



DOS LAGOS APARTMENTS - PARCELS "D" & "E"
TRAFFIC IMPACT ANALYSIS

PUYALLUP, WA



12/28/2022

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December 2022

DOS LAGOS APARTMENTS - PARCELS "D" & "E"
TRAFFIC IMPACT ANALYSIS

TABLE OF CONTENTS

1. Introduction3
2. Project Description.....3
3. Existing Conditions.....7
4. Future Traffic Conditions.....12
5. Summary & Mitigation19

Appendix.....20

LIST OF TABLES

1. Bus Routes.....7
2. Transportation Improvement Projects8
3. PM Peak Hour Non-Motorist Movements.....9
4. Project Trip Generation12
5. Existing & Forecast 2025 PM Peak Hour Level of Service18

LIST OF FIGURES

1. Aerial Vicinity Map.....4
2A. Parcel "D" Site Plan.....5
2B. Parcel "E" Site Plan.....6
3. Existing PM Peak Hour Volumes10
4A. Parcel "D" PM Peak Hour Trip Distribution & Assignment14
4B. Parcel "E" PM Peak Hour Trip Distribution & Assignment.....15
5. Forecast 2025 PM Peak Hour Background Volumes.....16
6. Forecast 2025 PM Peak Hour Volumes with Project17

DOS LAGOS APARTMENTS - PARCELS "D" & "E"
TRAFFIC IMPACT ANALYSIS

1. INTRODUCTION

Per City comments, vehicle trips generated by Parcels "D" and "E" must be evaluated as one project/Traffic Impact Analysis (TIA) per SEPA. The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the adjacent streets serving the subject site and gathering existing vehicular volumes within a defined study area. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined, if needed.

2. PROJECT DESCRIPTION

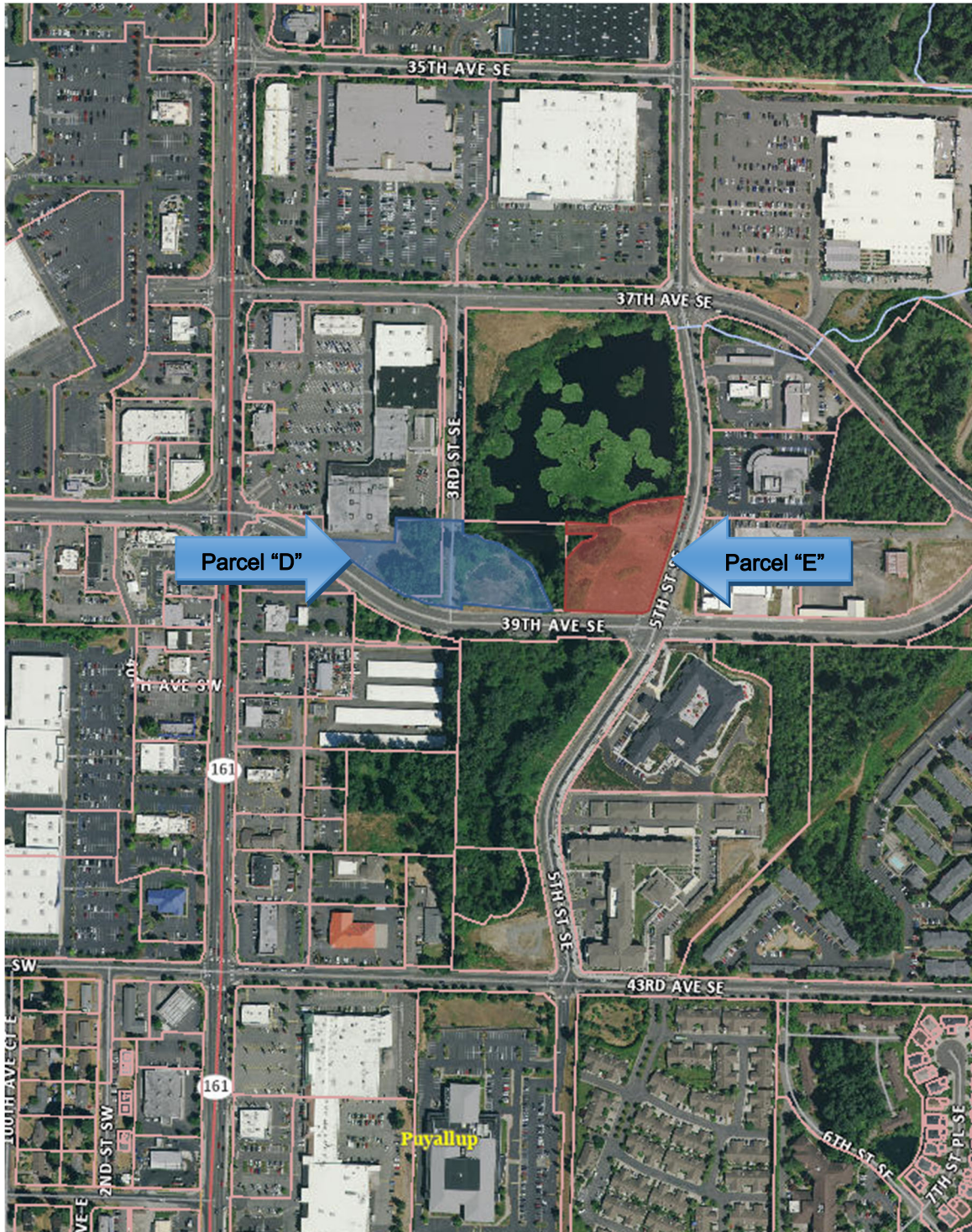
Dos Lagos Apartments - Parcels "D" & "E" is a proposed mixed-use project comprising two sites (Parcel "D" and Parcel "E") in the city of Puyallup. The two sites are to comprise a cumulative 92 multi-family dwelling units and 1,100 square feet of commercial/office space.

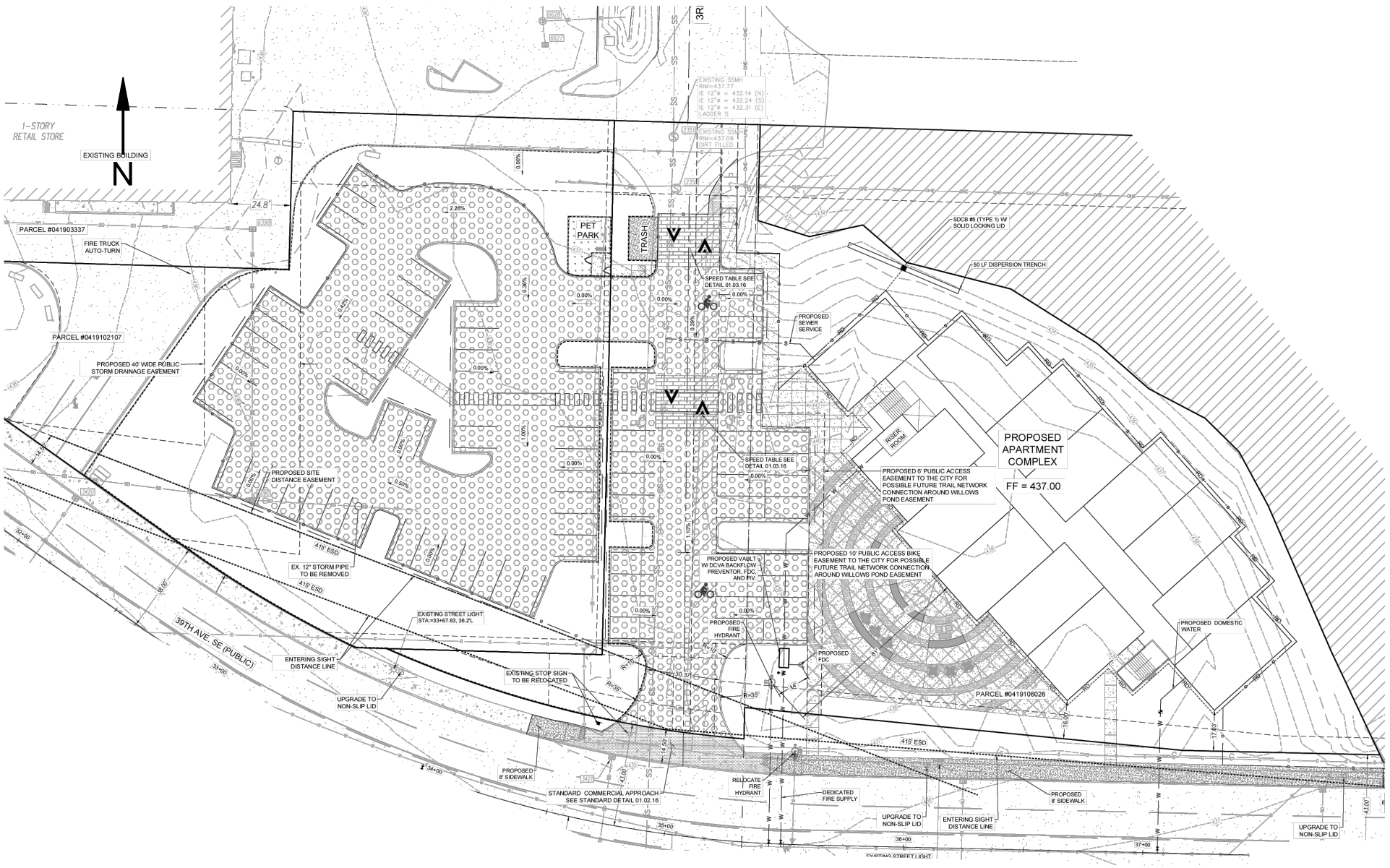
Parcel "D", comprising a cumulative 2.30-acres, is located within tax parcel #'s: 041910-6026 & -2107. With a site address of 303 39th Avenue SE, Parcel "D" is to encompass 47 multi-family dwelling units and 1,100 square feet of commercial/office space. 3rd Street SE bisects Parcel "D", which is to provide primary access. An existing driveway extending north from 39th Avenue SE—west of 3rd Street SE—may additionally provide internal connection to 3rd Street SE, subsequently providing site access.

Parcel "E", with a site address of 405 39th Avenue SE, is located within an undeveloped, 1.89-acre tax parcel #: 0419106028. This easterly parcel is situated on the northwestern corner of 39th Avenue SE & 5th Street SE. Approximately 45 multi-family dwelling units are proposed within Parcel "E". Access to Parcel "E" is proposed via one right-in, right-out driveway extending north from 39th Avenue SE.

Figure 1 on the following page shows the vicinity map and adjacent street system in relation to both subject sites. Conceptual site plans illustrating the proposed site layout for Parcels "D" and "E" are presented in Figures 2A and 2B respectively.

Figure 1: Aerial Vicinity Map





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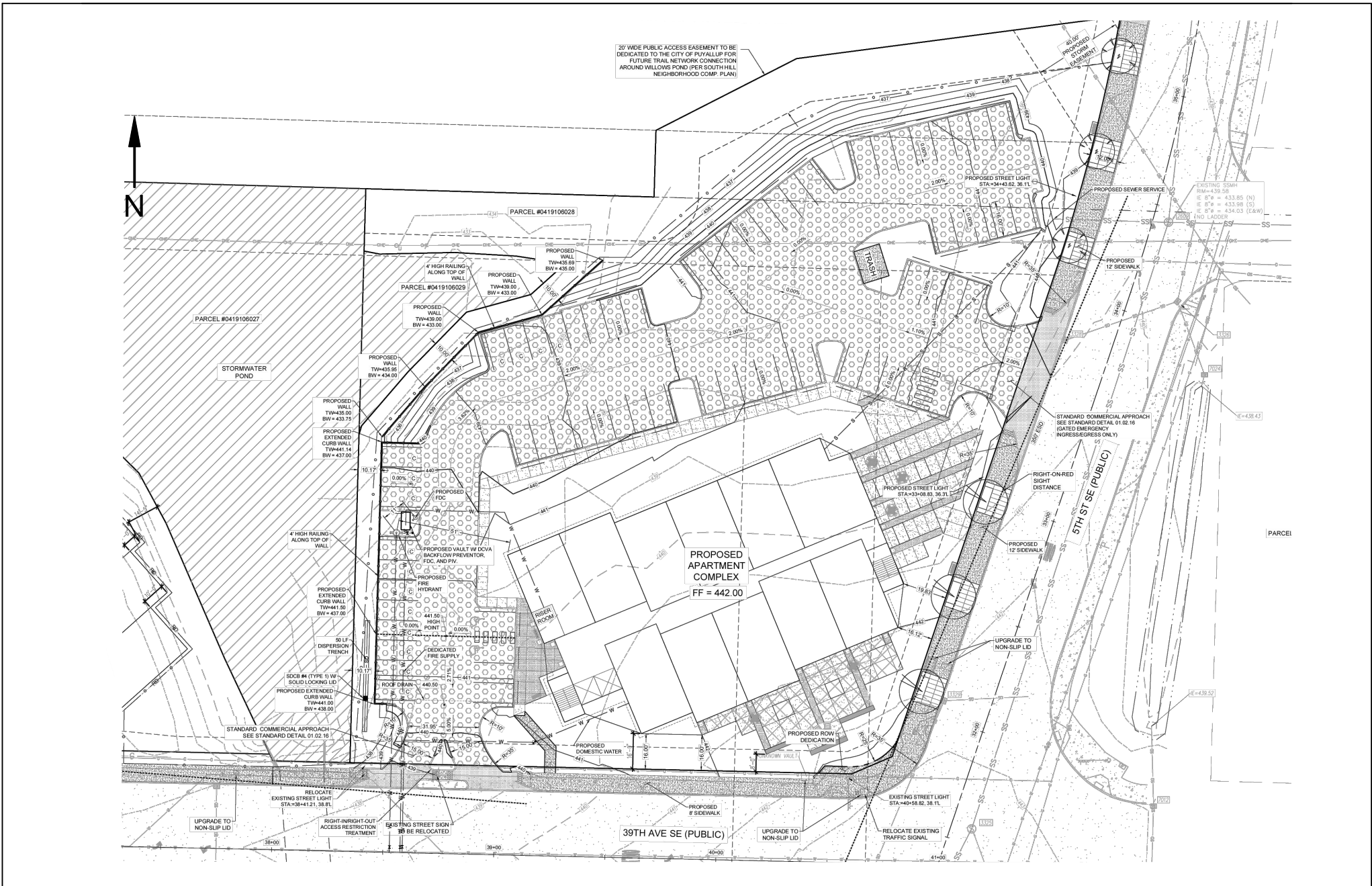
Dos Lagos Parcels "D" & "E"
 Traffic Impact Analysis

PO Box 397 Puyallup, WA 98371
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DOS LAGOS APARTMENTS - PARCELS "D" & "E"

PARCEL "D" SITE PLAN
 FIGURE 2A

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DOS LAGOS APARTMENTS - PARCELS "D" & "E"

PARCEL "E" SITE PLAN
FIGURE 2B

3. EXISTING CONDITIONS

3.1 Surrounding Roadways

The street network serving the proposed project consists of a variety of roadways. The major roadways and arterials surrounding the site are listed and described below.

39th Avenue SE: is an east-west, 5-lane major arterial bordering the subject site to the south. The roadway cross-section in the project vicinity typically consists of 2 travel lanes in either direction and a center two-way left-turn lane or left turn pockets at major intersections. Travel lanes are approximately 10- to 11-feet in width and marked crosswalks provided at major intersections. Curb, gutter and sidewalk are provided along both sides of the roadway in the subject site vicinity. The posted speed limit is 35-mph.

43rd Avenue SE: is an east-west, 3-lane minor arterial bordering Parcel "C" to the south. The roadway cross-section in the project vicinity typically consists of 1 travel lane in either direction and a center two-way left-turn lane or left turn pockets at major intersections. Travel lanes are approximately 11- to 15-feet in width and marked crosswalks provided at major intersections. Curb, gutter and sidewalk are generally provided east of 5th Street SE in the subject site vicinity. Between SR 161 and 5th Street SE, curb, gutter and sidewalk are provided along the southern side of the roadway with narrow paved segments and grass/gravel provided along the northern side. The posted speed limit is 35-mph.

5th Street SE: is a north-south, 3-lane minor arterial located east of the subject site. The roadway cross-section in the project vicinity typically consists of 1 travel lane in either direction and a center two-way left-turn lane or left turn pockets at major intersections. Travel lanes are approximately 13- to 15-feet in width and marked crosswalks provided at major intersections. Curb, gutter and sidewalk are provided along the east side of the roadway. Along the west side of the roadway, curb and gutter are generally provided with segments of sidewalk to the north. The posted speed limit is 25-to 30-mph.

3.2 Transit Service

The Pierce Transit regional bus schedule was referenced to determine if transit is provided in the vicinity of the subject site. Table 1 below outlines specifications of Routes 4, 402 and 425, which provide service within walking distance of the subject parcels.

Table 1: Bus Routes

Route	Description	Weekday Service	Saturday	Sunday	Nearest Stop
4	Lakewood – South Hill: Lakewood TC to Pierce College	5:45 AM – 8:50 PM (every ~30 minutes)	7:45 AM – 10:25 PM (every ~60 minutes)	8:05 AM – 7:53 PM (every ~60 minutes)	43rd Ave SE & 5th St SE
402	Meridian – South Hill Mall TC to Fed. Way TC	5:00 AM – 8:48 PM (every ~60 minutes)	7:10 AM – 8:35 PM (every ~60 minutes)	9:41 AM – 7:26 PM (every ~60 minutes)	43rd Ave SE & SR 161
425	Puyallup Connector – South Hill Mall TC to Puyallup Station	11:19 AM – 5:18 PM (every ~60 minutes)	9:15 AM – 6:21 PM (every ~120 minutes)	Not Provided	43rd Ave SE & 5th St SE

Given the proximity and availability, transit use stemming from the project site can be expected. Refer to the Pierce County Transit schedule for more detailed information.

3.3 Roadway Improvements

The current City of Puyallup Six-Year (2023-2028) Transportation Improvement Program was reviewed to determine if any transportation improvement projects are planned in the vicinity of the subject site. Table 2 below provides descriptions of the nearest projects.

Table 2: Transportation Improvement Projects

Name	Location	Improvement	20 yr. Cost
5th St SE/7th Ave SW Bike Improvements (P.N: 5)	23rd Ave SE to 43rd Ave SE	Add shared use path on one side	\$7,000,000
9th St SW Corridor Improvements (P.N: 11)	15th Ave SW to 31st Ave SW	3 lanes with curb, gutter, sidewalk, bike lanes and street lighting on both sides and additional lane capacity at 31st & 9th. Scoping report recommended.	\$18,510,000
31st Ave SW Corridor Improvements (P.N: 15)	Fruitland to 9th St SW	3 lanes with curb, gutter, sidewalk, bike lanes and street lighting on both sides and additional lane capacity at 31st & 9th.	\$17,900,000
Intersection Signal Control (P.N: 18)	23rd Ave SE & 7th St SE	New signal as part of the road improvement project.	To Be Determined
31st Ave SW & 9th St SW Intersection Improvements (P.N: 23)	Intersection	Add a right-turn only pocket for west bound traffic on 31st Ave SW.	To Be Determined
Intersection Improvements @ 10th St SE (P.N: 24)	43rd Ave SE; Meridian to 10th St SE	RAB or signal at 10th St SE and curb, gutter, sidewalk and street lighting on north half of 43rd Ave SE. Plus complete roadway to city standards from Meridian to 5th St with Meridian intersection improvements adding a right turn lane.	To Be Determined
39th Ave SW Intersection Improvements (P.N: 26)	17th St SW to Meridian	Traffic signal improvements to include flashing yellow arrows and adaptive signal control technology.	To Be Determined
Adaptive on 5th St SE (P.N: 27)	Along 5th St SE	Adaptive signals along 5th St SE at 23rd, 31st, 35th, 37th, 39th, 43rd (6 signals)	To Be Determined
23rd Ave SE Road Improvement (P.N: 33)	Meridian to 9th St SE	3 lanes with curb, gutter, sidewalk and street lighting and a signal at 7th St SE & 23rd Ave SE plus bike lanes.	\$6,210,000
39th & 37th Ave SE Road Maintenance (P.N: 46)	10th St SE to 5th St SE	Overlay roadway and striping.	\$2,200,000
31st Ave SW Road Maintenance (P.N: 48)	512 Hwy to 200' W/O 9th	This is primarily an overlay with some improvements at the intersection of 9th St SW & 31st Ave SW.	To Be Determined

3.4 Peak Hour Volumes

Field data for this study was collected in October of 2022. Traffic counts were administered at the following locations:

- 39th Avenue SE & Westerly Driveway (Willows Shopping Center)
- 39th Avenue SE & 3rd Street SE/Driveway
- 39th Avenue SE & 5th Street SE

Data was obtained during the evening peak period between the hours of 4:00 PM – 6:00 PM, which generally translates to highest overall roadway volumes in a given 24-hour period. The one hour reflecting highest overall roadway volumes (peak hour) was then derived from these counts. Existing PM peak hour volumes at the study intersections are illustrated in Figure 3. Full-count sheets have been included in the appendix.

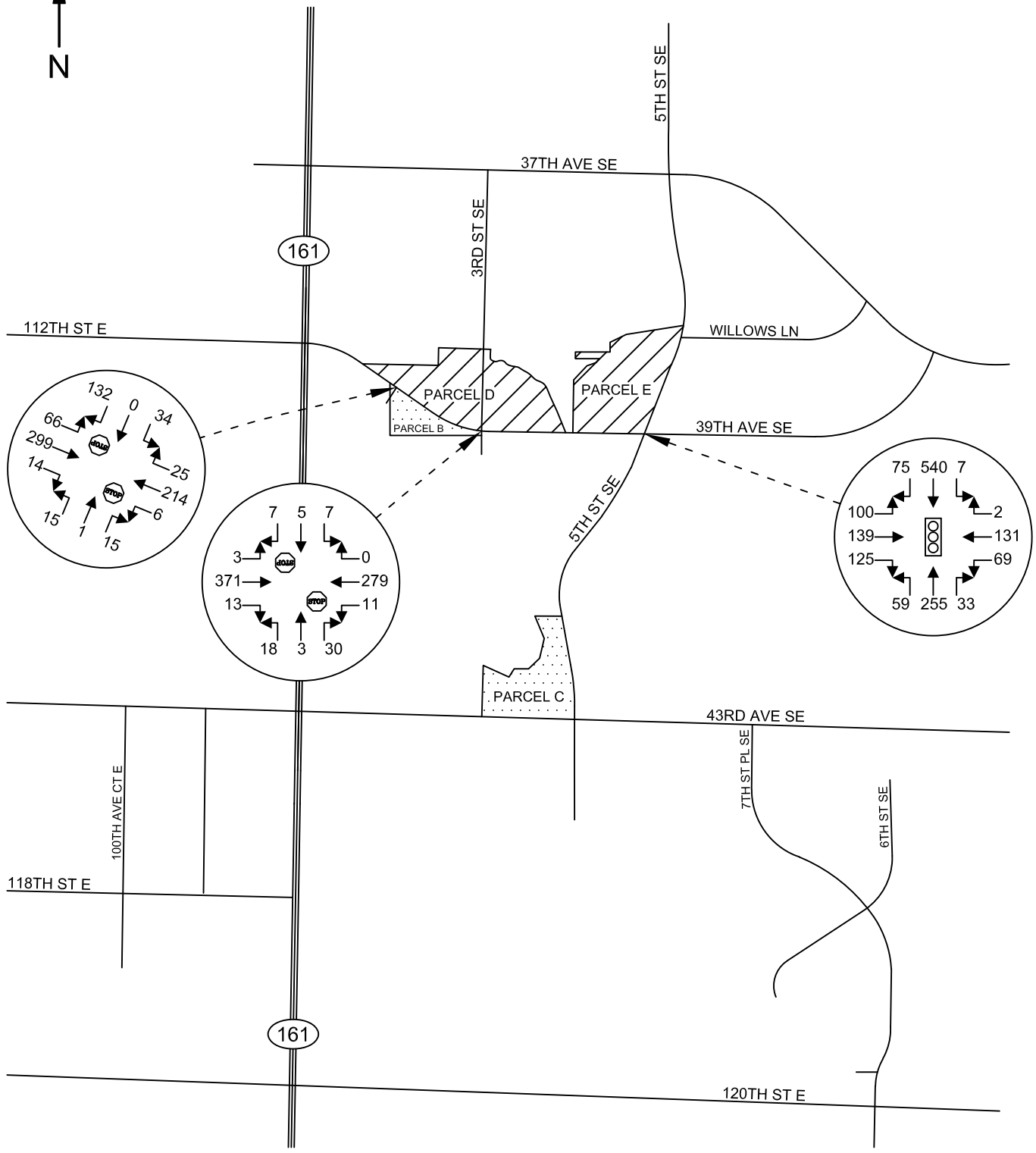
3.5 Peak Hour Non-Motorist Activity & Infrastructure

Non-motorist activity was observed during routine PM peak hour turning movement counts. Table 3 below summarizes weekday PM peak hour non-motorist crossing activity observed at each leg for all study intersections.

Table 3: PM Peak Hour Non-Motorist Movements

Intersection	Peak Hour	Movements	Intersection Leg			
			N	E	S	W
39th Ave SE & West Driveway (Willows Shopping Center)	4:30 – 5:30 PM	Ped	2	0	2	0
		Bike	0	0	0	0
39th Ave SE & 3rd St SE	5:00 – 6:00 PM	Ped	2	0	2	0
		Bike	0	0	1	0
39th Ave SE & 5th St SE	4:15 – 5:15 PM	Ped	1	7	0	1
		Bike	0	0	0	0

The 39th Avenue SE roadway is currently built out with existing curb, gutter, sidewalk, and streetlights. The signalized intersection of 5th Street SE & 39th Avenue SE facilitates pedestrian crossings via an actuated pedestrian signal phase. Continuous sidewalk paths/pedestrian crossings are available between the subject parcels and commercial opportunities provided along SR-161 to the west and to Bradley Lake Park to the north. Moreover, planned City improvements would improve non-motorist connectivity in the subject site vicinity. Any frontage or non-motorist improvements to 39th Avenue SE or 3rd Street SE should be coordinated with the City.



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DOS LAGOS APARTMENTS - PARCELS "D" & "E"

EXISTING PM PEAK HOUR VOLUMES
FIGURE 3

3.6 Sight Distance at Access Driveways

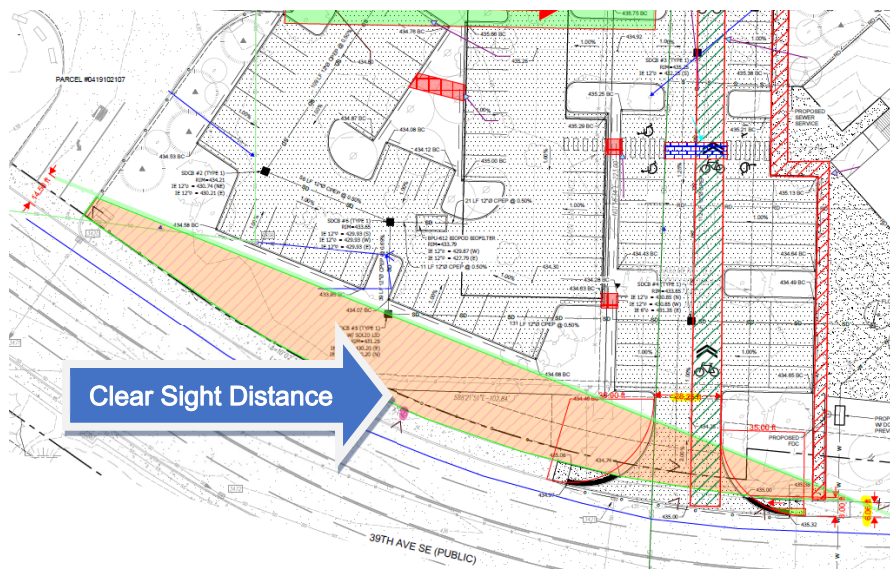
Parcel "D"

Primary access to Parcel "D" is proposed via 3rd Street SE, which bisects the subject site and will provide connections northerly to 37th Avenue SE and southerly to 39th Avenue SE. Additional access may be provided by way an existing westerly driveway extending north from 39th Avenue SE, which currently serves the Willows Shopping Center.

Assessments were made of the existing access points on 39th Avenue SE to determine whether adequate entering sight distance (ESD) and stopping sight distance (SSD) can be provided for project traffic. Based on City of Puyallup standards, approximately 415-feet of ESD and 400-feet of SSD would be required at each access. Sight lines at the west access are provided to 39th Avenue's intersection with SR 161. Moreover, sight lines at 3rd Street SE looking east are provided to 39th Avenue's intersection with 5th Street SE.

It should be noted that 39th Avenue SE comprises horizontal curvature. Currently, sight distance looking east at the westerly shopping center driveway and looking east from 3rd Street SE & 39th Avenue SE are limited as motorists depart the respective accesses and enter 39th Avenue SE. To improve conditions and meet sight line requirements, Parcel "D" frontage along the north side of 39th Avenue SE was designed to provide clear sight lines. Depicted below within the orange hatch is the sight distance triangle for the westerly 39th Avenue SE driveway. A full-sized image is available in the appendix. As illustrated, project development would improve existing sight line conditions by clearing all obstructions within the sight distance triangle. With clear visibility, a full-movement access is supported for continuation at both locations on 39th Avenue SE. Final verification of sight lines will be conducted during the civil review.

Parcel "D" Sight Distance Triangle



Parcel "E"

Primary access to Parcel "E" is proposed via one new driveway extending north from 39th Avenue SE. Given the access' proximity to the easterly intersection of 39th Avenue SE & 5th Street SE, the driveway would be restricted to right-turn movements only. Based on the 45-mph design speed (35-mph posted speed limit) on 39th Avenue SE, approximately 415-feet of ESD and 400-feet of SSD would be required per City standards. A preliminary review of existing roadway geometrics indicates that sight distance requirements are met. Sight lines are clear looking east to and through 39th Avenue SE's intersection with 5th Street SE. As such, no sight distance deficiencies are identified at this time. Final verification of sight lines will be conducted during the civil review.

4. FUTURE TRAFFIC CONDITIONS

4.1 Trip Generation

Trip generation is defined as the number of vehicle movements that enter or exit the respective project site during a designated time period such as the PM peak hour or an entire day. The magnitude of the anticipated vehicle trip generation for the proposed project was derived from the Institute of Transportation Engineers (ITE) publication, *Trip Generation*, 11th Edition. Consistent with the ITE Manual, Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) was utilized for the apartment land uses within both parcels. Moreover, the designated land use for the proposed commercial/office component with Parcel "D" was defined as Small Office (LUC 712). Dwelling units (LUC 221) and square footage (LUC 712) were used as the input variables and average rates were used to determine trip ends. Table 4 on the following page summarizes anticipated vehicular movements for the average weekday daily trips (AWDT), AM and PM peak hours.

Table 4: Project Trip Generation

Parcel	Land Use	Size	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
"D"	Multi-Family (LUC 221)	47 dwelling units	213	4	13	17	11	7	18
	Small Office (LUC 712)	1.1 ksf	16	2	0	2	1	1	2
	Total Parcel "D" Site Trips		229	6	13	19	12	8	20
"E"	Multi-Family (LUC 221)	45 dwelling units	204	4	13	17	11	7	18

According to ITE data, Parcel "D" is anticipated to generate 229 average weekday daily trips with 19 trips (6 inbound / 13 outbound) occurring in the AM peak hour and 20 trips (12 inbound / 8 outbound) occurring in the PM peak hour. Parcel "E" is anticipated to generate 204 average weekday daily trips with 17 trips (4 inbound / 13 outbound) occurring in the AM peak hour and 18 trips (11 inbound / 7 outbound) occurring in the PM peak hour. Trip generation output sheets have been attached in the appendix for reference.

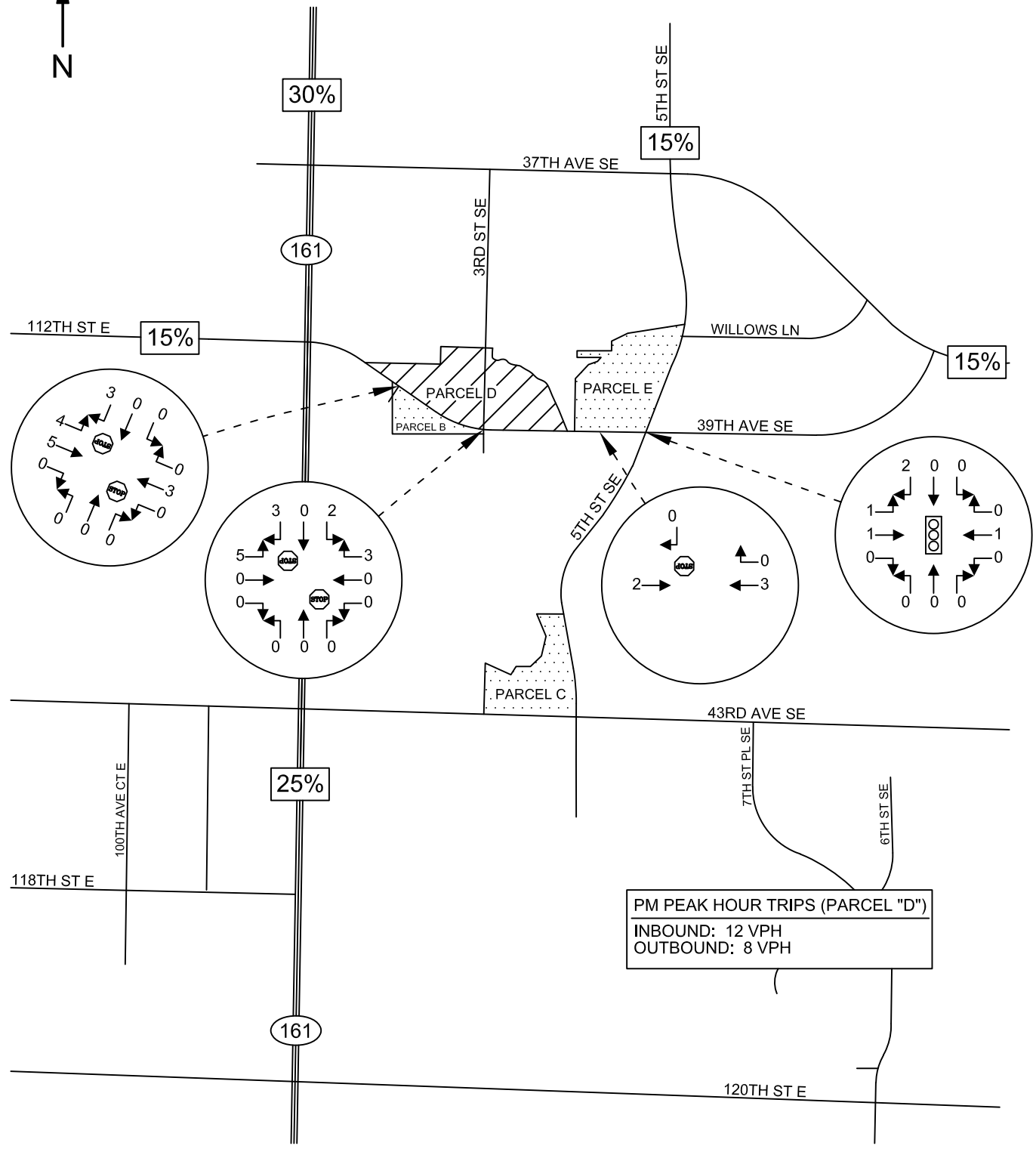
4.2 Distribution & Assignment

Trip distribution describes the process by which project generated trips are dispersed on the roadway network surrounding the site. Trip distribution percentages were derived in discussion with the City during the scoping process. PM peak hour trip distribution and assignment for Parcels "D" and "E" are provided in Figures 4A and 4B, respectively. For Parcel "D", project trips were consolidated and dispersed between the westerly shopping center driveway and the 3rd Street SE & 39th Avenue SE access.

4.3 Peak Hour Volumes

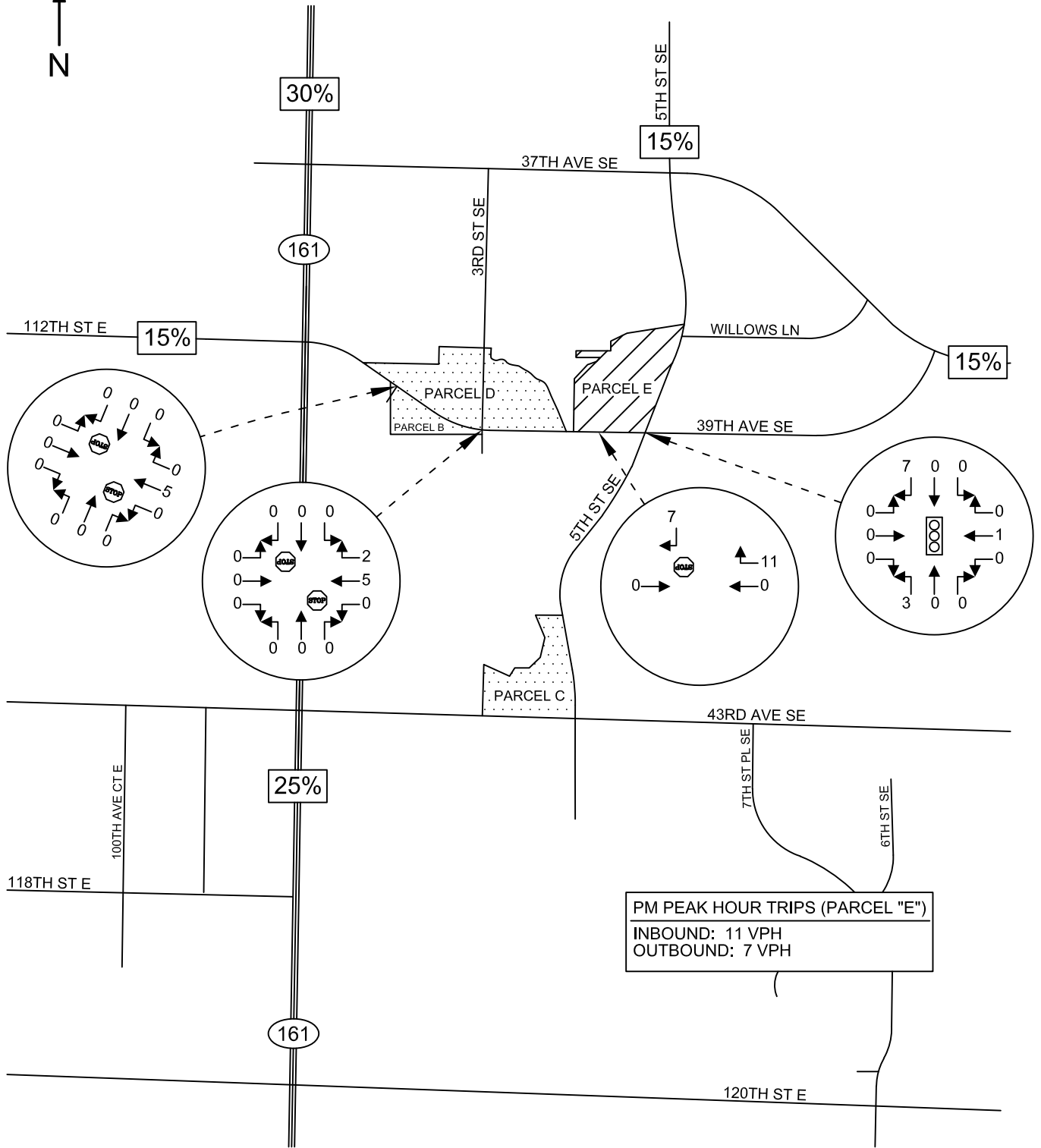
A 3-year horizon of 2025 was used for future traffic delay analysis. Forecast 2025 background traffic volumes were derived by applying a 2.0 percent compound annual growth rate to the existing PM peak hour volumes shown in Figure 3. In addition, pipeline volumes associated with the proposed Dos Lagos Parcels "B" and "C" projects were incorporated into future volumes. PM pipeline volumes are shown in Figure A in the appendix. Figure B in the appendix illustrates PM peak hour volumes associated with all Dos Lagos projects (Parcels "B", "C", "D" and "E").

Forecast 2025 background peak hour volumes and volumes with the addition of project-generated traffic are presented in Figures 5 and 6, respectively.



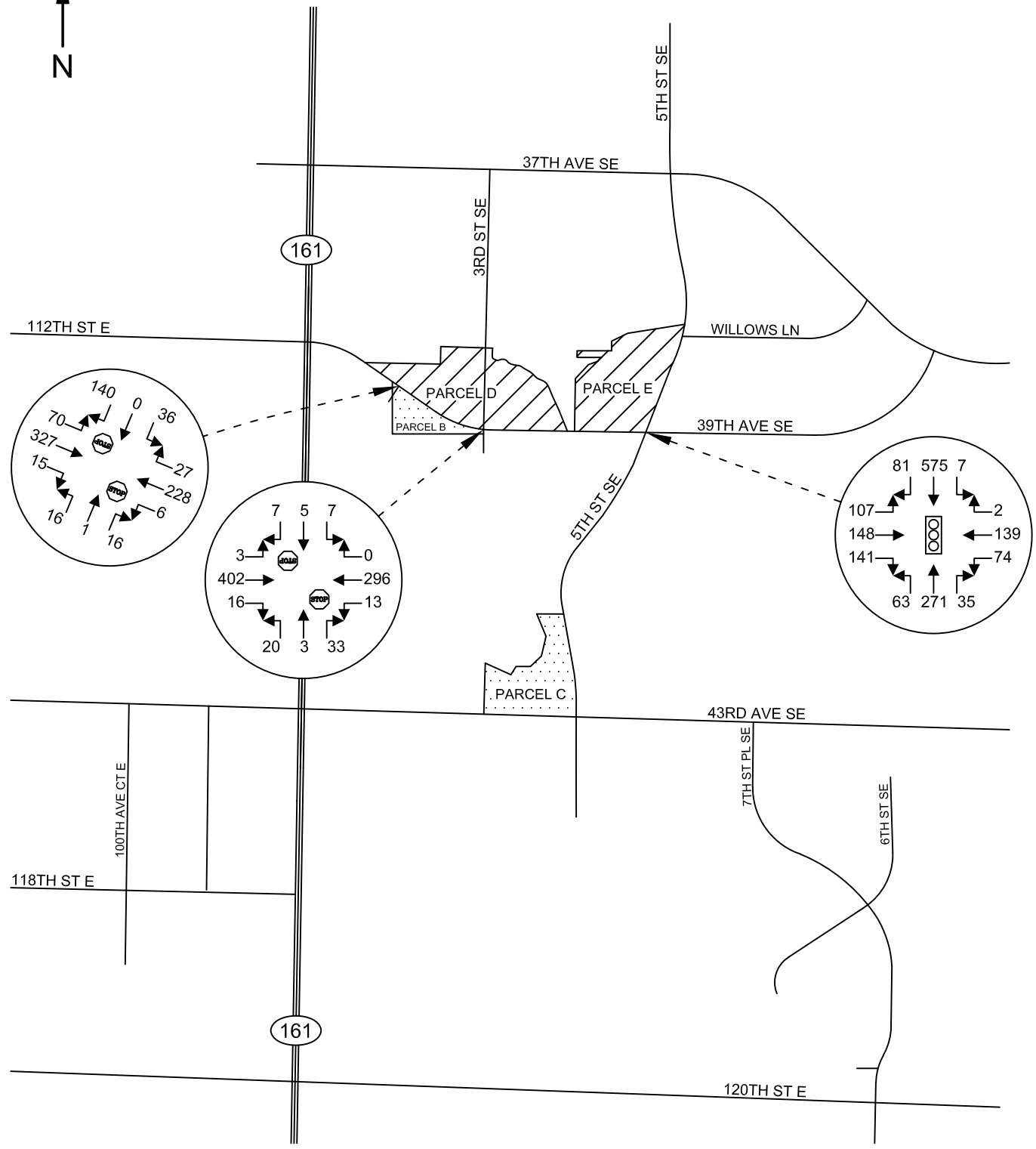
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DOS LAGOS APARTMENTS - PARCELS "D" & "E"
 PARCEL "D" PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
 FIGURE 4A



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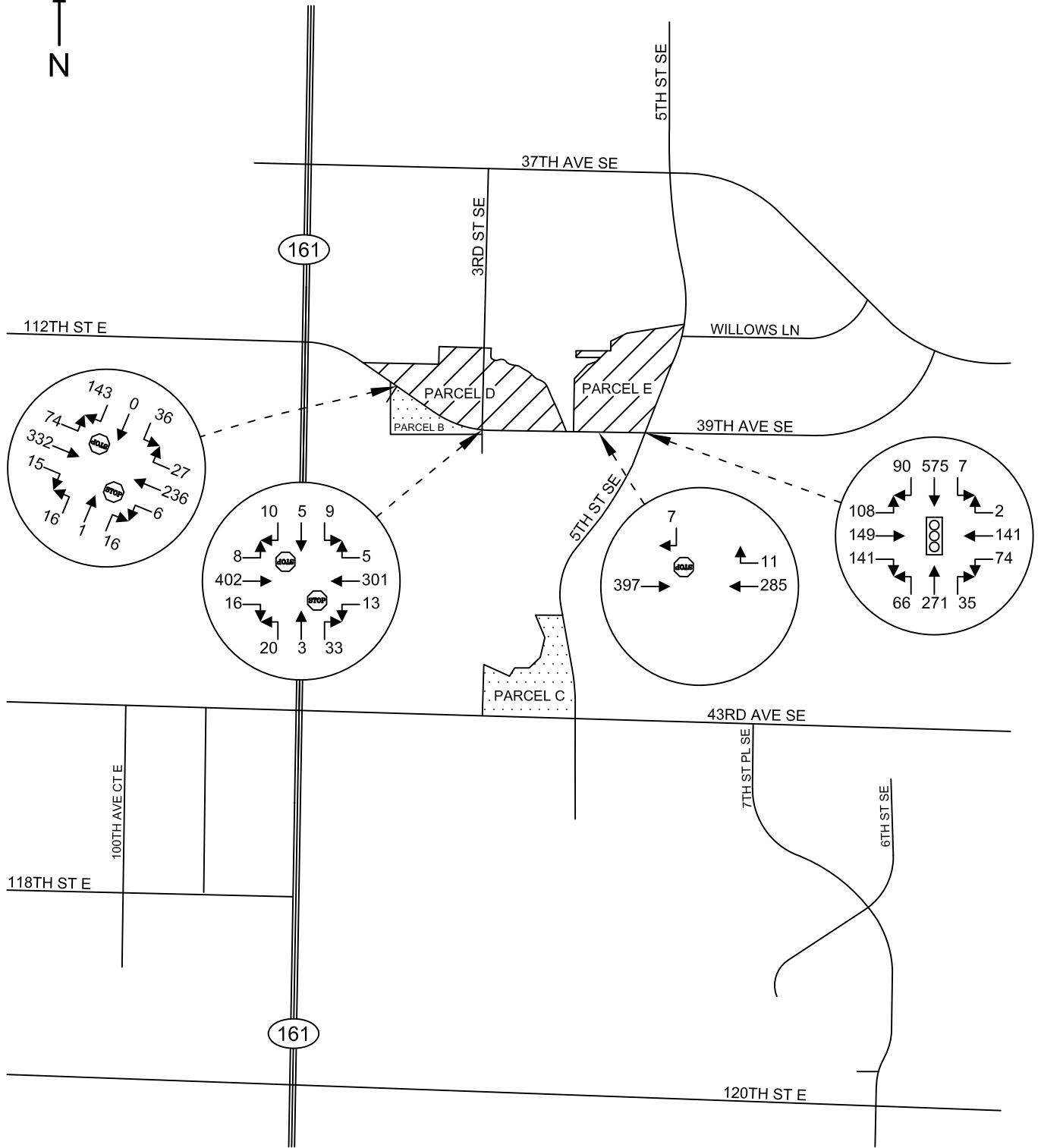
DOS LAGOS APARTMENTS - PARCELS "D" & "E"
PARCEL "E" PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4B



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DOS LAGOS APARTMENTS - PARCELS "D" & "E"

FORECAST 2025 PM PEAK HOUR WITHOUT PROJECT
FIGURE 5



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DOS LAGOS APARTMENTS - PARCELS "D" & "E"

FORECAST 2025 PM PEAK HOUR WITH PROJECT
FIGURE 6

4.4 Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range² for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 11* analysis program. For side-street stop-controlled intersections, LOS is determined by the approach with the highest delay. For signalized intersections, LOS is determined by overall average delay for all approaches. Table 5 below summarizes calculated delays for existing and forecast 2025 PM peak hour conditions at the outlying study/access intersections.

Table 5: Existing & Forecast 2025 PM Peak Hour Level of Service

Delays given in seconds per vehicle

Intersection	Control	<u>Existing</u>		<u>2025 Without</u>		<u>2025 With</u>	
		LOS	Delay	LOS	Delay	LOS	Delay
39th Ave SE & West Access (Willows Shopping Center)	Stop	B	11.9	B	12.2	B	12.4
39th Ave SE & 3rd St SE	Stop	B	11.5	B	11.8	B	11.8
39th Ave SE & Parcel "E" Access	Stop (RI-RO)	–	–	–	–	A	9.3
39th Ave SE & 5th St SE	Signal	B	17.1	B	18.2	B	18.4

The City of Puyallup has adopted LOS D standard for most city intersections. PM peak hour delays are shown to continue to operate satisfactorily under forecast analysis with LOS B conditions or better at all project accesses and outlying study intersections. No intersection deficiencies are identified as a result of the proposed Dos Lagos – Parcels "D" & "E" development.

² *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Stop Controlled Intersections – Level of Service

Level of Service	Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Highway Capacity Manual, 6th Edition

It should be noted that no unserved demand was observed at the signalized study intersection of 39th Avenue SE & 5th Street SE. Moreover, the City of Puyallup's Six Year Transportation Improvement Plan indicates 5th Street SE is scheduled for adaptive signals from 23rd Avenue SE to 43rd Avenue SE. This project may further improve future service levels at the signalized study intersection of 39th Avenue SE & 5th Street SE.

5. SUMMARY & MITIGATION

The Dos Lagos Apartments – Parcels “D” & “E” project proposes for the construction of a mixed-used development within two parcels encompassing a cumulative 92 multifamily apartment units and 1,100 square feet of commercial/office space in the city of Puyallup. Parcel “D” comprises a cumulative 2.30-acres within tax parcel #'s: 041910-6026 & -2107. Approximately 47 multi-family dwelling units and 1,100 square feet of commercial/office space are proposed within Parcel “D”. Primary access to Parcel “D” is to occur via 3rd Street SE. An existing driveway extending north from 39th Avenue SE—west of 3rd Street SE—may additionally provide internal connection to 3rd Street SE, subsequently providing site access. Parcel “E” comprises 1.89-acre tax parcel #: 0419106028 and is situated on the northwestern corner of 39th Avenue SE & 5th Street SE. This easterly parcel is to comprise 45 multi-family dwelling units and access is proposed via one right-in, right-out driveway extending north from 39th Avenue SE. Conceptual site plans for Parcels “D” and “E” are available in Figures 2A and 2B, respectively.

According to ITE data, Parcel “D” would generate an estimated 229 total daily trips with 19 trips occurring during the AM peak hour (6 inbound / 13 outbound) and 20 trips during the PM peak hour (12 inbound / 8 outbound). Parcel “E” would generate an estimated 204 total daily trips with 17 trips occurring during the AM peak hour (4 inbound / 13 outbound) and 18 trips during the PM peak hour (11 inbound / 7 outbound). Existing and forecast 2025 PM peak hour delays at the study/access intersections are shown to meet City LOS D standards, operating with LOS B or better conditions. Overall, the project was not shown to create a significant impact to the study area.

Proposed mitigation for the project is as follows:

1. Parcel “D” has been designed to improve the existing sight distance deficiencies identified at both access points extending north from 39th Avenue SE (westerly Willows Shopping Center driveway and 3rd Street SE). The site has been designed to provide clear sight lines within the sight distance triangle. Final verification of sight lines will be conducted during the civil review.
2. Pay traffic impact fees as required by Puyallup. Final fees will be calculated and assessed by the City at the time of building permit issuance.

No other mitigation is recommended at this time.

DOS LAGOS APARTMENTS - PARCELS "D" & "E"
TRAFFIC IMPACT ANALYSIS

APPENDIX

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PO Box 397 Puyallup, WA 98371

File Name : 4506ee
 Site Code : 00004506
 Start Date : 10/11/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

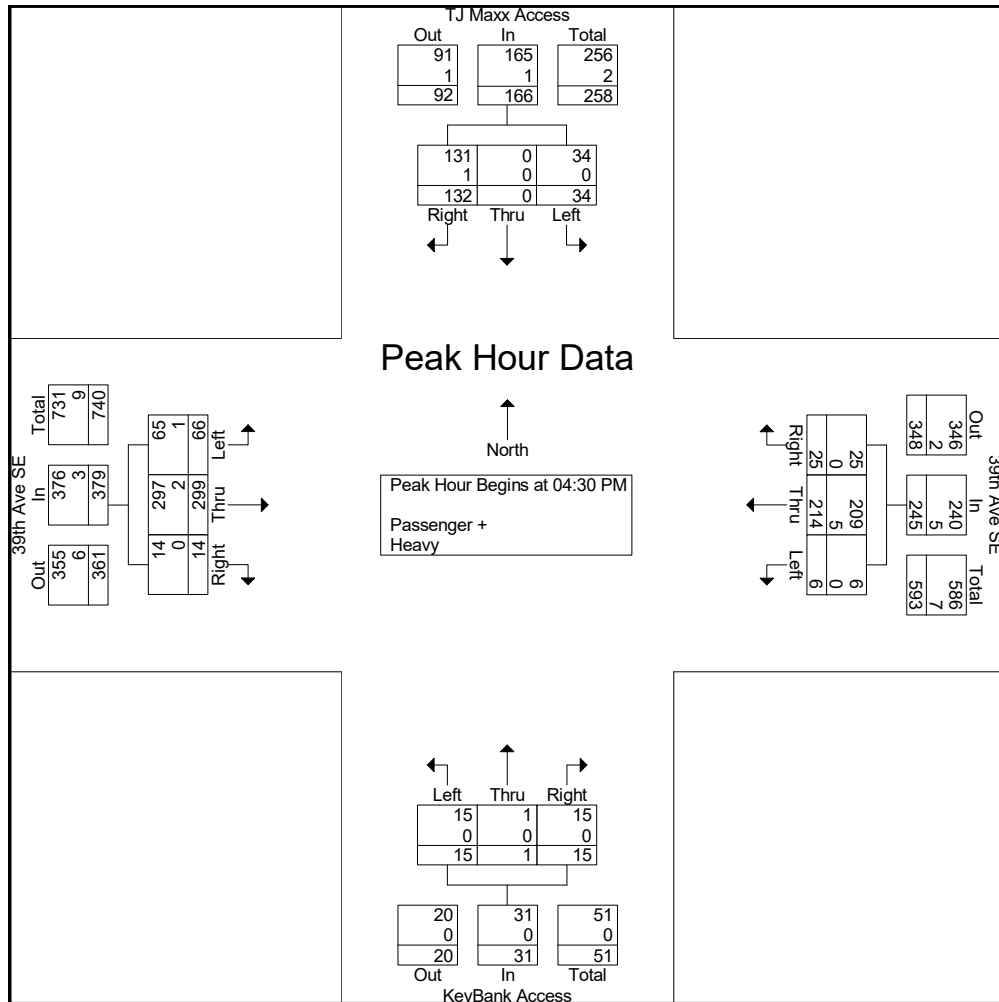
Start Time	TJ Maxx Access Southbound				39th Ave SE Westbound				KeyBank Access Northbound				39th Ave SE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	30	0	6	36	6	65	3	74	4	0	2	6	2	84	5	91	207
04:15 PM	26	0	7	33	7	67	1	75	2	0	1	3	4	65	7	76	187
04:30 PM	37	0	8	45	5	55	2	62	4	1	3	8	5	60	27	92	207
04:45 PM	29	0	8	37	4	55	2	61	5	0	5	10	6	82	12	100	208
Total	122	0	29	151	22	242	8	272	15	1	11	27	17	291	51	359	809
05:00 PM	34	0	9	43	6	56	1	63	4	0	4	8	0	78	7	85	199
05:15 PM	32	0	9	41	10	48	1	59	2	0	3	5	3	79	20	102	207
05:30 PM	32	0	8	40	5	51	1	57	0	0	1	1	0	85	10	95	193
05:45 PM	27	0	13	40	4	49	1	54	1	0	1	2	1	90	7	98	194
Total	125	0	39	164	25	204	4	233	7	0	9	16	4	332	44	380	793
Grand Total	247	0	68	315	47	446	12	505	22	1	20	43	21	623	95	739	1602
Apprch %	78.4	0	21.6		9.3	88.3	2.4		51.2	2.3	46.5		2.8	84.3	12.9		
Total %	15.4	0	4.2	19.7	2.9	27.8	0.7	31.5	1.4	0.1	1.2	2.7	1.3	38.9	5.9	46.1	
Passenger +	246	0	68	314	46	435	12	493	22	1	20	43	21	619	94	734	1584
% Passenger +	99.6	0	100	99.7	97.9	97.5	100	97.6	100	100	100	100	100	99.4	98.9	99.3	98.9
Heavy	1	0	0	1	1	11	0	12	0	0	0	0	0	4	1	5	18
% Heavy	0.4	0	0	0.3	2.1	2.5	0	2.4	0	0	0	0	0	0.6	1.1	0.7	1.1

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PO Box 397 Puyallup, WA 98371

File Name : 4506ee
 Site Code : 00004506
 Start Date : 10/11/2022
 Page No : 2

Start Time	TJ Maxx Access Southbound				39th Ave SE Westbound				KeyBank Access Northbound				39th Ave SE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	37	0	8	45	5	55	2	62	4	1	3	8	5	60	27	92	207
04:45 PM	29	0	8	37	4	55	2	61	5	0	5	10	6	82	12	100	208
05:00 PM	34	0	9	43	6	56	1	63	4	0	4	8	0	78	7	85	199
05:15 PM	32	0	9	41	10	48	1	59	2	0	3	5	3	79	20	102	207
Total Volume	132	0	34	166	25	214	6	245	15	1	15	31	14	299	66	379	821
% App. Total	79.5	0	20.5		10.2	87.3	2.4		48.4	3.2	48.4		3.7	78.9	17.4		
PHF	.892	.000	.944	.922	.625	.955	.750	.972	.750	.250	.750	.775	.583	.912	.611	.929	.987
Passenger +	131	0	34	165	25	209	6	240	15	1	15	31	14	297	65	376	812
% Passenger +	99.2	0	100	99.4	100	97.7	100	98.0	100	100	100	100	100	99.3	98.5	99.2	98.9
Heavy	1	0	0	1	0	5	0	5	0	0	0	0	0	2	1	3	9
% Heavy	0.8	0	0	0.6	0	2.3	0	2.0	0	0	0	0	0	0.7	1.5	0.8	1.1



Heath & Associates

PO Box 397 Puyallup, WA 98371

File Name : 4506ff
 Site Code : 00004506
 Start Date : 10/11/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

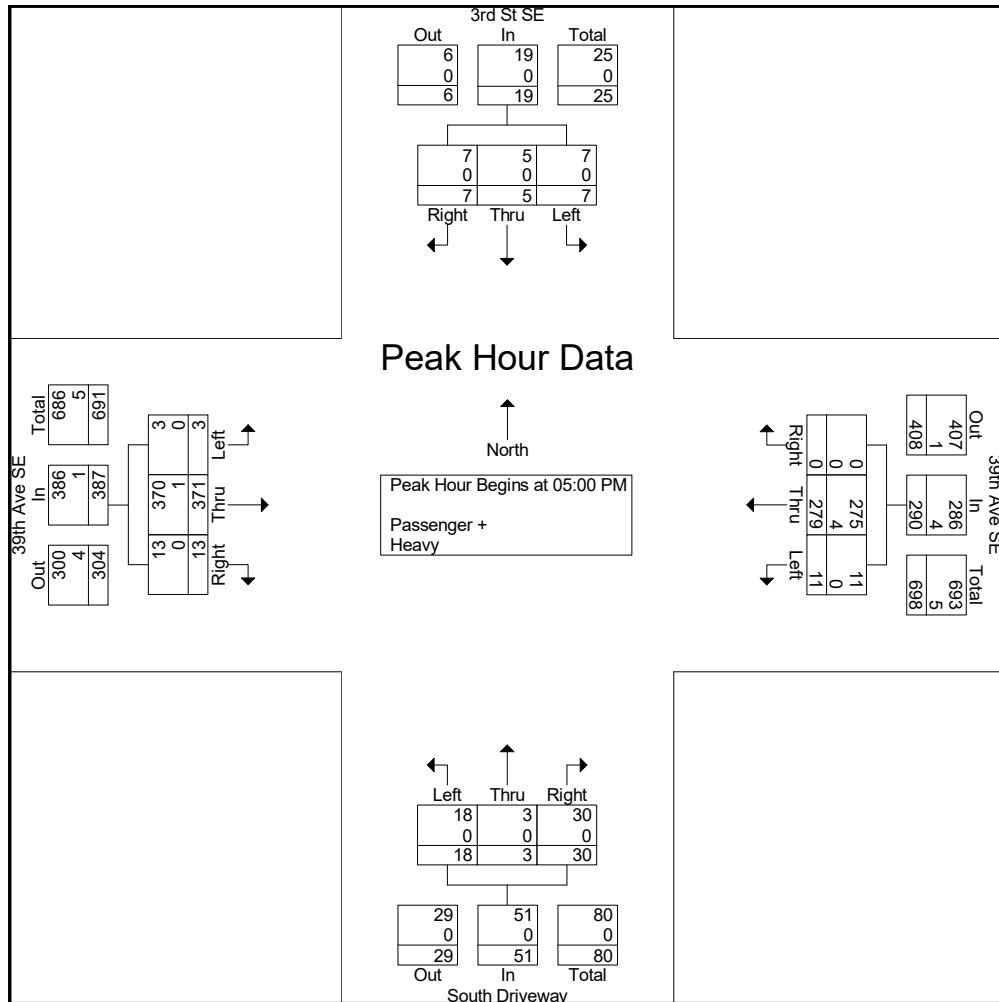
Start Time	3rd St SE Southbound				39th Ave SE Westbound				South Driveway Northbound				39th Ave SE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	1	0	0	1	2	84	4	90	11	0	4	15	6	90	2	98	204
04:15 PM	1	0	2	3	0	84	5	89	9	0	4	13	3	72	0	75	180
04:30 PM	2	0	3	5	0	74	5	79	1	4	4	9	1	69	0	70	163
04:45 PM	3	0	1	4	0	74	3	77	4	3	4	11	4	92	1	97	189
Total	7	0	6	13	2	316	17	335	25	7	16	48	14	323	3	340	736
05:00 PM	0	1	1	2	0	76	5	81	4	0	3	7	6	87	0	93	183
05:15 PM	2	2	2	6	0	70	4	74	10	2	6	18	2	88	2	92	190
05:30 PM	2	1	2	5	0	65	0	65	12	0	3	15	1	93	1	95	180
05:45 PM	3	1	2	6	0	68	2	70	4	1	6	11	4	103	0	107	194
Total	7	5	7	19	0	279	11	290	30	3	18	51	13	371	3	387	747
Grand Total	14	5	13	32	2	595	28	625	55	10	34	99	27	694	6	727	1483
Apprch %	43.8	15.6	40.6		0.3	95.2	4.5		55.6	10.1	34.3		3.7	95.5	0.8		
Total %	0.9	0.3	0.9	2.2	0.1	40.1	1.9	42.1	3.7	0.7	2.3	6.7	1.8	46.8	0.4	49	
Passenger +	14	5	13	32	2	583	28	613	54	10	34	98	27	689	6	722	1465
% Passenger +	100	100	100	100	100	98	100	98.1	98.2	100	100	99	100	99.3	100	99.3	98.8
Heavy	0	0	0	0	0	12	0	12	1	0	0	1	0	5	0	5	18
% Heavy	0	0	0	0	0	2	0	1.9	1.8	0	0	1	0	0.7	0	0.7	1.2

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PO Box 397 Puyallup, WA 98371

File Name : 4506ff
 Site Code : 00004506
 Start Date : 10/11/2022
 Page No : 2

Start Time	3rd St SE Southbound				39th Ave SE Westbound				South Driveway Northbound				39th Ave SE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	1	2	0	76	5	81	4	0	3	7	6	87	0	93	183
05:15 PM	2	2	2	6	0	70	4	74	10	2	6	18	2	88	2	92	190
05:30 PM	2	1	2	5	0	65	0	65	12	0	3	15	1	93	1	95	180
05:45 PM	3	1	2	6	0	68	2	70	4	1	6	11	4	103	0	107	194
Total Volume	7	5	7	19	0	279	11	290	30	3	18	51	13	371	3	387	747
% App. Total	36.8	26.3	36.8		0	96.2	3.8		58.8	5.9	35.3		3.4	95.9	0.8		
PHF	.583	.625	.875	.792	.000	.918	.550	.895	.625	.375	.750	.708	.542	.900	.375	.904	.963
Passenger +	7	5	7	19	0	275	11	286	30	3	18	51	13	370	3	386	742
% Passenger +	100	100	100	100	0	98.6	100	98.6	100	100	100	100	100	99.7	100	99.7	99.3
Heavy	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
% Heavy	0	0	0	0	0	1.4	0	1.4	0	0	0	0	0	0.3	0	0.3	0.7



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PO Box 397 Puyallup, WA 98371

File Name : 4506gg
 Site Code : 00004506
 Start Date : 10/11/2022
 Page No : 1

Groups Printed- Passenger + - Heavy

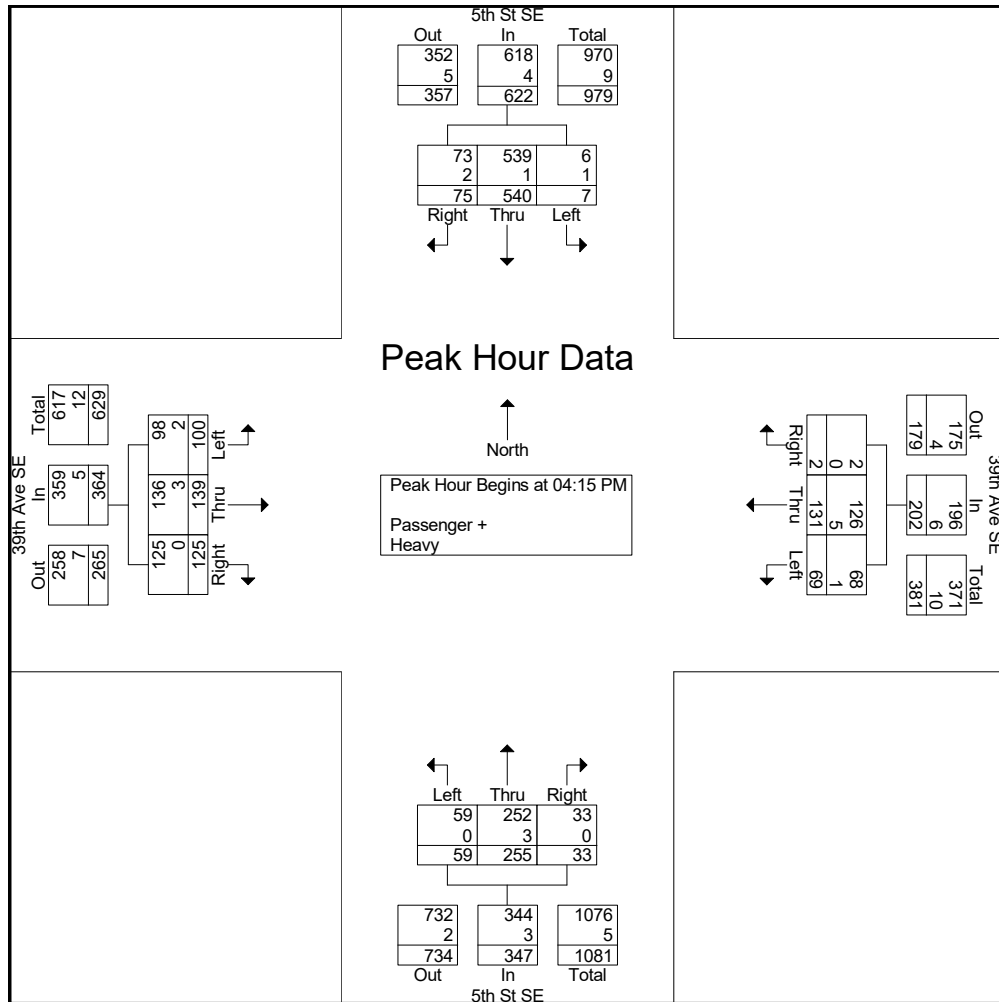
Start Time	5th St SE Southbound				39th Ave SE Westbound				5th St SE Northbound				39th Ave SE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
04:00 PM	19	112	0	131	0	36	15	51	8	56	17	81	41	34	23	98	361
04:15 PM	22	138	3	163	0	41	17	58	7	55	13	75	34	34	23	91	387
04:30 PM	18	136	2	156	2	36	15	53	10	55	12	77	30	38	28	96	382
04:45 PM	11	140	2	153	0	21	16	37	6	80	16	102	31	32	28	91	383
Total	70	526	7	603	2	134	63	199	31	246	58	335	136	138	102	376	1513
05:00 PM	24	126	0	150	0	33	21	54	10	65	18	93	30	35	21	86	383
05:15 PM	17	151	0	168	1	30	12	43	5	57	11	73	38	38	18	94	378
05:30 PM	15	135	1	151	1	17	12	30	11	59	18	88	42	41	30	113	382
05:45 PM	19	132	1	152	1	16	6	23	5	58	15	78	42	32	26	100	353
Total	75	544	2	621	3	96	51	150	31	239	62	332	152	146	95	393	1496
Grand Total	145	1070	9	1224	5	230	114	349	62	485	120	667	288	284	197	769	3009
Apprch %	11.8	87.4	0.7		1.4	65.9	32.7		9.3	72.7	18		37.5	36.9	25.6		
Total %	4.8	35.6	0.3	40.7	0.2	7.6	3.8	11.6	2.1	16.1	4	22.2	9.6	9.4	6.5	25.6	
Passenger +	142	1069	8	1219	5	222	113	340	62	481	119	662	288	281	195	764	2985
% Passenger +	97.9	99.9	88.9	99.6	100	96.5	99.1	97.4	100	99.2	99.2	99.3	100	98.9	99	99.3	99.2
Heavy	3	1	1	5	0	8	1	9	0	4	1	5	0	3	2	5	24
% Heavy	2.1	0.1	11.1	0.4	0	3.5	0.9	2.6	0	0.8	0.8	0.7	0	1.1	1	0.7	0.8

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PO Box 397 Puyallup, WA 98371

File Name : 4506gg
 Site Code : 00004506
 Start Date : 10/11/2022
 Page No : 2

Start Time	5th St SE Southbound				39th Ave SE Westbound				5th St SE Northbound				39th Ave SE Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	138	3	163	0	41	17	58	7	55	13	75	34	34	23	91	387
04:30 PM	18	136	2	156	2	36	15	53	10	55	12	77	30	38	28	96	382
04:45 PM	11	140	2	153	0	21	16	37	6	80	16	102	31	32	28	91	383
05:00 PM	24	126	0	150	0	33	21	54	10	65	18	93	30	35	21	86	383
Total Volume	75	540	7	622	2	131	69	202	33	255	59	347	125	139	100	364	1535
% App. Total	12.1	86.8	1.1		1	64.9	34.2		9.5	73.5	17		34.3	38.2	27.5		
PHF	.781	.964	.583	.954	.250	.799	.821	.871	.825	.797	.819	.850	.919	.914	.893	.948	.992
Passenger +	73	539	6	618	2	126	68	196	33	252	59	344	125	136	98	359	1517
% Passenger +	97.3	99.8	85.7	99.4	100	96.2	98.6	97.0	100	98.8	100	99.1	100	97.8	98.0	98.6	98.8
Heavy	2	1	1	4	0	5	1	6	0	3	0	3	0	3	2	5	18
% Heavy	2.7	0.2	14.3	0.6	0	3.8	1.4	3.0	0	1.2	0	0.9	0	2.2	2.0	1.4	1.2



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

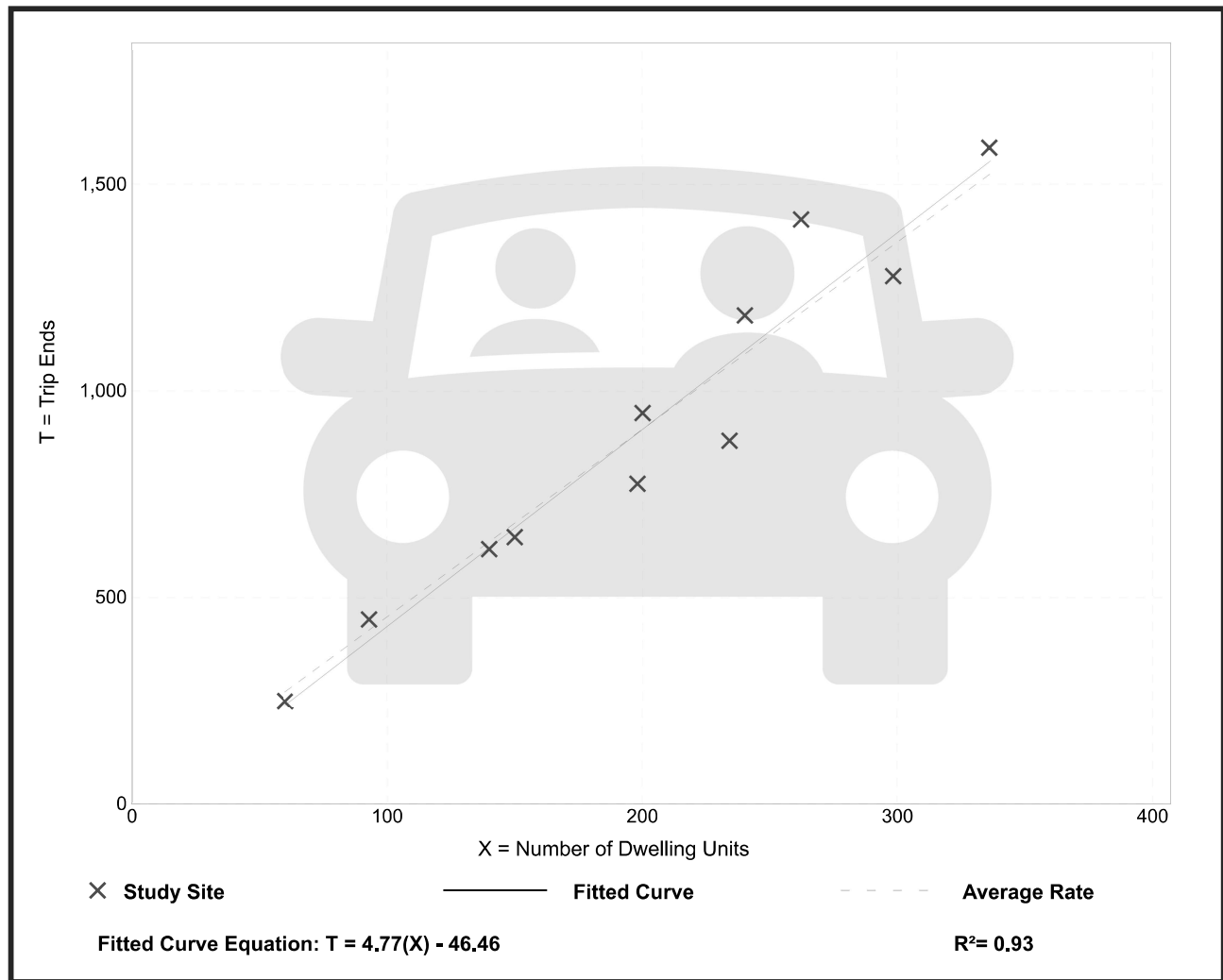
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



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Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

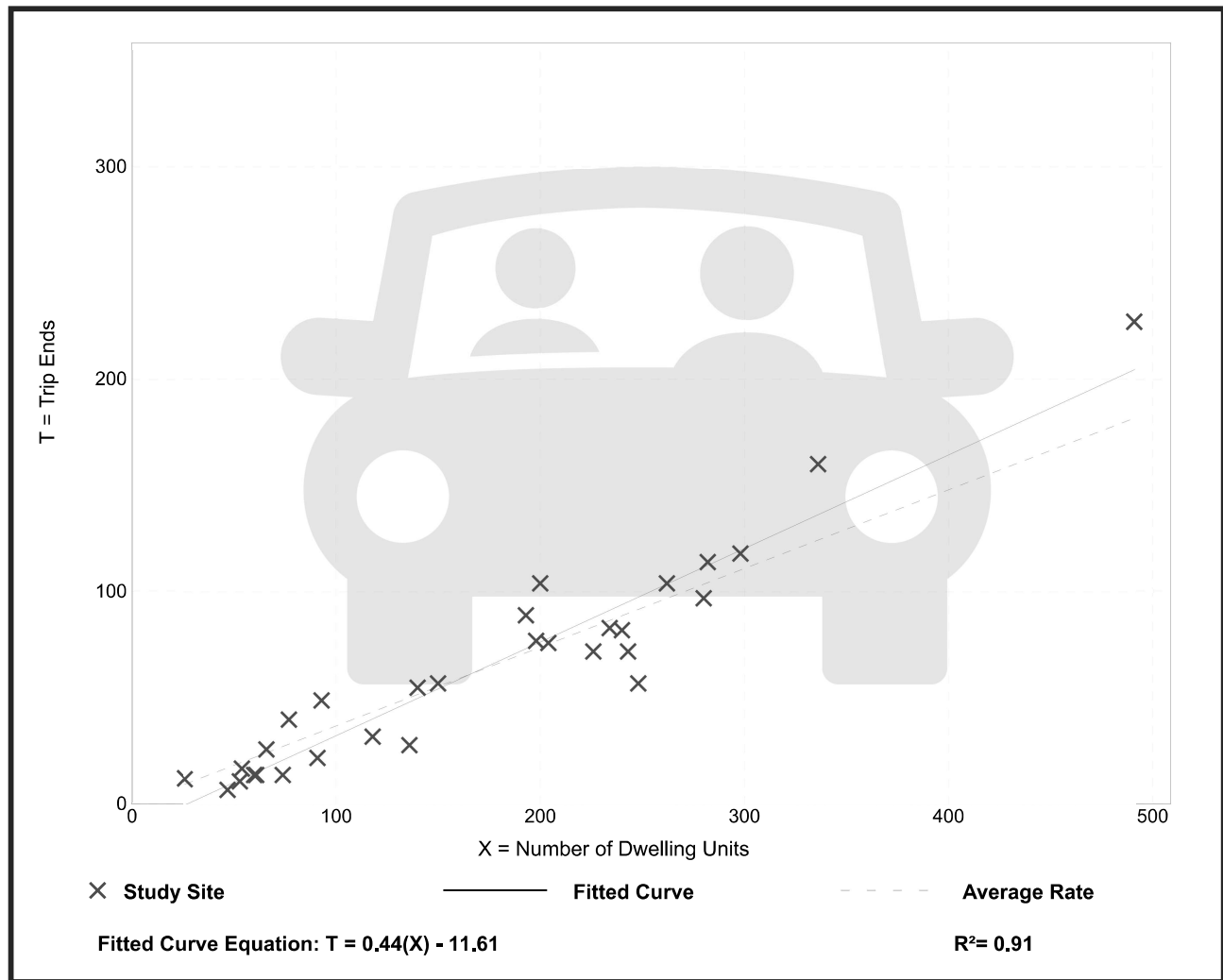
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 30
 Avg. Num. of Dwelling Units: 173
 Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

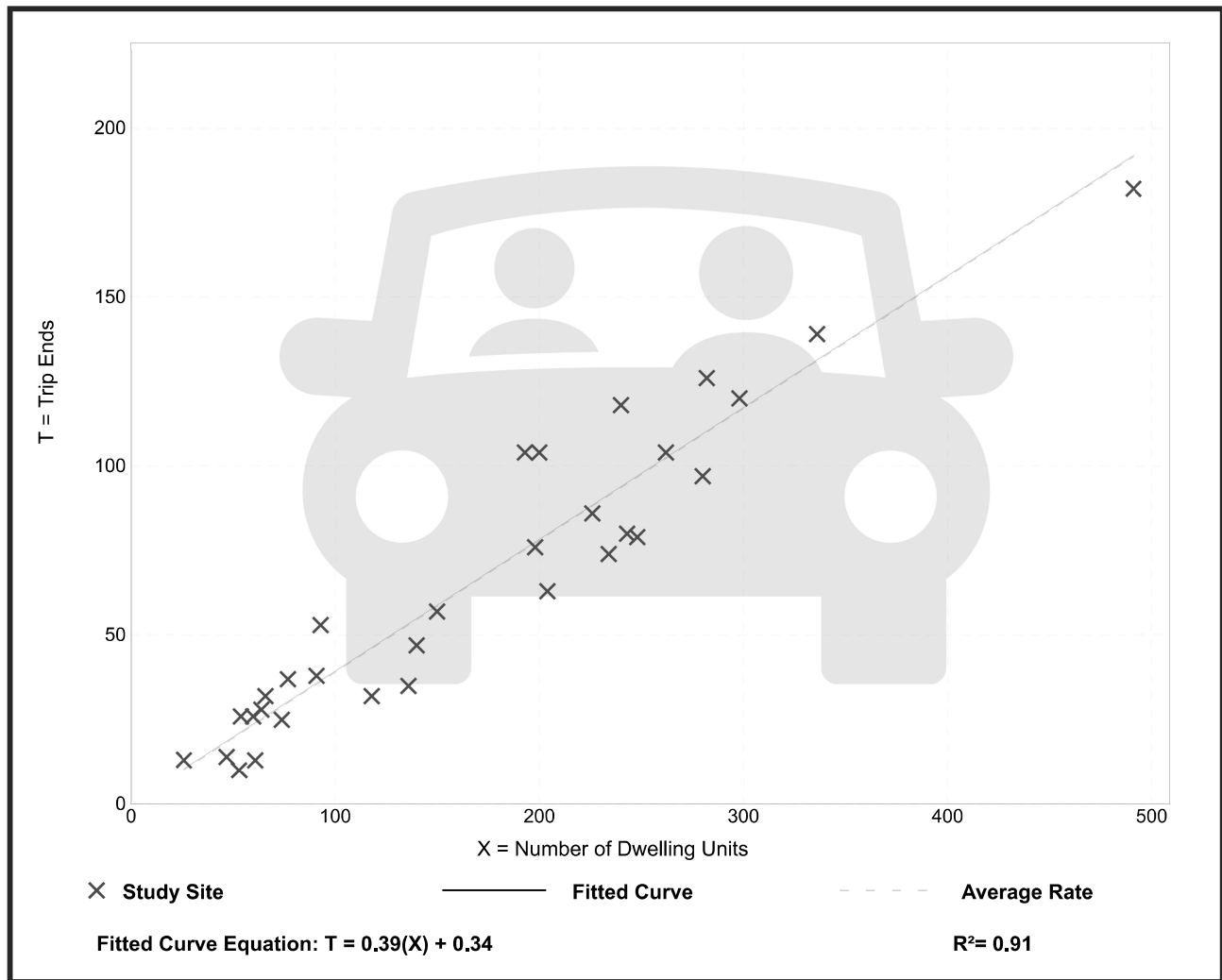
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 31
 Avg. Num. of Dwelling Units: 169
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



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Small Office Building (712)

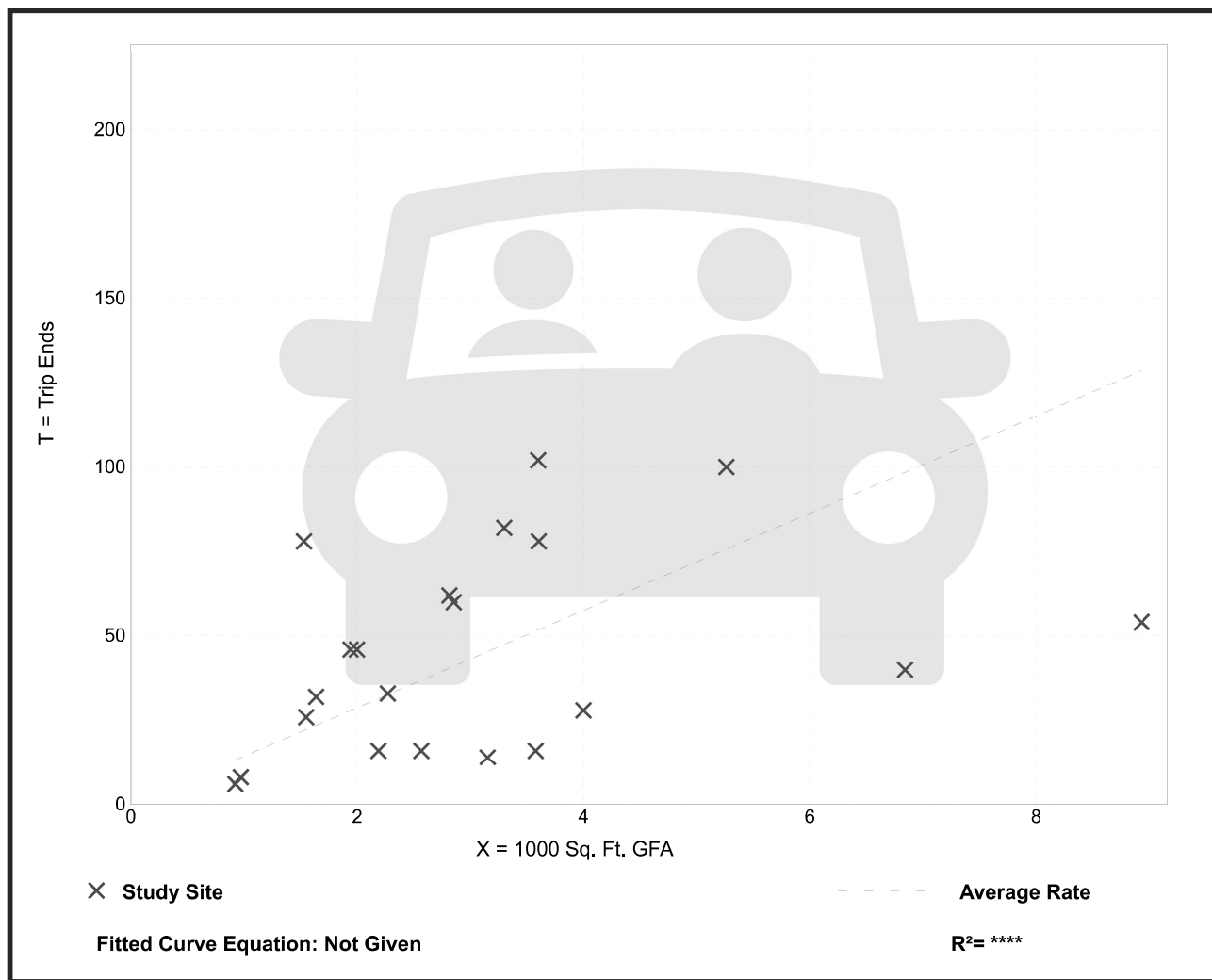
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

Data Plot and Equation



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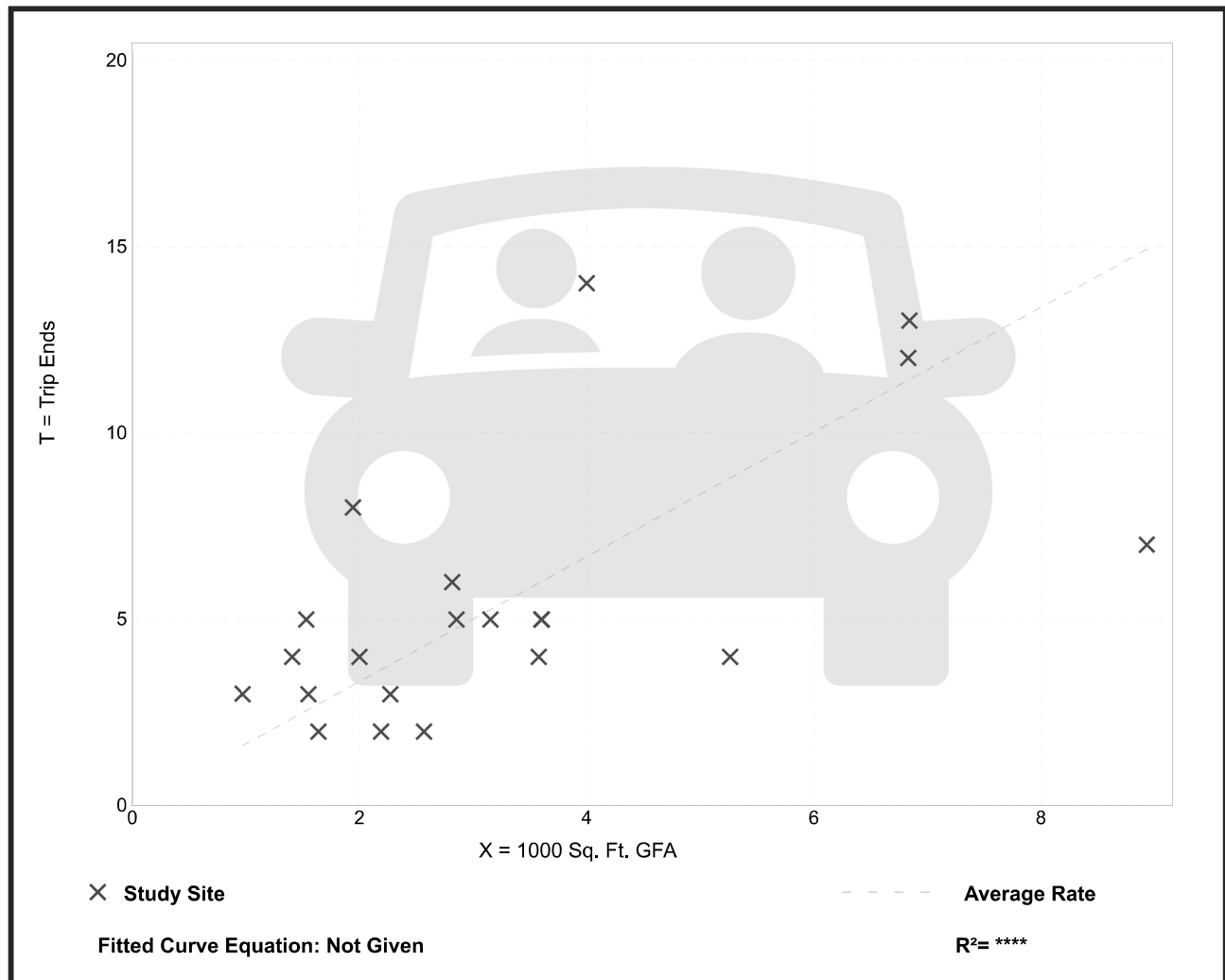
Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



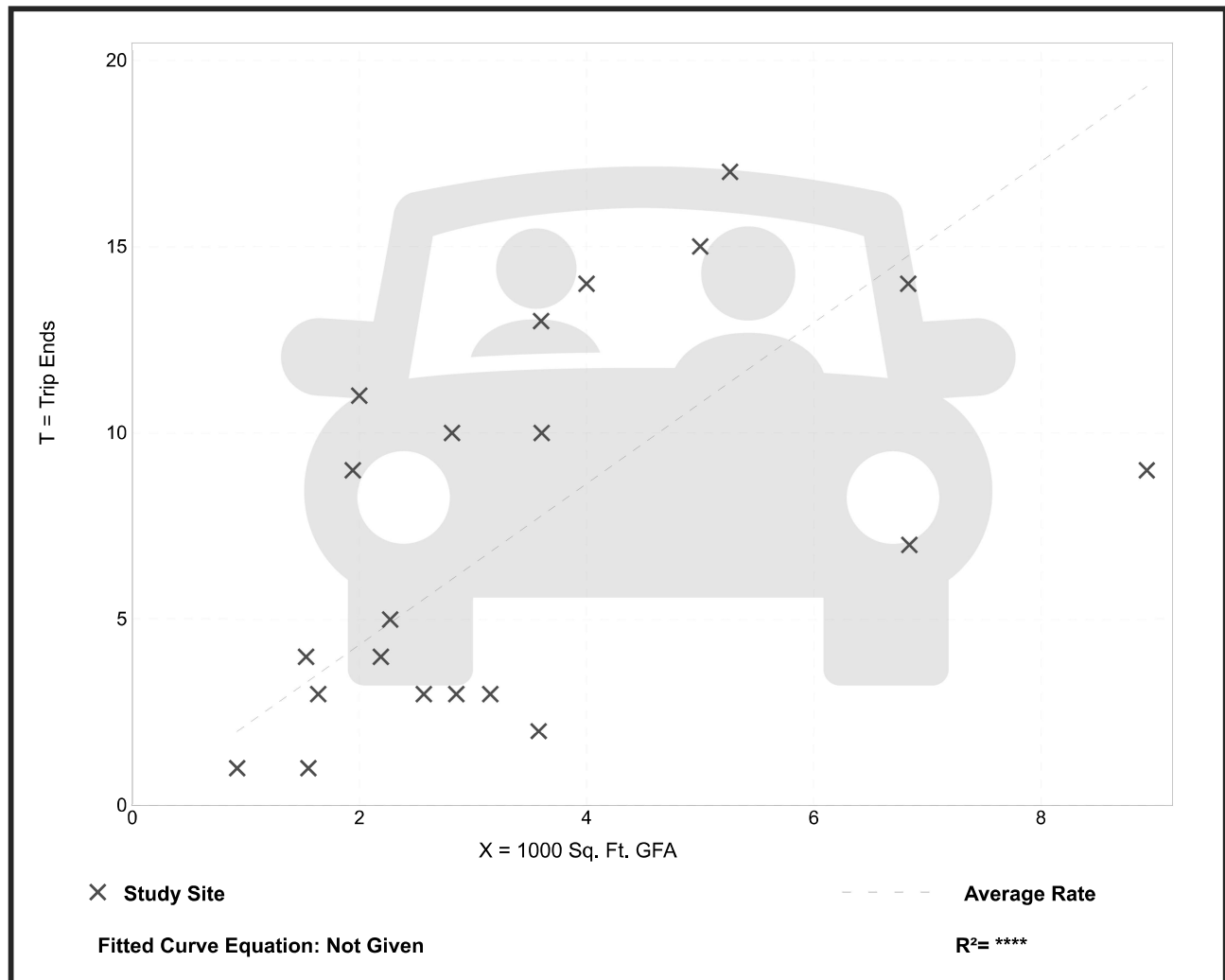
Small Office Building (712)

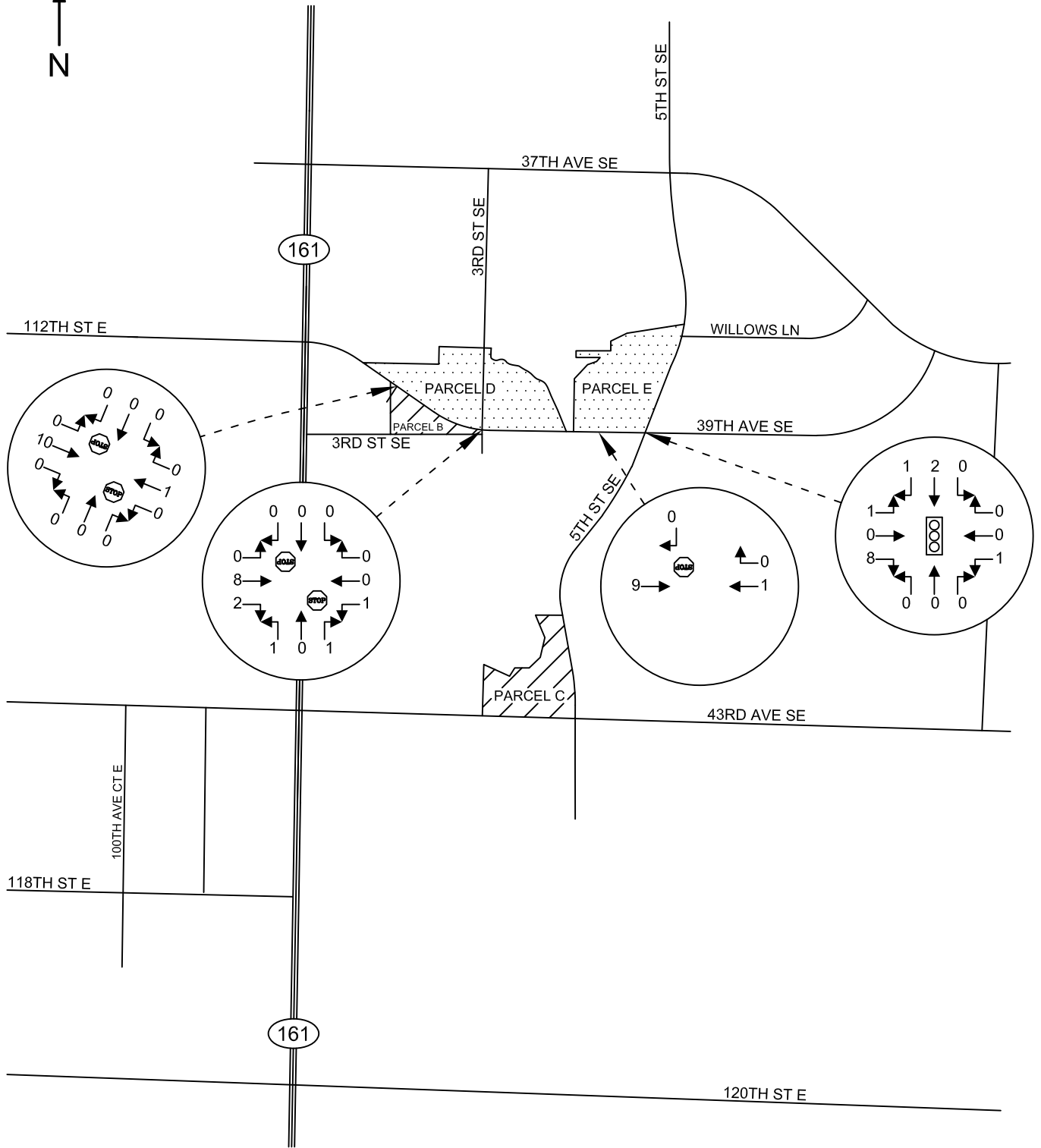
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 21
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation

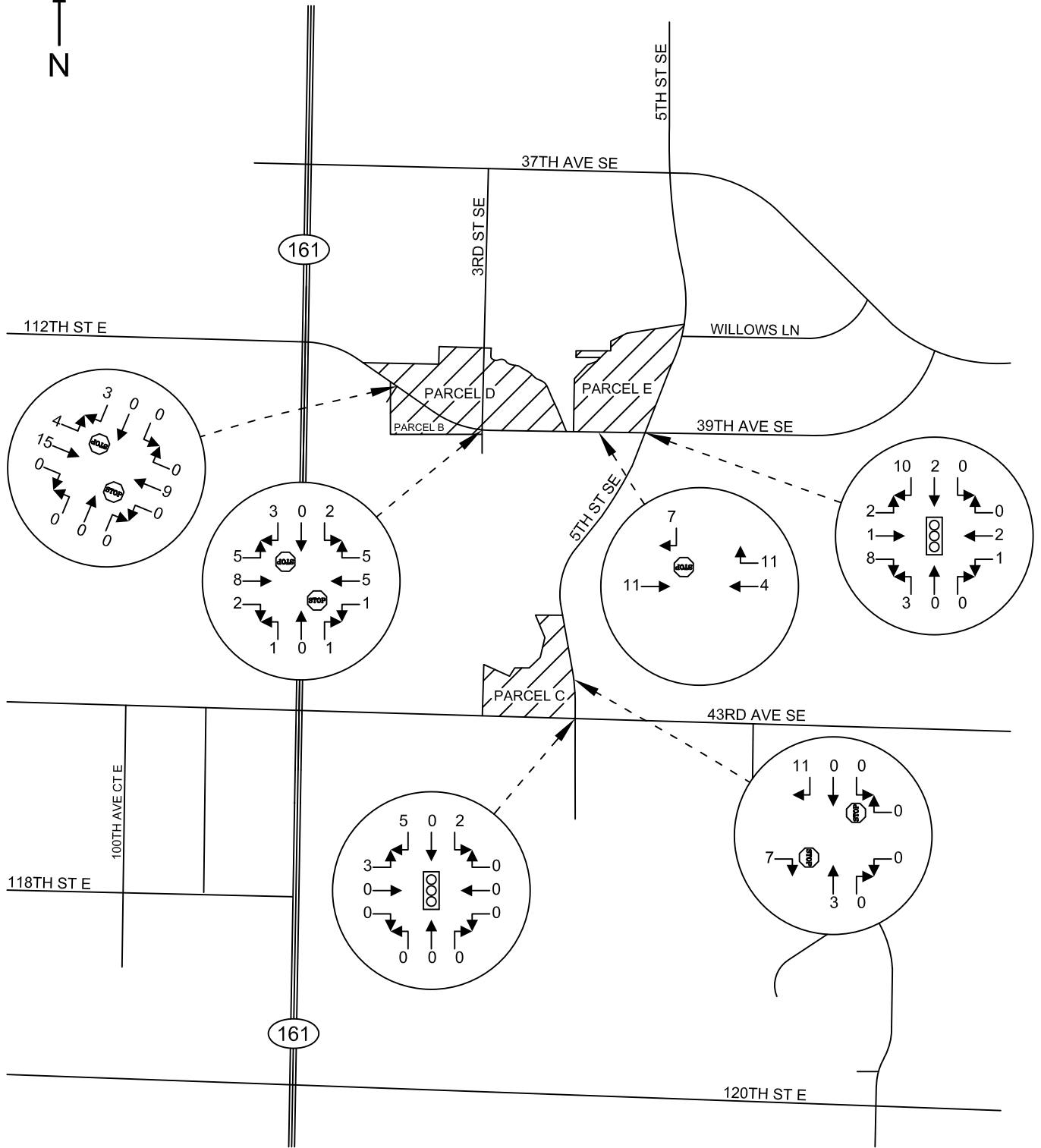




HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

DOS LAGOS APARTMENTS - PARCELS "D" & "E"

PM PEAK HOUR PIPELINE VOLUMES
FIGURE A



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

DOS LAGOS APARTMENTS
CUMULATIVE DOS LAGOS APARTMENTS TRIP DISTRIBUTION & ASSIGNMENT
FIGURE B

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↔		↖	↗	
Traffic Vol, veh/h	66	299	14	6	214	25	15	1	15	34	0	132
Future Vol, veh/h	66	299	14	6	214	25	15	1	15	34	0	132
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	67	302	14	6	216	25	15	1	15	34	0	133

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	243	0	0	318	0	0	567	700	162	531	695	125
Stage 1	-	-	-	-	-	-	445	445	-	243	243	-
Stage 2	-	-	-	-	-	-	122	255	-	288	452	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1320	-	-	1246	-	-	408	364	857	433	366	905
Stage 1	-	-	-	-	-	-	565	575	-	742	706	-
Stage 2	-	-	-	-	-	-	872	698	-	698	571	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1317	-	-	1244	-	-	332	342	854	405	344	902
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	420	-	490	428	-
Stage 1	-	-	-	-	-	-	535	545	-	703	701	-
Stage 2	-	-	-	-	-	-	738	693	-	648	541	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.2			11.9			10.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	556	1317	-	-	1244	-	-	490	902
HCM Lane V/C Ratio	0.056	0.051	-	-	0.005	-	-	0.07	0.148
HCM Control Delay (s)	11.9	7.9	-	-	7.9	-	-	12.9	9.7
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.2	0.5

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	3	371	13	11	279	0	18	3	30	7	5	7
Future Vol, veh/h	3	371	13	11	279	0	18	3	30	7	5	7
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	386	14	11	291	0	19	3	31	7	5	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	293	0	0	402	0	0	573	716	204	518	723	150
Stage 1	-	-	-	-	-	-	401	401	-	315	315	-
Stage 2	-	-	-	-	-	-	172	315	-	203	408	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1273	-	-	1160	-	-	404	356	806	443	353	873
Stage 1	-	-	-	-	-	-	599	602	-	673	657	-
Stage 2	-	-	-	-	-	-	816	657	-	783	598	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1271	-	-	1158	-	-	392	351	803	418	348	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	481	444	-	510	439	-
Stage 1	-	-	-	-	-	-	597	600	-	670	650	-
Stage 2	-	-	-	-	-	-	794	650	-	745	596	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.3			11.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	625	1271	-	-	1158	-	-	573
HCM Lane V/C Ratio	0.085	0.002	-	-	0.01	-	-	0.035
HCM Control Delay (s)	11.3	7.8	-	-	8.1	-	-	11.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary
 3: 5th St SE & 39th Ave SE

Existing PM Peak Hour
 12/16/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	100	139	125	69	131	2	59	255	33	7	540	75
Future Volume (veh/h)	100	139	125	69	131	2	59	255	33	7	540	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	1.00		0.97	1.00		1.00	1.00		0.99
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	1885	1885	1841	1885	1885	1885	1885	1693	1885	1856
Adj Flow Rate, veh/h	101	140	126	70	132	2	60	258	33	7	545	76
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	1	1	4	1	1	1	1	14	1	3
Cap, veh/h	382	278	231	316	493	7	324	760	97	499	679	95
Arrive On Green	0.07	0.15	0.15	0.06	0.14	0.14	0.05	0.46	0.46	0.01	0.42	0.42
Sat Flow, veh/h	1781	1837	1524	1795	3525	53	1795	1637	209	1612	1617	226
Grp Volume(v), veh/h	101	135	131	70	65	69	60	0	291	7	0	621
Grp Sat Flow(s),veh/h/ln	1781	1777	1584	1795	1749	1829	1795	0	1846	1612	0	1843
Q Serve(g_s), s	2.7	4.0	4.4	1.8	1.9	1.9	1.0	0.0	5.7	0.1	0.0	16.8
Cycle Q Clear(g_c), s	2.7	4.0	4.4	1.8	1.9	1.9	1.0	0.0	5.7	0.1	0.0	16.8
Prop In Lane	1.00		0.96	1.00		0.03	1.00		0.11	1.00		0.12
Lane Grp Cap(c), veh/h	382	269	240	316	245	256	324	0	857	499	0	774
V/C Ratio(X)	0.26	0.50	0.55	0.22	0.27	0.27	0.19	0.00	0.34	0.01	0.00	0.80
Avail Cap(c_a), veh/h	774	890	793	478	630	659	464	0	2872	668	0	2834
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	18.9	22.2	22.3	19.1	21.9	21.9	10.8	0.0	9.7	9.4	0.0	14.4
Incr Delay (d2), s/veh	0.4	1.5	1.9	0.4	0.6	0.6	0.3	0.0	0.2	0.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.6	1.6	0.7	0.8	0.8	0.4	0.0	2.0	0.0	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	23.6	24.3	19.5	22.4	22.4	11.1	0.0	9.9	9.4	0.0	16.4
LnGrp LOS	B	C	C	B	C	C	B	A	A	A	A	B
Approach Vol, veh/h		367			204			351				628
Approach Delay, s/veh		22.7			21.4			10.1				16.4
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	30.9	7.8	13.1	7.6	28.4	8.5	12.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	88.5	8.5	28.5	7.5	87.5	16.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	7.7	3.8	6.4	3.0	18.8	4.7	3.9				
Green Ext Time (p_c), s	0.0	2.0	0.0	1.5	0.0	5.1	0.2	0.5				

Intersection Summary												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

HCM 6th TWSC
1: Key Bank Driveway/TJ Maxx Driveway & 39th Ave SE

Forecast 2025 PM Peak Hour Without Project
12/27/2022

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↔		↖	↗	
Traffic Vol, veh/h	70	327	15	6	228	27	16	1	16	36	0	140
Future Vol, veh/h	70	327	15	6	228	27	16	1	16	36	0	140
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	71	330	15	6	230	27	16	1	16	36	0	141

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	347	0	0	611	753	177	568	747	133
Stage 1	-	-	-	-	-	-	482	482	-	258	258	-
Stage 2	-	-	-	-	-	-	129	271	-	310	489	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1303	-	-	1216	-	-	380	339	839	408	342	895
Stage 1	-	-	-	-	-	-	537	554	-	727	695	-
Stage 2	-	-	-	-	-	-	864	686	-	678	550	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1301	-	-	1214	-	-	304	318	836	380	320	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	400	-	470	408	-
Stage 1	-	-	-	-	-	-	507	522	-	686	690	-
Stage 2	-	-	-	-	-	-	722	681	-	626	519	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.2			12.2			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	530	1301	-	-	1214	-	-	470	892
HCM Lane V/C Ratio	0.063	0.054	-	-	0.005	-	-	0.077	0.159
HCM Control Delay (s)	12.2	7.9	-	-	8	-	-	13.3	9.8
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.2	0.6

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	3	402	16	13	296	0	20	3	33	7	5	7
Future Vol, veh/h	3	402	16	13	296	0	20	3	33	7	5	7
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	419	17	14	308	0	21	3	34	7	5	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	310	0	0	438	0	0	623	774	222	557	782	158
Stage 1	-	-	-	-	-	-	436	436	-	338	338	-
Stage 2	-	-	-	-	-	-	187	338	-	219	444	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1255	-	-	1125	-	-	372	330	785	415	326	862
Stage 1	-	-	-	-	-	-	572	581	-	653	642	-
Stage 2	-	-	-	-	-	-	800	642	-	766	576	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1253	-	-	1123	-	-	360	324	782	388	320	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	456	423	-	486	416	-
Stage 1	-	-	-	-	-	-	570	579	-	650	633	-
Stage 2	-	-	-	-	-	-	775	633	-	725	574	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.6			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	1253	-	-	1123	-	-	550
HCM Lane V/C Ratio	0.097	0.002	-	-	0.012	-	-	0.036
HCM Control Delay (s)	11.6	7.9	-	-	8.2	-	-	11.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary
3: 5th St SE & 39th Ave SE

Forecast 2025 PM Peak Hour Without Project
12/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	148	141	74	139	2	63	271	35	7	575	81
Future Volume (veh/h)	107	148	141	74	139	2	63	271	35	7	575	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	1.00		0.97	1.00		1.00	1.00		0.99
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	1885	1885	1841	1885	1885	1885	1885	1693	1885	1856
Adj Flow Rate, veh/h	108	149	142	75	140	2	64	274	35	7	581	82
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	1	1	4	1	1	1	1	14	1	3
Cap, veh/h	376	277	244	300	499	7	311	793	101	499	709	100
Arrive On Green	0.07	0.16	0.16	0.06	0.14	0.14	0.05	0.48	0.48	0.01	0.44	0.44
Sat Flow, veh/h	1781	1784	1569	1795	3528	50	1795	1637	209	1612	1615	228
Grp Volume(v), veh/h	108	148	143	75	69	73	64	0	309	7	0	663
Grp Sat Flow(s),veh/h/ln	1781	1777	1576	1795	1749	1830	1795	0	1846	1612	0	1843
Q Serve(g_s), s	3.1	4.7	5.2	2.1	2.2	2.2	1.1	0.0	6.4	0.1	0.0	19.4
Cycle Q Clear(g_c), s	3.1	4.7	5.2	2.1	2.2	2.2	1.1	0.0	6.4	0.1	0.0	19.4
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.11	1.00		0.12
Lane Grp Cap(c), veh/h	376	276	245	300	248	259	311	0	894	499	0	809
V/C Ratio(X)	0.29	0.54	0.58	0.25	0.28	0.28	0.21	0.00	0.35	0.01	0.00	0.82
Avail Cap(c_a), veh/h	724	823	730	443	583	610	433	0	2657	655	0	2621
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(l)	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	20.3	23.9	24.1	20.7	23.6	23.6	11.5	0.0	9.8	9.5	0.0	15.1
Incr Delay (d2), s/veh	0.4	1.6	2.2	0.4	0.6	0.6	0.3	0.0	0.2	0.0	0.0	2.1
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	1.2	2.0	1.9	0.9	0.9	0.9	0.4	0.0	2.3	0.0	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	25.6	26.3	21.1	24.2	24.2	11.8	0.0	10.1	9.5	0.0	17.2
LnGrp LOS	C	C	C	C	C	C	B	A	B	A	A	B
Approach Vol, veh/h		399			217			373				670
Approach Delay, s/veh		24.5			23.1			10.4				17.1
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	34.3	8.1	14.1	7.8	31.5	9.0	13.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	88.5	8.5	28.5	7.5	87.5	16.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	8.4	4.1	7.2	3.1	21.4	5.1	4.2				
Green Ext Time (p_c), s	0.0	2.1	0.0	1.6	0.0	5.6	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				18.2								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↔		↖	↗	
Traffic Vol, veh/h	74	332	15	6	236	27	16	1	16	36	0	143
Future Vol, veh/h	74	332	15	6	236	27	16	1	16	36	0	143
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	1	1	1	2	1	1	1	1	1	1	1
Mvmt Flow	75	335	15	6	238	27	16	1	16	36	0	144

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	352	0	0	628	774	179	586	768	137
Stage 1	-	-	-	-	-	-	495	495	-	266	266	-
Stage 2	-	-	-	-	-	-	133	279	-	320	502	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.22	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1294	-	-	1211	-	-	369	330	836	396	332	890
Stage 1	-	-	-	-	-	-	528	547	-	719	690	-
Stage 2	-	-	-	-	-	-	859	681	-	669	543	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1292	-	-	1209	-	-	293	308	833	367	310	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	392	-	459	400	-
Stage 1	-	-	-	-	-	-	496	514	-	676	685	-
Stage 2	-	-	-	-	-	-	714	676	-	616	510	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.2			12.4			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	520	1292	-	-	1209	-	-	459	887
HCM Lane V/C Ratio	0.064	0.058	-	-	0.005	-	-	0.079	0.163
HCM Control Delay (s)	12.4	8	-	-	8	-	-	13.5	9.8
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.3	0.6

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	8	402	16	13	301	5	20	3	33	9	5	10
Future Vol, veh/h	8	402	16	13	301	5	20	3	33	9	5	10
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	8	419	17	14	314	5	21	3	34	9	5	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	438	0	0	636	795	222	576	801	164
Stage 1	-	-	-	-	-	-	446	446	-	347	347	-
Stage 2	-	-	-	-	-	-	190	349	-	229	454	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	1243	-	-	1125	-	-	365	321	785	402	318	855
Stage 1	-	-	-	-	-	-	564	575	-	645	636	-
Stage 2	-	-	-	-	-	-	796	635	-	756	570	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1241	-	-	1123	-	-	350	314	782	375	311	852
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	413	-	475	408	-
Stage 1	-	-	-	-	-	-	559	570	-	640	627	-
Stage 2	-	-	-	-	-	-	769	626	-	713	565	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.7			11.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	594	1241	-	-	1123	-	-	559
HCM Lane V/C Ratio	0.098	0.007	-	-	0.012	-	-	0.045
HCM Control Delay (s)	11.7	7.9	-	-	8.2	-	-	11.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary
3: 5th St SE & 39th Ave SE

Forecast 2025 PM Peak Hour With Project
12/27/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	108	149	141	74	141	2	66	271	35	7	575	90
Future Volume (veh/h)	108	149	141	74	141	2	66	271	35	7	575	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	1.00		0.97	1.00		1.00	1.00		0.99
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	1885	1885	1841	1885	1885	1885	1885	1693	1885	1856
Adj Flow Rate, veh/h	109	151	142	75	142	2	67	274	35	7	581	91
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	1	1	4	1	1	1	1	14	1	3
Cap, veh/h	372	278	242	296	494	7	310	802	102	504	706	111
Arrive On Green	0.07	0.15	0.15	0.06	0.14	0.14	0.05	0.49	0.49	0.01	0.44	0.44
Sat Flow, veh/h	1781	1795	1560	1795	3529	50	1795	1637	209	1612	1590	249
Grp Volume(v), veh/h	109	149	144	75	70	74	67	0	309	7	0	672
Grp Sat Flow(s),veh/h/ln	1781	1777	1578	1795	1749	1830	1795	0	1846	1612	0	1839
Q Serve(g_s), s	3.2	4.9	5.3	2.2	2.3	2.3	1.2	0.0	6.4	0.1	0.0	20.0
Cycle Q Clear(g_c), s	3.2	4.9	5.3	2.2	2.3	2.3	1.2	0.0	6.4	0.1	0.0	20.0
Prop In Lane	1.00		0.99	1.00		0.03	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h	372	275	244	296	245	256	310	0	905	504	0	817
V/C Ratio(X)	0.29	0.54	0.59	0.25	0.29	0.29	0.22	0.00	0.34	0.01	0.00	0.82
Avail Cap(c_a), veh/h	711	810	719	436	573	600	426	0	2612	657	0	2572
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	20.7	24.4	24.6	21.1	24.1	24.1	11.6	0.0	9.8	9.5	0.0	15.2
Incr Delay (d2), s/veh	0.4	1.7	2.2	0.4	0.6	0.6	0.3	0.0	0.2	0.0	0.0	2.2
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	1.3	2.0	2.0	0.9	0.9	1.0	0.4	0.0	2.3	0.0	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	26.1	26.8	21.6	24.7	24.7	11.9	0.0	10.0	9.5	0.0	17.4
LnGrp LOS	C	C	C	C	C	C	B	A	A	A	A	B
Approach Vol, veh/h		402			219			376				679
Approach Delay, s/veh		25.0			23.7			10.3				17.3
Approach LOS		C			C			B				B
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.1	35.2	8.1	14.2	7.9	32.3	9.1	13.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	88.5	8.5	28.5	7.5	87.5	16.5	20.5				
Max Q Clear Time (g_c+I1), s	2.1	8.4	4.2	7.3	3.2	22.0	5.2	4.3				
Green Ext Time (p_c), s	0.0	2.1	0.0	1.6	0.0	5.8	0.2	0.6				
Intersection Summary												
HCM 6th Ctrl Delay				18.4								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	397	285	11	0	7
Future Vol, veh/h	0	397	285	11	0	7
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	432	310	12	0	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 163
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.92
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.31
Pot Cap-1 Maneuver	0	-	- 0 856
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 854
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	854
HCM Lane V/C Ratio	-	-	-	0.009
HCM Control Delay (s)	-	-	-	9.3
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0