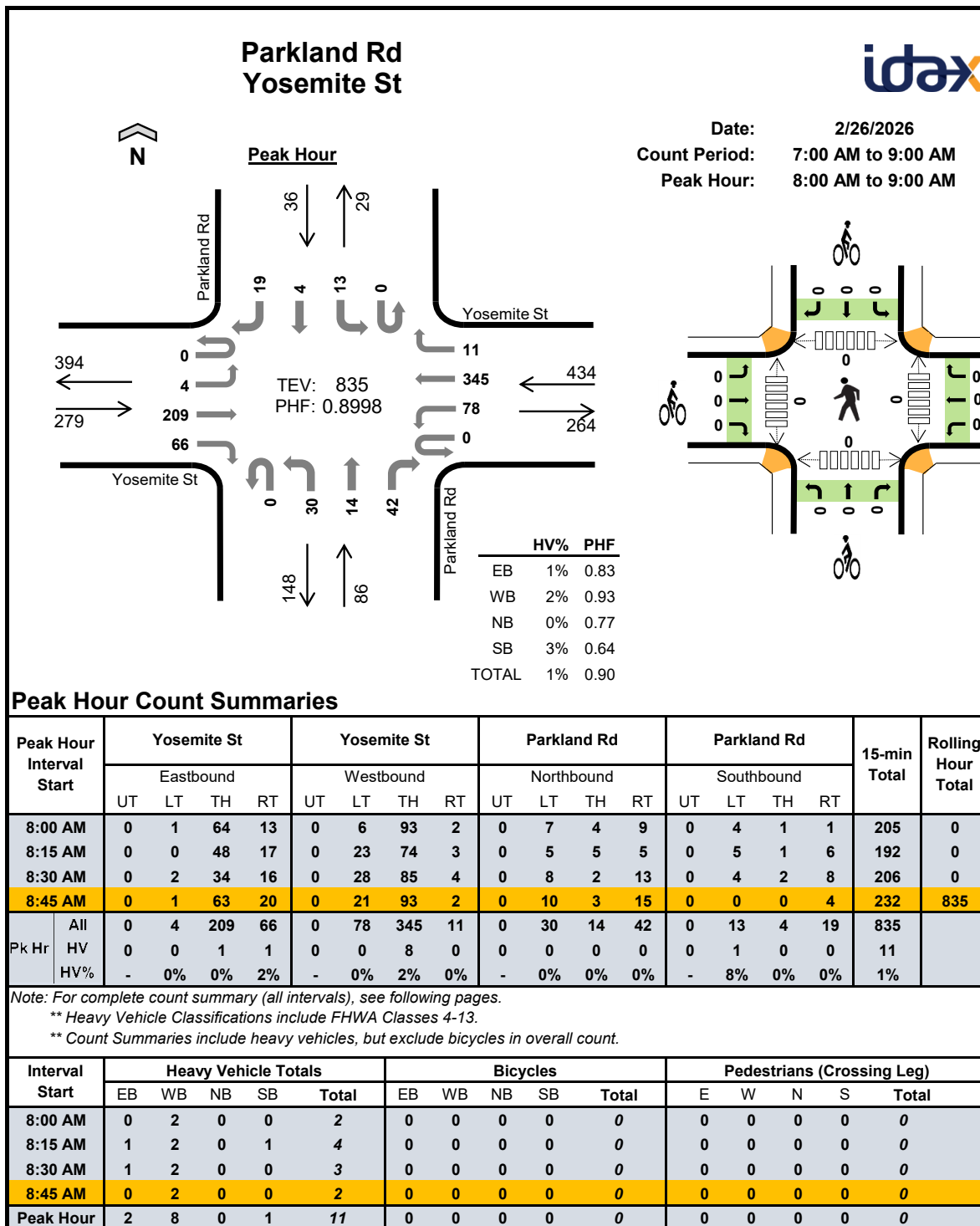
Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. To remain consistent with the AWSC intersection analysis procedure described later in this chapter, a total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The proposed level of service criteria for TWSC intersections are somewhat different from the criteria used in Chapter 16 for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection. . . .

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 2000. Transportation Research Board, National Research Council

APPENDIX D – Traffic Counts



Count Summaries - All Vehicles

Interval Start	Yosemite St				Yosemite St				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	37	7	0	7	52	0	0	0	0	3	0	0	0	1	108	0	
7:15 AM	0	0	34	4	0	6	45	0	0	6	0	5	0	1	0	1	102	0	
7:30 AM	0	0	48	15	0	14	81	0	0	2	6	5	0	3	0	1	175	0	
7:45 AM	0	1	53	10	0	11	113	1	0	5	5	11	0	0	0	2	212	597	
8:00 AM	0	1	64	13	0	6	93	2	0	7	4	9	0	4	1	1	205	694	
8:15 AM	0	0	48	17	0	23	74	3	0	5	5	5	0	5	1	6	192	784	
8:30 AM	0	2	34	16	0	28	85	4	0	8	2	13	0	4	2	8	206	815	
8:45 AM	0	1	63	20	0	21	93	2	0	10	3	15	0	0	0	4	232	835	
Count Total	0	6	381	102	0	116	636	12	0	43	25	66	0	17	4	24	1,432		
Pk Hr	All	0	4	209	66	0	78	345	11	0	30	14	42	0	13	4	19	835	
	HV	0	0	1	1	0	0	8	0	0	0	0	0	0	1	0	0	11	
	HV%	-	0%	0%	2%	-	0%	2%	0%	-	0%	0%	0%	-	8%	0%	0%	1%	

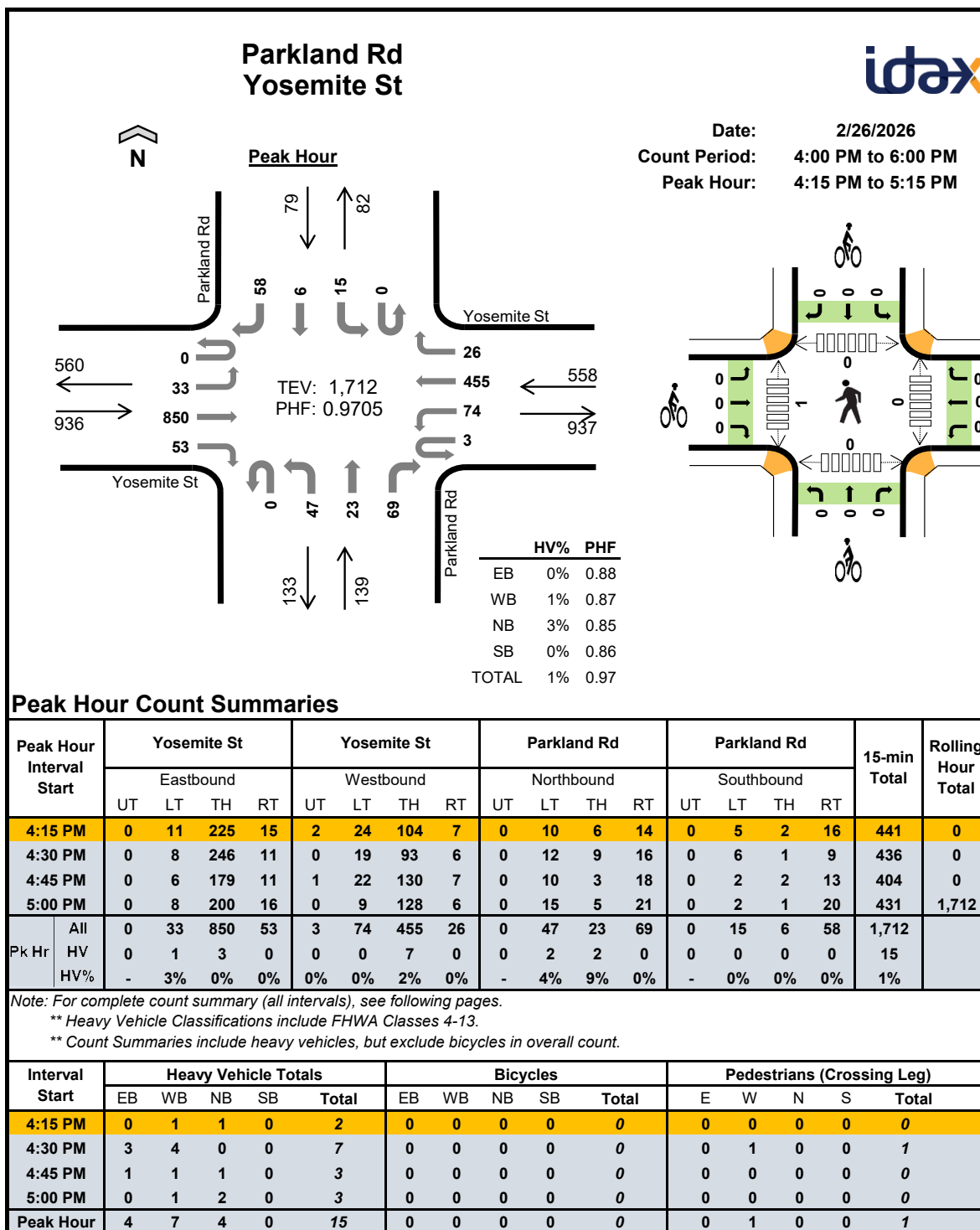
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	1	1	4	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	6	12	1	2	21	0	0	0	0	0	0	0	0	1	1
Peak Hour	2	8	0	1	11	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	Yosemite St				Yosemite St				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	4	10
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	10
8:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	13
8:30 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	13
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	11
Count Total	0	0	5	1	0	0	12	0	0	0	0	1	0	1	0	1	21	
Pk Hr Heavy	0	0	1	1	0	0	8	0	0	0	0	0	0	1	0	0	11	

Count Summaries - Bikes

Interval Start	Yosemite St				Yosemite St				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Count Summaries - All Vehicles

Interval Start		Yosemite St				Yosemite St				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	9	168	15	0	16	114	4	0	11	8	14	0	3	1	15	378	0
4:15 PM		0	11	225	15	2	24	104	7	0	10	6	14	0	5	2	16	441	0
4:30 PM		0	8	246	11	0	19	93	6	0	12	9	16	0	6	1	9	436	0
4:45 PM		0	6	179	11	1	22	130	7	0	10	3	18	0	2	2	13	404	1,659
5:00 PM		0	8	200	16	0	9	128	6	0	15	5	21	0	2	1	20	431	1,712
5:15 PM		0	9	196	13	0	13	105	13	0	8	5	12	0	4	0	12	390	1,661
5:30 PM		0	4	205	13	0	10	110	6	0	12	5	11	0	8	1	11	396	1,621
5:45 PM		0	4	126	10	0	15	108	6	0	7	4	7	0	4	0	18	309	1,526
Count Total		0	59	1,545	104	3	128	892	55	0	85	45	113	0	34	8	114	3,185	
Pk Hr	All	0	33	850	53	3	74	455	26	0	47	23	69	0	15	6	58	1,712	
	HV	0	1	3	0	0	0	7	0	0	2	2	0	0	0	0	0	15	
	HV%	-	3%	0%	0%	0%	0%	2%	0%	-	4%	9%	0%	-	0%	0%	0%	1%	

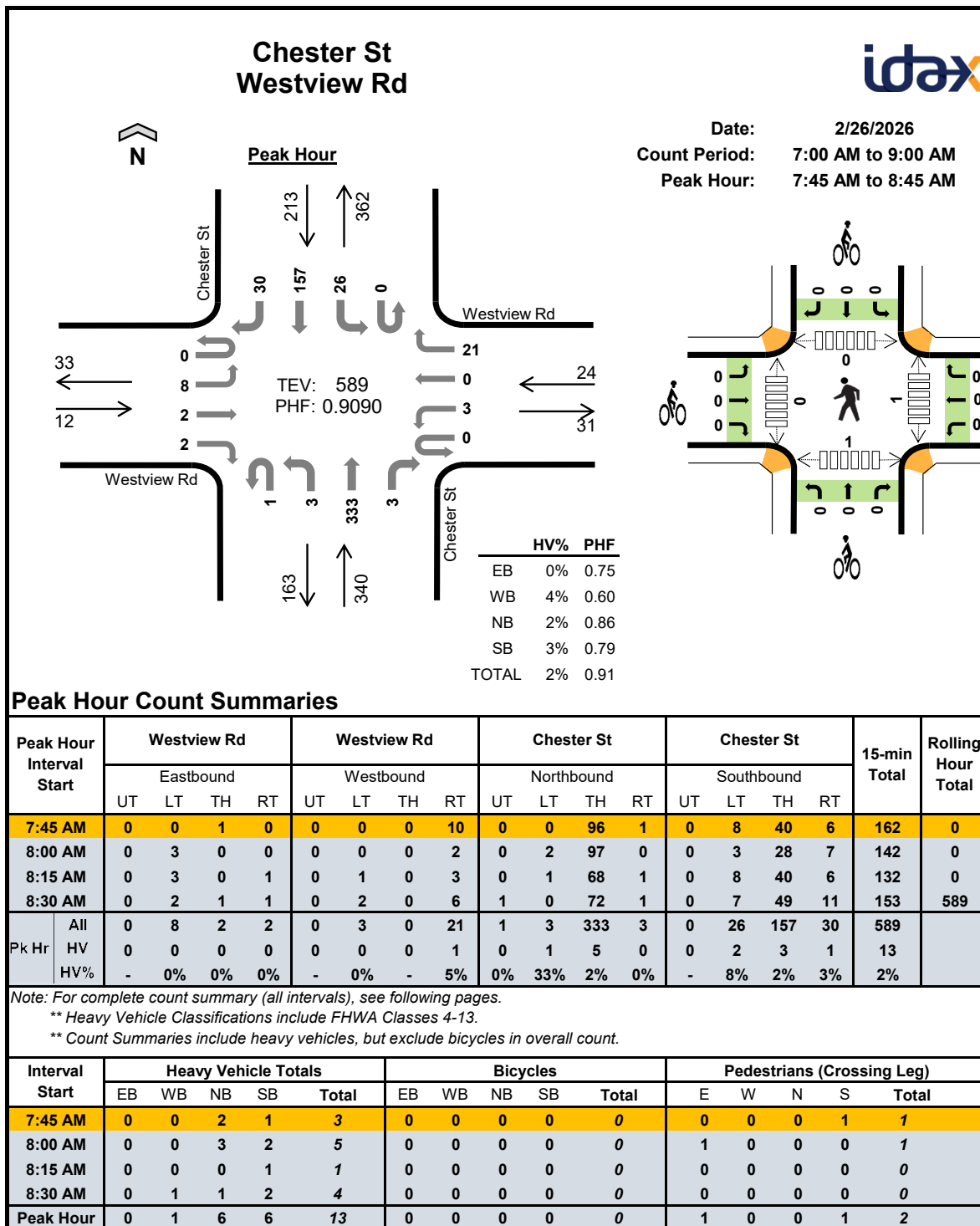
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	4	0	0	7	0	0	0	0	0	0	1	0	0	1
4:45 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
Count Total	7	9	6	0	22	0	0	0	0	0	0	1	1	0	2
Peak Hour	4	7	4	0	15	0	0	0	0	0	0	1	0	0	1

Count Summaries - Heavy Vehicles

Interval Start	Yosemite St				Yosemite St				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
4:30 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	0
4:45 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	14
5:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3	15
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	15
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	8
Count Total	0	2	4	1	0	0	9	0	0	4	2	0	0	0	0	0	22	
Pk Hr Heavy	0	1	3	0	0	0	7	0	0	2	2	0	0	0	0	0	15	

Count Summaries - Bikes

Interval Start	Yosemite St				Yosemite St				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Count Summaries - All Vehicles

Interval Start		Westview Rd				Westview Rd				Chester St				Chester St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	0	0	0	1	0	0	0	46	2	0	4	26	1	81	0
7:15 AM		0	0	0	0	0	0	0	3	0	1	84	0	0	3	37	1	129	0
7:30 AM		0	0	0	0	0	0	1	2	0	0	78	1	0	4	32	4	122	0
7:45 AM		0	0	1	0	0	0	0	10	0	0	96	1	0	8	40	6	162	494
8:00 AM		0	3	0	0	0	0	0	2	0	2	97	0	0	3	28	7	142	555
8:15 AM		0	3	0	1	0	1	0	3	0	1	68	1	0	8	40	6	132	558
8:30 AM		0	2	1	1	0	2	0	6	1	0	72	1	0	7	49	11	153	589
8:45 AM		0	1	2	1	0	0	1	6	0	1	72	2	0	11	41	14	152	579
Count Total		0	10	4	3	0	3	3	32	1	5	613	8	0	48	293	50	1,073	
Pk Hr	All	0	8	2	2	0	3	0	21	1	3	333	3	0	26	157	30	589	
	HV	0	0	0	0	0	0	0	1	0	1	5	0	0	2	3	1	13	
	HV%	-	0%	0%	0%	-	0%	-	5%	0%	33%	2%	0%	-	8%	2%	3%	2%	

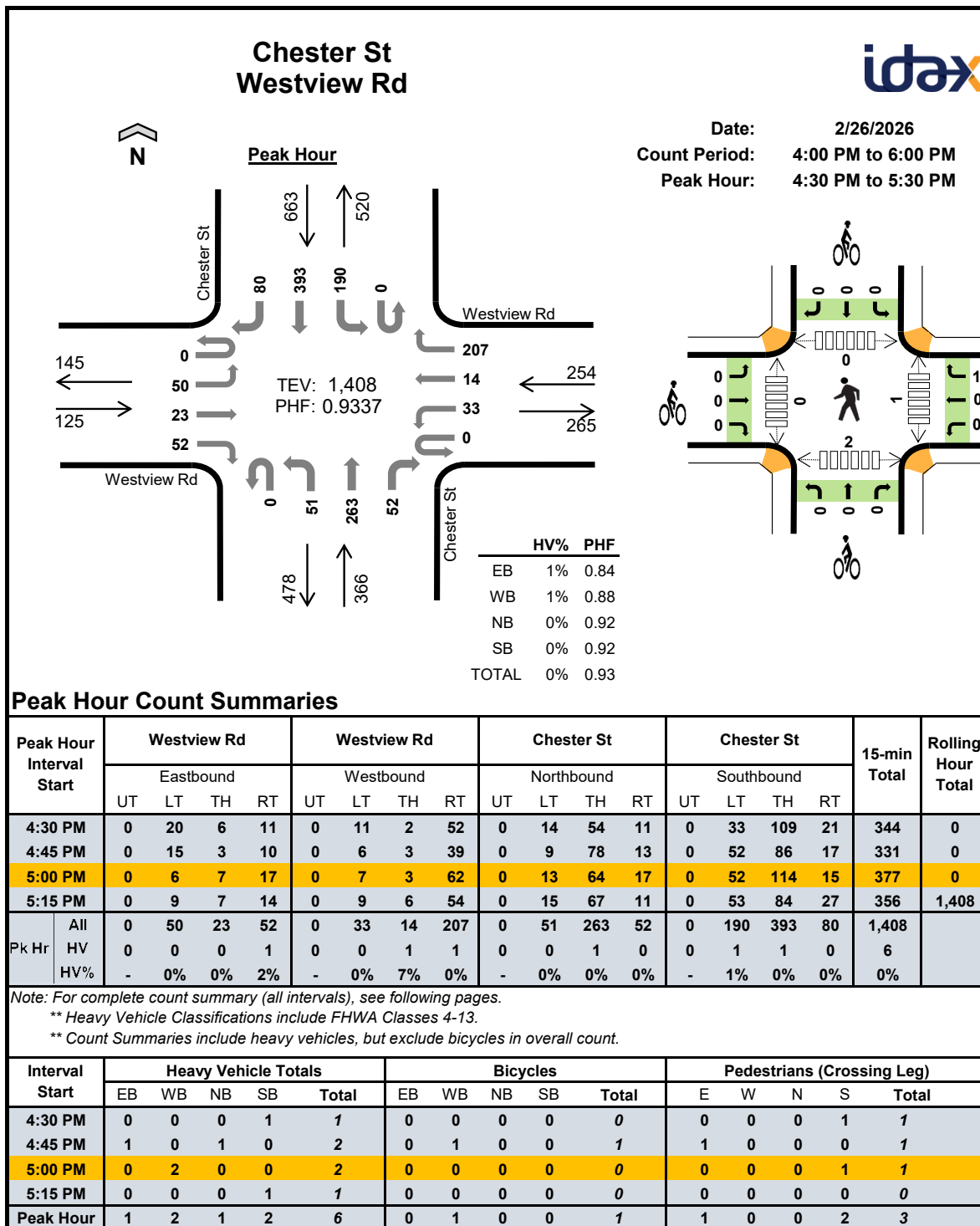
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	4	2	7	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	3	2	5	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0
Count Total	2	3	13	12	30	0	0	0	0	0	2	0	0	1	3
Peak Hour	0	1	6	6	13	0	0	0	0	0	1	0	0	1	2

Count Summaries - Heavy Vehicles

Interval Start	Westview Rd				Westview Rd				Chester St				Chester St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	3	1	0	2	0	0	7	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	16
8:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	1	0	5	18
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	16
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4	13
8:45 AM	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	4	14
Count Total	0	0	1	1	0	0	2	1	0	1	11	1	0	6	5	1	30	
Pk Hr Heavy	0	0	0	0	0	0	0	1	0	1	5	0	0	2	3	1	13	

Count Summaries - Bikes

Interval Start	Westview Rd				Westview Rd				Chester St				Chester St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles

Interval Start		Westview Rd				Westview Rd				Chester St				Chester St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	16	4	14	0	11	7	45	0	9	62	6	0	36	63	19	292	0
4:15 PM		0	9	10	14	0	13	7	61	0	6	64	11	0	39	104	15	353	0
4:30 PM		0	20	6	11	0	11	2	52	0	14	54	11	0	33	109	21	344	0
4:45 PM		0	15	3	10	0	6	3	39	0	9	78	13	0	52	86	17	331	1,320
5:00 PM		0	6	7	17	0	7	3	62	0	13	64	17	0	52	114	15	377	1,405
5:15 PM		0	9	7	14	0	9	6	54	0	15	67	11	0	53	84	27	356	1,408
5:30 PM		0	14	8	12	0	5	6	58	0	10	65	14	1	49	73	15	330	1,394
5:45 PM		0	13	5	15	0	6	4	60	0	21	54	10	0	61	63	24	336	1,399
Count Total		0	102	50	107	0	68	38	431	0	97	508	93	1	375	696	153	2,719	
Pk Hr	All	0	50	23	52	0	33	14	207	0	51	263	52	0	190	393	80	1,408	
	HV	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	0	6	
	HV%	-	0%	0%	2%	-	0%	7%	0%	-	0%	0%	0%	-	1%	0%	0%	0%	

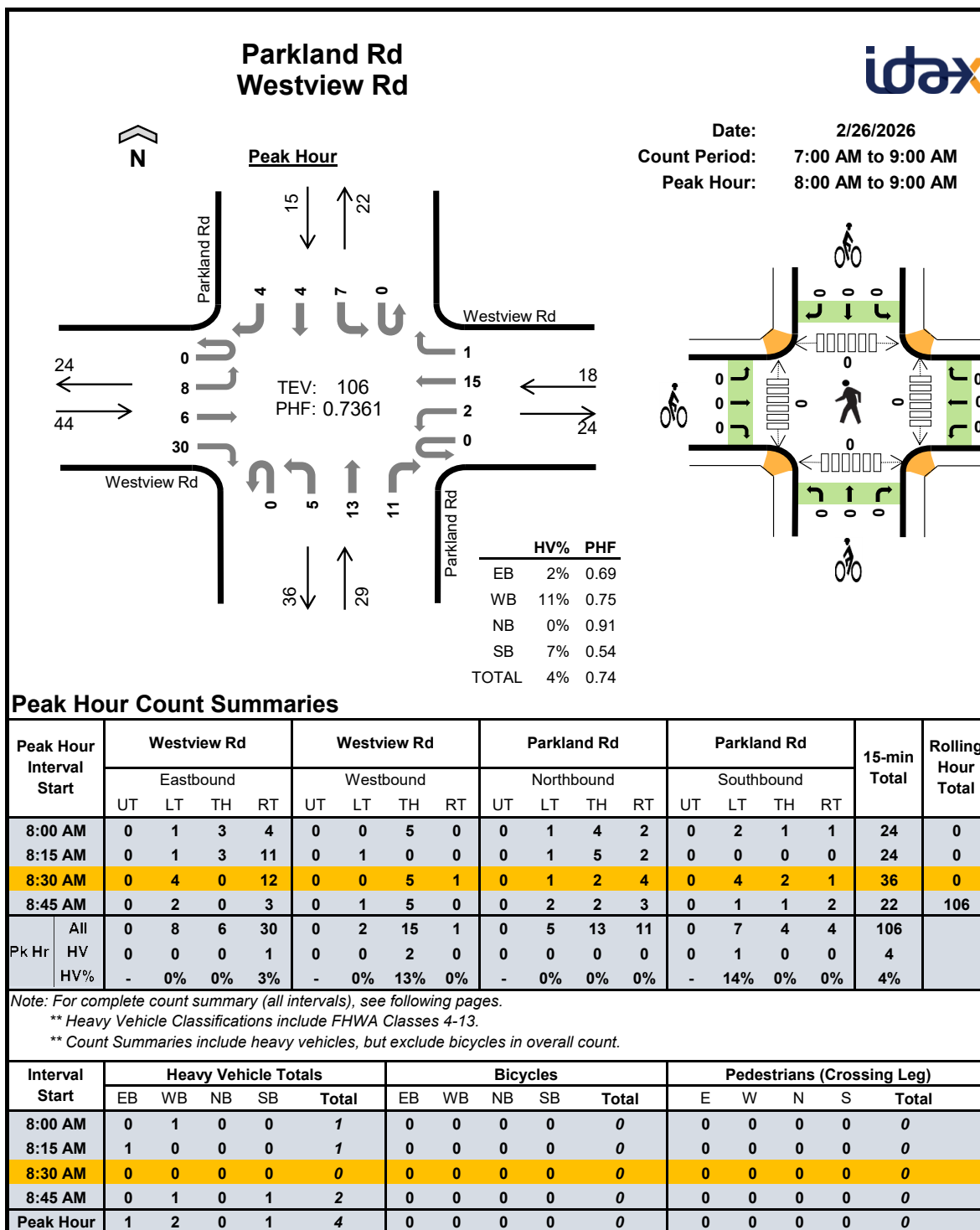
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	5	5
4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
4:45 PM	1	0	1	0	2	0	1	0	0	1	1	0	0	0	1
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0
Count Total	3	2	3	4	12	0	1	0	0	1	1	2	0	10	13
Peak Hour	1	2	1	2	6	0	1	0	0	1	1	0	0	2	3

Count Summaries - Heavy Vehicles

Interval Start	Westview Rd				Westview Rd				Chester St				Chester St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	5
5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	4	7
Count Total	0	0	0	3	0	0	1	1	0	0	3	0	0	2	1	1	12	
Pk Hr Heavy	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	0	6	

Count Summaries - Bikes

Interval Start	Westview Rd				Westview Rd				Chester St				Chester St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Pk Hr Bike	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	

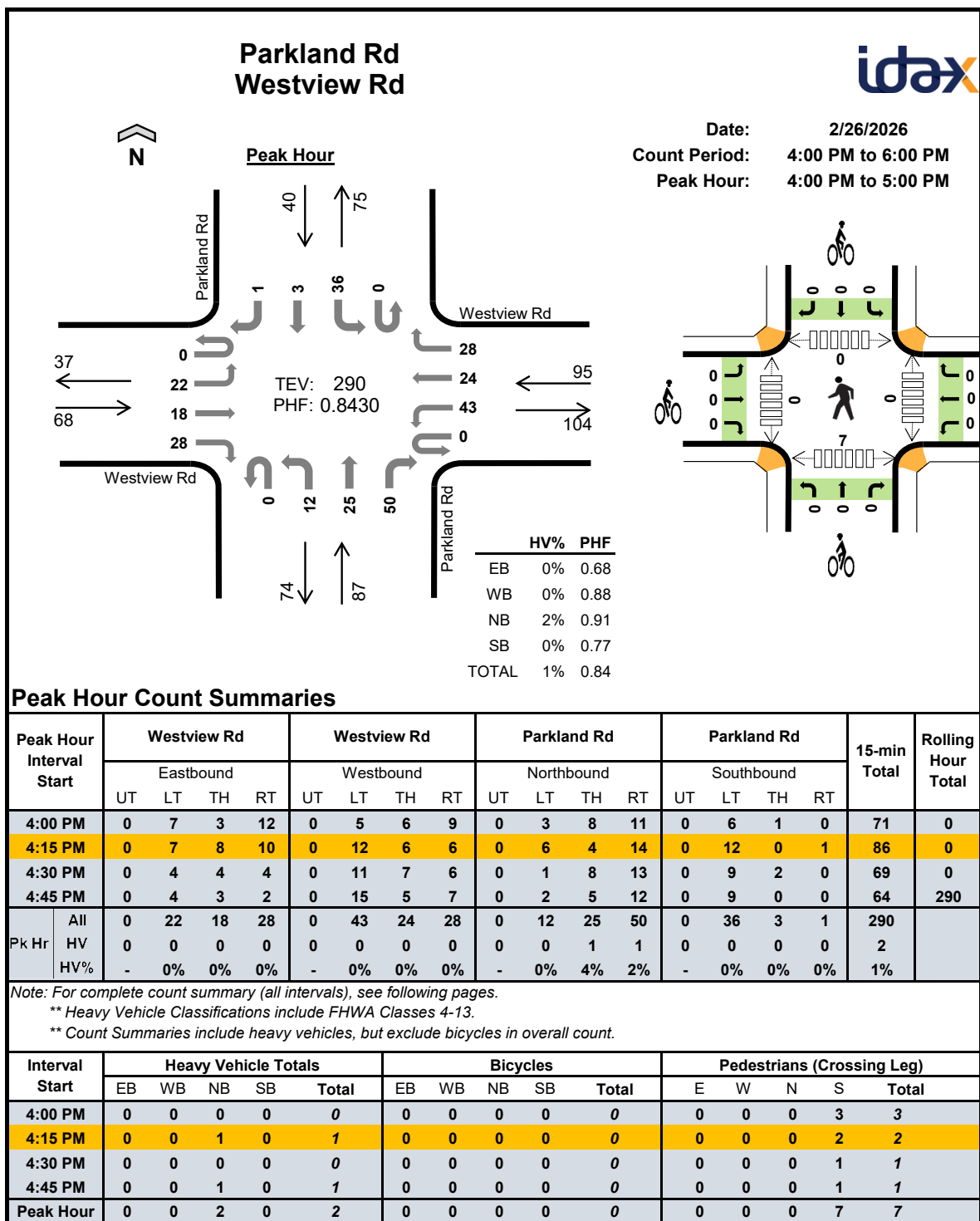


Count Summaries - All Vehicles

Interval Start		Westview Rd				Westview Rd				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	4	1	0	0	1	1	0	0	1	0	0	0	1	0	0	9	0
7:15 AM		0	2	0	2	0	1	0	0	0	0	0	0	0	1	0	0	6	0
7:30 AM		0	2	0	2	0	0	1	0	0	0	6	0	0	1	1	0	13	0
7:45 AM		0	4	0	2	0	0	4	1	0	0	6	1	0	2	1	0	21	49
8:00 AM		0	1	3	4	0	0	5	0	0	1	4	2	0	2	1	1	24	64
8:15 AM		0	1	3	11	0	1	0	0	0	1	5	2	0	0	0	0	24	82
8:30 AM		0	4	0	12	0	0	5	1	0	1	2	4	0	4	2	1	36	105
8:45 AM		0	2	0	3	0	1	5	0	0	2	2	3	0	1	1	2	22	106
Count Total		0	20	7	36	0	4	21	2	0	6	25	12	0	12	6	4	155	
Pk Hr	All	0	8	6	30	0	2	15	1	0	5	13	11	0	7	4	4	106	
	HV	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	4	
	HV%	-	0%	0%	3%	-	0%	13%	0%	-	0%	0%	0%	-	14%	0%	0%	4%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	2	3	0	1	6	0	0	0	0	0	0	0	0	1	1
Peak Hour	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	Westview Rd				Westview Rd				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	4	
Count Total	0	0	0	2	0	0	3	0	0	0	0	0	0	1	0	0	6	
Pk Hr Heavy	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	4	
Count Summaries - Bikes																		
Interval Start	Westview Rd				Westview Rd				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Count Summaries - All Vehicles

Interval Start		Westview Rd				Westview Rd				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	7	3	12	0	5	6	9	0	3	8	11	0	6	1	0	71	0
4:15 PM		0	7	8	10	0	12	6	6	0	6	4	14	0	12	0	1	86	0
4:30 PM		0	4	4	4	0	11	7	6	0	1	8	13	0	9	2	0	69	0
4:45 PM		0	4	3	2	0	15	5	7	0	2	5	12	0	9	0	0	64	290
5:00 PM		0	2	1	3	0	20	2	2	0	2	6	15	0	5	0	2	60	279
5:15 PM		0	1	0	1	0	12	2	7	0	2	7	18	0	13	2	2	67	260
5:30 PM		0	0	3	1	0	17	5	4	0	1	5	8	0	6	2	2	54	245
5:45 PM		0	2	4	2	0	21	4	7	0	3	4	7	0	10	0	3	67	248
Count Total		0	27	26	35	0	113	37	48	0	20	47	98	0	70	7	10	538	
Pk Hr	All	0	22	18	28	0	43	24	28	0	12	25	50	0	36	3	1	290	
	HV	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	4%	2%	-	0%	0%	0%	1%	

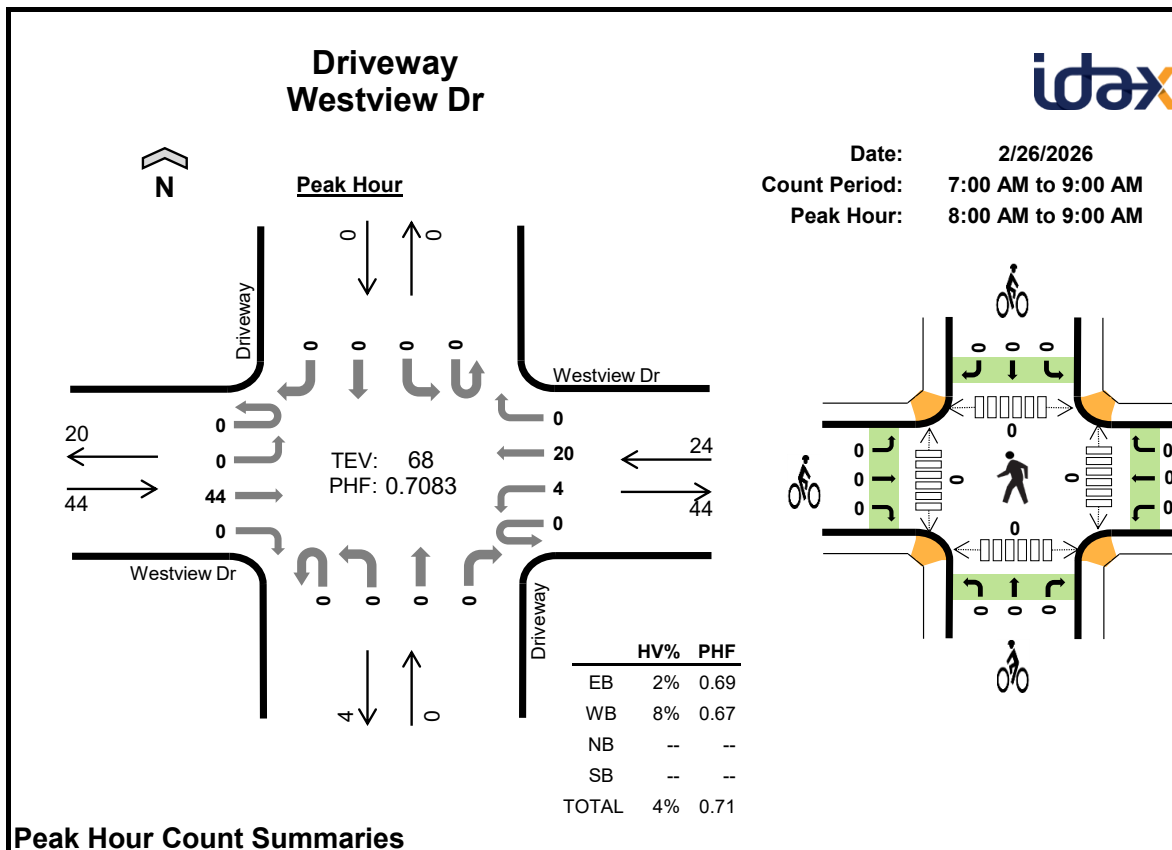
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
5:45 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	4	2	8	0	0	0	0	0	0	1	1	8	10
Peak Hour	0	0	2	0	2	0	0	0	0	0	0	0	0	7	7

Count Summaries - Heavy Vehicles

Interval Start	Westview Rd				Westview Rd				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	3	6
Count Total	0	0	0	0	0	0	0	0	2	0	0	2	2	0	2	0	0	8	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	

Count Summaries - Bikes

Interval Start	Westview Rd				Westview Rd				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Peak Hour Count Summaries

Peak Hour Interval Start		Westview Dr				Westview Dr				Driveway				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	15	0
8:15 AM		0	0	14	0	0	0	1	0	0	0	0	0	0	0	0	0	15	0
8:30 AM		0	0	16	0	0	2	6	0	0	0	0	0	0	0	0	0	24	0
8:45 AM		0	0	5	0	0	2	7	0	0	0	0	0	0	0	0	0	14	68
Pk Hr	All	0	0	44	0	0	4	20	0	0	0	0	0	0	0	0	0	68	
	HV	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
	HV%	-	-	2%	-	-	0%	10%	-	-	-	-	-	-	-	-	-	4%	

Note: For complete count summary (all intervals), see following pages.

** Heavy Vehicle Classifications include FHWA Classes 4-13.

** Count Summaries include heavy vehicles, but exclude bicycles in overall count.

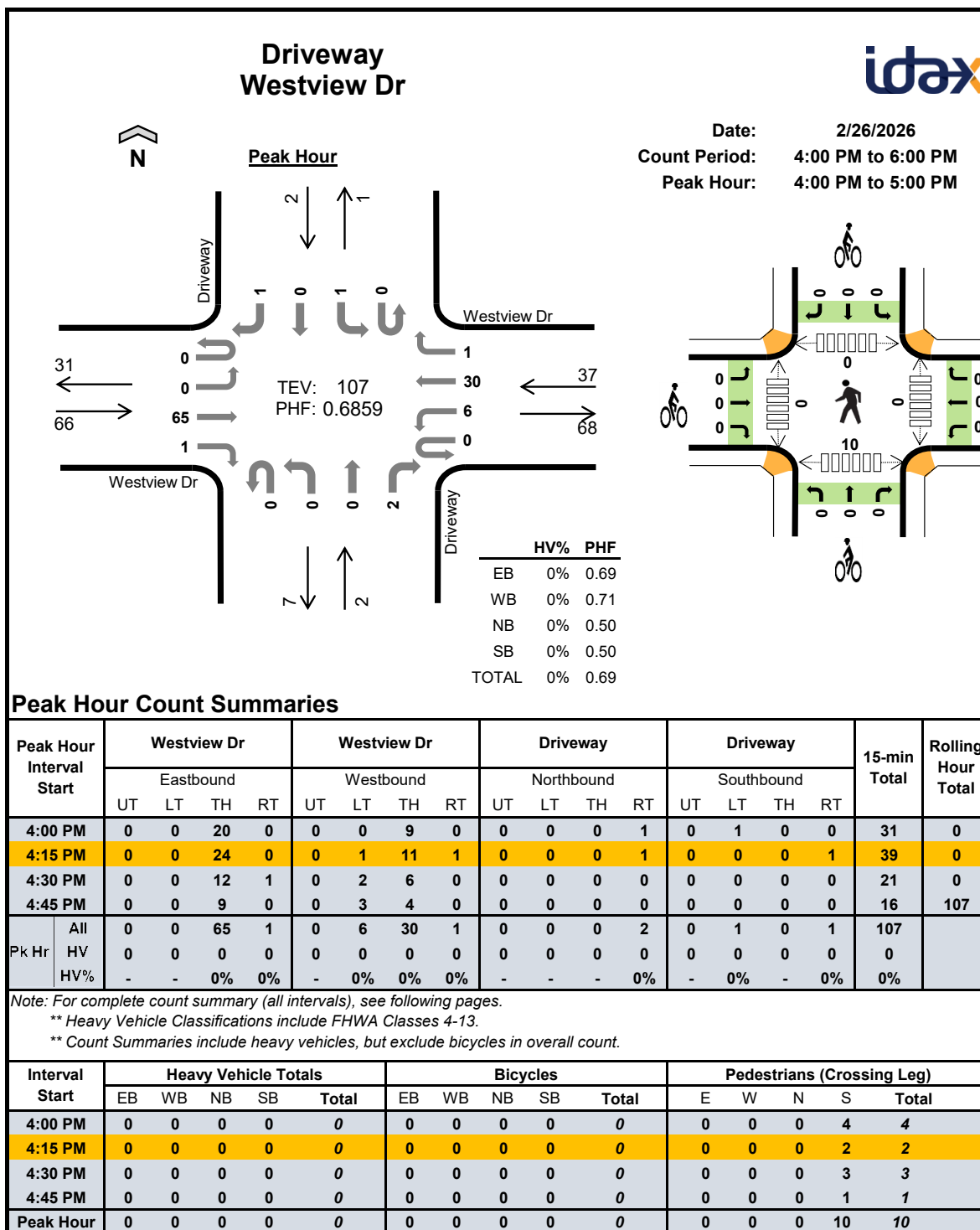
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0

Count Summaries - All Vehicles

Interval Start	Westview Dr				Westview Dr				Driveway				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
7:45 AM	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	10	26
8:00 AM	0	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	15	34
8:15 AM	0	0	14	0	0	0	1	0	0	0	0	0	0	0	0	0	15	45
8:30 AM	0	0	16	0	0	2	6	0	0	0	0	0	0	0	0	0	24	64
8:45 AM	0	0	5	0	0	2	7	0	0	0	0	0	0	0	0	0	14	68
Count Total	0	0	63	0	0	4	27	0	0	0	0	0	0	0	0	0	94	
Pk Hr	All	0	0	44	0	0	4	20	0	0	0	0	0	0	0	0	68	
	HV	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3	
	HV%	-	-	2%	-	-	0%	10%	-	-	-	-	-	-	-	-	4%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	2	3	0	0	5	0	0	0	0	0	0	0	0	1	1
Peak Hour	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	Westview Dr				Westview Dr				Driveway				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
Count Total	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	
Pk Hr Heavy	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
Count Summaries - Bikes																		
Interval Start	Westview Dr				Westview Dr				Driveway				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles

Interval Start		Westview Dr				Westview Dr				Driveway				Driveway				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	20	0	0	0	9	0	0	0	0	1	0	1	0	0	31	0
4:15 PM		0	0	24	0	0	1	11	1	0	0	0	1	0	0	0	1	39	0
4:30 PM		0	0	12	1	0	2	6	0	0	0	0	0	0	0	0	0	21	0
4:45 PM		0	0	9	0	0	3	4	0	0	0	0	0	0	0	0	0	16	107
5:00 PM		0	0	5	0	0	2	4	0	0	0	0	1	0	0	0	0	12	88
5:15 PM		0	0	1	0	0	3	3	0	0	0	0	1	0	0	0	0	8	57
5:30 PM		0	0	2	0	0	1	6	1	0	0	0	1	0	1	0	0	12	48
5:45 PM		0	0	5	0	0	3	7	0	0	0	0	2	0	1	0	0	18	50
Count Total		0	0	78	1	0	15	50	2	0	0	0	7	0	3	0	1	157	
Pk Hr	All	0	0	65	1	0	6	30	1	0	0	0	2	0	1	0	1	107	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	HV%	-	-	0%	0%	-	0%	0%	0%	-	-	-	0%	-	0%	-	0%	0%	

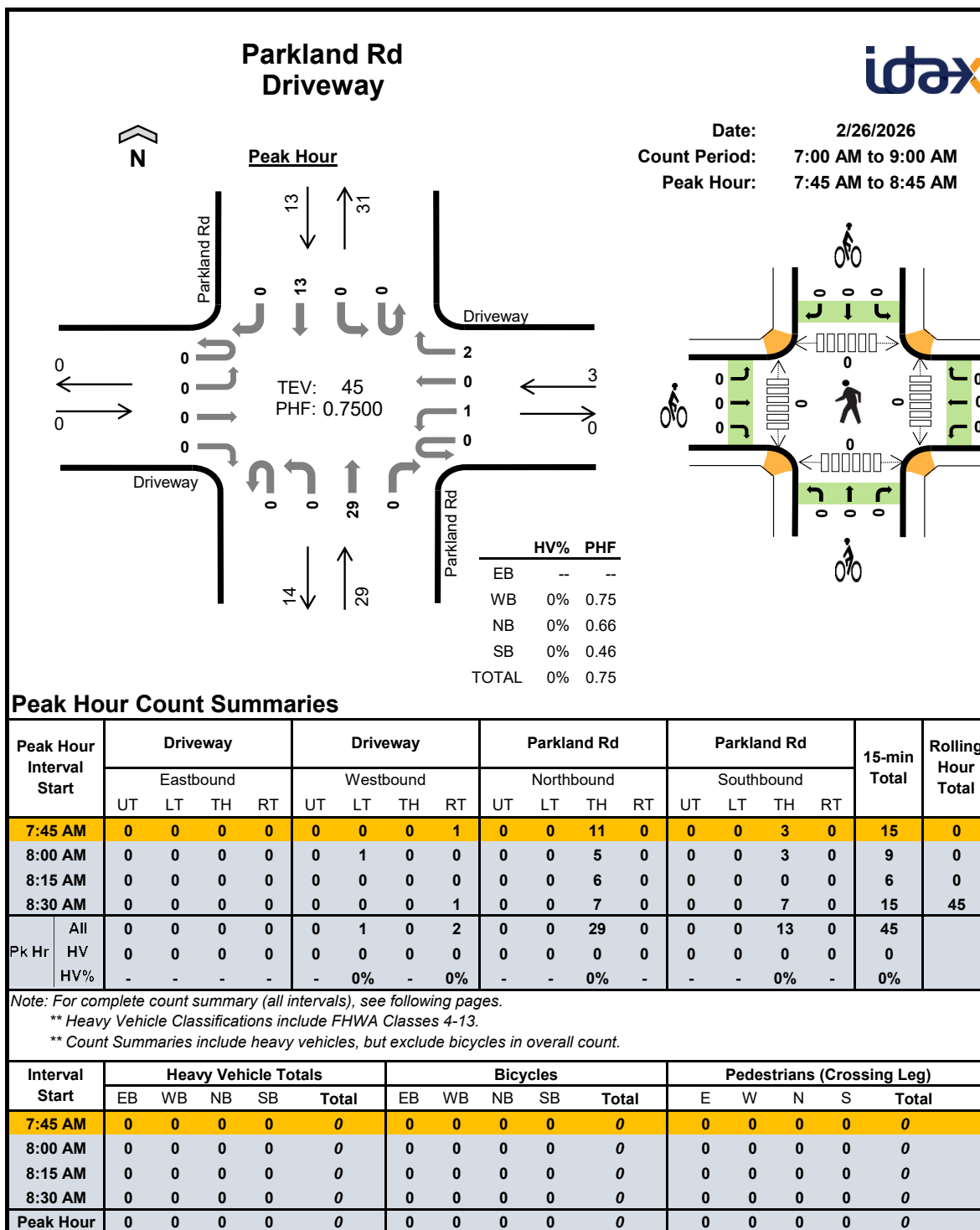
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10

Count Summaries - Heavy Vehicles

Interval Start	Westview Dr				Westview Dr				Driveway				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Count Summaries - Bikes

Interval Start	Westview Dr				Westview Dr				Driveway				Driveway				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Count Summaries - All Vehicles

Interval Start		Driveway				Driveway				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	10	0
7:45 AM		0	0	0	0	0	0	0	1	0	0	11	0	0	0	3	0	15	33
8:00 AM		0	0	0	0	0	1	0	0	0	0	5	0	0	0	3	0	9	37
8:15 AM		0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	40
8:30 AM		0	0	0	0	0	0	0	1	0	0	7	0	0	0	7	0	15	45
8:45 AM		0	0	0	0	0	1	0	0	0	0	4	0	0	0	3	0	8	38
Count Total		0	0	0	0	0	2	0	2	0	0	47	0	0	0	20	0	71	
P k H r	All	0	0	0	0	0	1	0	2	0	0	29	0	0	0	13	0	45	
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	-	-	-	0%	-	0%	

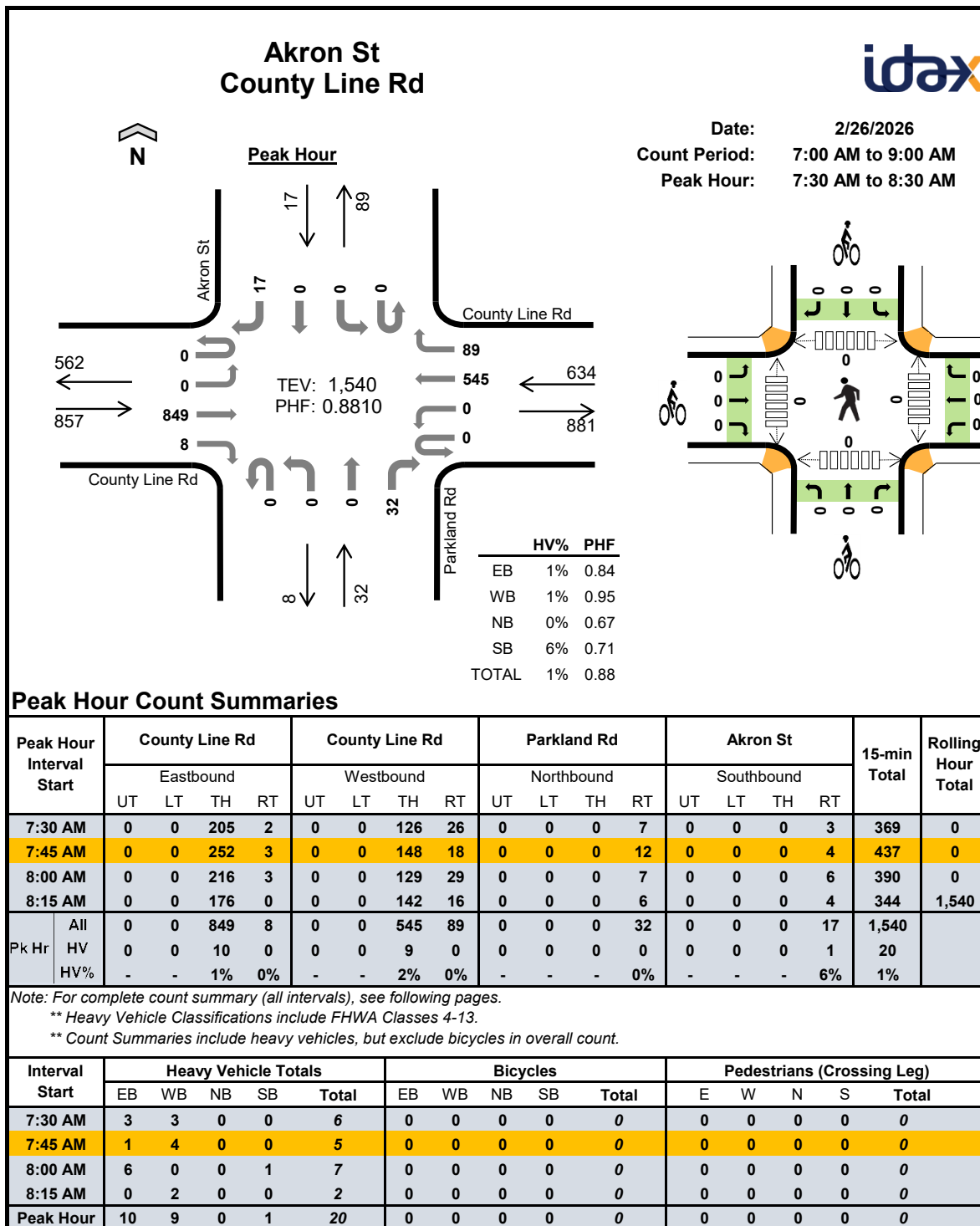
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Driveway				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Summaries - Bikes																		
Interval Start	Driveway				Driveway				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Count Summaries - All Vehicles																			
Interval Start		Driveway				Driveway				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	0	0	1	0	0	24	0	0	0	8	0	33	0
4:15 PM		0	0	0	0	0	0	0	6	0	0	17	0	0	0	12	1	36	0
4:30 PM		0	0	0	0	0	1	0	1	0	0	18	0	0	0	10	0	30	0
4:45 PM		0	0	0	0	0	0	0	0	0	0	16	0	0	0	9	0	25	124
5:00 PM		0	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	17	108
5:15 PM		0	0	0	0	0	1	0	1	0	0	14	0	0	0	16	0	32	104
5:30 PM		0	0	0	0	0	0	0	1	0	0	10	0	0	0	10	0	21	95
5:45 PM		0	0	0	0	0	0	0	0	0	1	12	0	0	0	13	0	26	96
Count Total		0	0	0	0	0	2	0	10	0	1	121	0	0	0	85	1	220	
Pk Hr	All	0	0	0	0	0	1	0	8	0	0	75	0	0	0	39	1	124	
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
	HV%	-	-	-	-	-	0%	-	0%	-	-	1%	-	-	-	0%	0%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles																		
Interval Start	Driveway				Driveway				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	5	
Count Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	
Pk Hr Heavy	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Count Summaries - Bikes																		
Interval Start	Driveway				Driveway				Parkland Rd				Parkland Rd				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



Count Summaries - All Vehicles

Interval Start		County Line Rd				County Line Rd				Parkland Rd				Akron St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	127	1	0	0	85	16	0	0	0	3	0	0	0	5	237	0
7:15 AM		0	0	164	1	0	0	97	19	0	0	0	3	0	0	0	3	287	0
7:30 AM		0	0	205	2	0	0	126	26	0	0	0	7	0	0	0	3	369	0
7:45 AM		0	0	252	3	0	0	148	18	0	0	0	12	0	0	0	4	437	1,330
8:00 AM		0	0	216	3	0	0	129	29	0	0	0	7	0	0	0	6	390	1,483
8:15 AM		0	0	176	0	0	0	142	16	0	0	0	6	0	0	0	4	344	1,540
8:30 AM		0	0	136	7	0	0	134	21	0	0	0	7	0	0	0	7	312	1,483
8:45 AM		0	0	156	3	0	0	137	13	0	0	0	4	0	0	0	8	321	1,367
Count Total		0	0	1,432	20	0	0	998	158	0	0	0	49	0	0	0	40	2,697	
Pk Hr	All	0	0	849	8	0	0	545	89	0	0	0	32	0	0	0	17	1,540	
	HV	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	1	20	
	HV%	-	-	1%	0%	-	-	2%	0%	-	-	-	0%	-	-	-	6%	1%	

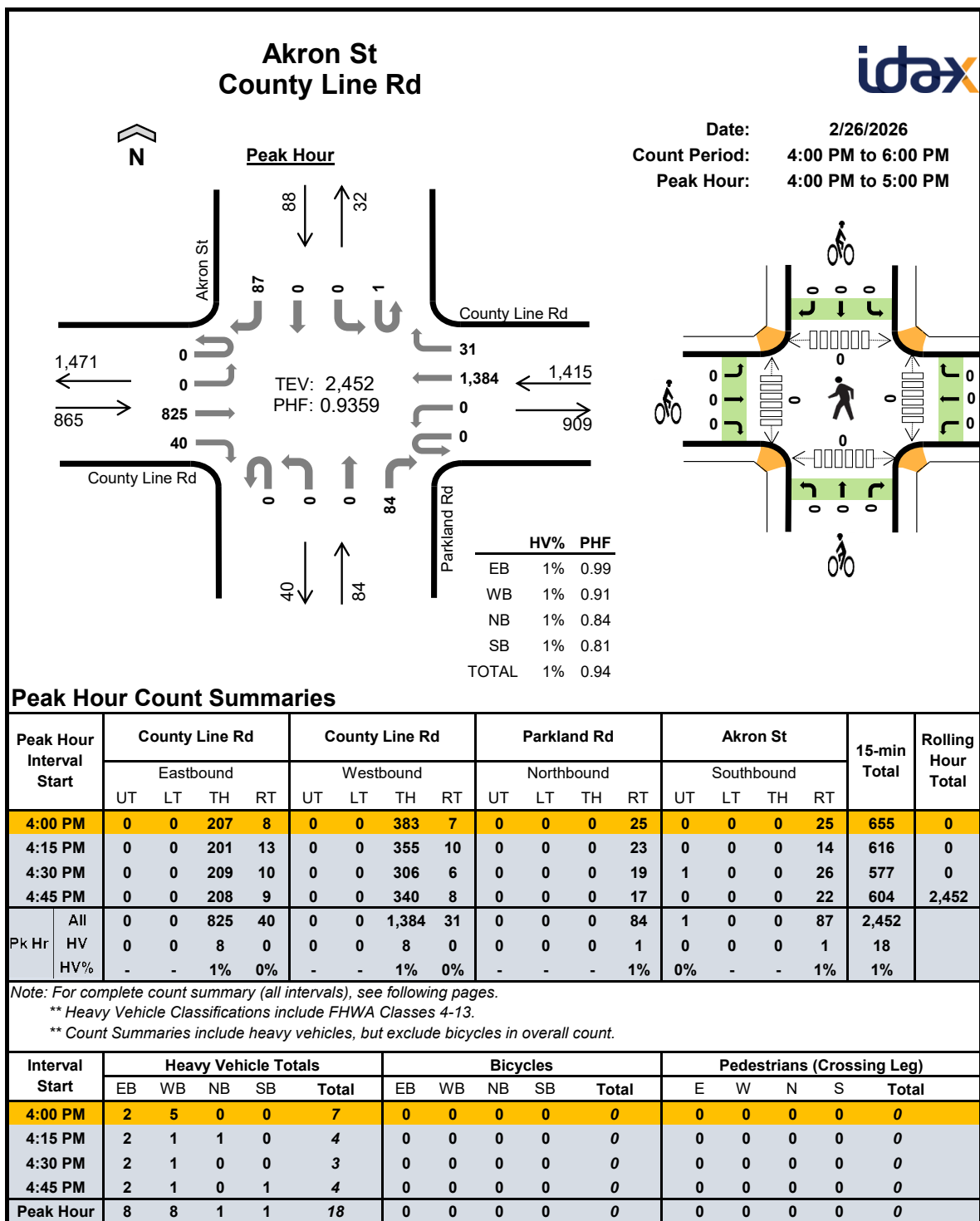
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
7:00 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	0	0	1	7	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
Count Total	20	18	0	2	40	0	0	0	0	0	0	0	0	0	0
Peak Hour	10	9	0	1	20	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	County Line Rd				County Line Rd				Parkland Rd				Akron St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0
7:30 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
7:45 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	19
8:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7	22
8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	20
8:30 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	20
8:45 AM	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6	21
Count Total	0	0	19	1	0	0	18	0	0	0	0	0	0	0	0	2	40	
Pk Hr Heavy	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	1	20	

Count Summaries - Bikes

Interval Start	County Line Rd				County Line Rd				Parkland Rd				Akron St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



Count Summaries - All Vehicles

Interval Start		County Line Rd				County Line Rd				Parkland Rd				Akron St				15-min Total	Rolling Hour Total
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	207	8	0	0	383	7	0	0	0	25	0	0	0	25	655	0
4:15 PM		0	0	201	13	0	0	355	10	0	0	0	23	0	0	0	14	616	0
4:30 PM		0	0	209	10	0	0	306	6	0	0	0	19	1	0	0	26	577	0
4:45 PM		0	0	208	9	0	0	340	8	0	0	0	17	0	0	0	22	604	2,452
5:00 PM		0	0	204	7	0	0	305	5	0	0	0	9	0	0	0	16	546	2,343
5:15 PM		0	0	283	16	0	0	308	3	0	0	0	16	0	0	0	21	647	2,374
5:30 PM		0	0	199	10	0	0	269	7	0	0	0	10	0	0	0	9	504	2,301
5:45 PM		0	0	204	13	0	0	218	2	0	0	0	12	0	0	0	6	455	2,152
Count Total		0	0	1,715	86	0	0	2,484	48	0	0	0	131	1	0	0	139	4,604	
Pk Hr	All	0	0	825	40	0	0	1,384	31	0	0	0	84	1	0	0	87	2,452	
	HV	0	0	8	0	0	0	8	0	0	0	1	0	0	0	1	18		
	HV%	-	-	1%	0%	-	-	1%	0%	-	-	-	1%	0%	-	-	1%	1%	

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	E	W	N	S	Total
4:00 PM	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1
5:30 PM	3	1	0	0	4	0	0	0	0	0	0	0	0	1	1
5:45 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	18	10	4	1	33	0	0	0	0	0	0	0	1	1	2
Peak Hour	8	8	1	1	18	0	0	0	0	0	0	0	0	0	0

Count Summaries - Heavy Vehicles

Interval Start	County Line Rd				County Line Rd				Parkland Rd				Akron St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	0
4:15 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4	0
4:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	18
5:00 PM	0	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	5	16
5:15 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	15
5:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	16
5:45 PM	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	3	15
Count Total	0	0	16	2	0	0	10	0	0	0	0	4	0	0	0	1	33	
Pk Hr Heavy	0	0	8	0	0	0	8	0	0	0	0	1	0	0	0	1	18	

Count Summaries - Bikes

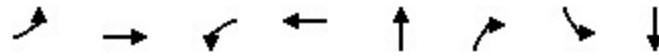
Interval Start	County Line Rd				County Line Rd				Parkland Rd				Akron St				15-min Total	Rolling Hour Total
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pk Hr Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

APPENDIX E – Existing Synchro Outputs

Queues

1: Retail Access/Parkland Rd & Yosemite St

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	5	300	74	408	48	45	15	25
v/c Ratio	0.01	0.08	0.09	0.10	0.37	0.20	0.13	0.16
Control Delay (s/veh)	2.5	3.9	2.4	3.0	46.2	2.3	39.0	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.9	2.4	3.0	46.2	2.3	39.0	20.9
Queue Length 50th (ft)	1	14	6	13	26	0	8	3
Queue Length 95th (ft)	3	24	17	39	56	1	25	23
Internal Link Dist (ft)		319		330	136			337
Turn Bay Length (ft)	300		250				150	
Base Capacity (vph)	846	3635	895	4085	215	311	195	253
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.08	0.08	0.10	0.22	0.14	0.08	0.10
Intersection Summary								

HCM 7th Signalized Intersection Summary
1: Retail Access/Parkland Rd & Yosemite St

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	199	56	68	365	10	25	16	38	13	4	17
Future Volume (veh/h)	4	199	56	68	365	10	25	16	38	13	4	17
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	5	234	66	74	397	11	29	19	45	15	5	20
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	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	784	2853	760	910	3845	106	111	49	102	122	21	84
Arrive On Green	0.01	0.71	0.71	0.05	0.75	0.75	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	4013	1069	1781	5108	141	721	755	1585	1338	327	1308
Grp Volume(v), veh/h	5	196	104	74	264	144	48	0	45	15	0	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1678	1781	1702	1845	1476	0	1585	1338	0	1635
Q Serve(g_s), s	0.1	1.6	1.7	0.9	1.9	1.9	1.6	0.0	2.5	1.0	0.0	1.3
Cycle Q Clear(g_c), s	0.1	1.6	1.7	0.9	1.9	1.9	3.0	0.0	2.5	4.0	0.0	1.3
Prop In Lane	1.00		0.64	1.00		0.08	0.60		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	784	2420	1193	910	2562	1389	159	0	102	122	0	105
V/C Ratio(X)	0.01	0.08	0.09	0.08	0.10	0.10	0.30	0.00	0.44	0.12	0.00	0.24
Avail Cap(c_a), veh/h	953	2420	1193	1005	2562	1389	283	0	229	229	0	236
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.6	4.0	4.0	2.6	3.0	3.0	40.8	0.0	40.5	42.7	0.0	40.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.1	0.1	0.8	0.0	2.2	0.3	0.0	0.9
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	0.0	0.5	0.5	0.2	0.5	0.5	1.1	0.0	1.0	0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.6	4.1	4.1	2.6	3.1	3.1	41.6	0.0	42.8	43.0	0.0	40.9
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h	305		482				93		40			
Approach Delay, s/veh	4.1		3.0				42.1		41.7			
Approach LOS	A		A				D		D			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	5.5	73.7	10.8		9.2	70.0	10.8					
Change Period (Y+Rc), s	5.0	6.0	5.0		5.0	6.0	5.0					
Max Green Setting (Gmax), s	9.0	52.0	13.0		9.0	52.0	13.0					
Max Q Clear Time (g_c+I1), s	2.1	3.9	6.0		2.9	3.7	5.0					
Green Ext Time (p_c), s	0.0	2.7	0.0		0.0	2.0	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh			9.0									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Queues

2: Chester St & Westview Rd/Mall Access

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	4	4	13	12	5	390	31	220
v/c Ratio	0.06	0.03	0.03	0.02	0.02	0.04	0.13	0.11	0.07
Control Delay (s/veh)	38.6	31.3	38.0	0.1	0.1	40.0	3.9	39.1	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	31.3	38.0	0.1	0.1	40.0	3.9	39.1	2.2
Queue Length 50th (ft)	5	1	2	0	0	3	19	8	0
Queue Length 95th (ft)	18	10	11	0	0	13	57	21	29
Internal Link Dist (ft)		520		238			272		310
Turn Bay Length (ft)	100					150		250	
Base Capacity (vph)	269	250	269	680	680	137	2892	305	3069
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.02	0.01	0.02	0.02	0.04	0.13	0.10	0.07
Intersection Summary									

HCM 7th Signalized Intersection Summary

2: Chester St & Westview Rd/Mall Access

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2	2	3	0	21	4	333	3	26	157	30
Future Volume (veh/h)	8	2	2	3	0	21	4	333	3	26	157	30
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	9	2	2	4	0	0	5	387	3	31	185	35
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.86	0.86	0.86	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	17	17	104	0		12	2128	16	104	1799	334
Arrive On Green	0.02	0.02	0.02	0.02	0.00	0.00	0.01	0.59	0.59	0.03	0.60	0.60
Sat Flow, veh/h	1418	858	858	1412	0	3170	1781	3614	28	3456	2992	555
Grp Volume(v), veh/h	9	0	4	4	0	0	5	190	200	31	108	112
Grp Sat Flow(s),veh/h/ln	1418	0	1716	1412	0	1585	1781	1777	1865	1728	1777	1770
Q Serve(g_s), s	0.6	0.0	0.2	0.3	0.0	0.0	0.3	4.4	4.4	0.8	2.3	2.4
Cycle Q Clear(g_c), s	0.6	0.0	0.2	0.5	0.0	0.0	0.3	4.4	4.4	0.8	2.3	2.4
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.02	1.00		0.31
Lane Grp Cap(c), veh/h	107	0	33	104	0		12	1046	1098	104	1068	1064
V/C Ratio(X)	0.08	0.00	0.12	0.04	0.00		0.43	0.18	0.18	0.30	0.10	0.10
Avail Cap(c_a), veh/h	285	0	248	281	0		139	1046	1098	307	1068	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	43.4	43.6	0.0	0.0	44.5	8.5	8.5	42.7	7.6	7.6
Incr Delay (d2), s/veh	0.5	0.0	2.3	0.2	0.0	0.0	23.1	0.4	0.4	2.3	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.1	0.0	0.0	0.2	1.7	1.8	0.4	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.0	0.0	45.7	43.8	0.0	0.0	67.7	8.9	8.9	45.0	7.8	7.8
LnGrp LOS	D		D	D			E	A	A	D	A	A
Approach Vol, veh/h	13			4			395			251		
Approach Delay, s/veh	44.5			43.8			9.6			12.4		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	59.0		6.7	6.6	60.1		6.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	8.0	53.0		13.0	7.0	53.0		13.0				
Max Q Clear Time (g_c+I1), s	2.8	6.4		2.6	2.3	4.4		2.5				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	1.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.6											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	10	6	29	1	14	5	3	17	10	8	4	2
Future Vol, veh/h	10	6	29	1	14	5	3	17	10	8	4	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.91	0.91	0.91	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	7	34	1	16	6	3	19	11	9	5	2
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

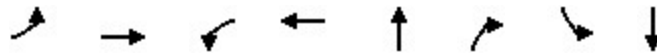
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	7.2	7.3	7.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	63%	0%	17%	0%	74%	0%	67%
Vol Right, %	0%	37%	0%	83%	0%	26%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	27	10	35	1	19	8	6
LT Vol	3	0	10	0	1	0	8	0
Through Vol	0	17	0	6	0	14	0	4
RT Vol	0	10	0	29	0	5	0	2
Lane Flow Rate	3	30	12	41	1	22	9	7
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.005	0.036	0.017	0.046	0.002	0.028	0.014	0.009
Departure Headway (Hd)	5.173	4.413	5.128	4.048	5.143	4.458	5.181	4.447
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	689	807	696	880	693	799	688	800
Service Time	2.925	2.165	2.874	1.793	2.893	2.208	2.936	2.202
HCM Lane V/C Ratio	0.004	0.037	0.017	0.047	0.001	0.028	0.013	0.009
HCM Control Delay, s/veh	8	7.3	8	7	7.9	7.3	8	7.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.1	0	0.1	0	0

Queues

1: Retail Access/Parkland Rd & Yosemite St

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	989	97	535	85	73	19	69
v/c Ratio	0.06	0.31	0.22	0.16	0.46	0.24	0.11	0.27
Control Delay (s/veh)	3.8	8.1	4.5	6.3	35.7	3.5	26.8	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.8	8.1	4.5	6.3	35.7	3.5	26.8	11.7
Queue Length 50th (ft)	4	73	9	34	35	0	7	3
Queue Length 95th (ft)	12	115	24	56	66	8	22	31
Internal Link Dist (ft)		319		330	136			337
Turn Bay Length (ft)	300		250				150	
Base Capacity (vph)	686	3235	484	3423	268	395	242	349
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.31	0.20	0.16	0.32	0.18	0.08	0.20
Intersection Summary								

HCM 7th Signalized Intersection Summary
1: Retail Access/Parkland Rd & Yosemite St

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	818	52	84	441	24	43	29	62	16	6	53
Future Volume (veh/h)	34	818	52	84	441	24	43	29	62	16	6	53
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	39	930	59	97	507	28	51	34	73	19	7	62
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.85	0.85	0.85	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	665	2930	185	497	3107	170	149	79	180	159	19	165
Arrive On Green	0.03	0.60	0.60	0.06	0.63	0.63	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	4908	311	1781	4954	272	588	697	1585	1287	163	1447
Grp Volume(v), veh/h	39	644	345	97	347	188	85	0	73	19	0	69
Grp Sat Flow(s),veh/h/ln	1781	1702	1814	1781	1702	1821	1285	0	1585	1287	0	1610
Q Serve(g_s), s	0.6	6.6	6.6	1.4	3.0	3.0	2.2	0.0	3.0	1.0	0.0	2.8
Cycle Q Clear(g_c), s	0.6	6.6	6.6	1.4	3.0	3.0	4.9	0.0	3.0	5.9	0.0	2.8
Prop In Lane	1.00		0.17	1.00		0.15	0.60		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	665	2032	1083	497	2135	1142	229	0	180	159	0	183
V/C Ratio(X)	0.06	0.32	0.32	0.20	0.16	0.16	0.37	0.00	0.40	0.12	0.00	0.38
Avail Cap(c_a), veh/h	789	2032	1083	567	2135	1142	337	0	294	251	0	299
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	7.0	7.0	4.7	5.4	5.4	29.7	0.0	28.8	32.5	0.0	28.7
Incr Delay (d2), s/veh	0.0	0.4	0.8	0.1	0.2	0.3	0.7	0.0	1.1	0.2	0.0	0.9
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	0.2	2.0	2.3	0.4	0.8	1.0	1.4	0.0	1.1	0.3	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	7.4	7.8	4.8	5.6	5.7	30.4	0.0	29.9	32.8	0.0	29.7
LnGrp LOS	A	A	A	A	A	A	C		C	C		C
Approach Vol, veh/h	1028			632			158			88		
Approach Delay, s/veh	7.5			5.5			30.2			30.3		
Approach LOS	A			A			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	49.9		13.0	9.2	47.8		13.0				
Change Period (Y+Rc), s	5.0	6.0		5.0	5.0	6.0		5.0				
Max Green Setting (Gmax), s	7.0	34.0		13.0	7.0	34.0		13.0				
Max Q Clear Time (g_c+I1), s	2.6	5.0		7.9	3.4	8.6		6.9				
Green Ext Time (p_c), s	0.0	3.5		0.1	0.0	7.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				9.7								
HCM 7th LOS				A								
Notes												
User approved pedestrian interval to be less than phase max green.												

Queues

2: Chester St & Westview Rd/Mall Access

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	85	47	125	121	41	325	174	471
v/c Ratio	0.39	0.29	0.24	0.40	0.36	0.25	0.18	0.45	0.23
Control Delay (s/veh)	32.1	14.0	28.2	12.0	7.0	33.2	9.4	33.1	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.1	14.0	28.2	12.0	7.0	33.2	9.4	33.1	8.6
Queue Length 50th (ft)	28	10	18	8	0	17	33	36	51
Queue Length 95th (ft)	56	39	43	48	31	44	62	64	89
Internal Link Dist (ft)		520		238			272		310
Turn Bay Length (ft)	100					150		250	
Base Capacity (vph)	394	565	411	557	568	177	1784	392	2030
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.15	0.11	0.22	0.21	0.23	0.18	0.44	0.23
Intersection Summary									

HCM 7th Signalized Intersection Summary

2: Chester St & Westview Rd/Mall Access

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	23	49	41	19	197	38	258	41	160	362	72
Future Volume (veh/h)	60	23	49	41	19	197	38	258	41	160	362	72
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	71	27	58	47	0	0	41	280	45	174	393	78
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	58	126	185	0		70	1053	167	268	1086	214
Arrive On Green	0.11	0.11	0.11	0.11	0.00	0.00	0.04	0.34	0.34	0.08	0.37	0.37
Sat Flow, veh/h	1418	529	1137	1313	0	3170	1781	3072	488	3456	2960	582
Grp Volume(v), veh/h	71	0	85	47	0	0	41	161	164	174	234	237
Grp Sat Flow(s),veh/h/ln	1418	0	1666	1313	0	1585	1781	1777	1783	1728	1777	1766
Q Serve(g_s), s	3.3	0.0	3.3	2.4	0.0	0.0	1.6	4.6	4.7	3.4	6.7	6.9
Cycle Q Clear(g_c), s	3.3	0.0	3.3	5.8	0.0	0.0	1.6	4.6	4.7	3.4	6.7	6.9
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.27	1.00		0.33
Lane Grp Cap(c), veh/h	260	0	184	185	0		70	609	611	268	652	648
V/C Ratio(X)	0.27	0.00	0.46	0.25	0.00		0.59	0.26	0.27	0.65	0.36	0.37
Avail Cap(c_a), veh/h	548	0	524	453	0		178	609	611	395	652	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	29.2	31.9	0.0	0.0	33.1	16.6	16.7	31.4	16.2	16.2
Incr Delay (d2), s/veh	0.8	0.0	2.6	1.0	0.0	0.0	7.6	1.1	1.1	3.8	1.5	1.6
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	1.1	0.0	1.4	0.8	0.0	0.0	0.8	1.9	2.0	1.5	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.0	0.0	31.7	32.9	0.0	0.0	40.6	17.7	17.7	35.1	17.7	17.8
LnGrp LOS	C		C	C			D	B	B	D	B	B
Approach Vol, veh/h	156			47			366			645		
Approach Delay, s/veh	30.9			32.9			20.3			22.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	30.0		12.7	8.7	31.7		12.7				
Change Period (Y+Rc), s	5.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	8.0	24.0		22.0	7.0	24.0		22.0				
Max Q Clear Time (g_c+I1), s	5.4	6.7		5.3	3.6	8.9		7.8				
Green Ext Time (p_c), s	0.2	1.7		0.8	0.0	2.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.3											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Intersection Delay, s/veh 8.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	18	29	43	24	33	12	25	50	36	3	1
Future Vol, veh/h	26	18	29	43	24	33	12	25	50	36	3	1
Peak Hour Factor	0.85	0.85	0.85	0.88	0.88	0.88	0.91	0.91	0.91	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	21	34	49	27	38	13	27	55	42	4	1
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	7.9	8.1	8	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	33%	0%	38%	0%	42%	0%	75%
Vol Right, %	0%	67%	0%	62%	0%	58%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	75	26	47	43	57	36	4
LT Vol	12	0	26	0	43	0	36	0
Through Vol	0	25	0	18	0	24	0	3
RT Vol	0	50	0	29	0	33	0	1
Lane Flow Rate	13	82	31	55	49	65	42	5
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.02	0.105	0.047	0.07	0.074	0.082	0.066	0.006
Departure Headway (Hd)	5.575	4.604	5.499	4.564	5.472	4.564	5.612	4.934
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	644	780	653	787	657	787	640	727
Service Time	3.292	2.322	3.214	2.279	3.187	2.279	3.331	2.653
HCM Lane V/C Ratio	0.02	0.105	0.047	0.07	0.075	0.083	0.066	0.007
HCM Control Delay, s/veh	8.4	7.9	8.5	7.6	8.6	7.7	8.7	7.7
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.1	0.2	0.2	0.3	0.2	0

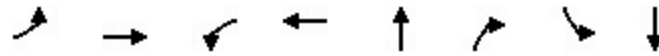
APPENDIX F – Background Future (without site development)

Synchro Outputs

Queues

1: Retail Access/Parkland Rd & Yosemite St

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	4	277	74	408	44	41	14	22
v/c Ratio	0.01	0.08	0.08	0.10	0.35	0.18	0.12	0.14
Control Delay (s/veh)	2.5	3.9	2.3	2.9	45.9	1.8	39.2	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.5	3.9	2.3	2.9	45.9	1.8	39.2	21.1
Queue Length 50th (ft)	0	12	6	13	24	0	8	2
Queue Length 95th (ft)	2	24	16	38	56	0	25	24
Internal Link Dist (ft)		319		330	136			337
Turn Bay Length (ft)	300		250				150	
Base Capacity (vph)	849	3646	914	4097	215	311	195	251
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.08	0.08	0.10	0.20	0.13	0.07	0.09
Intersection Summary								

HCM 7th Signalized Intersection Summary
1: Retail Access/Parkland Rd & Yosemite St

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	199	56	68	365	10	25	16	38	13	4	17
Future Volume (veh/h)	4	199	56	68	365	10	25	16	38	13	4	17
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	4	216	61	74	397	11	27	17	41	14	4	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	787	2871	764	933	3872	107	109	44	95	120	18	80
Arrive On Green	0.00	0.72	0.72	0.05	0.76	0.76	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1781	4014	1069	1781	5108	141	743	736	1585	1345	296	1334
Grp Volume(v), veh/h	4	181	96	74	264	144	44	0	41	14	0	22
Grp Sat Flow(s),veh/h/ln	1781	1702	1678	1781	1702	1845	1478	0	1585	1345	0	1630
Q Serve(g_s), s	0.1	1.4	1.6	0.9	1.8	1.8	1.6	0.0	2.2	0.9	0.0	1.2
Cycle Q Clear(g_c), s	0.1	1.4	1.6	0.9	1.8	1.8	2.7	0.0	2.2	3.6	0.0	1.2
Prop In Lane	1.00		0.64	1.00		0.08	0.61		1.00	1.00		0.82
Lane Grp Cap(c), veh/h	787	2435	1201	933	2580	1399	153	0	95	120	0	98
V/C Ratio(X)	0.01	0.07	0.08	0.08	0.10	0.10	0.29	0.00	0.43	0.12	0.00	0.23
Avail Cap(c_a), veh/h	957	2435	1201	1028	2580	1399	284	0	229	234	0	235
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.5	3.8	3.9	2.5	2.9	2.9	41.0	0.0	40.8	42.8	0.0	40.3
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.1	0.1	0.8	0.0	2.3	0.3	0.0	0.9
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	0.0	0.4	0.5	0.2	0.4	0.5	1.0	0.0	0.9	0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.5	3.9	4.0	2.5	2.9	3.0	41.8	0.0	43.1	43.1	0.0	41.2
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h	281				482				85		36	
Approach Delay, s/veh	3.9				2.9				42.4		41.9	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	1	2			4	5	6			8		
Phs Duration (G+Y+Rc), s	5.4	74.2			10.4	9.2	70.4			10.4		
Change Period (Y+Rc), s	5.0	6.0			5.0	5.0	6.0			5.0		
Max Green Setting (Gmax), s	9.0	52.0			13.0	9.0	52.0			13.0		
Max Q Clear Time (g_c+I1), s	2.1	3.8			5.6	2.9	3.6			4.7		
Green Ext Time (p_c), s	0.0	2.7			0.0	0.0	1.8			0.1		
Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Queues

2: Chester St & Westview Rd/Mall Access

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	4	3	12	11	4	365	28	204
v/c Ratio	0.06	0.03	0.02	0.02	0.02	0.04	0.12	0.10	0.07
Control Delay (s/veh)	38.6	31.5	38.0	0.1	0.0	40.0	3.5	39.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.6	31.5	38.0	0.1	0.0	40.0	3.5	39.0	2.2
Queue Length 50th (ft)	5	1	2	0	0	2	0	7	0
Queue Length 95th (ft)	19	11	10	0	0	13	57	21	29
Internal Link Dist (ft)		520		238			272		310
Turn Bay Length (ft)	100					150		250	
Base Capacity (vph)	269	250	269	699	699	137	3035	305	3070
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.02	0.01	0.02	0.02	0.03	0.12	0.09	0.07
Intersection Summary									

HCM 7th Signalized Intersection Summary

2: Chester St & Westview Rd/Mall Access

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2	2	3	0	21	4	333	3	26	157	30
Future Volume (veh/h)	8	2	2	3	0	21	4	333	3	26	157	30
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	9	2	2	3	0	0	4	362	3	28	171	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	16	16	103	0		9	2127	18	97	1790	339
Arrive On Green	0.02	0.02	0.02	0.02	0.00	0.00	0.01	0.59	0.59	0.03	0.60	0.60
Sat Flow, veh/h	1418	858	858	1412	0	3170	1781	3612	30	3456	2982	564
Grp Volume(v), veh/h	9	0	4	3	0	0	4	178	187	28	100	104
Grp Sat Flow(s),veh/h/ln	1418	0	1716	1412	0	1585	1781	1777	1865	1728	1777	1769
Q Serve(g_s), s	0.6	0.0	0.2	0.2	0.0	0.0	0.2	4.1	4.1	0.7	2.2	2.2
Cycle Q Clear(g_c), s	0.6	0.0	0.2	0.4	0.0	0.0	0.2	4.1	4.1	0.7	2.2	2.2
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.02	1.00		0.32
Lane Grp Cap(c), veh/h	106	0	31	103	0		9	1046	1098	97	1067	1062
V/C Ratio(X)	0.08	0.00	0.13	0.03	0.00		0.42	0.17	0.17	0.29	0.09	0.10
Avail Cap(c_a), veh/h	285	0	248	281	0		139	1046	1098	307	1067	1062
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	43.5	43.7	0.0	0.0	44.6	8.5	8.5	42.9	7.6	7.6
Incr Delay (d2), s/veh	0.5	0.0	2.6	0.2	0.0	0.0	27.6	0.4	0.3	2.3	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.1	0.0	0.0	0.2	1.6	1.6	0.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	0.0	46.0	43.8	0.0	0.0	72.2	8.8	8.8	45.2	7.8	7.8
LnGrp LOS	D		D	D			E	A	A	D	A	A
Approach Vol, veh/h	13				3			369			232	
Approach Delay, s/veh	44.7				43.8			9.5			12.3	
Approach LOS	D				D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	59.0		6.6	6.5	60.0		6.6				
Change Period (Y+Rc), s	5.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	8.0	53.0		13.0	7.0	53.0		13.0				
Max Q Clear Time (g_c+I1), s	2.7	6.1		2.6	2.2	4.2		2.4				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	1.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.5											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	10	6	29	1	14	5	3	17	10	8	4	2
Future Vol, veh/h	10	6	29	1	14	5	3	17	10	8	4	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	11	7	32	1	15	5	3	18	11	9	4	2
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

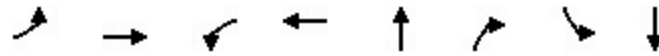
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	7.2	7.3	7.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	63%	0%	17%	0%	74%	0%	67%
Vol Right, %	0%	37%	0%	83%	0%	26%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	27	10	35	1	19	8	6
LT Vol	3	0	10	0	1	0	8	0
Through Vol	0	17	0	6	0	14	0	4
RT Vol	0	10	0	29	0	5	0	2
Lane Flow Rate	3	29	11	38	1	21	9	7
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.005	0.036	0.015	0.043	0.002	0.026	0.012	0.008
Departure Headway (Hd)	5.163	4.403	5.127	4.047	5.142	4.457	5.172	4.438
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	691	809	697	881	694	800	689	802
Service Time	2.91	2.15	2.867	1.786	2.885	2.2	2.923	2.189
HCM Lane V/C Ratio	0.004	0.036	0.016	0.043	0.001	0.026	0.013	0.009
HCM Control Delay, s/veh	7.9	7.3	7.9	7	7.9	7.3	8	7.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0.1	0	0.1	0	0

Queues

1: Retail Access/Parkland Rd & Yosemite St

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	37	946	91	505	79	67	17	65
v/c Ratio	0.06	0.29	0.19	0.14	0.44	0.22	0.11	0.26
Control Delay (s/veh)	3.6	7.8	4.2	5.4	35.4	2.9	27.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.6	7.8	4.2	5.4	35.4	2.9	27.0	12.1
Queue Length 50th (ft)	3	68	8	18	32	0	7	3
Queue Length 95th (ft)	12	110	23	54	67	8	22	33
Internal Link Dist (ft)		319		330	136			337
Turn Bay Length (ft)	300		250				150	
Base Capacity (vph)	705	3260	501	3579	269	395	244	346
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.29	0.18	0.14	0.29	0.17	0.07	0.19
Intersection Summary								

HCM 7th Signalized Intersection Summary
1: Retail Access/Parkland Rd & Yosemite St

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	818	52	84	441	24	43	29	62	16	6	53
Future Volume (veh/h)	34	818	52	84	441	24	43	29	62	16	6	53
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	37	889	57	91	479	26	47	32	67	17	7	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	688	2968	190	515	3149	170	144	77	170	157	19	154
Arrive On Green	0.03	0.61	0.61	0.06	0.64	0.64	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	4904	314	1781	4959	267	583	716	1585	1296	174	1438
Grp Volume(v), veh/h	37	616	330	91	328	177	79	0	67	17	0	65
Grp Sat Flow(s),veh/h/ln	1781	1702	1814	1781	1702	1822	1298	0	1585	1296	0	1612
Q Serve(g_s), s	0.5	6.1	6.1	1.3	2.7	2.8	1.9	0.0	2.8	0.9	0.0	2.6
Cycle Q Clear(g_c), s	0.5	6.1	6.1	1.3	2.7	2.8	4.6	0.0	2.8	5.5	0.0	2.6
Prop In Lane	1.00		0.17	1.00		0.15	0.59		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	688	2060	1098	515	2162	1157	221	0	170	157	0	172
V/C Ratio(X)	0.05	0.30	0.30	0.18	0.15	0.15	0.36	0.00	0.39	0.11	0.00	0.38
Avail Cap(c_a), veh/h	814	2060	1098	588	2162	1157	340	0	294	259	0	299
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.8	6.7	6.7	4.5	5.2	5.2	29.9	0.0	29.1	32.6	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.4	0.7	0.1	0.1	0.3	0.7	0.0	1.1	0.2	0.0	1.0
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	0.2	1.8	2.1	0.3	0.8	0.9	1.3	0.0	1.1	0.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.8	7.0	7.4	4.5	5.3	5.4	30.7	0.0	30.2	32.8	0.0	30.1
LnGrp LOS	A	A	A	A	A	A	C		C	C		C
Approach Vol, veh/h	983				596				146		82	
Approach Delay, s/veh	7.1				5.2				30.5		30.7	
Approach LOS	A				A				C		C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	7.1	50.5	12.5		9.1	48.4	12.5					
Change Period (Y+Rc), s	5.0	6.0	5.0		5.0	6.0	5.0					
Max Green Setting (Gmax), s	7.0	34.0	13.0		7.0	34.0	13.0					
Max Q Clear Time (g_c+I1), s	2.5	4.8	7.5		3.3	8.1	6.6					
Green Ext Time (p_c), s	0.0	3.3	0.1		0.0	6.7	0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh			9.4									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Queues

2: Chester St & Westview Rd/Mall Access

03/05/2026



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	78	45	119	116	41	325	174	471
v/c Ratio	0.36	0.27	0.24	0.39	0.35	0.25	0.17	0.45	0.21
Control Delay (s/veh)	31.8	14.3	28.5	12.3	6.6	33.2	8.8	33.1	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	14.3	28.5	12.3	6.6	33.2	8.8	33.1	8.1
Queue Length 50th (ft)	26	10	18	8	0	17	33	36	51
Queue Length 95th (ft)	57	41	43	49	30	44	61	64	87
Internal Link Dist (ft)		520		238			272		310
Turn Bay Length (ft)	100					150		250	
Base Capacity (vph)	396	562	413	554	568	177	1912	392	2216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.14	0.11	0.21	0.20	0.23	0.17	0.44	0.21
Intersection Summary									

HCM 7th Signalized Intersection Summary

2: Chester St & Westview Rd/Mall Access

03/05/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	23	49	41	19	197	38	258	41	160	362	72
Future Volume (veh/h)	60	23	49	41	19	197	38	258	41	160	362	72
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	65	25	53	45	0	0	41	280	45	174	393	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	251	56	118	183	0		70	1053	167	268	1086	214
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.00	0.04	0.34	0.34	0.08	0.37	0.37
Sat Flow, veh/h	1418	534	1132	1321	0	3170	1781	3072	488	3456	2960	582
Grp Volume(v), veh/h	65	0	78	45	0	0	41	161	164	174	234	237
Grp Sat Flow(s),veh/h/ln	1418	0	1667	1321	0	1585	1781	1777	1783	1728	1777	1766
Q Serve(g_s), s	3.0	0.0	3.1	2.3	0.0	0.0	1.6	4.6	4.7	3.4	6.7	6.9
Cycle Q Clear(g_c), s	3.0	0.0	3.1	5.4	0.0	0.0	1.6	4.6	4.7	3.4	6.7	6.9
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.27	1.00		0.33
Lane Grp Cap(c), veh/h	251	0	174	183	0		70	609	611	268	652	648
V/C Ratio(X)	0.26	0.00	0.45	0.25	0.00		0.59	0.26	0.27	0.65	0.36	0.37
Avail Cap(c_a), veh/h	548	0	524	460	0		178	609	611	395	652	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	29.5	32.0	0.0	0.0	33.1	16.6	16.7	31.4	16.2	16.2
Incr Delay (d2), s/veh	0.8	0.0	2.6	1.0	0.0	0.0	7.6	1.1	1.1	3.8	1.5	1.6
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	1.0	0.0	1.3	0.8	0.0	0.0	0.8	1.9	2.0	1.5	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	0.0	32.0	33.0	0.0	0.0	40.6	17.7	17.7	35.1	17.7	17.8
LnGrp LOS	C		C	C			D	B	B	D	B	B
Approach Vol, veh/h	143			45			366			645		
Approach Delay, s/veh	31.2			33.0			20.3			22.4		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	30.0		12.3	8.7	31.7		12.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	8.0	24.0		22.0	7.0	24.0		22.0				
Max Q Clear Time (g_c+I1), s	5.4	6.7		5.1	3.6	8.9		7.4				
Green Ext Time (p_c), s	0.2	1.7		0.7	0.0	2.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.2											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Intersection Delay, s/veh 8
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	18	29	43	24	33	12	25	50	36	3	1
Future Vol, veh/h	26	18	29	43	24	33	12	25	50	36	3	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	28	20	32	47	26	36	13	27	54	39	3	1
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	7.9	8	7.9	8.6
HCM LOS	A	A	A	A

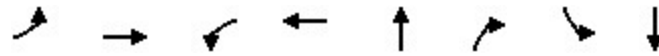
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	33%	0%	38%	0%	42%	0%	75%
Vol Right, %	0%	67%	0%	62%	0%	58%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	75	26	47	43	57	36	4
LT Vol	12	0	26	0	43	0	36	0
Through Vol	0	25	0	18	0	24	0	3
RT Vol	0	50	0	29	0	33	0	1
Lane Flow Rate	13	82	28	51	47	62	39	4
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.02	0.104	0.043	0.065	0.071	0.078	0.061	0.006
Departure Headway (Hd)	5.543	4.573	5.481	4.546	5.453	4.545	5.582	4.905
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	786	655	790	659	790	643	731
Service Time	3.26	2.289	3.197	2.262	3.169	2.261	3.301	2.623
HCM Lane V/C Ratio	0.02	0.104	0.043	0.065	0.071	0.078	0.061	0.005
HCM Control Delay, s/veh	8.4	7.8	8.4	7.6	8.6	7.6	8.7	7.7
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.2	0.2	0.3	0.2	0

APPENDIX G – Total Future (with site development) Synchro Outputs

Queues

1: Retail Access/Parkland Rd & Yosemite St

03/06/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	7	277	74	417	44	41	23	25
v/c Ratio	0.01	0.08	0.08	0.10	0.35	0.18	0.20	0.16
Control Delay (s/veh)	2.3	3.9	2.3	2.9	46.0	1.8	41.4	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.3	3.9	2.3	2.9	46.0	1.8	41.4	20.3
Queue Length 50th (ft)	1	12	6	13	24	0	12	2
Queue Length 95th (ft)	3	24	16	39	56	0	35	25
Internal Link Dist (ft)		319		330	136			337
Turn Bay Length (ft)	300		250				150	
Base Capacity (vph)	842	3646	915	4085	214	311	195	253
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.08	0.08	0.10	0.21	0.13	0.12	0.10
Intersection Summary								

HCM 7th Signalized Intersection Summary
1: Retail Access/Parkland Rd & Yosemite St

03/06/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	199	56	68	365	18	25	16	38	21	4	19
Future Volume (veh/h)	6	199	56	68	365	18	25	16	38	21	4	19
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	7	216	61	74	397	20	27	17	41	23	4	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	781	2849	759	927	3733	187	113	52	104	130	17	89
Arrive On Green	0.01	0.71	0.71	0.05	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	4014	1069	1781	4981	249	733	789	1585	1345	260	1365
Grp Volume(v), veh/h	7	181	96	74	270	147	44	0	41	23	0	25
Grp Sat Flow(s),veh/h/ln	1781	1702	1678	1781	1702	1826	1522	0	1585	1345	0	1625
Q Serve(g_s), s	0.1	1.5	1.6	0.9	1.9	2.0	1.2	0.0	2.2	1.5	0.0	1.3
Cycle Q Clear(g_c), s	0.1	1.5	1.6	0.9	1.9	2.0	2.5	0.0	2.2	4.1	0.0	1.3
Prop In Lane	1.00		0.64	1.00		0.14	0.61		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	781	2416	1191	927	2552	1368	164	0	104	130	0	106
V/C Ratio(X)	0.01	0.07	0.08	0.08	0.11	0.11	0.27	0.00	0.39	0.18	0.00	0.23
Avail Cap(c_a), veh/h	946	2416	1191	1021	2552	1368	286	0	229	236	0	235
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.6	4.0	4.0	2.7	3.1	3.1	40.4	0.0	40.3	42.5	0.0	39.9
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.1	0.2	0.6	0.0	1.8	0.5	0.0	0.8
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	0.0	0.4	0.5	0.2	0.5	0.6	1.0	0.0	0.9	0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.6	4.1	4.1	2.7	3.1	3.2	41.1	0.0	42.1	42.9	0.0	40.7
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h	284		491				85			48		
Approach Delay, s/veh	4.1		3.1				41.6			41.8		
Approach LOS	A		A				D			D		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	5.6	73.5	10.9		9.2	69.9	10.9					
Change Period (Y+Rc), s	5.0	6.0	5.0		5.0	6.0	5.0					
Max Green Setting (Gmax), s	9.0	52.0	13.0		9.0	52.0	13.0					
Max Q Clear Time (g_c+I1), s	2.1	4.0	6.1		2.9	3.6	4.5					
Green Ext Time (p_c), s	0.0	2.8	0.0		0.0	1.8	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	9.1											
HCM 7th LOS	A											
Notes												
User approved pedestrian interval to be less than phase max green.												

Queues

2: Chester St & Westview Rd/Mall Access

03/06/2026



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	20	4	3	12	11	4	365	28	214
v/c Ratio	0.12	0.03	0.02	0.02	0.02	0.04	0.12	0.10	0.07
Control Delay (s/veh)	38.8	30.5	36.7	0.1	0.0	40.0	3.7	39.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.8	30.5	36.7	0.1	0.0	40.0	3.7	39.0	2.3
Queue Length 50th (ft)	11	1	2	0	0	2	0	7	0
Queue Length 95th (ft)	32	11	10	0	0	13	60	21	31
Internal Link Dist (ft)		520		238			272		310
Turn Bay Length (ft)	100					150		250	
Base Capacity (vph)	269	250	269	699	699	137	3017	305	3034
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.02	0.01	0.02	0.02	0.03	0.12	0.09	0.07
Intersection Summary									

HCM 7th Signalized Intersection Summary

2: Chester St & Westview Rd/Mall Access

03/06/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	2	2	3	0	21	4	333	3	26	157	40
Future Volume (veh/h)	18	2	2	3	0	21	4	333	3	26	157	40
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	20	2	2	3	0	0	4	362	3	28	171	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	23	23	115	0		9	2127	18	97	1699	416
Arrive On Green	0.03	0.03	0.03	0.03	0.00	0.00	0.01	0.59	0.59	0.03	0.60	0.60
Sat Flow, veh/h	1418	858	858	1412	0	3170	1781	3612	30	3456	2829	693
Grp Volume(v), veh/h	20	0	4	3	0	0	4	178	187	28	106	108
Grp Sat Flow(s),veh/h/ln	1418	0	1716	1412	0	1585	1781	1777	1865	1728	1777	1746
Q Serve(g_s), s	1.3	0.0	0.2	0.2	0.0	0.0	0.2	4.1	4.1	0.7	2.3	2.4
Cycle Q Clear(g_c), s	1.3	0.0	0.2	0.4	0.0	0.0	0.2	4.1	4.1	0.7	2.3	2.4
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.02	1.00		0.40
Lane Grp Cap(c), veh/h	119	0	47	115	0		9	1046	1098	97	1067	1048
V/C Ratio(X)	0.17	0.00	0.09	0.03	0.00		0.42	0.17	0.17	0.29	0.10	0.10
Avail Cap(c_a), veh/h	285	0	248	281	0		139	1046	1098	307	1067	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	0.0	42.7	42.9	0.0	0.0	44.6	8.5	8.5	42.9	7.6	7.7
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.1	0.0	0.0	27.6	0.4	0.3	2.3	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.1	0.1	0.0	0.0	0.2	1.6	1.6	0.3	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.1	0.0	43.8	43.0	0.0	0.0	72.2	8.8	8.8	45.2	7.8	7.9
LnGrp LOS	D		D	D			E	A	A	D	A	A
Approach Vol, veh/h	24			3			369			242		
Approach Delay, s/veh	44.1			43.0			9.5			12.2		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	59.0		7.5	6.5	60.0		7.5				
Change Period (Y+Rc), s	5.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	8.0	53.0		13.0	7.0	53.0		13.0				
Max Q Clear Time (g_c+I1), s	2.7	6.1		3.3	2.2	4.4		2.4				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	1.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.0											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection

Intersection Delay, s/veh 7.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	16	39	1	24	5	13	17	10	8	4	2
Future Vol, veh/h	73	16	39	1	24	5	13	17	10	8	4	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	79	17	42	1	26	5	14	18	11	9	4	2
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	8	7.6	7.8	8
HCM LOS	A	A	A	A

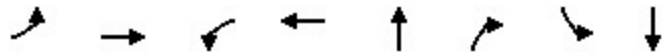
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	63%	0%	29%	0%	83%	0%	67%
Vol Right, %	0%	37%	0%	71%	0%	17%	0%	33%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	27	73	55	1	29	8	6
LT Vol	13	0	73	0	1	0	8	0
Through Vol	0	17	0	16	0	24	0	4
RT Vol	0	10	0	39	0	5	0	2
Lane Flow Rate	14	29	79	60	1	32	9	7
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.021	0.038	0.114	0.069	0.002	0.04	0.013	0.009
Departure Headway (Hd)	5.47	4.708	5.152	4.155	5.208	4.587	5.496	4.76
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	658	765	692	855	679	770	655	756
Service Time	3.17	2.409	2.913	1.916	3	2.378	3.196	2.461
HCM Lane V/C Ratio	0.021	0.038	0.114	0.07	0.001	0.042	0.014	0.009
HCM Control Delay, s/veh	8.3	7.6	8.6	7.2	8	7.6	8.3	7.5
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.4	0.2	0	0.1	0	0

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	0	45	0	2	17	20	0	0	0	83	0	0
Future Vol, veh/h	0	45	0	2	17	20	0	0	0	83	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	49	0	2	18	22	0	0	0	90	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	49	0	0	72	93	49	83	83	29
Stage 1	-	-	-	-	-	-	49	49	-	34	34	-
Stage 2	-	-	-	-	-	-	23	45	-	49	49	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1569	-	-	1558	-	-	919	797	1020	905	808	1045
Stage 1	-	-	-	-	-	-	964	854	-	982	867	-
Stage 2	-	-	-	-	-	-	995	858	-	964	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1569	-	-	1558	-	-	918	795	1020	903	806	1045
Mov Cap-2 Maneuver	-	-	-	-	-	-	918	795	-	903	806	-
Stage 1	-	-	-	-	-	-	964	854	-	981	866	-
Stage 2	-	-	-	-	-	-	994	857	-	964	854	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.38			0			9.43		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1569	-	-	83	-	-	903				
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	0.1				
HCM Ctrl Dly (s/v)	0	0	-	-	7.3	0	-	9.4				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3				

Queues

1: Retail Access/Parkland Rd & Yosemite St

03/06/2026



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	946	91	516	79	67	28	67
v/c Ratio	0.06	0.29	0.19	0.15	0.44	0.22	0.17	0.27
Control Delay (s/veh)	3.6	7.8	4.3	6.0	35.5	2.9	28.5	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.6	7.8	4.3	6.0	35.5	2.9	28.5	12.1
Queue Length 50th (ft)	4	68	8	31	32	0	11	3
Queue Length 95th (ft)	12	110	23	55	67	8	31	33
Internal Link Dist (ft)		319		330	136			337
Turn Bay Length (ft)	300		250				150	
Base Capacity (vph)	699	3260	505	3435	269	395	244	348
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.29	0.18	0.15	0.29	0.17	0.11	0.19
Intersection Summary								

HCM 7th Signalized Intersection Summary
1: Retail Access/Parkland Rd & Yosemite St

03/06/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	818	52	84	441	34	43	29	62	26	6	55
Future Volume (veh/h)	36	818	52	84	441	34	43	29	62	26	6	55
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	39	889	57	91	479	37	47	32	67	28	7	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	675	2932	187	510	3032	232	150	82	181	168	19	165
Arrive On Green	0.03	0.60	0.60	0.06	0.63	0.63	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1781	4904	314	1781	4838	370	597	716	1585	1296	168	1442
Grp Volume(v), veh/h	39	616	330	91	336	180	79	0	67	28	0	67
Grp Sat Flow(s),veh/h/ln	1781	1702	1814	1781	1702	1804	1313	0	1585	1296	0	1611
Q Serve(g_s), s	0.6	6.2	6.3	1.3	2.9	2.9	1.8	0.0	2.7	1.5	0.0	2.7
Cycle Q Clear(g_c), s	0.6	6.2	6.3	1.3	2.9	2.9	4.5	0.0	2.7	6.0	0.0	2.7
Prop In Lane	1.00		0.17	1.00		0.21	0.59		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	675	2035	1084	510	2133	1130	232	0	181	168	0	184
V/C Ratio(X)	0.06	0.30	0.30	0.18	0.16	0.16	0.34	0.00	0.37	0.17	0.00	0.36
Avail Cap(c_a), veh/h	799	2035	1084	582	2133	1130	340	0	294	260	0	299
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	6.9	6.9	4.7	5.4	5.4	29.4	0.0	28.7	32.3	0.0	28.6
Incr Delay (d2), s/veh	0.0	0.4	0.7	0.1	0.2	0.3	0.6	0.0	0.9	0.3	0.0	0.9
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	0.2	1.9	2.1	0.3	0.8	0.9	1.3	0.0	1.0	0.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	7.3	7.6	4.7	5.6	5.7	30.1	0.0	29.6	32.6	0.0	29.5
LnGrp LOS	A	A	A	A	A	A	C		C	C		C
Approach Vol, veh/h	985				607				146		95	
Approach Delay, s/veh	7.3				5.5				29.8		30.5	
Approach LOS	A				A				C		C	
Timer - Assigned Phs	1	2			4	5	6			8		
Phs Duration (G+Y+Rc), s	7.1	49.9			13.0	9.1	47.8			13.0		
Change Period (Y+Rc), s	5.0	6.0			5.0	5.0	6.0			5.0		
Max Green Setting (Gmax), s	7.0	34.0			13.0	7.0	34.0			13.0		
Max Q Clear Time (g_c+I1), s	2.6	4.9			8.0	3.3	8.3			6.5		
Green Ext Time (p_c), s	0.0	3.4			0.1	0.0	6.6			0.2		
Intersection Summary												
HCM 7th Control Delay, s/veh			9.7									
HCM 7th LOS			A									
Notes												
User approved pedestrian interval to be less than phase max green.												

Queues

2: Chester St & Westview Rd/Mall Access

03/06/2026



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	78	45	119	116	41	325	174	483
v/c Ratio	0.41	0.26	0.23	0.37	0.33	0.25	0.17	0.45	0.22
Control Delay (s/veh)	32.2	13.6	27.4	11.6	6.3	33.2	9.2	33.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.2	13.6	27.4	11.6	6.3	33.2	9.2	33.1	8.4
Queue Length 50th (ft)	31	9	17	8	0	17	33	36	52
Queue Length 95th (ft)	64	41	42	48	29	44	63	64	92
Internal Link Dist (ft)		520		238			272		310
Turn Bay Length (ft)	100					150		250	
Base Capacity (vph)	396	562	413	554	568	177	1882	392	2181
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.14	0.11	0.21	0.20	0.23	0.17	0.44	0.22
Intersection Summary									

HCM 7th Signalized Intersection Summary

2: Chester St & Westview Rd/Mall Access

03/06/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	23	49	41	19	197	38	258	41	160	362	83
Future Volume (veh/h)	72	23	49	41	19	197	38	258	41	160	362	83
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	78	25	53	45	0	0	41	280	45	174	393	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	56	119	183	0		70	1053	167	268	1055	239
Arrive On Green	0.10	0.10	0.10	0.10	0.00	0.00	0.04	0.34	0.34	0.08	0.37	0.37
Sat Flow, veh/h	1418	534	1132	1321	0	3170	1781	3072	488	3456	2877	652
Grp Volume(v), veh/h	78	0	78	45	0	0	41	161	164	174	241	242
Grp Sat Flow(s),veh/h/ln	1418	0	1667	1321	0	1585	1781	1777	1783	1728	1777	1753
Q Serve(g_s), s	3.6	0.0	3.1	2.3	0.0	0.0	1.6	4.6	4.7	3.4	7.0	7.1
Cycle Q Clear(g_c), s	3.6	0.0	3.1	5.4	0.0	0.0	1.6	4.6	4.7	3.4	7.0	7.1
Prop In Lane	1.00		0.68	1.00		1.00	1.00		0.27	1.00		0.37
Lane Grp Cap(c), veh/h	252	0	175	183	0		70	609	611	268	652	643
V/C Ratio(X)	0.31	0.00	0.45	0.25	0.00		0.59	0.26	0.27	0.65	0.37	0.38
Avail Cap(c_a), veh/h	548	0	524	460	0		178	609	611	395	652	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	29.4	32.0	0.0	0.0	33.1	16.6	16.7	31.4	16.2	16.3
Incr Delay (d2), s/veh	1.0	0.0	2.5	1.0	0.0	0.0	7.6	1.1	1.1	3.8	1.6	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	1.3	0.0	1.3	0.8	0.0	0.0	0.8	1.9	2.0	1.5	2.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.7	0.0	31.9	32.9	0.0	0.0	40.6	17.7	17.7	35.1	17.9	18.0
LnGrp LOS	C		C	C			D	B	B	D	B	B
Approach Vol, veh/h	156			45			366			657		
Approach Delay, s/veh	31.3			32.9			20.3			22.5		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	30.0		12.3	8.7	31.7		12.3				
Change Period (Y+Rc), s	5.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	8.0	24.0		22.0	7.0	24.0		22.0				
Max Q Clear Time (g_c+I1), s	5.4	6.7		5.6	3.6	9.1		7.4				
Green Ext Time (p_c), s	0.2	1.7		0.8	0.0	2.5		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.3											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	97	30	41	43	35	33	24	25	50	36	3	1
Future Vol, veh/h	97	30	41	43	35	33	24	25	50	36	3	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	105	33	45	47	38	36	26	27	54	39	3	1
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	8.7	8.3	8.3	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	33%	0%	42%	0%	51%	0%	75%
Vol Right, %	0%	67%	0%	58%	0%	49%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	75	97	71	43	68	36	4
LT Vol	24	0	97	0	43	0	36	0
Through Vol	0	25	0	30	0	35	0	3
RT Vol	0	50	0	41	0	33	0	1
Lane Flow Rate	26	82	105	77	47	74	39	4
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.042	0.11	0.162	0.099	0.073	0.098	0.064	0.006
Departure Headway (Hd)	5.842	4.87	5.545	4.637	5.608	4.765	5.906	5.226
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	613	735	647	773	639	752	607	684
Service Time	3.574	2.602	3.272	2.364	3.337	2.493	3.643	2.963
HCM Lane V/C Ratio	0.042	0.112	0.162	0.1	0.074	0.098	0.064	0.006
HCM Control Delay, s/veh	8.8	8.2	9.3	7.9	8.8	8	9	8
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.6	0.3	0.2	0.3	0.2	0

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	70	1	6	30	24	0	0	2	96	0	0
Future Vol, veh/h	0	70	1	6	30	24	0	0	2	96	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	1	7	33	26	0	0	2	104	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	77	0	0	122	148	77	135	136	46
Stage 1	-	-	-	-	-	-	77	77	-	59	59	-
Stage 2	-	-	-	-	-	-	46	72	-	76	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1545	-	-	1521	-	-	852	743	984	837	755	1024
Stage 1	-	-	-	-	-	-	932	831	-	953	846	-
Stage 2	-	-	-	-	-	-	968	835	-	933	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1521	-	-	849	740	984	831	752	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	849	740	-	831	752	-
Stage 1	-	-	-	-	-	-	932	831	-	949	842	-
Stage 2	-	-	-	-	-	-	964	831	-	931	831	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0.74			8.67			9.95		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	984	1545	-	-	165	-	-	831				
HCM Lane V/C Ratio	0.002	-	-	-	0.004	-	-	0.126				
HCM Ctrl Dly (s/v)	8.7	0	-	-	7.4	0	-	10				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4				