# APPENDIX E

## PROJECT DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX E-I*

# YEAR 2023 CUMULATIVE PLUS PROJECT (SCENARIO NO.1) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 7: Project Driveway No. 1 at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 24.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.088 |

**Intersection Setup**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 17 | 20 | 6 | 1581 | 847 | 5 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 17 | 20 | 6 | 1581 | 847 | 5 |
| Peak Hour Factor | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 5 | 2 | 416 | 223 | 1 |
| Total Analysis Volume [veh/h] | 18 | 21 | 6 | 1664 | 892 | 5 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.09 | 0.04 | 0.01 | 0.02 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 24.37 | 11.71 | 9.82 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.29 | 0.12 | 0.02 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 7.18 | 2.93 | 0.60 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 17.55 | | 0.04 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.29 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Project Driveway No. 1 at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 25.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.060 |

**Intersection Setup**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 10 | 12 | 20 | 1015 | 1109 | 17 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 10 | 12 | 20 | 1015 | 1109 | 17 |
| Peak Hour Factor | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 3 | 5 | 267 | 292 | 4 |
| Total Analysis Volume [veh/h] | 11 | 13 | 21 | 1068 | 1167 | 18 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.06 | 0.03 | 0.04 | 0.01 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 25.79 | 13.25 | 11.38 | 0.00 | 0.00 | 0.00 |
| Movement LOS | D | B | B | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.19 | 0.09 | 0.11 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 4.72 | 2.23 | 2.79 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 19.00 | | 0.22 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.30 | | | | | |
| Intersection LOS | D | | | | | |

*APPENDIX E-II*

# YEAR 2023 CUMULATIVE PLUS PROJECT (SCENARIO NO.2) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 7: Project Driveway No. 1 at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 24.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.098 |

**Intersection Setup**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 19 | 23 | 7 | 1581 | 847 | 5 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 19 | 23 | 7 | 1581 | 847 | 5 |
| Peak Hour Factor | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 6 | 2 | 416 | 223 | 1 |
| Total Analysis Volume [veh/h] | 20 | 24 | 7 | 1664 | 892 | 5 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Free | Free |
|---|---|---|---|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.10 | 0.04 | 0.01 | 0.02 | 0.01 | 0.00 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 24.63 | 11.75 | 9.83 | 0.00 | 0.00 | 0.00 |
| Movement LOS | C | B | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.32 | 0.13 | 0.03 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 8.07 | 3.37 | 0.70 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 17.60 | | 0.04 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.32 | | | | | |
| Intersection LOS | C | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Project Driveway No. 1 at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 26.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.066 |

**Intersection Setup**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 11 | 14 | 23 | 1015 | 1109 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 11 | 14 | 23 | 1015 | 1109 | 19 |
| Peak Hour Factor | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 | 0.9500 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 4 | 6 | 267 | 292 | 5 |
| Total Analysis Volume [veh/h] | 12 | 15 | 24 | 1068 | 1167 | 20 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | | | |
|---|---|---|---|
| Priority Scheme | Stop | Free | Free |
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| V/C, Movement V/C Ratio | 0.07 | 0.03 | 0.04 | 0.01 | 0.01 | 0.00 |
| d_M, Delay for Movement [s/veh] | 26.04 | 13.31 | 11.43 | 0.00 | 0.00 | 0.00 |
| Movement LOS | D | B | B | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.21 | 0.10 | 0.13 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 5.21 | 2.59 | 3.21 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 18.97 | | 0.25 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.34 | | | | | |
| Intersection LOS | D | | | | | |

*APPENDIX E-III*

# GENERAL PLAN BUILDOUT PLUS PROJECT (SCENARIO NO.2) TRAFFIC CONDITIONS

**Intersection Level Of Service Report**
**Intersection 7: Project Driveway No. 1 at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 30.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.118 |

**Intersection Setup**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 19 | 23 | 7 | 2386 | 1014 | 5 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 19 | 23 | 7 | 2386 | 1014 | 5 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 6 | 2 | 597 | 254 | 1 |
| Total Analysis Volume [veh/h] | 19 | 23 | 7 | 2386 | 1014 | 5 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Free | Free |
|---|---|---|---|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.12 | 0.05 | 0.02 | 0.02 | 0.01 | 0.00 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 30.30 | 13.72 | 14.57 | 0.00 | 0.00 | 0.00 |
| Movement LOS | D | B | B | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.39 | 0.17 | 0.06 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 9.81 | 4.17 | 1.39 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 21.22 | | 0.04 | | 0.00 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.29 | | | | | |
| Intersection LOS | D | | | | | |

**Intersection Level Of Service Report**
**Intersection 7: Project Driveway No. 1 at Lincoln Avenue**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 134.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.290 |

**Intersection Setup**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Approach | Southbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Left | Thru | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| Speed [mph] | 30.00 | | 30.00 | | 30.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | Project Driveway No. 1 | | Lincoln Avenue | | Lincoln Avenue | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 11 | 14 | 23 | 1436 | 2185 | 19 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 11 | 14 | 23 | 1436 | 2185 | 19 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 4 | 6 | 359 | 546 | 5 |
| Total Analysis Volume [veh/h] | 11 | 14 | 23 | 1436 | 2185 | 19 |
| Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| Priority Scheme | Stop | Free | Free |
|---|---|---|---|
| Flared Lane | | | |
| Storage Area [veh] | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | Yes | | |
| Number of Storage Spaces in Median | 1 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.29 | 0.08 | 0.23 | 0.01 | 0.02 | 0.00 |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 134.60 | 27.04 | 52.41 | 0.00 | 0.00 | 0.00 |
| Movement LOS | F | D | F | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.95 | 0.25 | 0.84 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 23.83 | 6.35 | 21.01 | 0.00 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 74.37 | | 0.83 | | 0.00 | |
| Approach LOS | F | | A | | A | |
| d_I, Intersection Delay [s/veh] | 0.83 | | | | | |
| Intersection LOS | F | | | | | |