CARSON CITY
PLANNING DIVISION

108 E. Proctor Street
Carson City, Nevada 89701
(775) 887-2180
Hearing Impaired: 711

MEMORANDUM
Planning Commission Meeting of September 28, 2022

DATE: September 27, 2022

TO: Carson City Planning Commission

FROM: Heather Manzo, Associate Planner

SUBJECT: Item 6.E SUB-2022-0374 For Possible Action: Discussion and possible action regarding a request from Andersen-Colard Ranch Enterprises, LLC ("Applicant") for a recommendation to the Board of Supervisors ("Board") concerning a Tentative Subdivision Map (SUB-2022-0374) known as Andersen Ranch West, to create 61 single family residential lots and a 50.33-acre remainder parcel with an existing residence on an ±80.53 acre site zoned Single Family 1 Acre ("SF1A") and Single Family 12,000 Square Feet ("SF12"), located west of Ormsby Boulevard and north of Kings Canyon Road, Assessor's Parcel Numbers ("APNs") 009-012-20 and -21. (Heather Manzo hmanzo@carson.org)

Following a discussion with the Applicant, staff is recommending modifications to the conditions of approval as presented in the staff report. In summary, staff is recommending deleting Condition No. 23 as this is a requirement of the Carson City Municipal Code (CCMC) 12.09.070; Condition No. 24 is recommended to be modified to include a cap on the pro-rata contributions; Condition No. 25 is recommended to be modified to focus the updated studies on the two subdivisions under consideration at the September 28, 2022 Planning Commission meeting; and Condition Nos. 30 and 34 are recommended to be modified to specify the Homeowners Association or similar entity. Below are the specific changes to aforementioned conditions of approval:

~~23. Prior to the issuance of a site improvement permit, the applicant shall obtain a Federal Emergency Management Agency (FEMA) conditional letter of map revision (CLOMR). Prior to the issuance of the first building permit for vertical construction, the applicant shall demonstrate that a Letter of Map Revision (LOMR) has been issued for the project.~~

24. Prior to the issuance of a site improvement permit, the traffic impact study shall be updated to adjust the trip distribution analysis to the approval of the City Engineer. Based on the updated trip distribution, a pro-rata share contribution shall be calculated for the future North Ormsby Boulevard extension. Prior to the recordation of a final map, the applicant shall submit the pro-rata contribution, not to exceed $118,895.13.

25. Prior to the issuance of a site improvement permit, the developer shall update the water, sewer and traffic impact study analyses ~~shall be updated~~ to include the Ash Canyon Subdivision (SUB-2022-0375), should it be entitled. The traffic study shall be updated to analyze the turning movements at the North Ormsby Boulevard and Mulberry Way and North Ormsby Boulevard and Bardolino Drive to ensure there are no turning movement conflicts created between this subdivision and the Ash Canyon Subdivision ~~all entitlements approved within 3 months of the approval of this tentative map~~. If updated studies recommend additional project mitigations, the developer ~~applicant~~ shall incorporate the recommended mitigations, to the approval of the City Engineer.

30. The City will not be responsible for any landscape or irrigation system maintenance on the project. All landscaping and landscape maintenance in the right of way will be the sole responsibility of the ~~owner~~ developer, HOA, or similar entity. The developer is required to maintain all common landscape and open space areas within the development including any landscaping in the rights of way in perpetuity.

34. Prior to the issuance of a site improvement permit, the Applicant shall have plans approved to construct a multi-use path for public use. The applicant shall provide a 30 foot wide (minimum) easement for the path where the path does not abut the public right of way. The easement shall be for non-motorized public access. The easement document shall indicate that maintenance of the easement shall be the responsibility of the HOA, or similar entity in perpetuity. The multi-use path (off street/paved/shared) shall be at least 10 feet wide and designed to meet AASHTO standards for a concrete path with an adjacent 3 foot wide decomposed granite path, including interpretive/wayfinding signage, pet waste receptacles, trash receptacles, benches and related amenities. The path will be constructed from the City's Long Ranch Pathway system on the northeast corner of APN 007-392-39 to North Ormsby Boulevard.

Staff recommends the following motion:

“I move to recommend approval of Tentative Subdivision Map SUB-2022-0374 based on the ability to make the required findings and subject to the conditions of approval contained in the staff report and amended in staff’s memo dated September 27, 2022.”

September 26, 2022

Tim Russell, PE
Engineering Director
Lumos & Associates
308 N. Curry Street, Suite 200
Carson City, NV 89703

Traffic Impact Study Supplement to Andersen Ranch West – Addition of Ash Canyon (41 Single Family Lots)

Dear Mr. Russell,

This letter report summarizes the findings of a supplement analysis to the Traffic Impact Study (TIS) for Andersen Ranch West (Headway Transportation, July 27, 2022) to include an additional single family residential development (Ash Canyon) in the Future Plus Project scenario.

The Andersen Ranch West TIS was performed based on a site plan that included 61 single family lots and the previously approved 203 single-family lot Andersen Ranch (East) project. Ash Canyon would add an additional 41 single family lots on the east side of North Ormsby Boulevard, opposite the proposed Andersen Ranch West project. For the purposes of this supplemental study, "Plus Ash Canyon" refers to the addition of the Ash Canyon trips to the plus project scenario analyzed in the Andersen Ranch West Traffic Impact Study. In other words, this is a cumulative analysis including Andersen Ranch East, Andersen Ranch West, and Ash Canyon.

The location of the projects is shown on **Figure 1**.

Study Area and Evaluated Scenario

The study intersections analyzed were the same four (4) intersections identified by City staff for study in the Andersen Ranch West traffic impact study and include:

- North Ormsby Boulevard / North Project Road (with Manhattan Drive connection)
- North Ormsby Boulevard / South Project Road (with West Washington Street connection)
- North Ormsby Boulevard / West Washington Street (east of Ormsby)
- West Washington Street / Richmond Avenue

This supplement includes analysis of both the weekday AM and PM peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenario is:

- Future Year (20-year horizon) Plus Project Conditions, Plus Ash Canyon

PROJECT CONDITIONS

Trip Generation

Trip generation rates from *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE) were used to develop trip generation estimates for the Ash Canyon project based on the Single-Family Detached Housing rates (ITE Code 210). **Table 1** shows the Daily, AM peak hour, and PM peak hour trip generation estimates.

Table 1: Ash Canyon Trip Generation Estimates

Land Use (ITE Code)	Size[1]	Project Trips[2]				
		Daily	AM In/Out	AM Total	PM In/Out	PM Total
Single-Family Detached Housing (210)	41 du	387	8 / 21	29	25 / 14	39

Notes: 1. du = dwelling units; 2. Trips were calculated based on the following rates per du: Daily – 9.43; AM – 0.70 (26% in / 74% out); PM – 0.94 (63% in / 37% out)
Source: Headway Transportation, 2022

As shown in **Table 1** above, the 41 dwelling unit Ash Canyon project is expected to generate approximately 387 Daily, 29 AM peak hour, and 39 PM peak hour trips.

Trip Distribution

Ash Canyon trips were distributed to the adjacent roadway network based on existing traffic volumes, the locations of complimentary land uses, and anticipated travel patterns. Ash Canyon trips were distributed based on the following (same distribution used for Andersen Ranch West):

- 25% to/from the north via North Ormsby Boulevard
- 50% to/from the east via West Washington Street
- 25% to/from the south via North Ormsby Boulevard

FUTURE YEAR PLUS PROJECT CONDITIONS

Traffic Volumes

Ash Canyon trips were added to the future plus project traffic volumes from the Andersen Ranch West TIS (including the background Andersen Ranch East project trips) to develop the Future Year Plus Project Plus Ash Canyon condition traffic volumes, shown on **Figure 1**.

Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Future Year Plus Project Plus Ash Canyon traffic volumes. **Table 2** shows the level of service results, and the technical calculations are provided in **Appendix A**.

Table 2: Future Year Plus Project Plus Ash Canyon Intersection Level of Service

Int. ID	Intersection	Control	AM		PM	
			Delay[1]	LOS	Delay[1]	LOS
1	N. Ormsby Boulevard/ W. Washington Street	Side-Street Stop				
	Southbound Approach		5.1	A	4.3	A
	Westbound Approach		13.2	B	10.3	B
2	W. Washington Street/ Richmond Avenue	Side-Street Stop				
	Eastbound Approach		0.1	A	0.1	A
	Westbound Approach		5.6	A	0.5	A
	Northbound Approach		13.5	B	10.5	B
	Southbound Approach		27.3	D	11.5	B
3	N. Ormsby Boulevard/ North Project Road	Side-Street Stop				
	Northbound Approach		0.3	A	1.1	A
	Eastbound Approach		9.6	A	9.3	A
4	N. Ormsby Boulevard/ South Project Road	Side-Street Stop				
	Northbound Approach		0.3	A	0.9	A
	Eastbound Approach		9.8	A	9.3	A

Notes: 1. Delay is reported in seconds per vehicle for the worst approach/movement for side-street stop-controlled intersections.
Source: Headway Transportation, 2022

As shown in **Table 2**, the study intersections are expected to operate within policy level of service thresholds (level of service "D" or better) under Future Year Plus Project Plus Ash Canyon Conditions.

CONCLUSIONS

The following is a list of our key findings and recommendations:

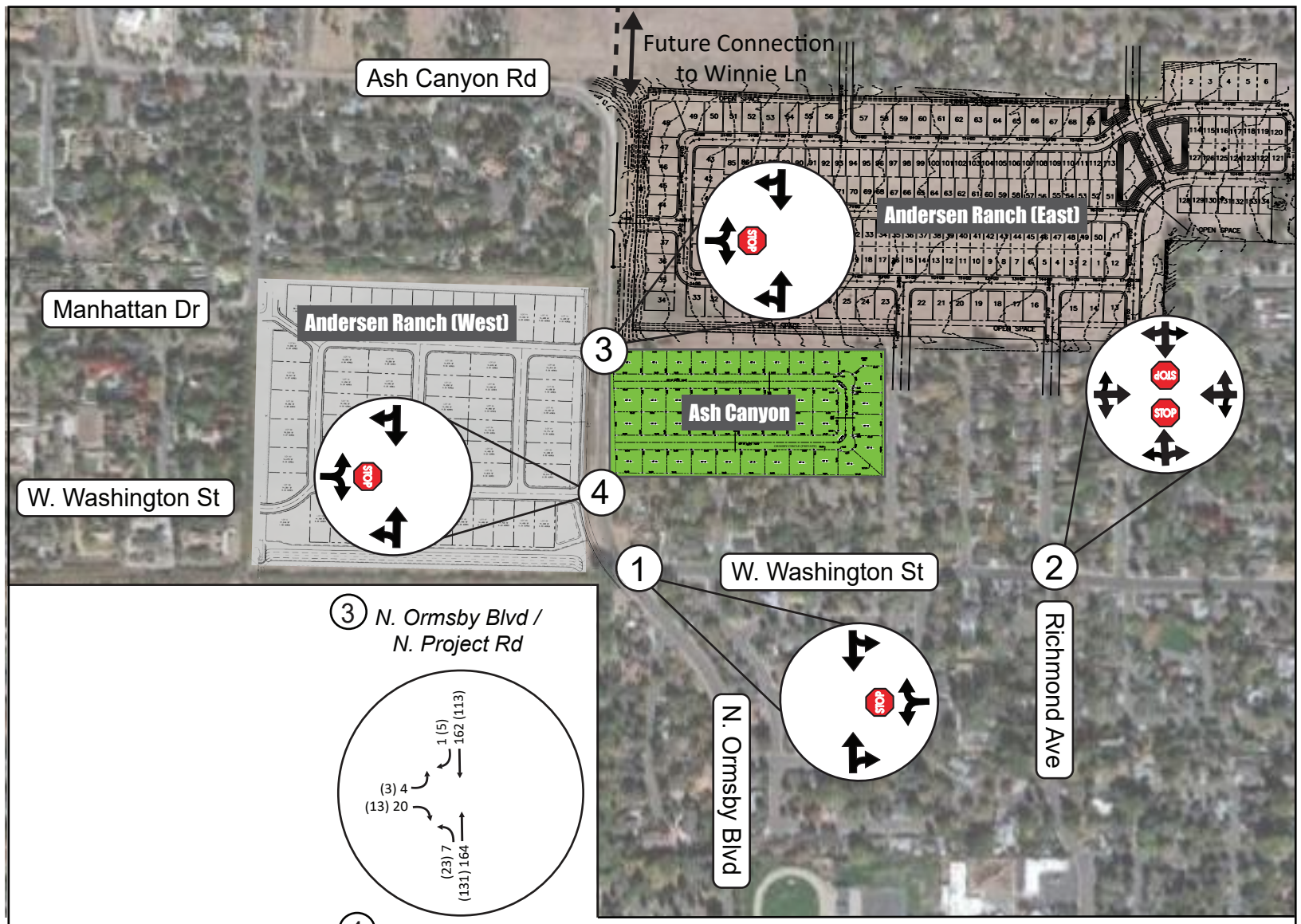
- The Ash Canyon project includes 41 Single-Family housing lots and is anticipated to generate approximately 387 Daily, 29 AM peak hour, and 39 PM peak hour trips on the external roadway network.
- Under Future Year Plus Project Plus Ash Canyon conditions, the study intersections are expected to operate within policy level of service thresholds (level of service "D" or better).

Sincerely,
HEADWAY TRANSPORTATION, LLC

Loren E. Chilson, PE
Principal

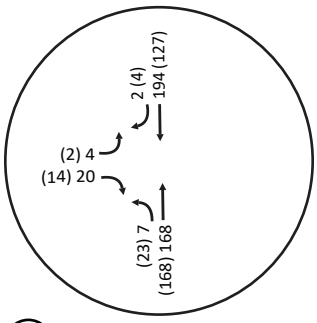
Attachments:

Figure 1 – Future Year Plus Project Plus Ash Canyon Traffic Volumes, Lane Configurations and Controls
Appendix A – LOS Worksheets

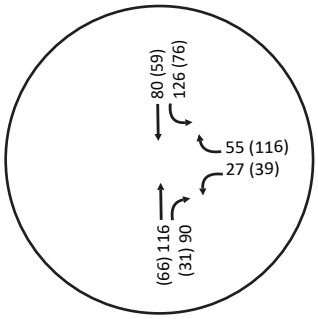


3 *N. Ormsby Blvd / N. Project Rd*

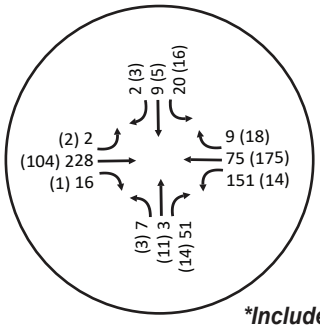
4 *N. Ormsby Blvd / S. Project Rd*



1 *N. Ormsby Blvd / W. Washington St*



2 *W. Washington St / Richmond Ave*



***Includes Andersen Ranch (East & West) and Ash Canyon**

HEADWAY TRANSPORTATION

NO SCALE

AM Peak Hour Volume (PM Peak Hour Volume)

- Project Site
- (#) - Study Intersection
- STOP - Stop
- ···· - Future Connection

Figure 1
Ash Canyon
Traffic Impact Study

Future Year Plus Project Plus Ash Canyon Traffic Volumes*, Lane Configurations, & Controls

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	55	116	90	126	80
Future Vol, veh/h	27	55	116	90	126	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	39	79	166	129	180	114

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	705	231	0	0	295	0
Stage 1	231	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	401	806	-	-	1261	-
Stage 1	805	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	806	-	-	1261	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	555	1261	-
HCM Lane V/C Ratio	-	-	0.211	0.143	-
HCM Control Delay (s)	-	-	13.2	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.5	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	228	16	151	75	9	7	3	51	20	9	2
Future Vol, veh/h	2	228	16	151	75	9	7	3	51	20	9	2
Conflicting Peds, #/hr	2	0	1	1	0	2	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	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	326	23	216	107	13	10	4	73	29	13	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	350	0	0	899	899	339	930	904	116
Stage 1	-	-	-	-	-	-	345	345	-	548	548	-
Stage 2	-	-	-	-	-	-	554	554	-	382	356	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1459	-	-	1203	-	-	259	278	701	247	276	934
Stage 1	-	-	-	-	-	-	668	634	-	519	515	-
Stage 2	-	-	-	-	-	-	515	512	-	638	627	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1456	-	-	1202	-	-	210	223	700	185	221	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	223	-	185	221	-
Stage 1	-	-	-	-	-	-	665	631	-	516	415	-
Stage 2	-	-	-	-	-	-	401	412	-	566	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	5.6	13.5	27.3
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	1456	-	-	1202	-	-	205
HCM Lane V/C Ratio	0.171	0.002	-	-	0.179	-	-	0.216
HCM Control Delay (s)	13.5	7.5	0	-	8.6	0	-	27.3
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0.7	-	-	0.8

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	20	7	164	162	1
Future Vol, veh/h	4	20	7	164	162	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	22	8	178	176	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	371	177	177	0	-	0
Stage 1	177	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	630	866	1399	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	626	866	1399	-	-	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1399	-	814	-	-
HCM Lane V/C Ratio	0.005	-	0.032	-	-
HCM Control Delay (s)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	20	7	168	194	2
Future Vol, veh/h	4	20	7	168	194	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	22	8	183	211	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	411	212	213	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	597	828	1357	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	593	828	1357	-	-	-
Mov Cap-2 Maneuver	593	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	777	-	-
HCM Lane V/C Ratio	0.006	-	0.034	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	116	66	31	76	59
Future Vol, veh/h	39	116	66	31	76	59
Conflicting Peds, #/hr	3	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	43	129	73	34	84	66

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	327	90	0	0	107	0
Stage 1	90	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	669	971	-	-	1490	-
Stage 1	936	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	628	971	-	-	1490	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	4.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	854	1490	-
HCM Lane V/C Ratio	-	-	0.202	0.057	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	104	1	14	175	18	3	11	14	16	5	3
Future Vol, veh/h	2	104	1	14	175	18	3	11	14	16	5	3
Conflicting Peds, #/hr	3	0	7	7	0	3	1	0	0	0	0	1
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	116	1	16	194	20	3	12	16	18	6	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	124	0	0	370	377	124	374	367	208
Stage 1	-	-	-	-	-	-	128	128	-	239	239	-
Stage 2	-	-	-	-	-	-	242	249	-	135	128	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1359	-	-	1469	-	-	588	556	929	585	563	835
Stage 1	-	-	-	-	-	-	878	792	-	767	709	-
Stage 2	-	-	-	-	-	-	764	702	-	871	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1355	-	-	1459	-	-	570	543	923	558	549	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	570	543	-	558	549	-
Stage 1	-	-	-	-	-	-	870	785	-	763	698	-
Stage 2	-	-	-	-	-	-	745	691	-	841	785	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	10.5	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	688	1355	-	-	1459	-	-	580
HCM Lane V/C Ratio	0.045	0.002	-	-	0.011	-	-	0.046
HCM Control Delay (s)	10.5	7.7	0	-	7.5	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	13	23	131	113	5
Future Vol, veh/h	3	13	23	131	113	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	14	25	142	123	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	318	126	128	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	675	924	1458	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	662	924	1458	-	-	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1458	-	860	-	-
HCM Lane V/C Ratio	0.017	-	0.02	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	23	168	127	4
Future Vol, veh/h	2	13	23	168	127	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	25	183	138	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	373	140	142	0	-	0
Stage 1	140	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	628	908	1441	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	616	908	1441	-	-	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1441	-	854	-	-
HCM Lane V/C Ratio	0.017	-	0.019	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-