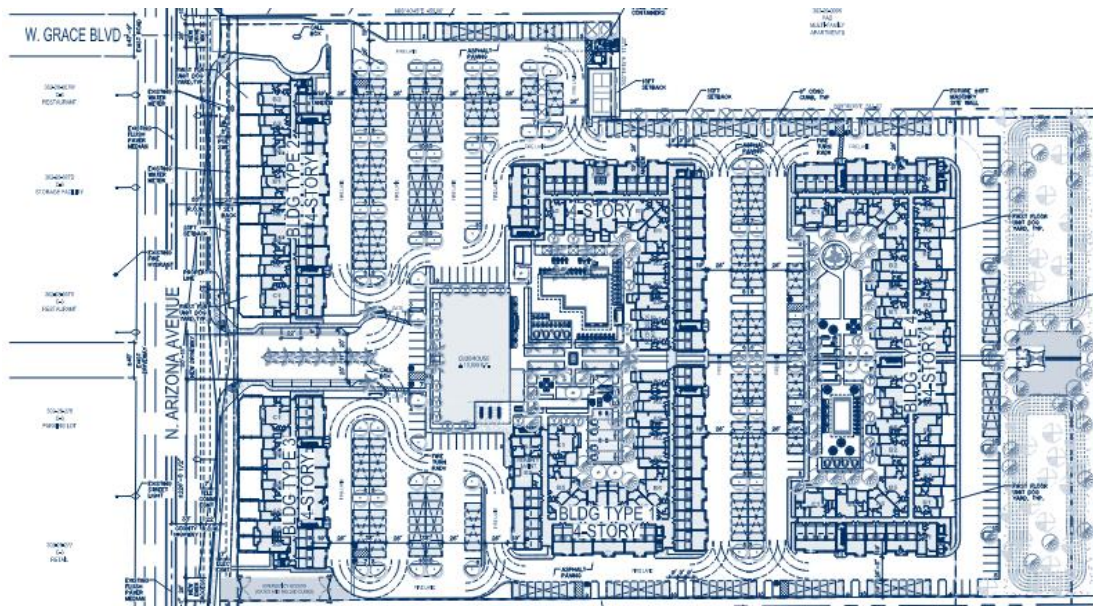


Toll Brothers Uptown

Traffic Impact Study Category I



Prepared for:

Toll Brothers
APARTMENT LIVING

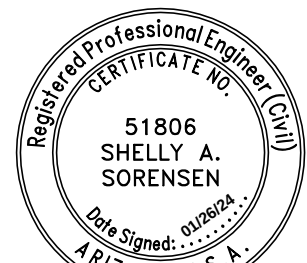
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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lōkahi, LLC (Lōkahi) was retained by Toll Brothers Apartment Living to complete a Traffic Impact Study (TIS) for the proposed Toll Brothers Uptown residential development. The development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

The objective of this Traffic Impact Study is to analyze the traffic related impacts of the proposed development to the adjacent roadway network. See **Figure 1** for the vicinity map.

This Traffic Impact Analysis includes:

- Level of service analysis of existing conditions for the weekday AM and PM peak hours
- Trip generation for the proposed development
- Level of service analysis for the opening year (2027) weekday AM and PM peak hours
- Level of service analysis for 5 years after the opening year (2032) weekday AM and PM peak hours

The following are the intersections included in this study:

- Arizona Avenue and Grace Boulevard/Driveway A (1) – *existing (with future site access)*
- Arizona Avenue and Driveway B (2) – *existing (with future site access)*
- Arizona Avenue and Driveway C (3) – *proposed (emergency access only)*
- Arizona Avenue and Driveway D (4) – *existing*
- Arizona Avenue and Driveway E (5) – *existing*



1.2. EXECUTIVE SUMMARY

This report presents the analyses and the results of a Traffic Impact Study prepared for the proposed Toll Brothers Uptown residential development. The proposed development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

The proposed Toll Brothers Uptown residential development is anticipated to start leasing the first units in 2026. As a conservative approach it was assumed the full build out would occur in the year 2027.

Existing Capacity Analysis

The AM and PM peak hour existing conditions capacity analyses were completed for the existing study intersections. The results of the capacity analyses reveal that all movements operate at a LOS C or better.

Trip Generation

The proposed Toll Brothers Uptown development is anticipated to generate a total of 1,971 daily trips, with 175 trips occurring in the AM peak hour and 165 trips in the PM peak hour.

Trip Generation

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	1,971	175	40	135	165	104	61

Trip Generation Comparison

A trip generation comparison was completed between the proposed Toll Brothers Uptown development and the existing automobile sales dealership. The proposed development generates 22 fewer weekday trips, with 42 more trips during the AM peak hour and 8 fewer trips during the PM peak hour, when compared to the existing automobile sales dealership.



Trip Generation Comparison

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Existing Development	840	71.6	1000 SF GFA	1,993	133	97	36	173	69	104
Proposed Development	221	423	Dwelling Units	1,971	175	40	135	165	104	61
Difference				-22	42	-57	99	-8	35	-43

Future Conditions

Year 2027 (build out) and year 2032 (5 years after build out) analyses were completed without and with the build out of the proposed Toll Brothers Uptown. Utilizing MAG socioeconomic data for the study area, existing traffic volumes were grown by an annual growth rate of 1.0% to determine the future traffic volumes. Additionally, known surrounding development(s) were included in future traffic volumes.

Year 2027 – Opening Year

A capacity analysis was completed for both the AM and PM peak hours for the year 2027, without and with the build out of the proposed Toll Brothers Uptown development. The year 2027 build capacity analysis resulted in all movements operating at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Eastbound left PM peak hour operates at LOS E
- **Arizona Avenue and Driveway B (2)**
 - Westbound left AM peak hour operates at LOS E

Year 2032 – 5 Years After Opening Year

A capacity analysis was completed for both the AM and PM peak hours for the year 2032, without and with the build out of the proposed Toll Brothers Uptown development. The year 2032 build capacity analysis resulted in all movements operating at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Eastbound left PM peak hour operates at LOS E
- **Arizona Avenue and Driveway B (2)**
 - Westbound left AM peak hour operates at LOS F

Delays are typical during peak hours for minor-to-major turning movements as well as for movements at stop-controlled intersections. Drivers familiar with the area often choose to use alternate routes



during peak hours or drive at different times to avoid potential delay. Therefore, improvements to mitigate LOS E or F at the above intersections are not recommended as part of this study.

Recommendations

The following are the recommendations with the build out of the proposed Toll Brothers Uptown development:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway B (2)**
 - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway C (3)**
 - Buildout of an emergency access only driveway.



2. PROPOSED DEVELOPMENT

The proposed development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona. See **Figure 1** for a vicinity map.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

There will be a total of three (3) access points provided for the proposed development:

Arizona Avenue and Grace Boulevard/Driveway A (1) will be a full-access point on the east side of the existing intersection. This driveway will provide full access, allowing all movements into and out of the site.

Arizona Avenue and Driveway B (2) will be a full-access point on the east side of the existing intersection. This driveway will provide full access, allowing all movements into and out of the site.

Arizona Avenue and Driveway C (3) will be an emergency access only along Arizona Avenue, approximately 270-feet south of Driveway B.

See **Figure 2** and **Appendix A** for the proposed site plan.

PROPOSED SITE

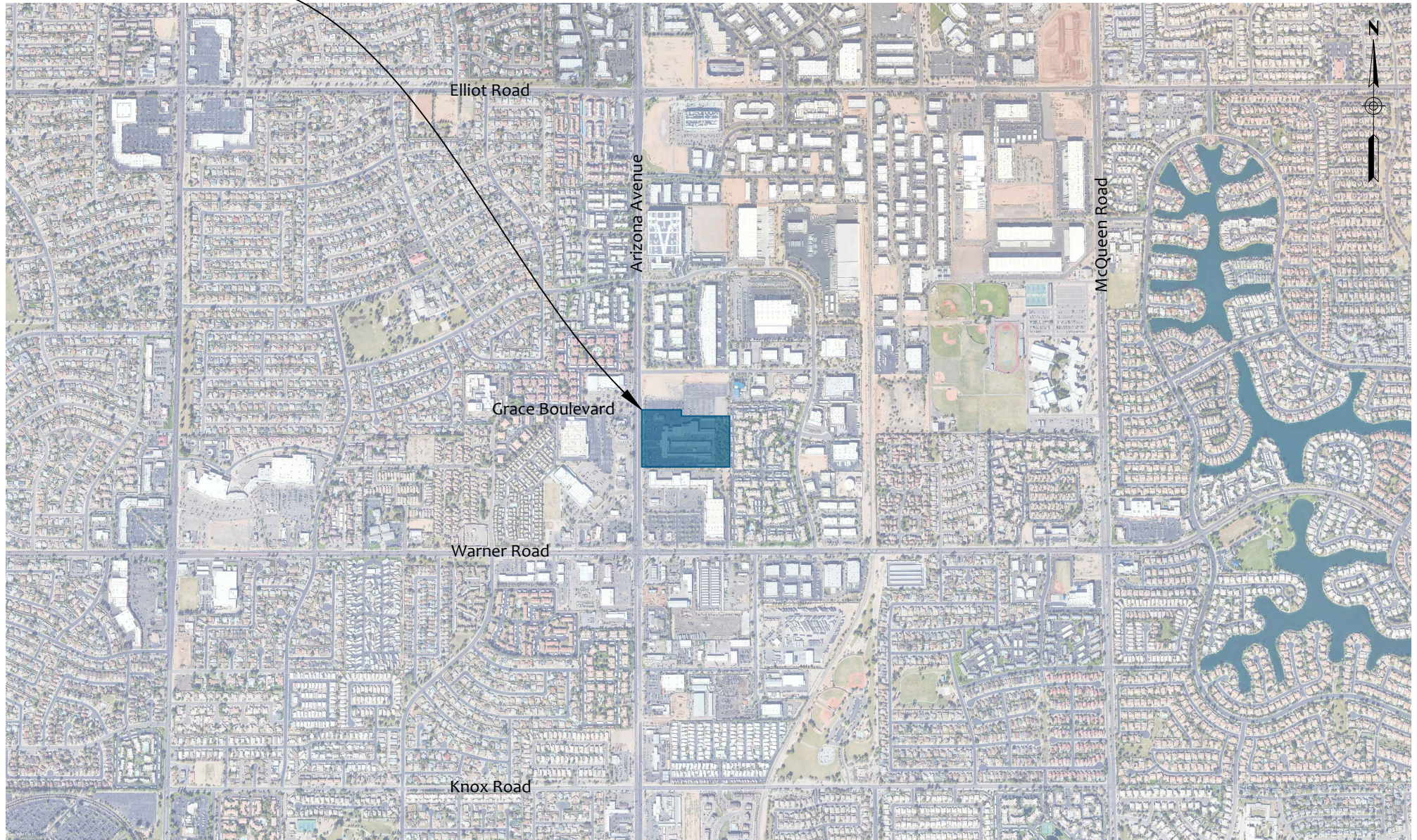


FIGURE 1 | VICINITY MAP



3. AREA CONDITIONS

The proposed site is located within the City of Chandler, Arizona. **Sections 3.1** and **3.2** provide detailed descriptions of the study roadway segments and intersections. See **Figure 3** for the study area.

3.1. STUDY ROADWAY SEGMENTS

Arizona Avenue generally runs north-south and provides three (3) travel lanes for each direction of travel, with a center two-way left turn lane. There is a posted speed limit of 45 miles per hour (mph). Per the *City of Chandler's Transportation Master Plan Update*, dated January 2020, Arizona Avenue is classified as a major arterial. According to the City of Chandler 2023 Road Segment Traffic Volumes, Arizona Avenue has an Average Daily Traffic (ADT) of 31,700 vehicles per day (vpd), between Elliot Road and Warner Road.

Grace Boulevard generally runs east-west within the proposed study area and provides one (1) travel lane for each direction of travel. There is an unposted speed limit of 25 mph.

3.2. STUDY INTERSECTIONS

Arizona Avenue and Grace Boulevard (1) currently operates as a one-way stop-controlled T-intersection with stop control on the eastbound approach. The eastbound approach provides approximately 45 feet of unmarked pavement that is assumed to operate as one (1) left turn lane and one (1) right turn lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and three (3) through lanes. The southbound approach provides three (3) through lanes and one (1) dedicated right turn lane.

Arizona Avenue and Driveway B (3) currently operates as a two-way stop-controlled T-intersection with stop control on the eastbound and westbound approaches. The eastbound and westbound approaches are assumed to operate as one (1) shared left-through-right lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, two (2) through lanes and one (1) shared through-right turn lane. The southbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and two (2) through lanes, and one (1) dedicated right turn lane. Driveway B is located approximately 375-feet south of Grace Boulevard (centerline-to-centerline).

Arizona Avenue and Driveway D (4) currently operates as a two-way stop-controlled T-intersection with stop control on the eastbound and westbound approaches. The eastbound and westbound approaches are assumed to operate as one (1) shared left-through-right lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, two (2) through lanes and one (1) shared through-right turn lane. The southbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and two (2) through lanes, and one (1)



dedicated right turn lane. Driveway D is located approximately 675-feet south of Grave Boulevard (centerline-to-centerline).

Arizona Avenue and Driveway E (5) currently operates as a two-way stop-controlled T-intersection with stop control on the eastbound and westbound approaches. The eastbound and westbound approaches are assumed to operate as one (1) shared left-through-right lane. The northbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, two (2) through lanes and one (1) dedicated right turn lane. The southbound approach provides one (1) dedicated left turn lane, via a two-way left turn lane, and two (2) through lanes, and one (1) dedicated right turn lane. Driveway D is located approximately 675-feet south of Grave Boulevard (centerline-to-centerline).

3.3. STUDY AREA LAND USE

The proposed site is generally located on southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona. The immediate surroundings study area primarily consists of residential and commercial land uses. The Chandler Mercado retail center borders the site to the south. The Biscayne Bay Apartments border the site to the west. Directly north is currently a portion of the Earnhardt Chevrolet parking lot and vacant land, however a future multifamily development is currently planned for construction.

3.4. SITE ACCESSIBILITY

Roadway System

The US 60 and SR 202 Freeways run east-west within the vicinity of the study area. Additionally, The SR 101 runs north-south within the vicinity of the study area. The SR 101, US 60, and SR 202 currently run through the cities of Phoenix, Mesa, Chandler, Tempe, and Town of Gilbert. The US 60 and SR 202 can be accessed via Arizona Avenue. SR 101 can be accessed by both Elliot Road and Warner Road.

Pedestrian Facilities

Within the study area, sidewalks are provided along both sides of Arizona Avenue.

Grace Boulevard provides continuous sidewalks on the north side of the road, with intermittent sidewalks on the south side of the road, within the study area.

Bicycle Facilities

Bike lanes are currently not provided within the proposed study area.

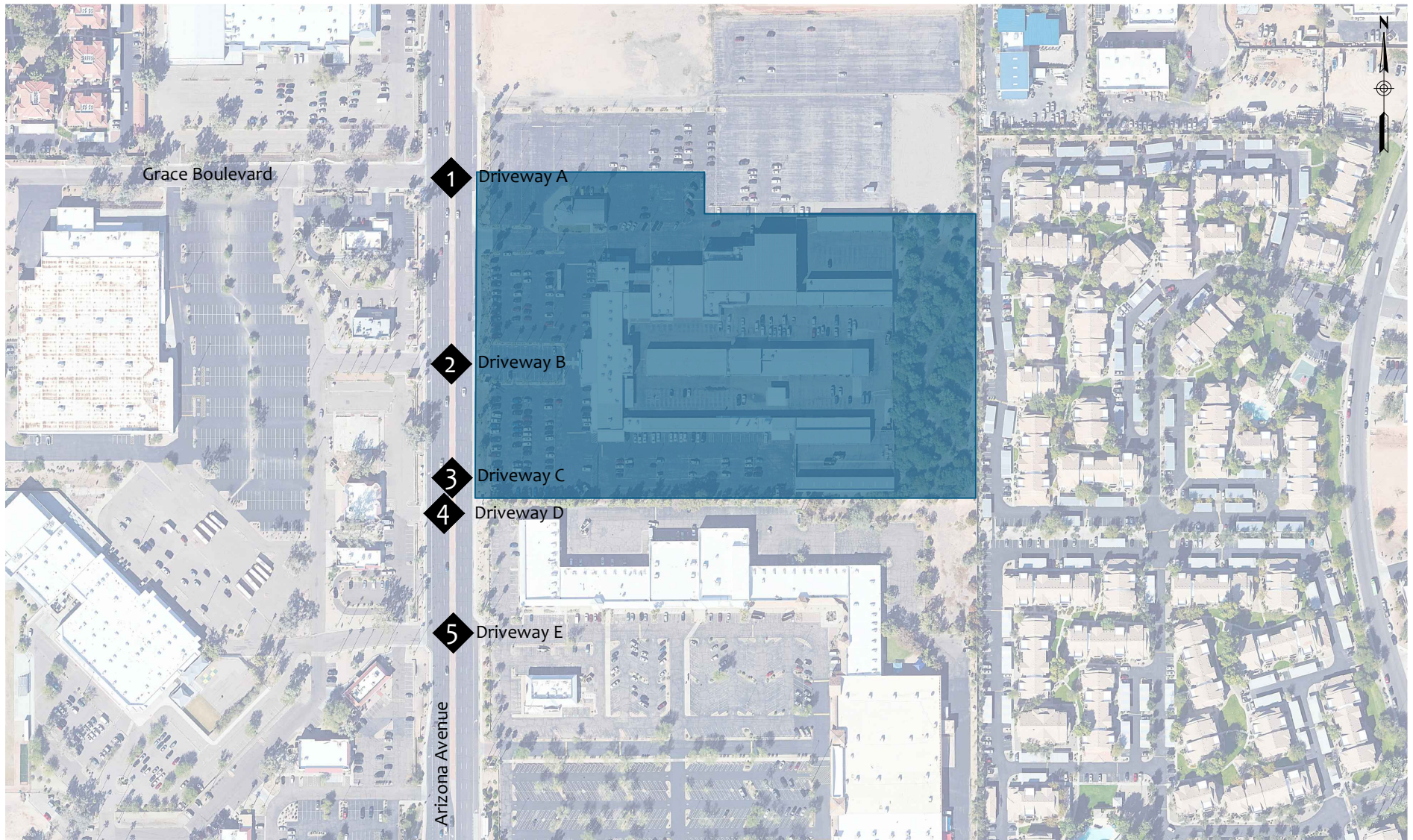
Transit Facilities

Within the immediate study area, Valley Metro Route 112 operates along Arizona Avenue. Valley Metro Route 112 provides an existing shaded bus stop in the northbound direction of travel





approximately 230 feet north of Grace Boulevard. Similarly, Valley Metro Route 112 provides an existing shaded bus stop in the southbound direction of travel approximately 135 feet south of Grace Boulevard.



Legend



FIGURE 3 | STUDY AREA



4. EXISTING CONDITIONS

4.1. EXISTING LAND USE

According to Maricopa County Assessor's website, the proposed site will occupy three (3) existing parcels, APNs 302-29-009E, 302-29-009G, and 302-29-009L. Currently, these three (3) parcels are currently being utilized by the existing Earnhardt Chevrolet auto dealership. The three (3) existing parcels are zoned for C-3 uses. See [Appendix B](#) for detailed parcel information.

4.2. EXISTING TRAFFIC COUNTS

A local data collection firm, All Traffic Data Services, LLC, was utilized to collect traffic counts. On Thursday, September 9th, 2023, four hours of typical weekday turning movement counts were obtained during the AM (7:00 to 9:00 am) and PM (4:00 to 6:00 pm) peak hours at the following intersection:

- Arizona Avenue and Grace Boulevard/Driveway A (1)
- Arizona Avenue and Driveway B (2)
- Arizona Avenue and Driveway D (4)
- Arizona Avenue and Driveway E (5)

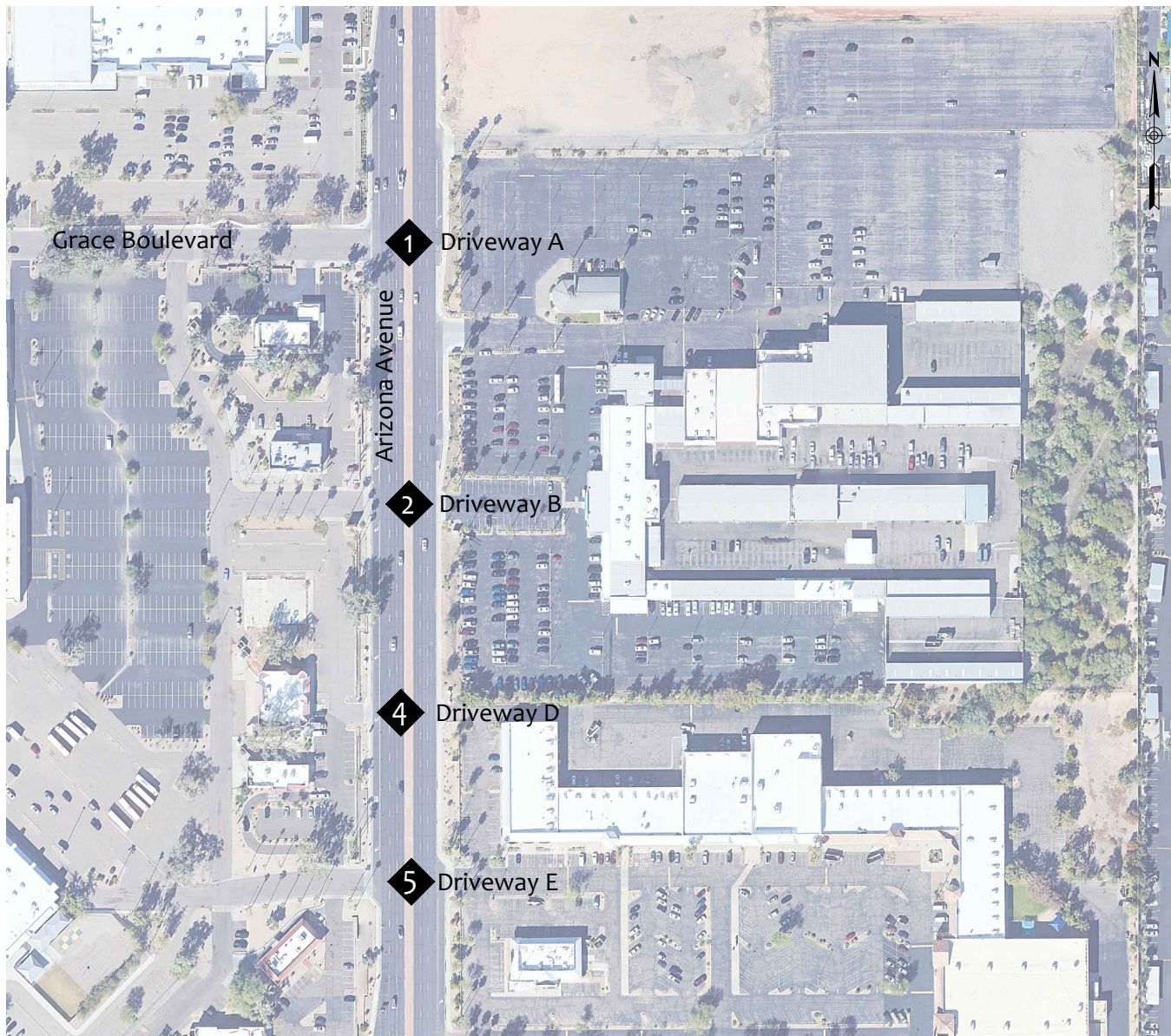
Additionally, on Thursday, September 9th, 2023, bi-directional tube counts for 24-hours in 15-minute intervals were collected along the following roadway segment(s):

- Arizona Avenue, south of Grace Boulevard

The turning movement counts were then analyzed for the highest 1-hour within each time period. The following peak hours were analyzed throughout this study.

AM Peak Hour	7:15 am – 8:15 am
PM Peak Hour	4:45 pm – 5:45 pm

See [Appendix C](#) for detailed traffic count data. See [Figure 4](#) for the existing AM and PM peak hour traffic volumes.



Legend

AM (PM) Peak Hour Traffic Volumes

 Intersection

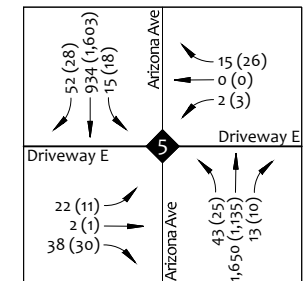
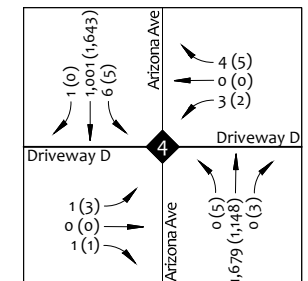
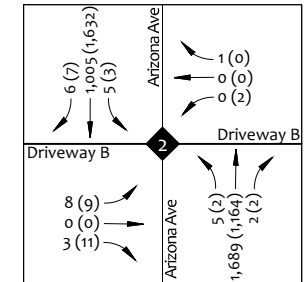
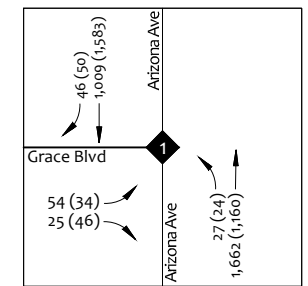


FIGURE 4 | EXISTING TRAFFIC VOLUMES



4.3.EXISTING CAPACITY ANALYSIS

The existing conditions capacity analysis was completed for the existing study intersections. The capacity and level of service for the study area intersections were evaluated using the methodology presented in the 7th Edition of the *Highway Capacity Manual (HCM)*. Traffic analysis software, *Synchro Version 12*, was used to perform the analyses using the existing peak hour factor (PHF) obtained from the traffic counts.

Table 1 is from the 6th Edition of the *Highway Capacity Manual* Exhibit 19-8 and 20-2, which lists the Level of Service (LOS) thresholds for signalized and unsignalized intersections.

Table 1 – Level of Service Criteria

Level of Service (LOS)	Control Delay per Vehicle (s/veh)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The results of the capacity analyses reveal that all movements operate at a LOS C or better.

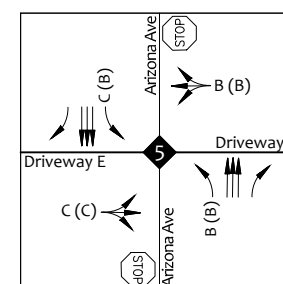
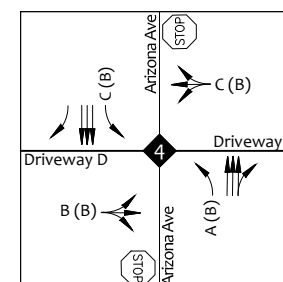
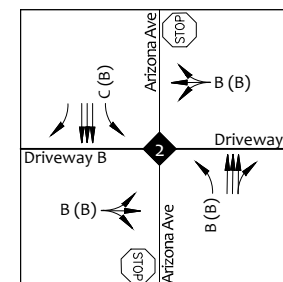
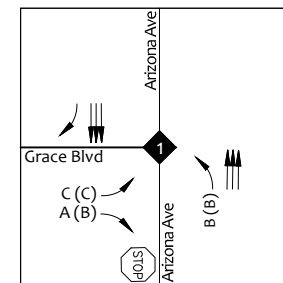
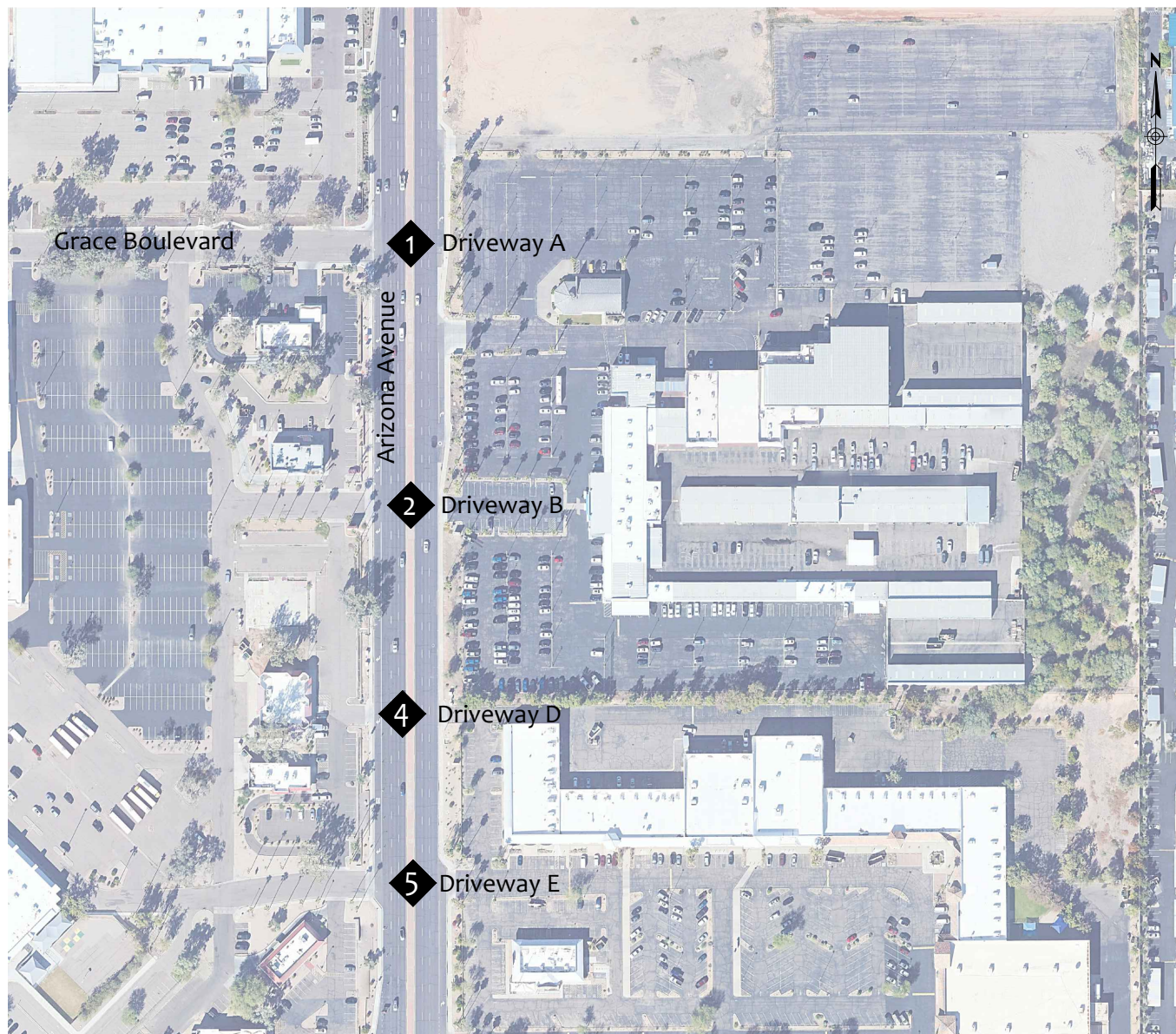
See **Figure 5** for the existing AM and PM peak hour capacity analysis. The existing AM and PM peak hour level of service, delay, and volume-to-capacity ratios for the study intersections are shown in **Table 2**.

The detailed capacity analysis sheets can be found in **Appendix D**.



Table 2 – Existing Level of Service, Delay, and V/C Ratio

Intersection	Existing Conditions					
	AM PEAK			PM PEAK		
	LOS	DELAY	V/C	LOS	DELAY	V/C
Arizona Avenue and Grace Boulevard (1)						
Eastbound Left	C	19.5	0.197	C	23.3	0.154
Eastbound Right	A	9.7	0.035	B	10.8	0.072
Northbound Left	B	12.8	0.062	B	14.8	0.064
Arizona Avenue and Driveway B (2)						
Eastbound Shared Left-Through-Right	B	11.9	0.023	B	12.8	0.044
Westbound Shared Left-Through-Right	B	10.4	0.002	B	12.3	0.004
Northbound Left	B	11.9	0.011	B	13.9	0.005
Southbound Left	C	17.1	0.019	B	11.4	0.006
Arizona Avenue and Driveway D (4)						
Eastbound Shared Left-Through-Right	B	11.6	0.004	B	15.0	0.011
Westbound Shared Left-Through-Right	C	18.7	0.030	B	10.5	0.011
Northbound Left	A	0.0	-	B	14.1	0.013
Southbound Left	C	17.8	0.024	B	11.4	0.009
Arizona Avenue and Driveway E (5)						
Eastbound Shared Left-Through-Right	C	20.1	0.230	C	15.4	0.112
Westbound Shared Left-Through-Right	B	14.4	0.049	B	10.4	0.043
Northbound Left	B	12.6	0.094	B	14.8	0.067
Southbound Left	C	17.9	0.058	B	11.5	0.033



- Legend
- AM(PM) Peak Hour Capacity Analysis
- Intersection
- Lane Configuration

FIGURE 5 | EXISTING CAPACITY ANALYSIS



5. PROJECTED TRAFFIC

5.1. TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation*, 11th Edition. The ITE rates are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering profession.

5.1.1. PROPOSED DEVELOPMENT

The proposed development will be comprised of 423 dwelling units located in four-story buildings. Therefore, the trip generation for the proposed Toll Brothers Uptown development was calculated utilizing the ITE Land Use 840 – Multifamily Housing (Mid-Rise).

The total trip generation for the proposed development is shown in **Table 3**.

Table 3 – Trip Generation – Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	1,971	175	40	135	165	104	61

The proposed Toll Brothers Uptown development is anticipated to generate a total of 1,971 daily trips, with 175 trips occurring in the AM peak hour and 165 trips in the PM peak hour.

Detailed trip generation calculations can be found in **Appendix E**.

5.1.2. EXISTING DEVELOPMENT

As previously mentioned, the existing site is occupied by the Earnhardt Chevrolet automobile sales dealership. Therefore, the trips generated by 71,582 square foot automobile sales dealership was calculated utilizing ITE Lane Use 840 – Automobile Sales (New). The total trip generation for the existing development is shown in **Table 4**.

Table 4 – Trip Generation – Existing Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales (New)	840	71.6	1000 SF GFA	1,993	133	97	36	173	69	104



5.2. TRIP GENERATION COMPARISON

A trip generation comparison was completed between the proposed Toll Brothers Uptown development and the existing automobile sales dealership. See **Table 5** below.

Table 5 – Trip Generation Comparison

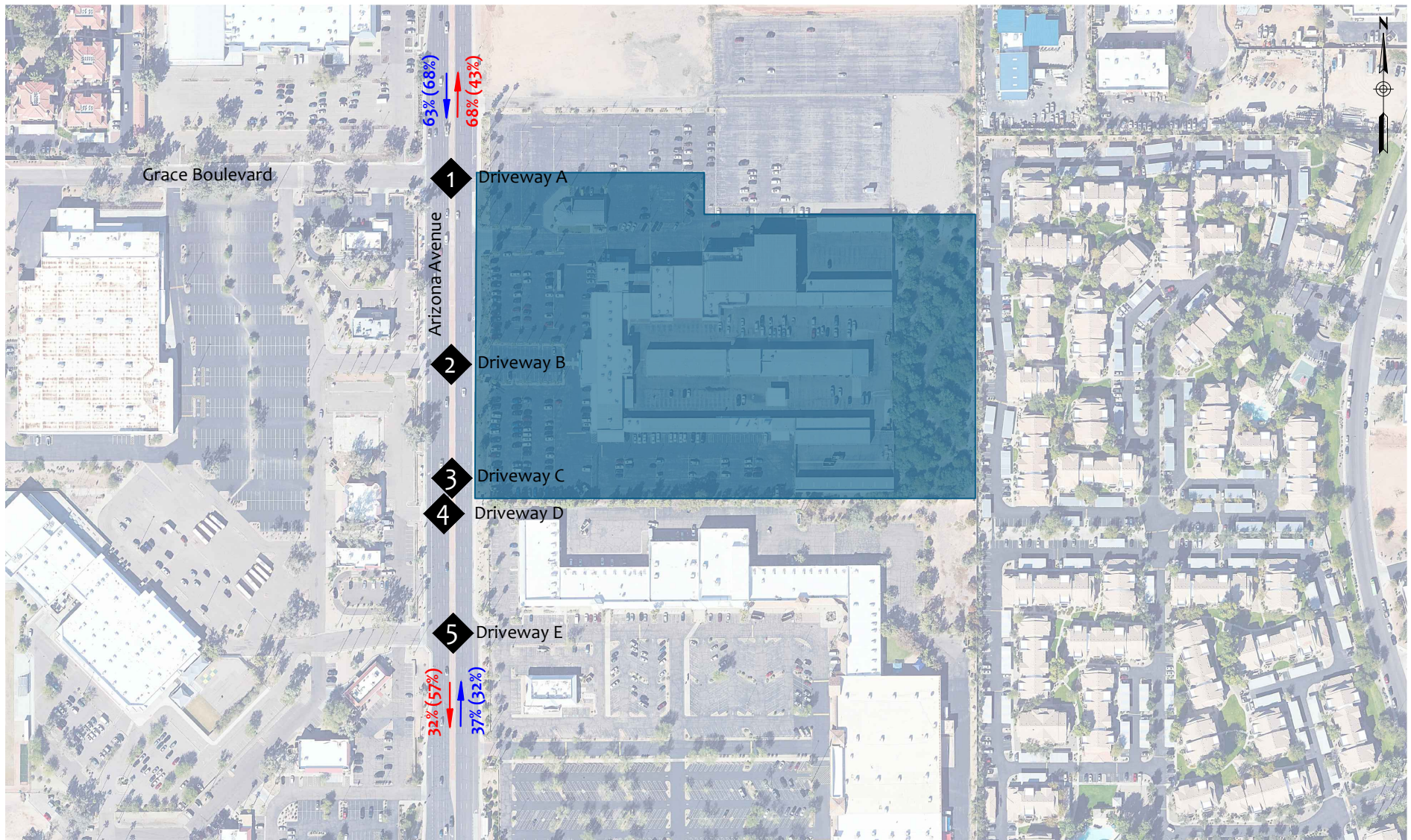
Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Existing Development	840	71.6	1000 SF GFA	1,993	133	97	36	173	69	104
Proposed Development	221	423	Dwelling Units	1,971	175	40	135	165	104	61
Difference				-22	42	-57	99	-8	35	-43

The proposed development generates 22 fewer weekday trips, with 42 more trips during the AM peak hour and 8 fewer trips during the PM peak hour, when compared to the existing automobile sales dealership.

5.3. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and exiting the proposed development. The trip distribution for the proposed development is largely based on the distribution of the existing traffic with adjustments to account for the anticipated changes in traffic patterns along the surrounding roadway network. The trip distribution is shown in **Figure 6**.

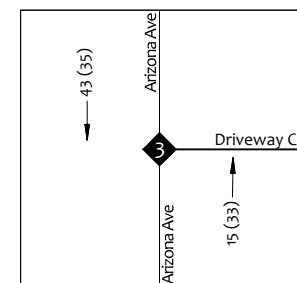
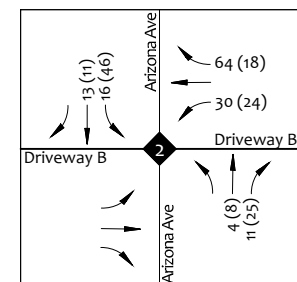
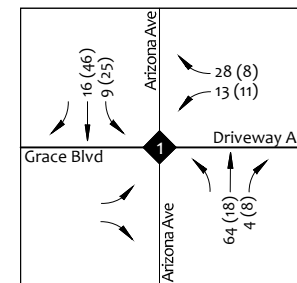
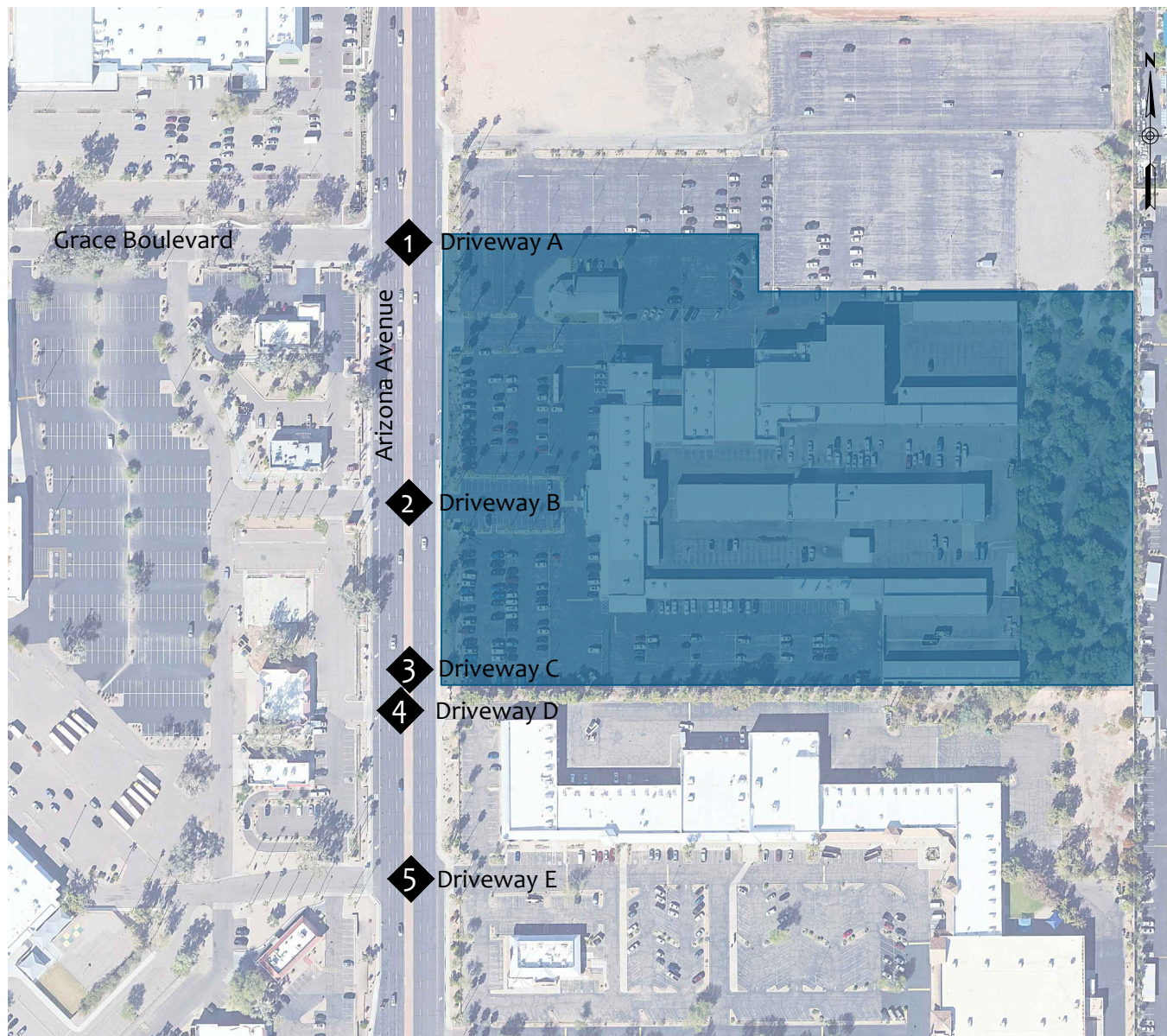
The trip assignment was generally based on proximity of the driveways, permitted turn movements, as well as ease and probability of use respective to each land use within the site. The site generated traffic volumes are shown in **Figure 7**.



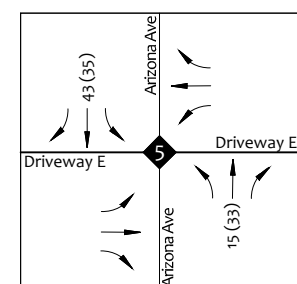
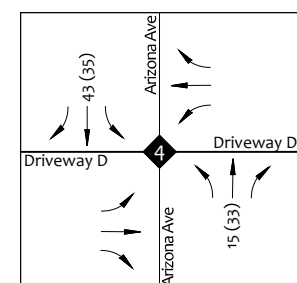
Legend

- XX% Inbound Trip Distribution Percentages
- XX% Outbound Trip Distribution Percentages
- X Intersection

FIGURE 6 | TRIP DISTRIBUTION



*Emergency Access Only



Legend

AM (PM) Peak Hour Traffic Volumes

Intersection

FIGURE 7 | SITE GENERATED TRAFFIC VOLUMES



6. FUTURE CONDITIONS (YEAR 2027 – OPENING YEAR)

The Toll Brothers Uptown development is anticipated to be completed and open in the year 2027. Therefore, this section analyzes the effects the proposed development will have on the surrounding roadway network during the year 2027.

6.1. YEAR 2027 BACKGROUND TRAFFIC VOLUMES

According to the 2023 Maricopa Association of Government (MAG) socioeconomic projections within the proposed study area, it is estimated that in the year 2030 the population within the Regional Analysis Zone (RAZ) will be approximately 53,951. MAG estimates that the 202 population of the surrounding area to be 52,605. This results in an approximate annual growth rate of 0.25%. As a conservative approach, a 1.0% annual growth rate was utilized.

This annual growth rate of 1.0% was applied to the existing traffic volumes (**Figure 4**) to estimate the ambient traffic growth in the surrounding area. See **Appendix F** for MAG socioeconomic projections.

Surrounding Developments

Additionally, the following development project within the vicinity of the proposed development was considered when projecting the future background volumes.

Alta Uptown

The proposed Alta Uptown residential development is located on the southeast corner of Arizona Avenue and Corporate Place. The traffic volumes associated with this site were obtained from the *Alta Uptown Traffic Impact Study*, dated December 1, 2021. According to this Traffic Impact Study, the proposed Alta Uptown development will be comprised of 431 multifamily residential units and is anticipated to open in the year 2024. The traffic volumes generated by the Alta Uptown were obtained from this Traffic Impact Study. The Alta Uptown peak hour site traffic volumes are included in the year 2027 background volumes shown in **Figure 8**. See **Appendix G** for excerpts of the *Alta Uptown Traffic Impact Study*, dated December 1, 2021.

See **Figure 8** for the year 2027 background traffic volumes which includes the ambient growth and the surrounding development identified above.

6.2. YEAR 2027 BUILD TRAFFIC VOLUMES

To determine 2027 build traffic volumes, site traffic volumes (**Figure 7**) were added to the 2027 background traffic volumes (**Figure 8**). This represents year 2027 traffic volumes with the build out of the proposed Toll Brothers Uptown. The year 2027 build traffic volumes are shown in **Figure 9**.



6.3. YEAR 2027 NO BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the year 2027 no build scenario. The corresponding traffic volumes are shown in **Figure 8**. A peak hour factor (PHF) of 0.92 was utilized.

The results of the 2027 no build capacity analysis level of service is shown in **Figure 10**. The results of the capacity analyses reveal that all movements operate at a LOS D or better. The year 2027 AM and PM peak hour level of service and delay for the study intersections are shown in **Table 6**.

The year 2027 no build capacity analysis sheets can be found in **Appendix H**.

6.4. YEAR 2027 BUILD CAPACITY ANALYSIS

The year 2027 build capacity analysis was completed for the study intersections and driveways during the AM and PM peak hour. The analysis for the study area intersections were evaluated using the methodology described in **Section 4.2**. A PHF of 0.92 was utilized.

The following improvements were included in the year 2027 capacity analysis:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway B (2)**
 - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway C (3)**
 - Buildout of an emergency access only driveway.

The capacity and level of service for the study area intersections were evaluated for the year 2027 build traffic volumes (**Figure 9**). The results of the 2027 build capacity analysis level of are shown in **Figure 11**. The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Eastbound left PM peak hour operates at LOS F

Delays are typical during peak hours for minor-to-major turning movements as well as for movements at stop-controlled intersections. Drivers familiar with the area often choose to use alternate routes during peak hours or drive at different times to avoid potential delay. Therefore, improvements to mitigate LOS F at the above intersections are not recommended as part of this study.



The year 2027 AM and PM peak hour level of service, delay, and volume-to-capacity ratios for the study intersections are shown in **Table 6**. The year 2027 build capacity analysis sheets can be found in **Appendix I**.



Table 6 – Year 2027 Level of Service, Delay, and V/C Ratio

Intersection	Year 2027 No Build						Year 2027 Build					
	AM PEAK			PM PEAK			AM PEAK			PM PEAK		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
Arizona Avenue and Grace Boulevard/Driveway A (1)												
Eastbound Left	C	17.4	0.173	D	33.4	0.232	D	15.1	0.146	F	129.4	0.613
Eastbound Right	A	10.0	0.038	B	10.8	0.077	A	10.0	0.038	B	10.8	0.077
Westbound Shared Left-Through-Right	-	-	-	-	-	-	C	18.8	0.146	D	29.4	0.123
Northbound Left	B	12.1	0.056	C	18.2	0.090	B	12.2	0.058	C	19.3	0.098
Southbound Left	-	-	-	-	-	-	C	16.4	0.030	B	13.8	0.062
Arizona Avenue and Driveway B (2)												
Eastbound Shared Left-Through-Right	B	11.8	0.022	C	16.8	0.067	B	13.4	0.027	C	21.6	0.091
Westbound Shared Left-Through-Right	B	10.4	0.002	B	13.6	0.005	-	-	-	-	-	-
Westbound Left	-	-	-	-	-	-	D	34.8	0.213	C	19.0	0.092
Westbound Right	-	-	-	-	-	-	B	11.0	0.104	A	10.0	0.026
Northbound Left	B	11.1	0.009	C	16.7	0.007	B	11.2	0.009	C	16.9	0.007
Southbound Left	C	17.2	0.018	B	12.8	0.007	C	18.0	0.059	B	14.2	0.113
Arizona Avenue and Driveway D (4)												
Eastbound Shared Left-Through-Right	B	11.0	0.004	C	22.9	0.021	B	11.0	0.004	D	25.3	0.024
Westbound Shared Left-Through-Right	C	15.8	0.022	B	11.3	0.013	C	16.5	0.024	B	11.7	0.014
Northbound Left	A	0.0	-	C	17.4	0.018	A	0.0	-	C	18.2	0.020
Southbound Left	C	17.4	0.022	B	12.9	0.012	C	17.7	0.023	B	13.3	0.012
Corporate Place and Driveway D (5)												
Eastbound Shared Left-Through-Right	C	20.2	0.230	C	24.7	0.204	C	22.6	0.258	D	28.1	0.232
Westbound Shared Left-Through-Right	B	14.1	0.047	B	11.0	0.051	B	14.6	0.049	B	11.2	0.053
Northbound Left	B	12.9	0.097	C	18.2	0.094	B	13.4	0.103	C	19.0	0.099
Southbound Left	C	17.6	0.057	B	13.1	0.044	C	17.9	0.059	B	13.5	0.047



Legend

AM (PM) Peak Hour Traffic Volumes

Intersection

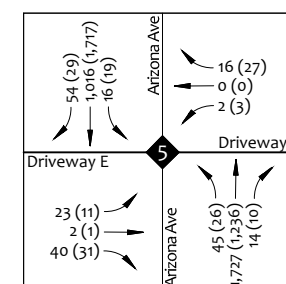
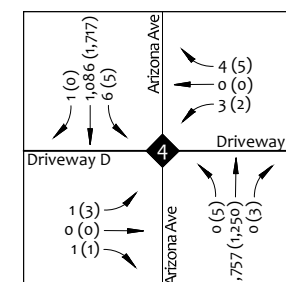
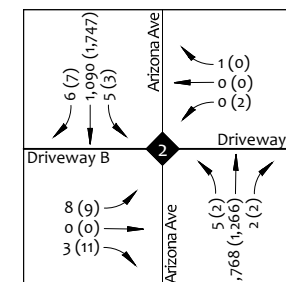
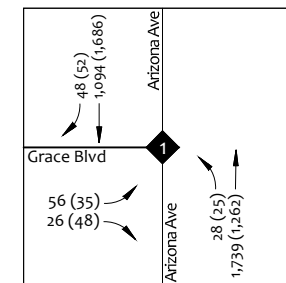
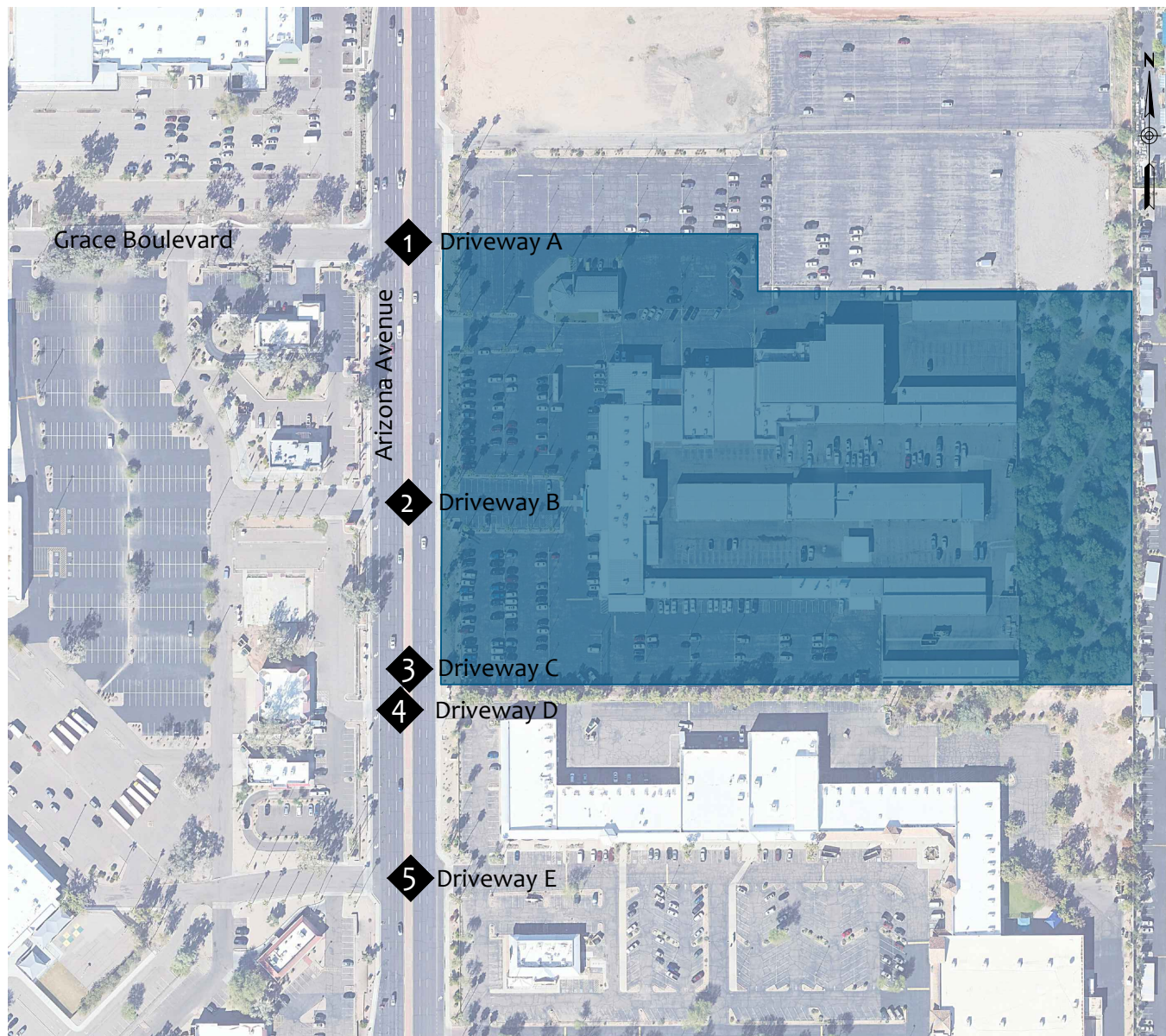


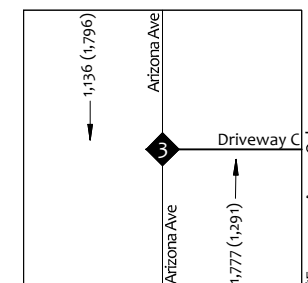
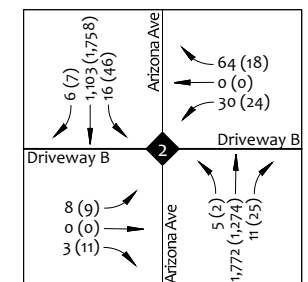
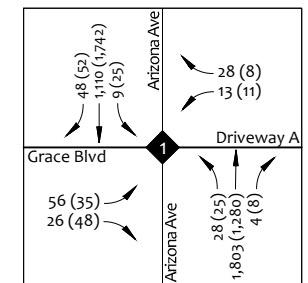
FIGURE 8 | YEAR 2027 BACKGROUND TRAFFIC VOLUMES



Legend

AM (PM) Peak Hour Traffic Volumes

 Intersection



*Emergency Access Only

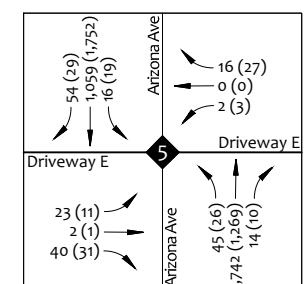
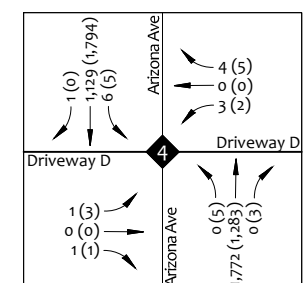
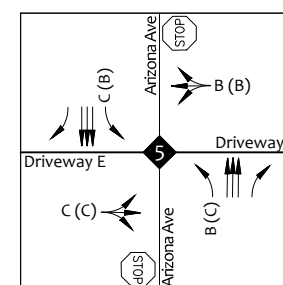
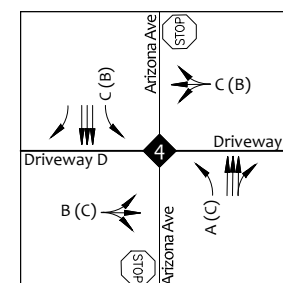
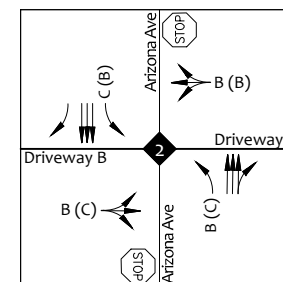
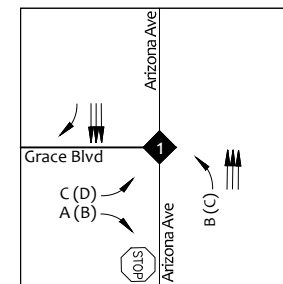
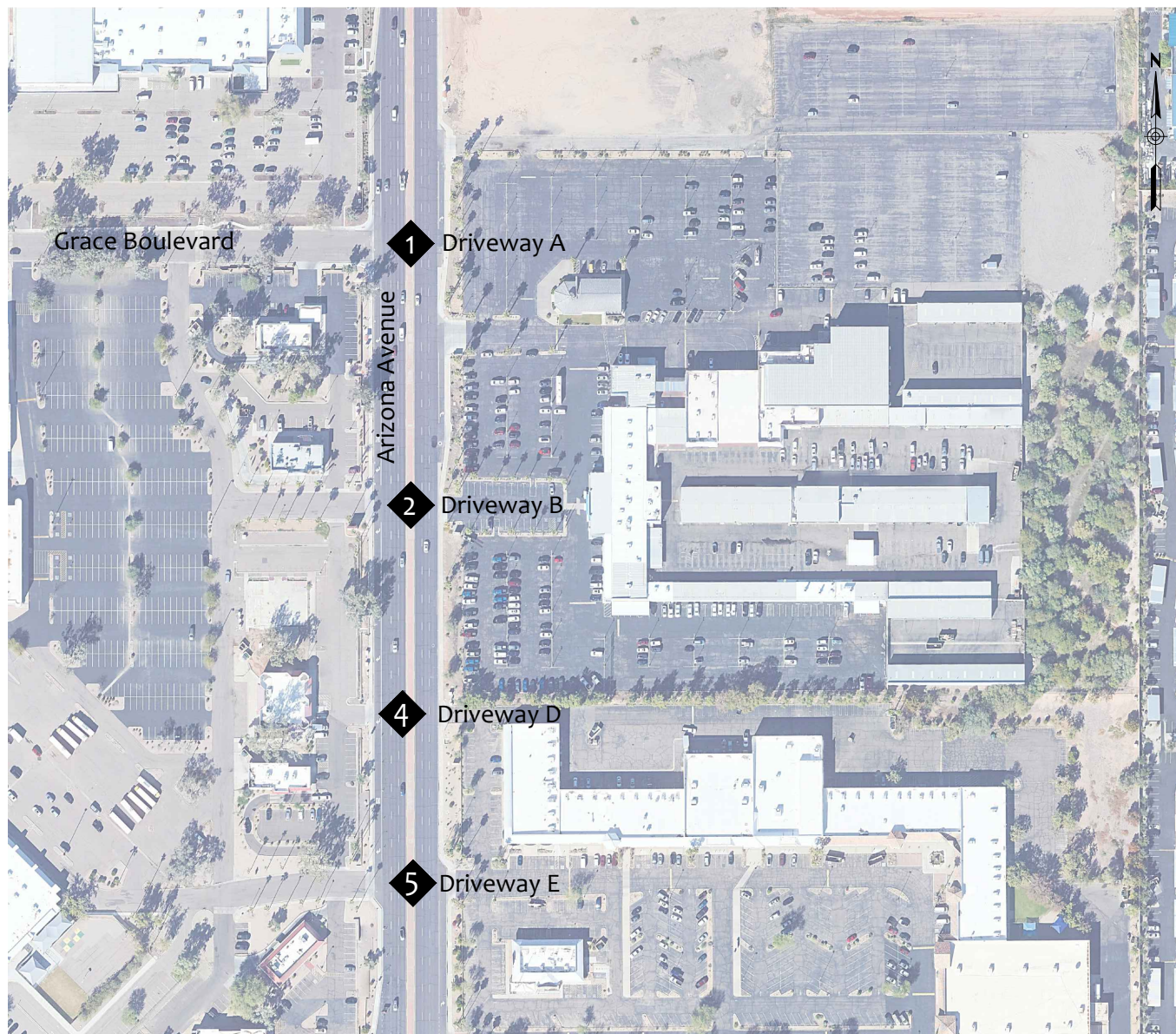
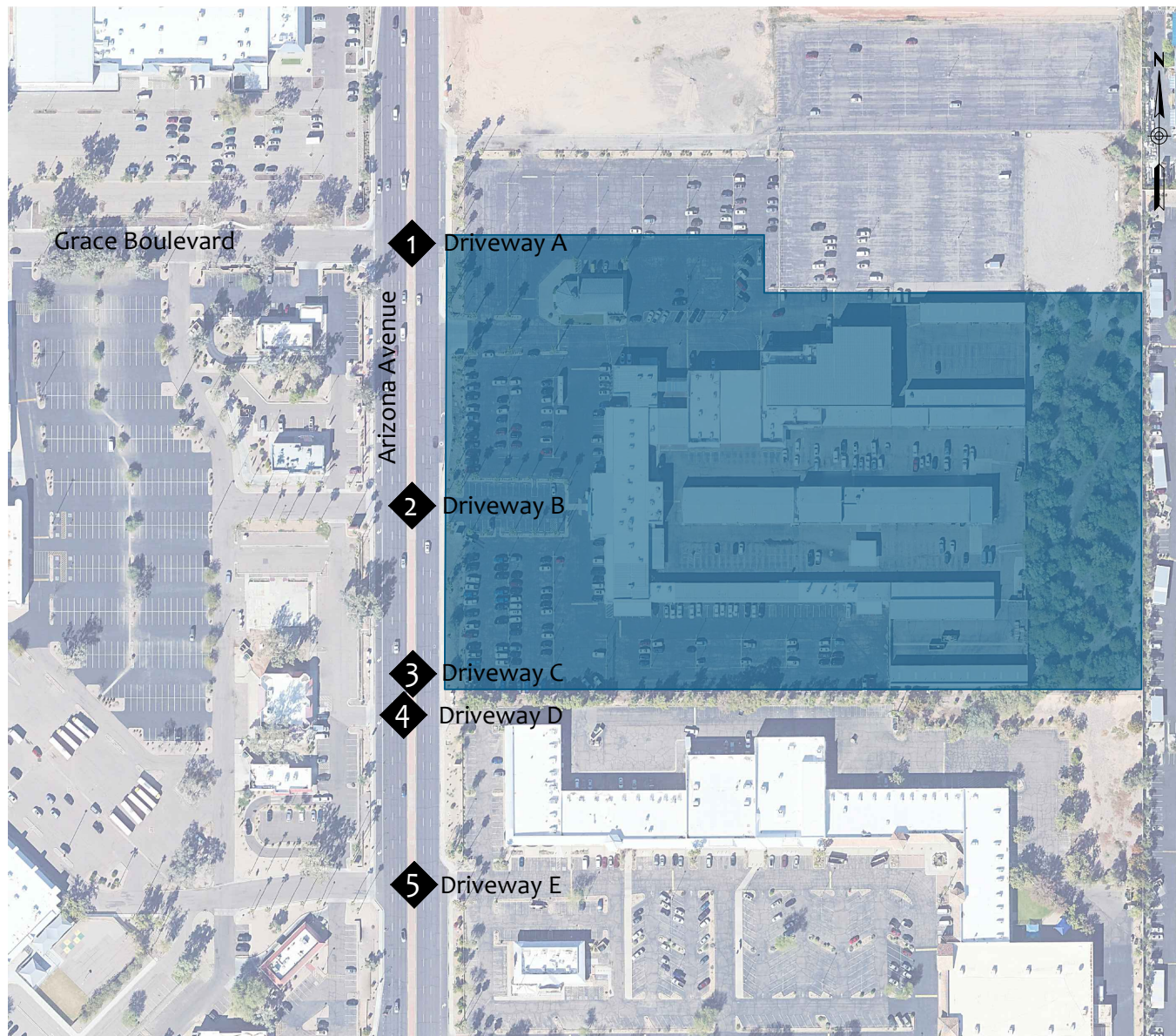


FIGURE 9 | YEAR 2027 BUILD TRAFFIC VOLUMES



- Legend**
- AM(PM) Peak Hour Capacity Analysis
 - Intersection
 - Lane Configuration

FIGURE 10 | YEAR 2027 NO BUILD CAPACITY ANALYSIS



Legend

- AM(PM) Peak Hour Capacity Analysis
-  Intersection
-  Lane Configuration

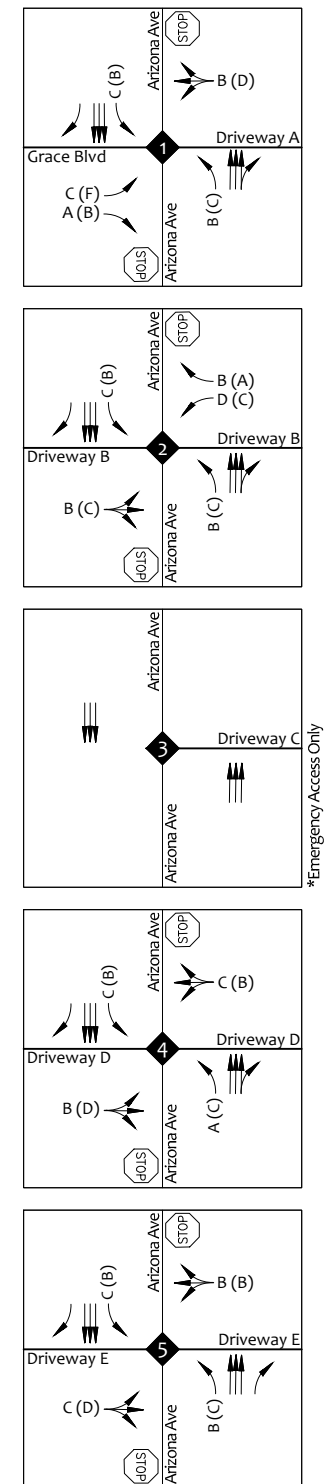


FIGURE 11 | YEAR 2027 BUILD CAPACITY ANALYSIS



7. FUTURE CONDITIONS (YEAR 2032)

This section analyzes the effects the proposed development will have on the surrounding roadway network during the year of 2032, 5 years after the opening year.

7.1. YEAR 2032 BACKGROUND TRAFFIC VOLUMES

Similar to the year 2027 background traffic volumes described in detail in [Section 6.1](#), a 1.0% annual growth rate was applied to the existing traffic volumes through the year 2032. Additionally, the surrounding development identified in [Section 6.1](#) was included in the year 2032 background volumes.

The year 2032 background traffic volumes are shown in [Figure 12](#).

7.2. YEAR 2032 BUILD TRAFFIC VOLUMES

When the total site traffic ([Figure 7](#)) were added to the year 2032 background traffic ([Figure 12](#)), the result is the 2032 build traffic volumes. This represents the traffic volumes with the build out of the proposed development. The year 2032 build traffic volumes are shown in [Figure 13](#).

7.3. YEAR 2032 NO BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the year 2032 no build scenario. The corresponding traffic volumes are shown in [Figure 12](#). A PHF of 0.92 was utilized.

The results of the 2032 no build capacity analysis level of service is shown in [Figure 14](#). The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Eastbound left PM peak hour operates at LOS E

The year 2032 AM and PM peak hour level of service and delay for the study intersections are shown in [Table 7](#). The year 2032 no build capacity analysis sheets can be found in [Appendix J](#).



7.4. YEAR 2032 BUILD CAPACITY ANALYSIS

The year 2032 build capacity analysis was completed for the study intersections and driveways during the AM and PM peak hour. The analysis for the study area intersections were evaluated using the methodology described in [Section 4.2](#). A PHF of 0.92 was utilized.

The improvements identified in [Section 6.4](#) were included in the year 2032 build scenario.

The capacity and level of service for the study area intersections were evaluated for the year 2032 build traffic volumes ([Figure 13](#)). The results of the 2032 build capacity analysis level of service are shown in [Figure 15](#). The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

The results of the capacity analyses reveal that all movements operate at a LOS D or better, with the exception of:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Eastbound left PM peak hour operates at LOS F
- **Arizona Avenue and Driveway B (2)**
 - Westbound left AM peak hour operates at LOS E

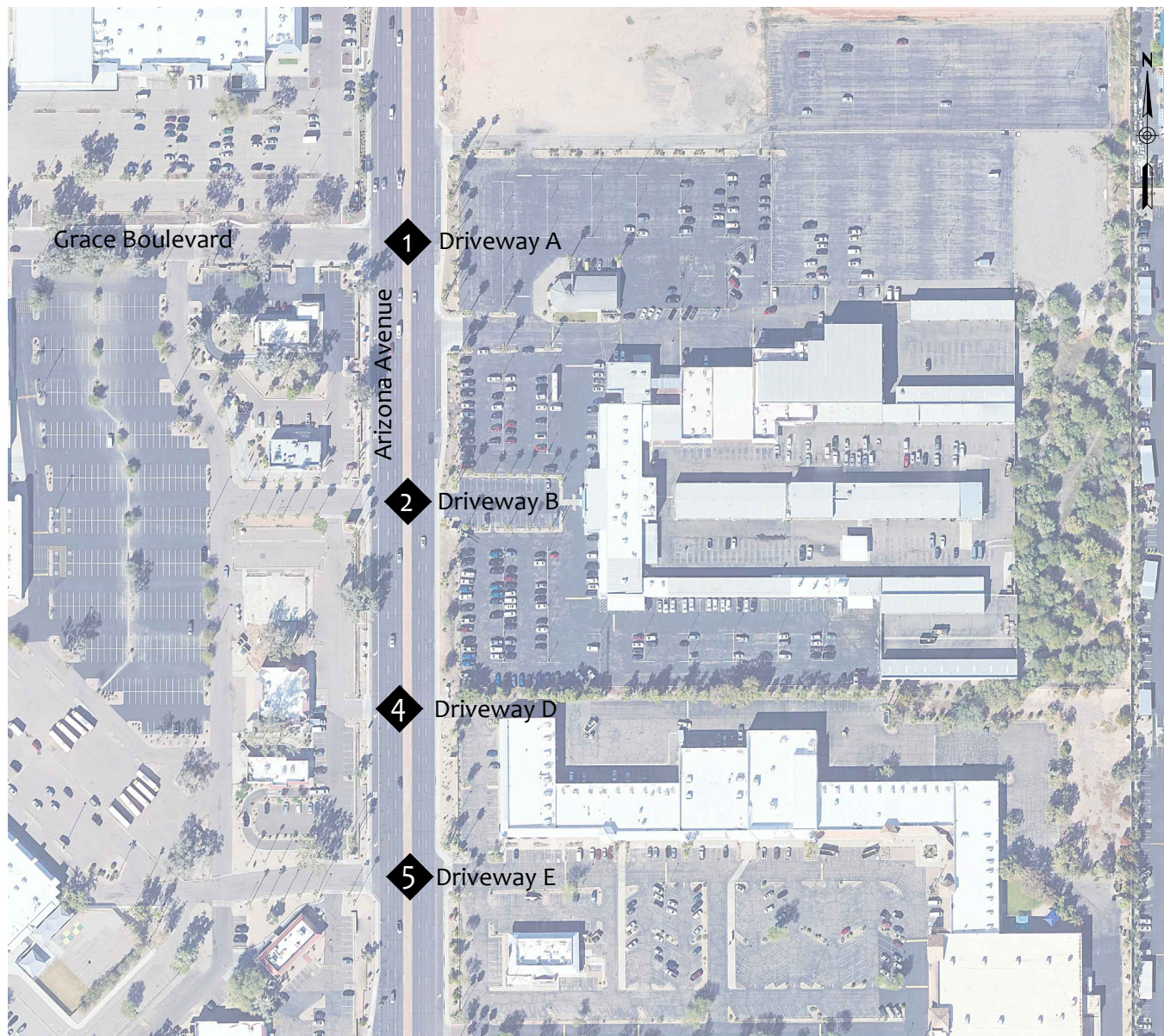
Delays are typical during peak hours for minor-to-major turning movements as well as for movements at stop-controlled intersections. Drivers familiar with the area often choose to use alternate routes during peak hours or drive at different times to avoid potential delay. Therefore, improvements to mitigate LOS E or F at the above intersections are not recommended as part of this study.

The year 2032 AM and PM peak hour level of service, delay, and volume-to-capacity ratios for the study intersections are shown in [Table 7](#). The year 2032 build capacity analysis sheets can be found in [Appendix K](#).



Table 7 – Year 2032 Level of Service, Delay, and V/C Ratio

Intersection	Year 2032 No Build						Year 2032 Build					
	AM PEAK			PM PEAK			AM PEAK			PM PEAK		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
Arizona Avenue and Grace Boulevard/Driveway A (1)												
Eastbound Left	C	18.9	0.199	E	41.5	0.292	C	19.0	0.200	F	165.3	0.723
Eastbound Right	A	10.0	0.039	B	10.8	0.081	A	10.0	0.039	B	11.2	0.086
Westbound Shared Left-Through-Right	-	-	-	-	-	-	C	23.4	0.186	D	30.9	0.130
Northbound Left	B	12.7	0.065	C	20.5	0.109	B	12.9	0.067	C	18.9	0.099
Southbound Left	-	-	-	-	-	-	C	18.4	0.035	B	13.1	0.057
Arizona Avenue and Driveway B (2)												
Eastbound Shared Left-Through-Right	B	12.0	0.025	B	13.9	0.056	C	15.5	0.037	C	17.3	0.076
Westbound Shared Left-Through-Right	B	10.8	0.002	B	13.8	0.005	-	-	-	-	-	-
Westbound Left	-	-	-	-	-	-	E	48.2	0.283	C	15.5	0.071
Westbound Right	-	-	-	-	-	-	B	11.5	0.111	B	10.2	0.028
Northbound Left	B	11.6	0.010	C	16.3	0.007	B	11.7	0.010	C	16.5	0.007
Southbound Left	C	16.8	0.017	B	12.2	0.006	C	17.6	0.057	B	13.3	0.104
Arizona Avenue and Driveway D (4)												
Eastbound Shared Left-Through-Right	B	11.3	0.004	C	22.8	0.021	B	11.3	0.004	C	19.6	0.017
Westbound Shared Left-Through-Right	C	15.8	0.022	B	11.0	0.013	C	16.6	0.024	B	11.1	0.013
Northbound Left	A	0.0	-	C	17.0	0.018	A	0.0	-	C	17.8	0.019
Southbound Left	C	17.1	0.025	B	13.7	0.013	C	17.5	0.026	B	12.7	0.011
Corporate Place and Driveway D (5)												
Eastbound Shared Left-Through-Right	C	21.5	0.254	D	27.9	0.242	C	20.9	0.247	D	26.2	0.228
Westbound Shared Left-Through-Right	B	14.6	0.050	B	10.8	0.052	B	13.7	0.045	B	10.9	0.053
Northbound Left	B	13.6	0.109	C	17.8	0.094	B	12.7	0.098	C	18.7	0.100
Southbound Left	C	17.2	0.055	B	13.9	0.051	C	17.5	0.057	B	12.8	0.045



Legend

AM (PM) Peak Hour Traffic Volumes

 Intersection

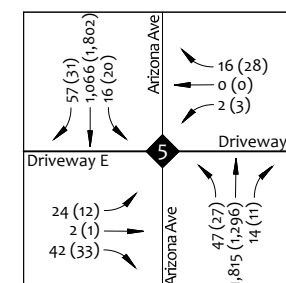
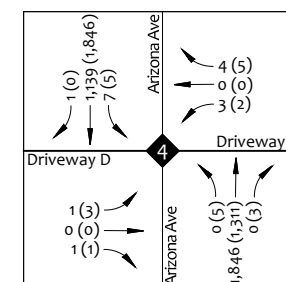
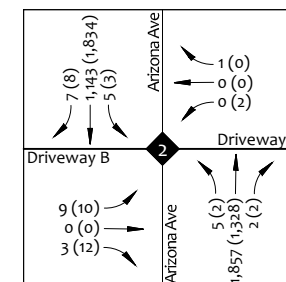
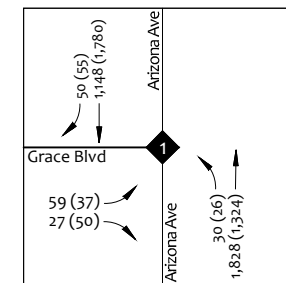
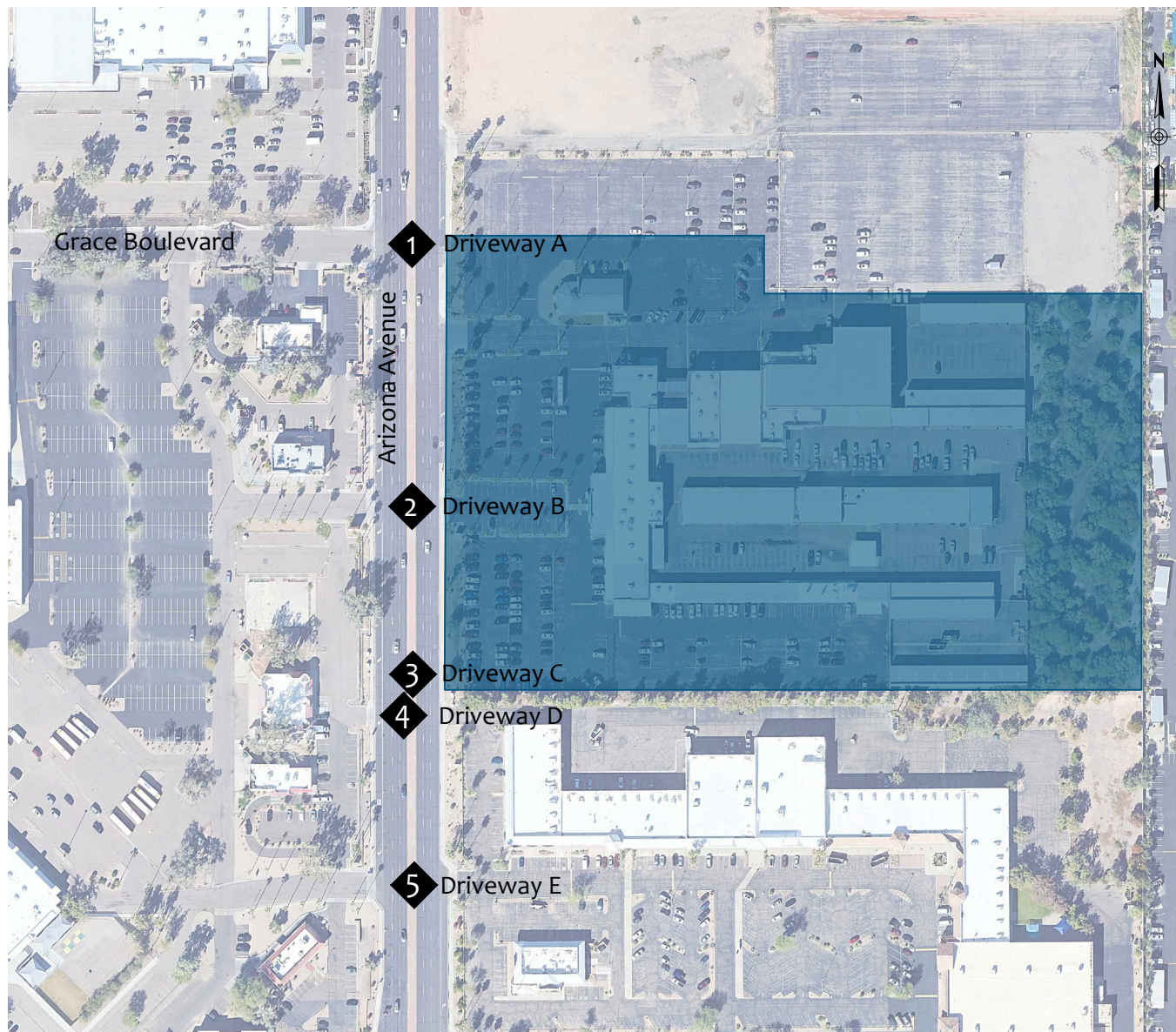


FIGURE 12 | YEAR 2032 BACKGROUND TRAFFIC VOLUMES



Legend

AM (PM) Peak Hour Traffic Volumes

X Intersection

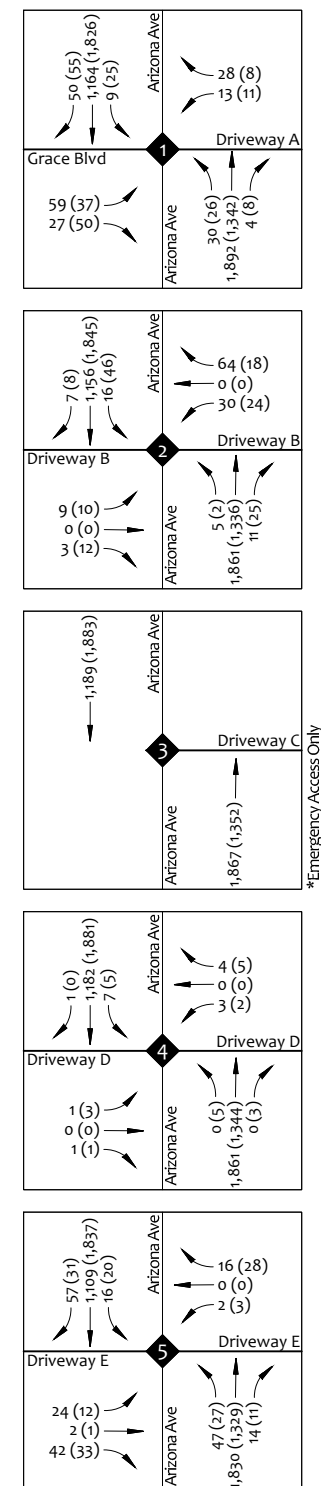
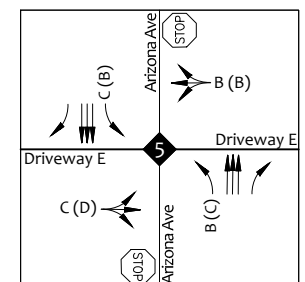
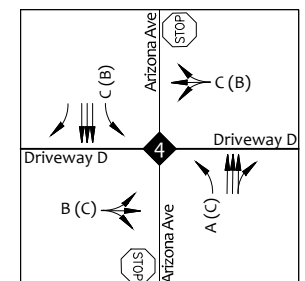
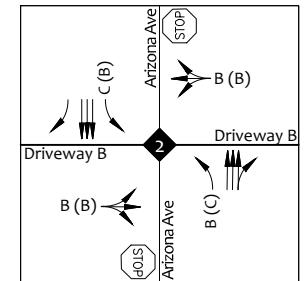
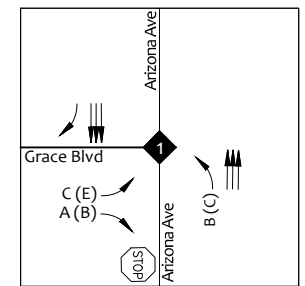
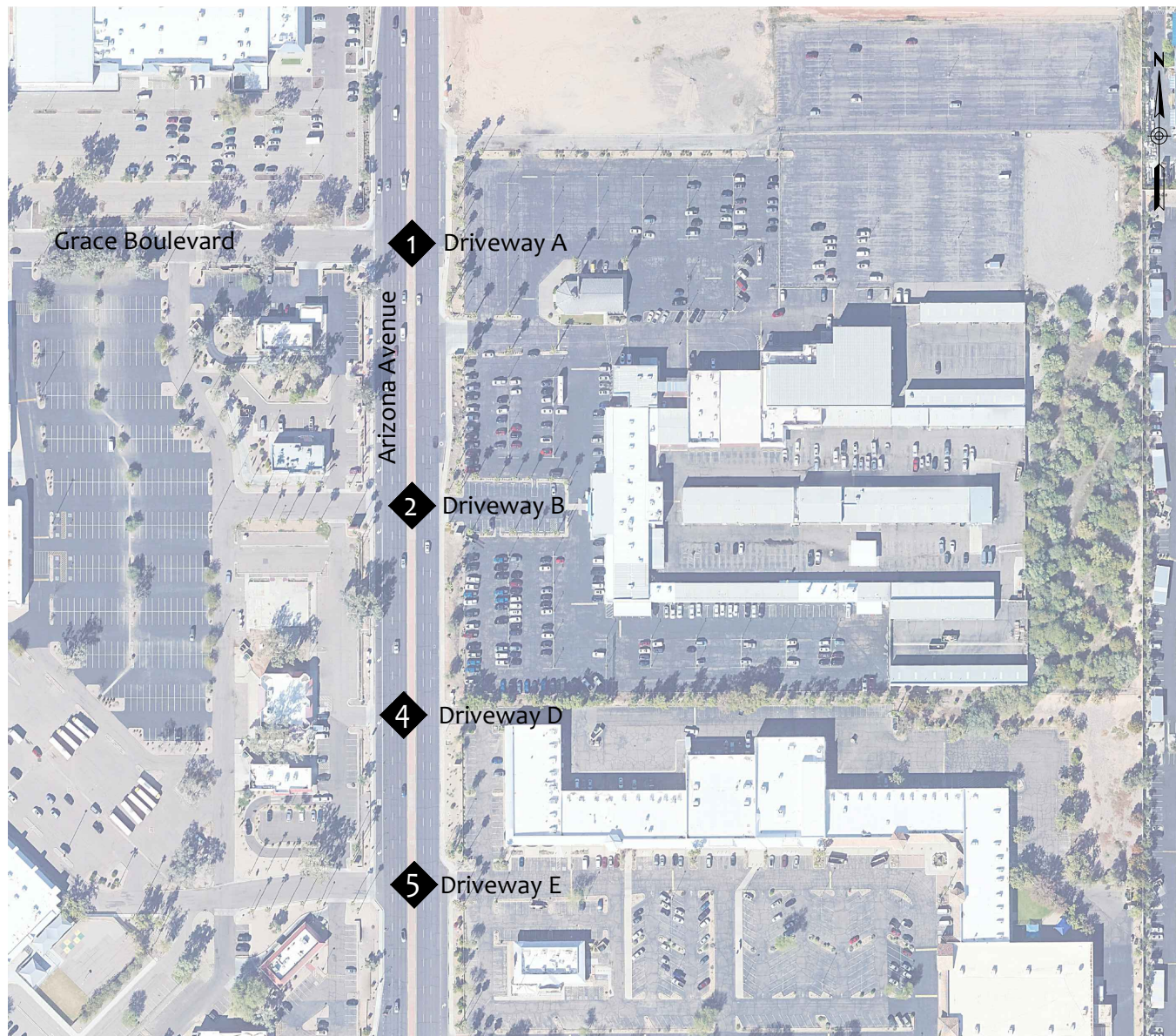
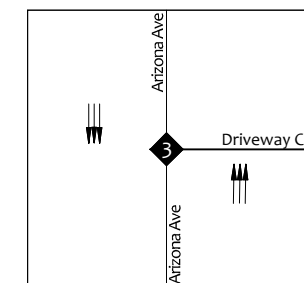
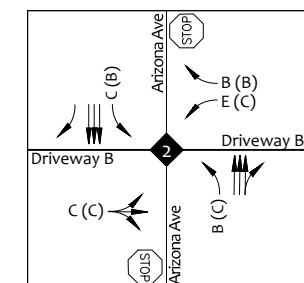
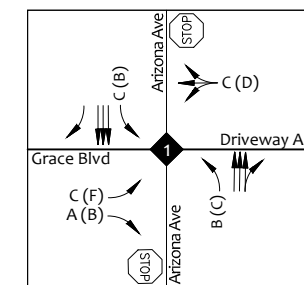
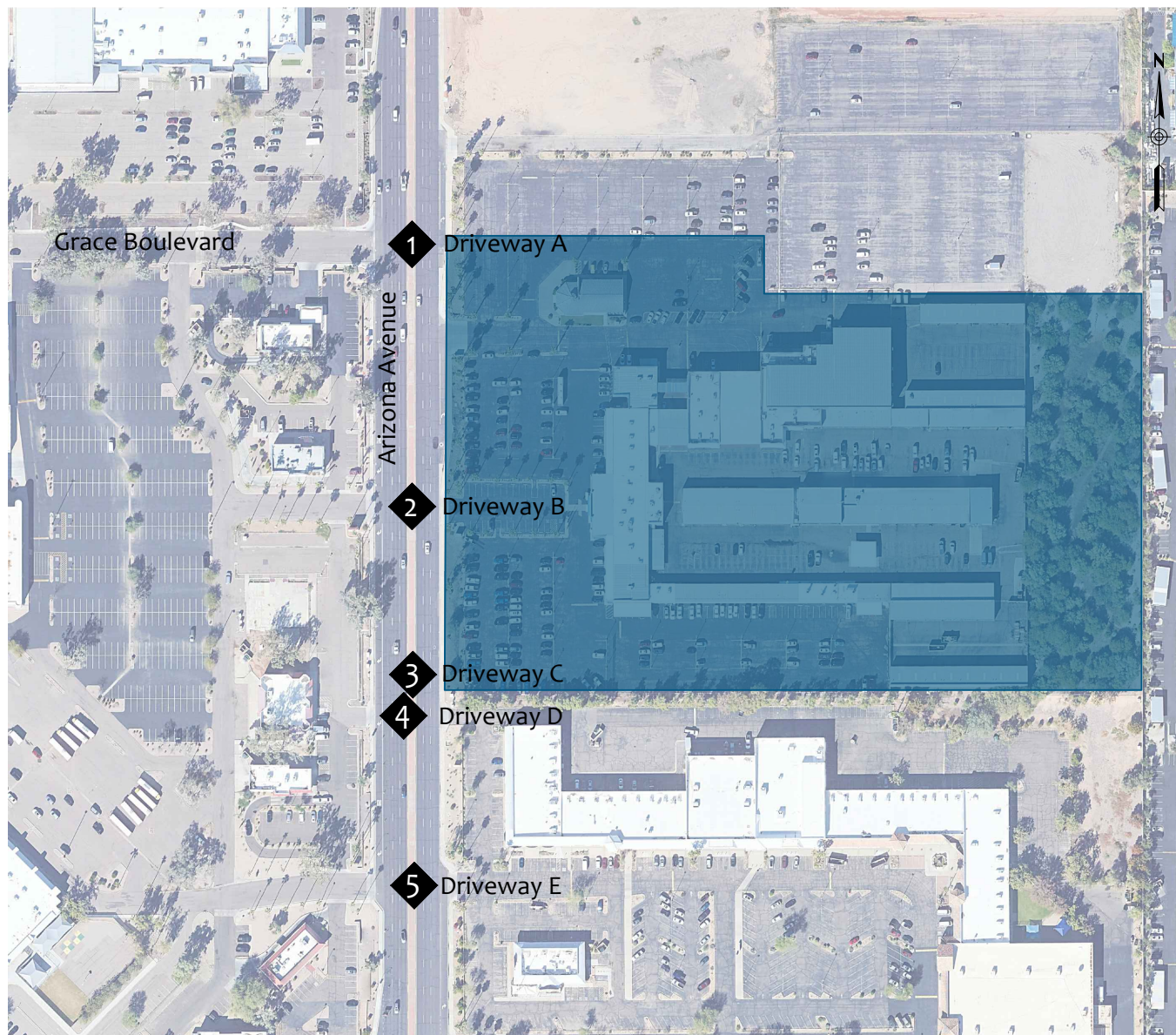


FIGURE 13 | YEAR 2032 BUILD TRAFFIC VOLUMES

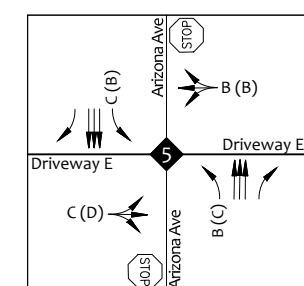
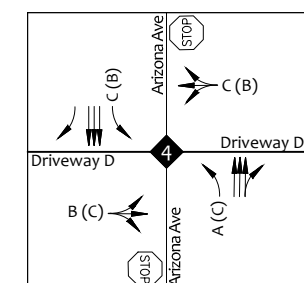


- Legend
- AM(PM) Peak Hour Capacity Analysis
- Intersection
- Lane Configuration

FIGURE 14 | YEAR 2032 NO BUILD CAPACITY ANALYSIS



*Emergency Access Only



- Legend
- AM(PM) Peak Hour Capacity Analysis
- Intersection
- Lane Configuration

FIGURE 15 | YEAR 2032 BUILD CAPACITY ANALYSIS



8. RIGHT TURN LANE WARRANTS

Turn lanes allow vehicles exiting a roadway to slow to a reduced speed to execute a turn without impeding the main flow of traffic. This section evaluates the need for right turn deceleration lanes. The *City of Chandler Engineering & Design Standards Manual (EDSM)*, 2023 Edition, was utilized to determine the need for right turn deceleration lanes at the proposed site driveways.

Per Section 4.2.10.1 *Right Turn Deceleration Lanes*, right turn deceleration lanes are required at all cross streets and driveways when projected right turn volume exceeds 40 vehicles per hour. As shown in the year 2032 build traffic volumes (**Figure 13**), right turn volumes do not exceed 40 vehicles per hour. Therefore, right turn deceleration lanes are not required per City of Chandler standards.



9. RECOMMENDATIONS AND CONCLUSIONS

The proposed Toll Brothers Uptown development is generally located on the southeast corner of Arizona Avenue and Grace Boulevard in the City of Chandler, Arizona.

The proposed development will be comprised of 423 dwelling units. Of which, there will be 40 studio units, 208 one-bedroom units, 137 two-bedroom units, and 38 three-bedroom units.

The proposed Toll Brothers Uptown development is anticipated to be completed and open in the year 2027.

The following are the recommendations with the build out of the proposed Toll Brothers Uptown development:

- **Arizona Avenue and Grace Boulevard/Driveway A (1)**
 - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway B (2)**
 - Buildout of full-access point on the east leg of the intersection
- **Arizona Avenue and Driveway C (3)**
 - Buildout of an emergency access only driveway.



Appendix A – Proposed Site Plan

BUILDING #4 UNIT MIX:				
UNIT TYPE	GROSS LIV	UNITS	TOTAL LIV. AREA	
UNIT AS	STUDIO/1 BA	650 S.F.	16	10,400 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	30	23,610 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	22	16,170 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	8	6,016 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	8	8,544 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	22	25,366 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	20	21,340 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	8	9,664 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	14	20,300 S.F.
TOTAL:		148 D.U.	141,410 S.F.	
AVG. S.F.			955 S.F.	
BUILDING NET RENTABLE S.F.			±132,402 S.F.	
BUILDING GROSS S.F.			±190,281 S.F.	

BUILDING #3 UNIT MIX:				
UNIT TYPE	GROSS LIV	UNITS	TOTAL LIV. AREA	
UNIT AS	STUDIO/1 BA	650 S.F.	8	5,200 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	6	4,722 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	10	7,350 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	0	0 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	0	0 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	3	3,459 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	8	8,836 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	0	0 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	7	10,150 S.F.
TOTAL:		42 D.U.	39,417 S.F.	
AVG. S.F.			939 S.F.	
BUILDING NET RENTABLE S.F.			±36,892 S.F.	
BUILDING GROSS S.F.			±57,042 S.F.	

BUILDING #2 UNIT MIX:				
UNIT TYPE	GROSS LIV	UNITS	TOTAL LIV. AREA	
UNIT AS	STUDIO/1 BA	650 S.F.	0	0 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	9	7,083 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	18	13,230 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	0	0 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	4	4,272 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	10	11,530 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	8	8,536 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	0	0 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	7	10,150 S.F.
TOTAL:		56 D.U.	54,801 S.F.	
AVG. S.F.			979 S.F.	
BUILDING NET RENTABLE S.F.			±51,323 S.F.	
BUILDING GROSS S.F.			±77,978 S.F.	

BUILDING #1 UNIT MIX:				
UNIT TYPE	GROSS LIV	UNITS	TOTAL LIV. AREA	
UNIT AS	STUDIO/1 BA	650 S.F.	16	10,400 S.F.
UNIT A1	1 BED/1 BA	787 S.F.	33	25,971 S.F.
UNIT A2	1 BED/1 BA	735 S.F.	64	47,040 S.F.
UNIT A6	1 BED/1 BA	752 S.F.	8	6,016 S.F.
UNIT B1	2 BED/2 BA	1,068 S.F.	0	0 S.F.
UNIT B2	2 BED/2 BA	1,153 S.F.	30	34,590 S.F.
UNIT B4	2 BD (DEN) 1 BA	1,067 S.F.	0	0 S.F.
UNIT B5	2 BED/2 BA	1,208 S.F.	16	19,328 S.F.
UNIT C1	3 BED/2 BA	1,450 S.F.	10	14,500 S.F.
TOTAL:		177 D.U.	157,845 S.F.	
AVG. S.F.			891 S.F.	
BUILDING NET RENTABLE S.F.			±147,466 S.F.	
BUILDING GROSS S.F.			±238,816 S.F.	

PROJECT DATA

SITE DATA:

SITE AREA: ±14.1 NET ACRES (±615,548 S.F.)
±15.0 GROSS ACRES (±652,729 S.F.)

ZONING: EXISTING: C-3
PROPOSED: XX

APN NO'S: MULTI-FAMILY

PROPOSED USE: XX

MAXIMUM DENSITY ALLOWED: 31 DU/NET AC

PROPOSED DENSITY: XXX

MAXIMUM BUILDING HEIGHT: 4 STORY

PROPOSED BUILDING HEIGHT: 48FT/51FT PARAPETS AND 54FT STAIR & ELEVATOR SHAFTS

LOT COVERAGE 158,557 S.F. / 615,548 S.F. = 25.8%

UNIT MIX:

STUDIO UNITS: 40 (9.4%)

ONE BEDROOM UNITS: 208 (49.2%)

TWO BEDROOM UNITS: 137 (32.4%)

THREE BEDROOM UNITS: 38 (9.0%)

TOTAL: 423 D.U.

UNIT TYPE GROSS LV. UNITS % TOTAL LV. AREA

UNIT AS STUDIO/1 BA 650 S.F. 40 9.4% 26,000 S.F.

UNIT A1 1 BED/1 BA 787 S.F. 78 18.4% 61,386 S.F.

UNIT A2 1 BED/1 BA 735 S.F. 114 27.0% 83,790 S.F.

UNIT A6 1 BED/1 BA 752 S.F. 16 3.8% 12,032 S.F.

UNIT B1 2 BED/2 BA 1,068 S.F. 12 2.8% 12,816 S.F.

UNIT B2 2 BED/2 BA 1,153 S.F. 35 15.4% 74,945 S.F.

UNIT B4 2 BD (DEN) 1 BA 1,067 S.F. 68 8.5% 38,412 S.F.

UNIT B5 2 BED/2 BA 1,208 S.F. 24 5.7% 28,892 S.F.

UNIT C1 3 BED/2 BA 1,450 S.F. 38 9.0% 55,100 S.F.

TOTAL: 423 D.U. 393,743 S.F.

AVG. S.F. 930 S.F.

PARKING:

REQUIRED:

STUDIO (1 PER UNIT) 40 P.S.

ONE BED UNIT (1.5 PER UNIT) 312 P.S.

TWO BED UNIT (2 PER UNIT) 274 P.S.

THREE BED UNIT (2.25 PER UNIT) 86 P.S.

GUEST PARKING (0.25 PER UNIT) 106 P.S.

TOTAL PROVIDED: 818 P.S.

PROVIDED:

GARAGE PARKING 121 P.S.

TANDEM PARKING 121 P.S.

COVERED PARKING 302 P.S.

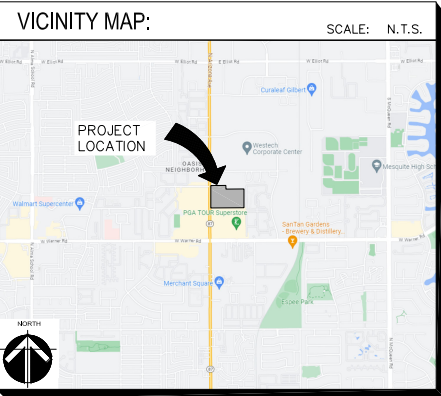
OPEN PARKING 203 P.S.

TOTAL PROVIDED: 747 P.S.

1.77 SPACE PER UNIT

ACCESSIBLE PARKING: (14 STANDARD AND 2 VAN STALLS) 16 P.S.

SYMBOL SCHEDULE	
	9'x19' PARKING SPACE
	28' INSIDE TURNING RADIUS
	48' OUTSIDE TURNING RADIUS
	ACCESSIBLE PARKING SPACE
	PEDESTRIAN CROSSWALK
	FIRE HYDRANT



- SITE PLAN NOTES**
1. ALL SITE IMPROVEMENTS, INCLUDING LANDSCAPING AND SITE CLEANUP, MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITHIN PHASE.
 2. ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT.
 3. SOLID MASONRY WALLS AND GATES EQUAL TO, OR GREATER THAN, THE HIGHEST POINT ON THE MECHANICAL EQUIPMENT SHALL SCREEN ALL GROUND MOUNTED MECHANICAL EQUIPMENT.
 4. ALL EXTERNAL LIGHTING SHALL BE LOCATED AND DESIGNED TO PREVENT RAYS FROM BEING DIRECTED OFF OF THE PROPERTY UPON WHICH THE LIGHTING IS LOCATED.
 5. THE FIRE DEPARTMENT DOUBLE CHECK ASSEMBLY SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR. 6. SIGNS REQUIRE A SEPARATE PERMIT.
 7. THERE SHALL BE NO OBSTRUCTION OF SITE SIGNAGE BY LANDSCAPE PLANT MATERIAL, AND THAT SUCH MUST BE RELOCATED/CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT/PASS THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR THE PROJECT.
 8. ALL TRANSFORMER BOXES, METER PANELS AND ELECTRIC EQUIPMENT, BACK-FLOW DEVICES AND ANY OTHER UTILITY EQUIPMENT, NOT ABLE TO BE SCREENED BY LANDSCAPING OR WALLS SHALL BE PAINTED TO MATCH THE BUILDING COLOR.
 9. ALL WALLS OVER 7FT IN HEIGHT, SITE LIGHTING, SIGNAGE, RAMADAS AND SHADE STRUCTURES REQUIRE SEPARATE SUBMITTAL AND PERMITS.

NORTH

SITE PLAN "L"

SCALE: 1' = 0" = 50'

biltform
architecture

biltform architecture group, inc.

11460 north cave creek road , suite 11
phoenix , arizona 85020
Phone 602.285.9200 Fax 602.285.9229

PRELIMINARY
NOT FOR
CONSTRUCTION

EXPIRES 9/30/22

CORPORATE PLACE ON AZ AVE

Apartment Homes
CHANDLER, ARIZONA

TOLL BROTHERS APARTMENT LIVING

8767 E. VIA DE VENTURA, SUITE 390, SCOTTSDALE, AZ. 85258

REVISIONS:	
1	
2	
3	
4	
5	
JOB NO: 21-040	
DATE: JUNE 09, 2021	
SCALE:	
SHEET NO:	

A1.0

© BILTFORM ARCHITECTURE GROUP, INC.



Appendix B – Parcel Information

302-29-009E

Commercial Parcel

This is a Commercial parcel located at [2121 N ARIZONA AVE CHANDLER 85225](#). The current owner is EARNHARDT ARIZONA PROPERTIES LLC. Its current year full cash value is \$4,964,764.

 MAPS

 PICTOMETRY

 VIEW/PAY TAX
BILL

 DEED

 OWNER

 VALUATIONS

 ADDITIONAL
INFO

 MAP FERRET

 SIMILAR
PARCELS

 REGISTER
RENTAL

 PRINT DETAILS

PROPERTY INFORMATION



[2121 N ARIZONA AVE CHANDLER 85225](#)

MCR #

Description S 550F OF N 1100F OF S 2055F OF W 1055F SW4 SEC 15 EX E 161.88F TH/OF & EX W 55F RD

Lat/Long [|](#)

Lot Size 460,952 sq ft.

Zoning C-3

Lot #

High School District GILBERT UNIFIED #41

Elementary School District GILBERT UNIFIED SCHOOL DISTRICT

Local Jurisdiction CHANDLER

S/T/R 15 1S 5E

Market 01/012

Area/Neighborhood

**Subdivision (0
Parcels)**

OWNER INFORMATION



[EARNHARDT ARIZONA PROPERTIES LLC](#)

Mailing Address 7300 W ORCHID LN, CHANDLER, AZ 85226
Deed Number
Last Deed Date
Sale Date n/a
Sale Price n/a

VALUATION INFORMATION



We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our [data sales](#).

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)

Tax Year	2024	2023	2022	2021
Full Cash Value ?	\$4,964,764	\$6,799,400	\$5,831,800	\$5,852,100
Limited Value ?	\$4,964,764	\$5,079,047	\$4,837,188	\$4,606,846
Legal Class	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%
Assessed LPV	\$819,186	\$863,438	\$846,508	\$829,232
Property Use Code	1820	1820	1820	1820
PU Description	Auto Sales and Service	Auto Sales and Service	Auto Sales and Service	Auto Sales and Service
Tax Area Code	410300	410300	410300	410300
Valuation Source	Notice	Notice	Notice	Notice

ADDITIONAL PROPERTY INFORMATION



Additional property data.

Description	Imp #	Occupancy	Rank	CCI	Age	Sq Ft.
Automobile Showroom	000101	303	2	C	40	18,263
Office Building	000102	344	2	C	37	2,320
Service Repair Garage	000103	528	2	S	36	10,920
Service Repair Garage	000201	528	2	S	40	5,568
Service Repair Garage	000202	528	2	S	27	3,874

Description	Imp #	Occupancy	Rank	CCI	Age	Sq Ft.
Service Repair Garage	000301	528	2	S	37	20,600
Car Wash - Drive Thru	000302	435	2	C	24	1,600
Automobile Showroom	000401	303	2	C	35	3,289
Site Improvements	000501	163	2	D	37	1
Service Repair Garage	000601	528	2	S	21	5,148
Golf Starter Booth	000701	183	2	S	40	120

MAP FERRET MAPS



Mapferret maps, also known as Mapld maps, pdf maps, or output maps are now available here without having to search.

► [Parcel Maps \(2\)](#)

► [Book/Map Maps \(14\)](#)

CAUTION! USERS SHOULD INDEPENDENTLY RESEARCH AND VERIFY INFORMATION ON THIS WEBSITE BEFORE RELYING ON IT.

The Assessor's Office has compiled information on this website that it uses to identify, classify, and value real and personal property. Please contact the Maricopa County S.T.A.R. Center at (602) 506-3406 if you believe any information is incomplete, out of date, or incorrect so that appropriate corrections can be addressed. Please note that a statutory process is also available to correct errors pursuant to Arizona Revised Statutes 42-16254.

The Assessor does not guarantee that any information provided on this website is accurate, complete, or current. In many instances, the Assessor has gathered information from independent sources and made it available on this site, and the original information may have contained errors and omissions. Errors and omissions may also have occurred in the process of gathering, interpreting, and reporting the information. Information on the website is not updated in "real time". In addition, users are cautioned that the process used on this site to illustrate the boundaries of the adjacent parcels is not always consistent with the recorded documents for such parcels. The parcel boundaries depicted on this site are for illustrative purposes only, and the exact relationship of adjacent parcels should be independently researched and verified. The information provided on this site is not the equivalent of a title report or a real estate survey. Users should independently research, investigate and verify all information before relying on it or in the preparation of legal documents.

By using this website, you acknowledge having read the above and waive any right you may have to claim against Maricopa County, its officers, employees, and contractors arising out of my reliance on or the use of the information provided on this website.

302-29-009G

Commercial Parcel

This is a Commercial parcel located at [2121 N ARIZONA AVE CHANDLE CHANDLER 85225](#). The current owner is EARNHARDT ARIZONA PROPERTIES LLC. Its current year full cash value is \$26.

 MAPS

 PICTOMETRY

 VIEW/PAY TAX
BILL

 DEED

 OWNER

 VALUATIONS

 MAP FERRET

 SIMILAR
PARCELS

 REGISTER
RENTAL

 PRINT DETAILS

PROPERTY INFORMATION



[2121 N ARIZONA AVE CHANDLE CHANDLER 85225](#)

MCR #

Description

E 161.88F OF S 550F OF N 1100F OF S 2055F OF W 1055F SW4 SEC 15

Lat/Long

[1](#)

Lot Size

81,941 sq ft.

Zoning

C-3

Lot #

High School District

GILBERT UNIFIED #41

**Elementary School
District**

GILBERT UNIFIED SCHOOL DISTRICT

Local Jurisdiction

CHANDLER

S/T/R

15 1S 5E

Market

01/012

Area/Neighborhood

**Subdivision (0
Parcels)**

OWNER INFORMATION



[EARNHARDT ARIZONA PROPERTIES LLC](#)

Mailing Address

7300 W ORCHID LN, CHANDLER, AZ 85226

Deed Number

Last Deed Date

Sale Date n/a

Sale Price n/a

VALUATION INFORMATION



We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our [data sales](#).

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)

Tax Year	2024	2023	2022	2021
Full Cash Value ?	\$26	\$458,400	\$346,100	\$346,100
Limited Value ?	\$26	\$226,816	\$216,015	\$205,729
Legal Class	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%
Assessed LPV	\$4	\$38,559	\$37,803	\$37,031
Property Use Code	1074	1074	1074	1074
PU Description	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial
Tax Area Code	410300	410300	410300	410300
Valuation Source	Notice	Notice	Notice	Notice

MAP FERRET MAPS



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▶ [Parcel Maps \(2\)](#)

▶ [Book/Map Maps \(14\)](#)

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302-29-009L

Commercial Parcel

This is a Commercial parcel The current owner is EARNHARDT ARIZONA PROPERTIES LLC. Its current year full cash value is \$368,700.

 MAPS

 PICTOMETRY

 VIEW/PAY TAX
BILL

 DEED

 OWNER

 VALUATIONS

 MAP FERRET

 SIMILAR
PARCELS

 REGISTER
RENTAL

 PRINT DETAILS

PROPERTY INFORMATION



MCR #

Description

N 160.67F OF S 1665.67F OF E 1022F OF W 1055F OF SW4 SEC 15 P/F 16-0448116
EX W 22F RD P/F 85-319670 AND EX POR SW4 SEC 15 DAF COM SW COR SD
SEC TH N 1631.03F TH E 55F POB TH N 391.01F TH E 1000.02F TH S 502.01F TH W
544.4F TH N 111F W 455F P/F 22-0909494 PER VESTING 16-0448116

Lat/Long

|

Lot Size

101,568 sq ft.

Zoning

C-3

Lot #

High School District

GILBERT UNIFIED #41

Elementary School
District

GILBERT UNIFIED SCHOOL DISTRICT

Local Jurisdiction

CHANDLER

S/T/R ?

15 1S 5E

Market

01/012

Area/Neighborhood

Subdivision (0
Parcels)

OWNER INFORMATION



[EARNHARDT ARIZONA PROPERTIES LLC](#)

Mailing Address 7300 W ORCHID LN, CHANDLER, AZ 85226
Deed Number
Last Deed Date
Sale Date n/a
Sale Price n/a

VALUATION INFORMATION



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The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)

Tax Year	2024	2023
Full Cash Value	\$368,700	\$292,434
Limited Value	\$202,785	\$173,144
Legal Class	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%
Assessed LPV	\$33,459	\$29,434
Property Use Code	1074	1074
PU Description	Misc. Commercial	Misc. Commercial
Tax Area Code	410300	410300
Valuation Source	Notice	Notice

MAP FERRET MAPS



Mapferret maps, also known as Mapld maps, pdf maps, or output maps are now available here without having to search.

[Parcel Maps \(1\)](#)

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Appendix C – Traffic Count Data



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

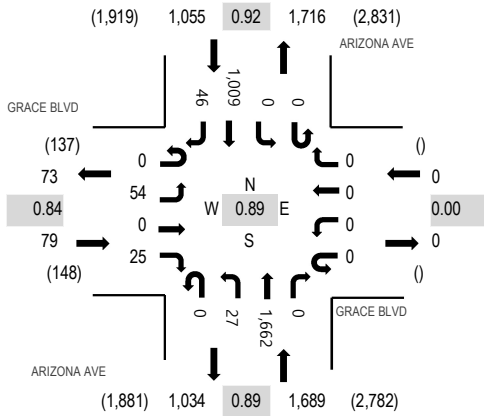
Location: 1 ARIZONA AVE & GRACE BLVD AM

Date: Thursday, September 7, 2023

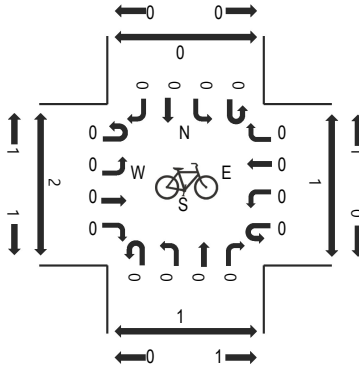
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

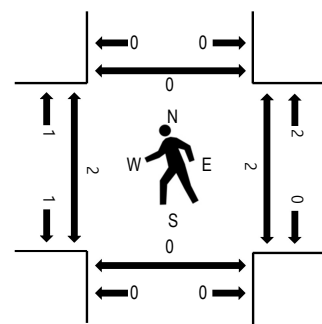
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GRACE BLVD Eastbound				GRACE BLVD Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	21	0	6	0	0	0	0	0	8	242	0	0	0	210	5	492	2,607	0	1	0	0
7:15 AM	0	10	0	5	0	0	0	0	0	3	360	0	0	0	234	15	627	2,823	1	0	0	0
7:30 AM	0	16	0	6	0	0	0	0	0	9	396	0	0	0	265	6	698	2,731	0	2	0	0
7:45 AM	0	20	0	7	0	0	0	0	0	6	469	0	0	0	283	5	790	2,566	0	0	0	0
8:00 AM	0	8	0	7	0	0	0	0	0	9	437	0	0	0	227	20	708	2,242	1	0	0	0
8:15 AM	0	13	0	3	0	0	0	0	0	4	315	0	0	0	192	8	535		0	1	0	0
8:30 AM	0	10	0	8	0	0	0	0	0	9	268	0	0	0	230	8	533		0	3	0	0
8:45 AM	0	5	0	3	0	0	0	0	0	6	241	0	0	0	195	16	466		0	1	0	0
Count Total	0	103	0	45	0	0	0	0	0	54	2,728	0	0	0	1,836	83	4,849		2	8	0	0
Peak Hour	0	54	0	25	0	0	0	0	0	27	1,662	0	0	0	1,009	46	2,823		2	2	0	0



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

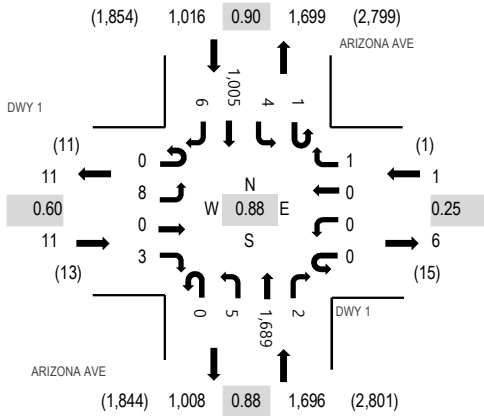
Location: 2 ARIZONA AVE & DWY 1 AM

Date: Thursday, September 7, 2023

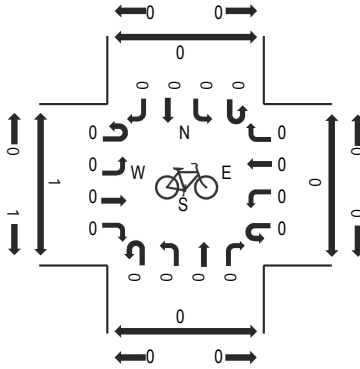
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

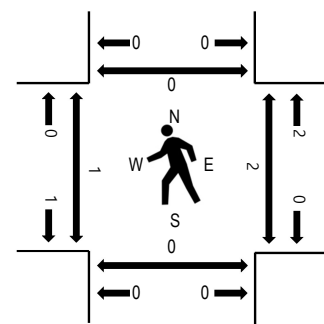
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians

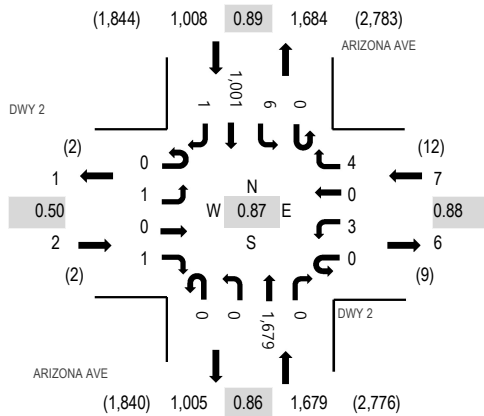


Note: Total study counts contained in parentheses.

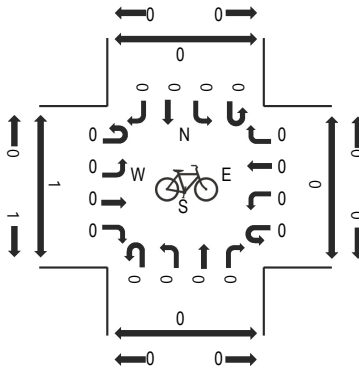
Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 1 Eastbound				DWY 1 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	254	0	0	0	214	0	468	2,515	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	371	0	1	0	234	2	609	2,724	0	0	0	0
7:30 AM	0	3	0	0	0	0	0	0	0	2	396	1	0	1	263	0	666	2,635	0	1	0	0
7:45 AM	0	4	0	1	0	0	0	0	0	1	482	1	0	1	280	2	772	2,480	0	1	0	0
8:00 AM	0	1	0	2	0	0	0	1	0	1	440	0	0	2	228	2	677	2,154	1	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	320	2	0	2	195	0	520		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	275	1	0	1	233	0	511		0	2	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	250	3	0	0	193	0	446		0	0	0	0
Count Total	0	9	0	4	0	0	0	1	0	5	2,788	8	1	7	1,840	6	4,669		1	5	0	0
Peak Hour	0	8	0	3	0	0	0	1	0	5	1,689	2	1	4	1,005	6	2,724		1	2	0	0

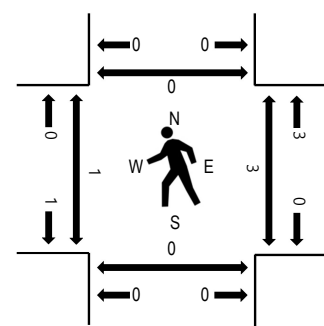
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 2 Eastbound				DWY 2 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	1	0	1	0	0	254	0	0	0	208	0	464	2,507	0	2	0	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	373	0	0	0	235	0	610	2,696	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	393	0	0	1	266	0	662	2,605	0	2	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	487	0	0	5	276	1	771	2,451	0	1	0	0
8:00 AM	0	1	0	0	0	1	0	1	0	0	426	0	0	0	224	0	653	2,127	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	1	316	0	0	1	200	0	519		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	275	0	0	2	230	0	508		0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	251	0	0	0	195	0	447		0	0	0	0
Count Total	0	1	0	1	0	5	0	7	0	1	2,775	0	0	9	1,834	1	4,634		1	5	0	0
Peak Hour	0	1	0	1	0	3	0	4	0	0	1,679	0	0	6	1,001	1	2,696		1	3	0	0



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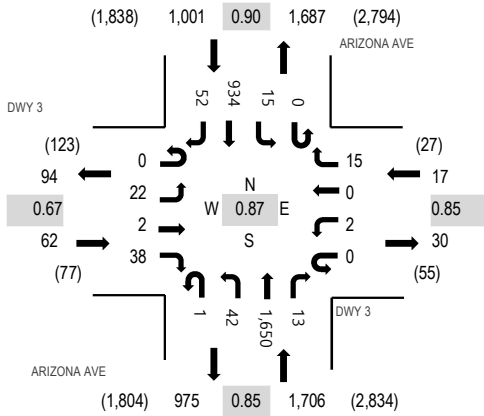
Location: 4 ARIZONA AVE & DWY 3 AM

Date: Thursday, September 7, 2023

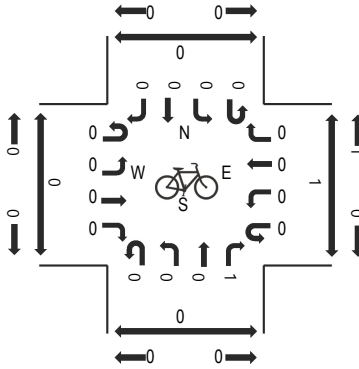
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

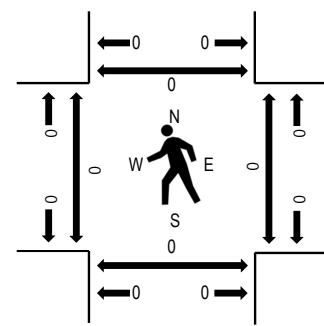
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 3 Eastbound				DWY 3 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	2	0	0	0	3	0	2	247	3	0	3	203	4	467	2,587	0	1	0	0
7:15 AM	0	2	0	6	0	1	0	3	0	6	366	4	0	3	225	10	626	2,786	0	0	0	0
7:30 AM	0	7	1	15	0	0	0	5	0	14	381	2	0	5	247	13	690	2,698	0	0	0	0
7:45 AM	0	9	1	10	0	1	0	2	1	17	481	5	0	4	255	18	804	2,526	0	0	0	0
8:00 AM	0	4	0	7	0	0	0	5	0	5	422	2	0	3	207	11	666	2,189	0	0	0	0
8:15 AM	0	1	0	4	0	0	0	1	0	6	323	1	0	5	193	4	538		0	0	0	0
8:30 AM	0	0	0	4	0	0	0	2	0	3	272	5	0	0	229	3	518		0	0	0	0
8:45 AM	0	0	0	4	0	2	0	2	0	4	256	6	0	2	188	3	467		0	0	0	0
Count Total	0	23	2	52	0	4	0	23	1	57	2,748	28	0	25	1,747	66	4,776		0	1	0	0
Peak Hour	0	22	2	38	0	2	0	15	1	42	1,650	13	0	15	934	52	2,786		0	0	0	0



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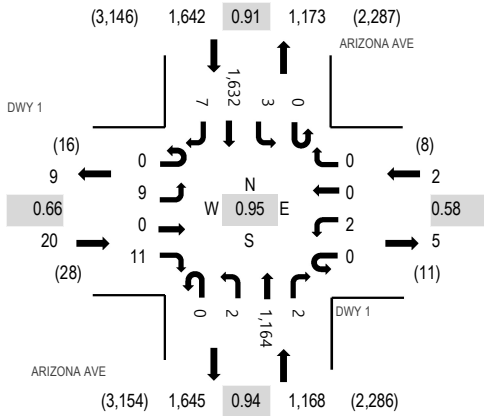
Location: 2 ARIZONA AVE & DWY 1 PM

Date: Thursday, September 7, 2023

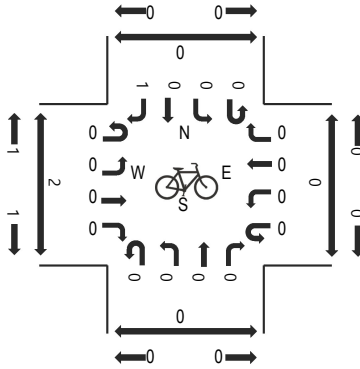
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

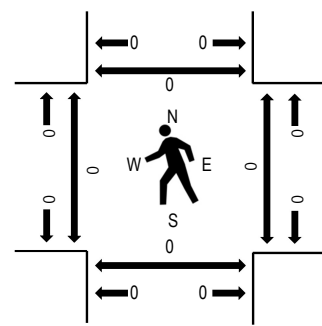
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 1 Eastbound				DWY 1 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	1	0	1	0	0	277	2	0	0	407	1	689	2,706	0	0	0	0
4:15 PM	0	1	0	2	0	2	0	1	1	1	291	0	0	0	410	1	710	2,757	0	0	0	0
4:30 PM	0	0	0	2	0	1	0	0	0	0	276	3	0	1	361	1	645	2,789	1	1	0	0
4:45 PM	0	0	0	2	0	1	0	0	0	0	314	0	0	1	343	1	662	2,832	0	0	0	0
5:00 PM	0	3	0	5	0	0	0	0	0	2	294	1	0	1	432	2	740	2,762	0	0	0	0
5:15 PM	0	4	0	2	0	1	0	0	0	0	285	0	0	0	447	3	742		0	0	0	0
5:30 PM	0	2	0	2	0	0	0	0	0	0	271	1	0	1	410	1	688		0	0	0	0
5:45 PM	0	1	0	2	0	0	0	0	0	1	266	0	0	0	320	2	592		0	0	0	0
Count Total	0	11	0	17	0	6	0	2	1	4	2,274	7	0	4	3,130	12	5,468		1	1	0	0
Peak Hour	0	9	0	11	0	2	0	0	0	2	1,164	2	0	3	1,632	7	2,832		0	0	0	0



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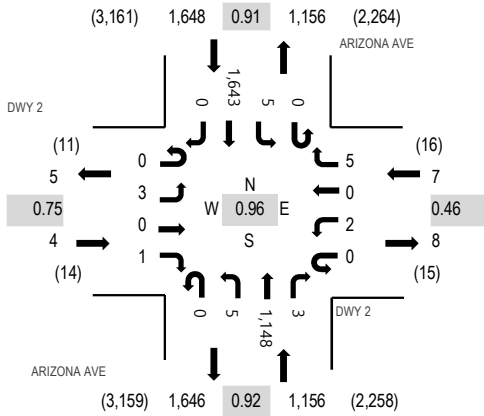
Location: 3 ARIZONA AVE & DWY 2 PM

Date: Thursday, September 7, 2023

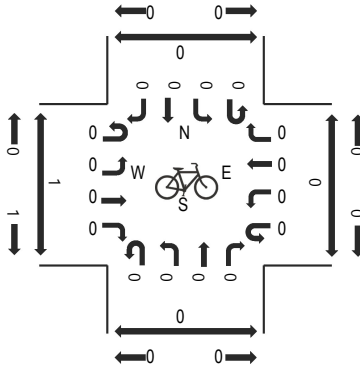
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

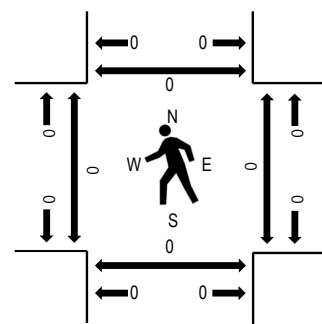
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 2 Eastbound				DWY 2 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	1	0	3	0	3	0	1	269	1	0	1	408	1	689	2,706	0	0	0	0
4:15 PM	0	0	0	3	0	1	0	1	0	0	286	0	1	2	413	0	707	2,742	1	0	0	0
4:30 PM	0	2	0	1	0	0	0	1	0	0	276	0	0	3	359	2	644	2,771	0	1	0	0
4:45 PM	0	1	0	0	0	0	0	2	0	1	314	1	0	1	346	0	666	2,815	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	2	0	0	284	0	0	1	436	0	725	2,743	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	1	0	1	279	1	0	2	451	0	736		0	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	3	271	1	0	1	410	0	688		0	0	0	0
5:45 PM	0	1	0	1	0	0	0	0	0	2	267	0	0	0	323	0	594		0	0	0	0
Count Total	0	7	0	7	0	6	0	10	0	8	2,246	4	1	11	3,146	3	5,449		1	1	0	0
Peak Hour	0	3	0	1	0	2	0	5	0	5	1,148	3	0	5	1,643	0	2,815		0	0	0	0



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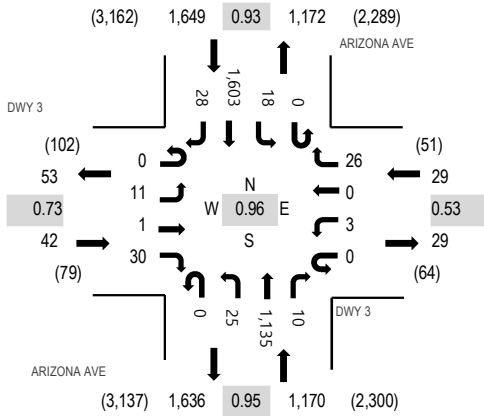
Location: 4 ARIZONA AVE & DWY 3 PM

Date: Thursday, September 7, 2023

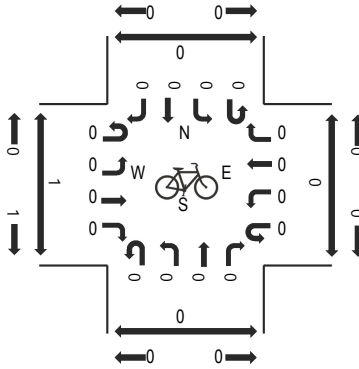
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

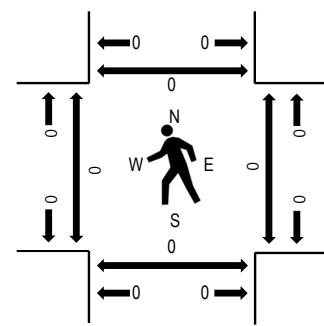
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DWY 3 Eastbound				DWY 3 Westbound				ARIZONA AVE Northbound				ARIZONA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	1	3	0	2	0	3	2	5	268	6	0	3	400	5	701	2,775	0	0	0	0
4:15 PM	0	6	0	8	0	3	0	4	0	5	278	3	0	4	403	11	725	2,829	1	0	0	0
4:30 PM	0	2	1	6	0	1	0	3	1	10	278	6	0	3	352	7	670	2,854	0	1	0	0
4:45 PM	0	5	0	6	0	1	0	5	0	8	302	4	0	3	338	7	679	2,890	0	0	0	0
5:00 PM	0	2	0	7	0	2	0	13	0	10	278	4	0	5	424	10	755	2,817	0	0	0	0
5:15 PM	0	1	1	13	0	0	0	6	0	3	281	0	0	5	437	3	750		0	0	0	0
5:30 PM	0	3	0	4	0	0	0	2	0	4	274	2	0	5	404	8	706		0	0	0	0
5:45 PM	0	2	0	5	0	2	0	4	0	1	266	1	0	7	313	5	606		0	0	0	0
Count Total	0	24	3	52	0	11	0	40	3	46	2,225	26	0	35	3,071	56	5,592		1	1	0	0
Peak Hour	0	11	1	30	0	3	0	26	0	25	1,135	10	0	18	1,603	28	2,890		0	0	0	0

Site Code: 5
ARIZONA AVE S.O GRACE BLVD

Start Time	07-Sep-23 Thu	NB	SB	Total
12:00 AM		75	85	160
01:00		62	70	132
02:00		62	76	138
03:00		81	85	166
04:00		233	190	423
05:00		430	319	749
06:00		663	502	1165
07:00		1504	998	2502
08:00		1288	856	2144
09:00		813	706	1519
10:00		717	753	1470
11:00		869	888	1757
12:00 PM		931	974	1905
01:00		845	946	1791
02:00		910	1103	2013
03:00		956	1152	2108
04:00		1161	1527	2688
05:00		1126	1619	2745
06:00		884	952	1836
07:00		627	692	1319
08:00		507	472	979
09:00		369	367	736
10:00		230	194	424
11:00		133	120	253
Total		15476	15646	31122
Percent		49.7%	50.3%	
AM Peak	-	07:00	07:00	07:00
Vol.	-	1504	998	2502
PM Peak	-	16:00	17:00	17:00
Vol.	-	1161	1619	2745
Grand Total		15476	15646	31122
Percent		49.7%	50.3%	
ADT		ADT 31,122	AADT 31,122	



Appendix D – Existing Capacity Analysis

1: Arizona Avenue & Grace Boulevard

09/28/2023

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	25	27	1662	1009	46
Future Vol, veh/h	54	25	27	1662	1009	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	28	30	1867	1134	52

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1941	567	1185	0	-	0
Stage 1	1134	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*399	*793	492	-	-	-
Stage 1	*364	-	-	-	-	-
Stage 2	*692	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*374	*793	492	-	-	-
Mov Cap-2 Maneuver	*308	-	-	-	-	-
Stage 1	*341	-	-	-	-	-
Stage 2	*692	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.41		0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	492	-	308	793	-	-
HCM Lane V/C Ratio	0.062	-	0.197	0.035	-	-
HCM Control Delay (s/veh)	12.8	-	19.5	9.7	-	-
HCM Lane LOS	B	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2: Arizona Avenue & Driveway B

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕	
Traffic Vol, veh/h	8	0	3	0	0	1	5	1689	2	5	1005	6
Future Vol, veh/h	8	0	3	0	0	1	5	1689	2	5	1005	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	0	0	1	6	1919	2	6	1142	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1933	3086	571	2400	3092	961	1149	0	0	1922	0	0
Stage 1	1153	1153	-	1932	1932	-	-	-	-	-	-	-
Stage 2	779	1933	-	468	1160	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*494	31	*786	*173	31	*666	528	-	-	302	-	-
Stage 1	*325	422	-	*154	242	-	-	-	-	-	-	-
Stage 2	*683	242	-	*807	418	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*479	30	*786	*167	30	*666	528	-	-	302	-	-
Mov Cap-2 Maneuver	*479	30	-	*167	30	-	-	-	-	-	-	-
Stage 1	*319	414	-	*153	240	-	-	-	-	-	-	-
Stage 2	*675	239	-	*788	410	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.88		10.42	0.04	0.08
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	528	-	-	536	666	302	-
HCM Lane V/C Ratio	0.011	-	-	0.023	0.002	0.019	-
HCM Control Delay (s/veh)	11.9	-	-	11.9	10.4	17.1	-
HCM Lane LOS	B	-	-	B	B	C	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

4: Arizona Avenue & Driveway D

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕ ↕ ↕	↕
Traffic Vol, veh/h	1	0	1	3	0	4	0	1679	0	6	1001	1
Future Vol, veh/h	1	0	1	3	0	4	0	1679	0	6	1001	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	5	0	1930	0	7	1151	1

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1936	3094	575	2404	3095	965	1152	0	0	1930	0	0
Stage 1	1164	1164	-	1930	1930	-	-	-	-	-	-	-
Stage 2	772	1930	-	474	1166	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*432	29	*793	*154	28	*674	513	-	-	287	-	-
Stage 1	*306	406	-	*146	234	-	-	-	-	-	-	-
Stage 2	*692	234	-	*813	406	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*419	28	*793	*151	28	*674	513	-	-	287	-	-
Mov Cap-2 Maneuver	*419	28	-	*151	28	-	-	-	-	-	-	-
Stage 1	*299	396	-	*146	234	-	-	-	-	-	-	-
Stage 2	*687	234	-	*793	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.6	18.7	0	0.11
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	513	-	-	548	271	287	-
HCM Lane V/C Ratio	-	-	-	0.004	0.03	0.024	-
HCM Control Delay (s/veh)	0	-	-	11.6	18.7	17.8	-
HCM Lane LOS	A	-	-	B	C	C	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5: Arizona Avenue & Driveway E

09/28/2023

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	22	2	38	2	0	15	43	1650	13	15	934	52
Future Vol, veh/h	22	2	38	2	0	15	43	1650	13	15	934	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	2	44	2	0	17	49	1897	15	17	1074	60

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1966	3118	537	2460	3163	948	1133	0	0	1911	0	0
Stage 1	1108	1108	-	1995	1995	-	-	-	-	-	-	-
Stage 2	857	2010	-	465	1168	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*406	27	*793	*136	24	*674	525	-	-	295	-	-
Stage 1	*339	435	-	*127	213	-	-	-	-	-	-	-
Stage 2	*692	208	-	*813	404	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*337	23	*793	*100	21	*674	525	-	-	295	-	-
Mov Cap-2 Maneuver	*337	23	-	*100	21	-	-	-	-	-	-	-
Stage 1	*319	409	-	*115	193	-	-	-	-	-	-	-
Stage 2	*611	188	-	*720	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v20.07		14.4	0.32	0.27
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	525	-	-	310	403	295	-
HCM Lane V/C Ratio	0.094	-	-	0.23	0.049	0.058	-
HCM Control Delay (s/veh)	12.6	-	-	20.1	14.4	17.9	-
HCM Lane LOS	B	-	-	C	B	C	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.2	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

1: Arizona Avenue & Grace Boulevard

09/28/2023

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	46	24	1160	1583	50
Future Vol, veh/h	34	46	24	1160	1583	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	48	25	1221	1666	53

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2205	833	1719
Stage 1	1666	-	-
Stage 2	539	-	-
Critical Hdwy	5.74	7.14	5.34
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	3.12
Pot Cap-1 Maneuver	*166	*674	394
Stage 1	*292	-	-
Stage 2	*773	-	-
Platoon blocked, %	0	0	0
Mov Cap-1 Maneuver	*156	*674	394
Mov Cap-2 Maneuver	*232	-	-
Stage 1	*274	-	-
Stage 2	*773	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.08		0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	394	-	232	674	-	-
HCM Lane V/C Ratio	0.064	-	0.154	0.072	-	-
HCM Control Delay (s/veh)	14.8	-	23.3	10.8	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Arizona Avenue & Driveway B

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕	
Traffic Vol, veh/h	9	0	11	2	0	0	2	1164	2	3	1632	7
Future Vol, veh/h	9	0	11	2	0	0	2	1164	2	3	1632	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	12	2	0	0	2	1225	2	3	1718	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2219	2956	859	1924	2962	614	1725	0	0	1227	0	0
Stage 1	1724	1724	-	1231	1231	-	-	-	-	-	-	-
Stage 2	494	1232	-	693	1732	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*367	54	*666	*506	53	*746	407	-	-	567	-	-
Stage 1	*243	328	-	*370	451	-	-	-	-	-	-	-
Stage 2	*766	450	-	*683	325	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*363	54	*666	*492	53	*746	407	-	-	567	-	-
Mov Cap-2 Maneuver	*363	54	-	*492	53	-	-	-	-	-	-	-
Stage 1	*242	327	-	*368	449	-	-	-	-	-	-	-
Stage 2	*762	448	-	*668	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v12.78		12.34	0.02	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	407	-	-	484	492	567	-
HCM Lane V/C Ratio	0.005	-	-	0.044	0.004	0.006	-
HCM Control Delay (s/veh)	13.9	-	-	12.8	12.3	11.4	-
HCM Lane LOS	B	-	-	B	B	B	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

4: Arizona Avenue & Driveway D

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕	
Traffic Vol, veh/h	3	0	1	2	0	5	5	1148	3	5	1643	0
Future Vol, veh/h	3	0	1	2	0	5	5	1148	3	5	1643	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1196	3	5	1711	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2211	2931	856	1903	2930	599	1711	0	0	1199	0	0
Stage 1	1722	1722	-	1208	1208	-	-	-	-	-	-	-
Stage 2	489	1209	-	695	1722	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*325	53	*674	*523	53	*753	399	-	-	571	-	-
Stage 1	*229	317	-	*367	451	-	-	-	-	-	-	-
Stage 2	*773	450	-	*692	317	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*316	51	*674	*510	52	*753	399	-	-	571	-	-
Mov Cap-2 Maneuver	*316	51	-	*510	52	-	-	-	-	-	-	-
Stage 1	*227	314	-	*363	445	-	-	-	-	-	-	-
Stage 2	*758	444	-	*685	314	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15	10.49	0.06	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	399	-	-	364 663	571	-	-
HCM Lane V/C Ratio	0.013	-	-	0.011 0.011	0.009	-	-
HCM Control Delay (s/veh)	14.1	-	-	15 10.5	11.4	-	-
HCM Lane LOS	B	-	-	B B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0	0	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5: Arizona Avenue & Driveway E

09/28/2023

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	11	1	30	3	0	26	25	1135	10	18	1603	52
Future Vol, veh/h	11	1	30	3	0	26	25	1135	10	18	1603	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	31	3	0	27	26	1182	10	19	1670	54

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2232	2952	835	1940	2996	591	1724	0	0	1193	0	0
Stage 1	1707	1707	-	1234	1234	-	-	-	-	-	-	-
Stage 2	525	1245	-	706	1761	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*309	50	*674	*523	45	*753	391	-	-	575	-	-
Stage 1	*236	324	-	*349	436	-	-	-	-	-	-	-
Stage 2	*773	430	-	*692	299	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*269	45	*674	*441	40	*753	391	-	-	575	-	-
Mov Cap-2 Maneuver	*269	45	-	*441	40	-	-	-	-	-	-	-
Stage 1	*229	313	-	*326	407	-	-	-	-	-	-	-
Stage 2	*696	401	-	*636	290	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v15.38		10.36	0.32	0.12
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	391	-	-	391	702	575	-
HCM Lane V/C Ratio	0.067	-	-	0.112	0.043	0.033	-
HCM Control Delay (s/veh)	14.8	-	-	15.4	10.4	11.5	-
HCM Lane LOS	B	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.1	0.1	-

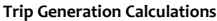
Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Appendix E – Trip Generation



LU - 221 - Multifamily Housing (Mid-Rise)																						
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	4.54	50%	50%	0.37	23%	77%	0.39	63%	37%	1,920	960	960	157	36	121	165	104	61	
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	3.76	50%	50%	0.15	23%	77%	0.19	63%	37%	1,590	795	795	63	14	49	80	50	30	
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	5.40	50%	50%	0.53	23%	77%	0.57	63%	37%	2,284	1,142	1,142	224	52	172	241	152	89	
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Multifamily Housing (Mid-Rise)	221	423	Dwelling Units	$T=4.77(X)-46.46$	50%	50%	$T=.44(X)-11.61$	23%	77%	$T=.39(X)+0.34$	63%	37%	1,971	986	985	175	40	135	165	104	61	
Multifamily Housing (Mid-Rise)	Standard Deviation			0.51			0.09					0.08										
	Number of Studies			11			30					31										
	Average Size			201			173					169										
	R ²			0.93			0.91					0.91										



Average

Minimum

Maximum

Equation

Automobile Sales (New)



Appendix F – MAG Socioeconomic Projections

Socioeconomic Projections

Population and Employment

by Municipal Planning Area, Jurisdiction, and Regional Analysis Zone

June 2023



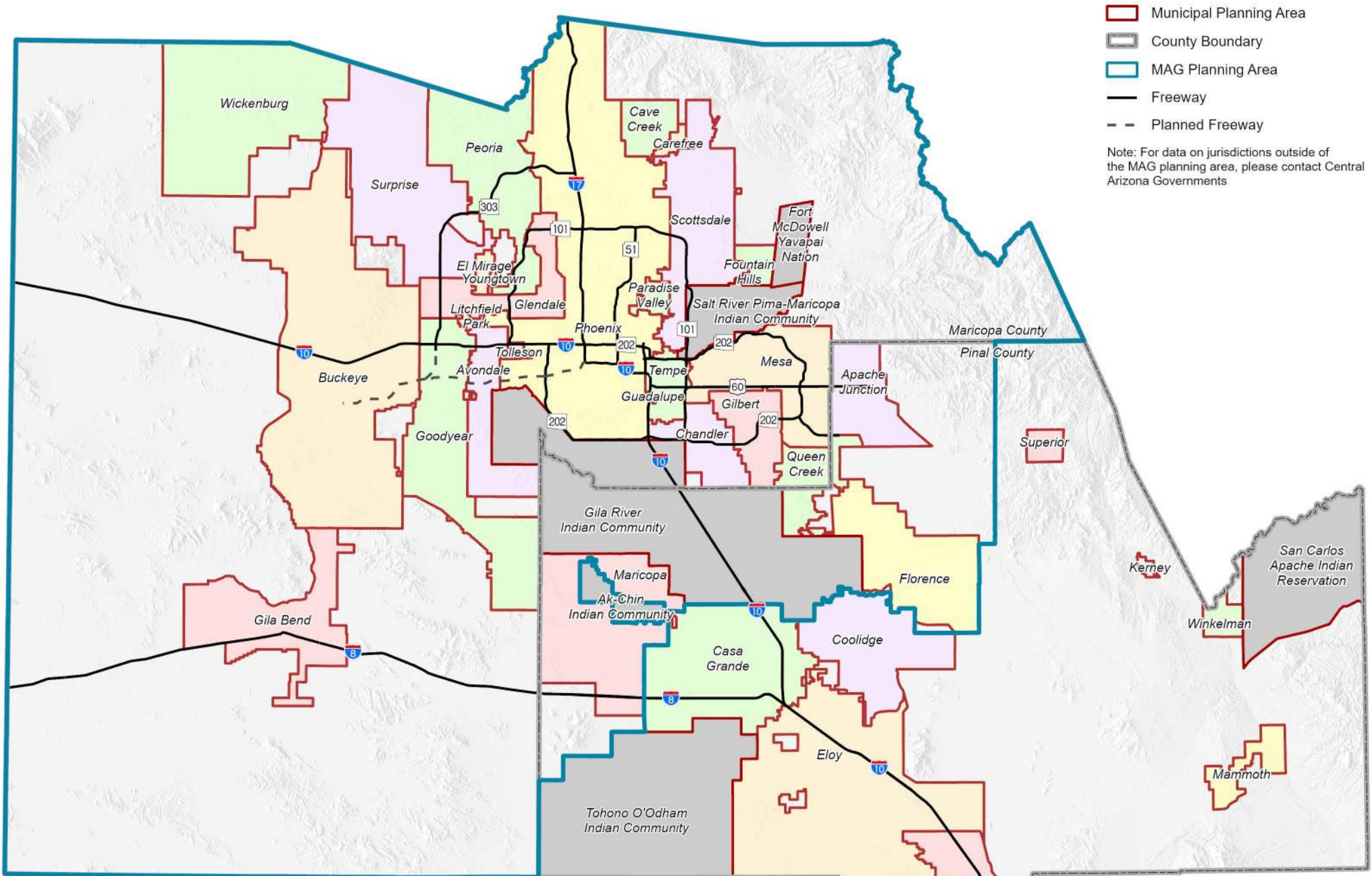
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Phoenix, Arizona 85003



(602) 254-6300
www.azmag.gov

Municipal Planning Areas (2023)

Maricopa and Pinal Counties, Arizona



0 5 10 15 20 25 30 35 40 Miles

Date: May 2023

Source: MAG and the MAG Member Agencies, CAG and the CAG Member Agencies

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Maricopa Association of Governments

Table 1: Total Population by Municipal Planning Area
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

Municipal Planning Area	Total Population					
	2020	2022	2030	2040	2050	2060
Apache Junction	52,700	53,700	67,100	84,200	100,800	127,600
Avondale	91,100	94,000	117,800	130,900	135,400	137,700
Buckeye	109,700	124,400	194,400	296,200	397,800	491,000
Carefree	3,700	3,700	4,100	4,100	4,200	4,200
Cave Creek	5,000	5,300	5,600	5,900	6,100	6,200
Chandler	286,100	292,000	304,300	315,900	336,500	337,600
El Mirage	35,900	36,300	37,800	38,400	38,500	38,600
Florence	76,600	78,100	106,700	154,000	197,500	242,900
Fort McDowell Yavapai Native Nation	1,200	1,200	1,200	1,200	1,200	1,200
Fountain Hills	23,900	24,000	25,200	25,700	26,000	26,100
Gila Bend	2,100	2,100	2,500	2,500	2,500	2,500
Gila River Indian Native Nation	14,100	14,100	14,100	14,100	14,100	14,100
Gilbert	272,400	281,200	301,600	311,600	323,900	325,100
Glendale	282,200	291,000	323,600	345,300	353,200	354,900
Goodyear	99,900	109,200	165,100	210,000	241,200	276,700
Guadalupe	5,300	5,300	5,400	5,600	5,700	5,700
Litchfield Park	13,300	13,400	14,200	14,300	14,300	14,300
Maricopa	64,800	71,500	100,500	122,200	141,400	159,800
Mesa	550,300	561,500	589,900	624,200	645,500	661,200
Paradise Valley	12,700	12,700	13,300	13,300	13,400	13,400
Peoria	207,400	215,600	244,500	288,900	318,100	346,800
Phoenix	1,665,200	1,711,800	1,867,300	2,007,800	2,101,500	2,184,600
Queen Creek	72,700	84,700	121,000	135,700	149,400	154,900
Salt River Pima-Maricopa Native Nation	6,300	6,400	5,500	5,900	6,000	6,000
Scottsdale	241,800	245,100	275,700	286,700	301,300	307,300
Surprise	155,600	167,500	255,700	342,300	402,900	446,500
Tempe	181,600	187,400	219,300	247,500	258,000	269,700
Tolleson	7,300	7,300	8,100	8,900	9,600	10,300
Unincorporated Maricopa County	99,700	101,600	107,100	110,800	120,400	136,200
Unincorporated Pinal County	66,400	69,100	76,500	87,500	99,600	117,900
Wickenburg	7,800	8,000	8,600	8,600	8,700	8,700
Youngtown	7,100	7,100	7,500	7,700	7,800	7,800

Notes: Numbers rounded to the nearest 100. These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Maricopa Association of Governments
Table 2: Total Employment by Municipal Planning Area
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

Municipal Planning Area	Total Employment					
	2020	2022	2030	2040	2050	2060
Apache Junction	7,900	9,200	15,600	19,000	22,800	27,500
Avondale	24,900	28,100	33,600	39,600	42,400	46,800
Buckeye	25,900	26,200	50,100	92,400	126,800	183,600
Carefree	1,600	1,600	1,700	1,700	1,800	1,900
Cave Creek	2,400	2,600	2,800	3,000	3,300	3,500
Chandler	157,400	166,400	189,400	204,500	216,000	224,700
El Mirage	5,700	6,300	10,200	13,600	15,300	16,400
Florence	9,700	9,900	12,100	18,500	26,600	35,500
Fort McDowell Yavapai Native Nation	900	900	900	900	900	900
Fountain Hills	7,800	8,200	9,200	10,100	10,700	11,200
Gila Bend	1,000	1,000	1,100	1,200	1,300	2,000
Gila River Indian Native Nation	9,000	9,000	12,300	14,000	14,800	17,500
Gilbert	98,100	108,000	122,700	136,400	143,900	151,300
Glendale	103,300	111,900	136,400	155,800	171,900	183,900
Goodyear	46,000	59,200	87,200	110,600	124,100	142,800
Guadalupe	1,200	1,100	1,200	1,300	1,300	1,400
Litchfield Park	3,700	3,500	4,900	5,300	5,600	6,000
Maricopa	7,400	8,400	11,100	17,700	24,700	32,700
Mesa	197,400	208,200	237,500	277,300	308,900	331,500
Paradise Valley	4,700	4,700	5,100	5,500	5,500	5,800
Peoria	60,400	62,700	71,700	89,200	98,200	109,600
Phoenix	881,000	933,700	1,048,500	1,149,000	1,216,700	1,272,600
Queen Creek	21,100	22,300	30,700	35,000	39,700	42,900
Salt River Pima-Maricopa Native Nation	18,100	21,900	31,200	34,800	36,600	38,600
Scottsdale	188,900	207,100	230,500	246,500	255,000	264,000
Surprise	38,600	43,500	74,200	92,600	108,800	130,000
Tempe	192,400	207,900	233,700	253,400	264,400	273,000
Tolleson	17,600	19,000	20,600	21,500	22,000	22,400
Unincorporated Maricopa County	28,800	31,100	36,300	41,000	48,100	56,100
Unincorporated Pinal County	4,500	5,000	6,000	8,200	11,900	17,700
Wickenburg	4,300	4,200	4,400	4,500	4,500	4,600
Youngtown	1,600	1,600	1,700	2,200	2,300	2,500

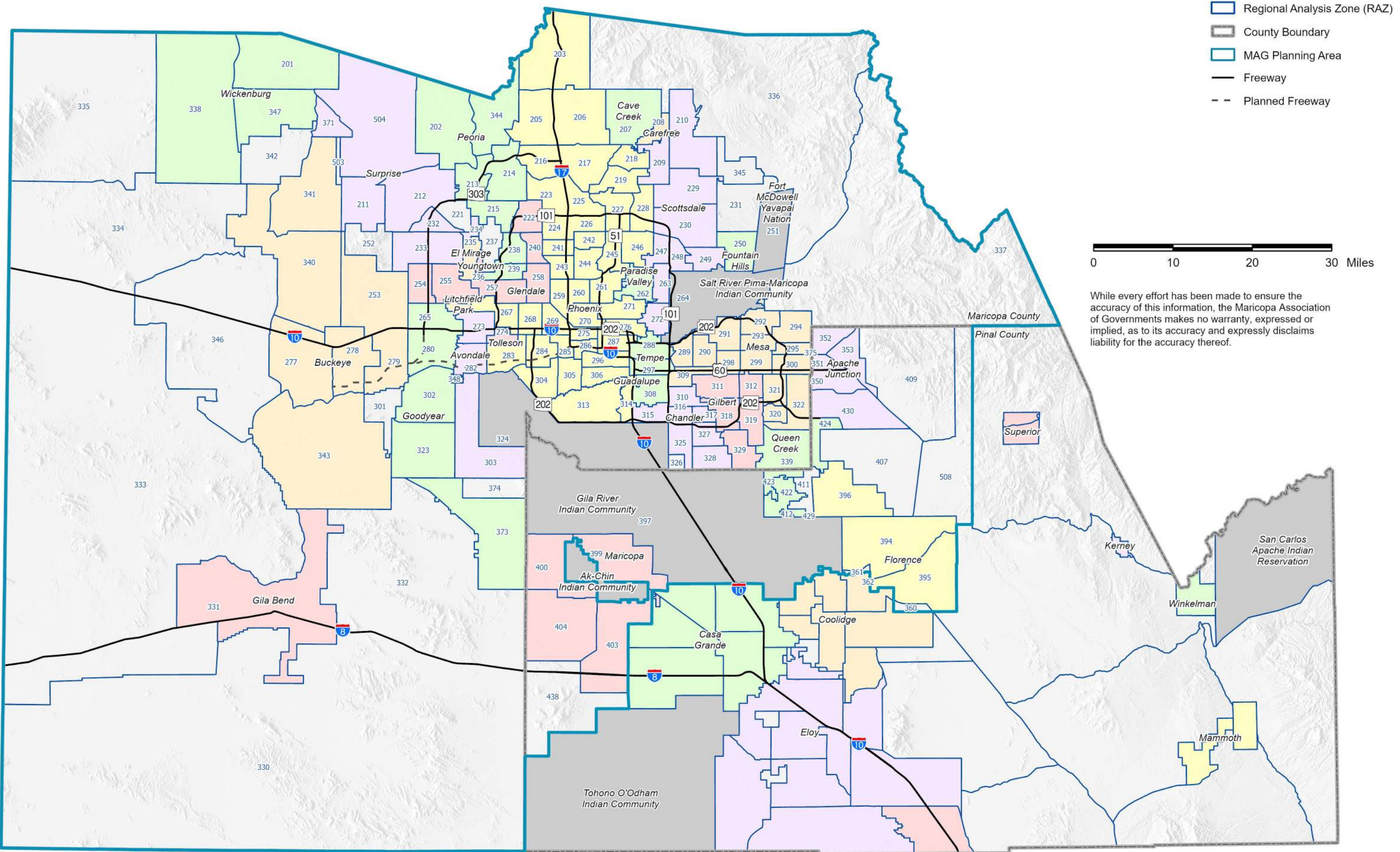
Notes: Numbers rounded to the nearest 100. These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Regional Analysis Zones (RAZ), 2023
Maricopa and Pinal Counties, Arizona



Maricopa Association of Governments
Table 4: Population by Regional Analysis Zone (RAZ) by MPA
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

		Total Population					
RAZ	County	2020	2022	2030	2040	2050	2060
Chandler MPA							
310	Maricopa	52,605	53,151	53,951	55,245	67,304	68,080
315	Maricopa	40,816	41,024	41,126	42,128	42,486	42,620
316	Maricopa	37,089	37,366	42,624	46,383	48,689	48,730
317	Maricopa	33,314	33,627	34,815	38,544	43,787	43,818
325	Maricopa	47,238	49,471	50,721	51,342	51,796	51,860
327	Maricopa	27,143	28,146	29,766	30,180	30,253	30,253
328	Maricopa	47,865	49,184	51,261	52,110	52,212	52,237
Total		286,070	291,969	304,264	315,932	336,527	337,598
El Mirage MPA							
235	Maricopa	35,927	36,275	37,825	38,412	38,539	38,649
Total		35,927	36,275	37,825	38,412	38,539	38,649
Florence MPA							
394	Pinal	24,189	24,585	40,293	60,963	76,838	94,450
395	Pinal	11,112	9,895	10,092	13,181	20,578	30,315
396	Pinal	41,252	43,666	56,358	79,855	100,044	118,095
Total		76,553	78,146	106,743	153,999	197,460	242,860
Fort McDowell Yavapai Native Nation MPA							
251	Maricopa	1,152	1,153	1,154	1,154	1,154	1,154
Total		1,152	1,153	1,154	1,154	1,154	1,154
Fountain Hills MPA							
250	Maricopa	23,857	23,972	25,185	25,739	25,967	26,076
Total		23,857	23,972	25,185	25,739	25,967	26,076
Gila Bend MPA							
331	Maricopa	2,133	2,134	2,501	2,501	2,513	2,513
Total		2,133	2,134	2,501	2,501	2,513	2,513
Gila River Indian Native Nation MPA							
324	Maricopa	3,583	3,585	3,588	3,589	3,590	3,591
397	Pinal	10,471	10,472	10,472	10,472	10,472	10,472
Total		14,054	14,057	14,060	14,061	14,062	14,063

Notes: These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Maricopa Association of Governments
Table 5: Employment by Regional Analysis Zone (RAZ) by MPA
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

		Total Employment					
RAZ	County	2020	2022	2030	2040	2050	2060
Chandler MPA							
310	Maricopa	21,336	21,647	22,852	24,773	29,165	31,402
315	Maricopa	40,905	42,057	44,289	46,475	47,570	48,430
316	Maricopa	28,818	28,354	31,693	34,155	35,131	36,130
317	Maricopa	8,446	8,590	9,707	11,486	12,571	14,044
325	Maricopa	33,588	38,276	48,197	51,538	53,785	55,244
327	Maricopa	14,410	17,261	21,978	24,436	25,762	26,985
328	Maricopa	9,898	10,249	10,702	11,589	12,022	12,488
Total		157,401	166,434	189,418	204,452	216,006	224,723
El Mirage MPA							
235	Maricopa	5,664	6,338	10,238	13,573	15,318	16,450
Total		5,664	6,338	10,238	13,573	15,318	16,450
Florence MPA							
394	Pinal	4,953	5,022	6,089	8,847	12,588	16,675
395	Pinal	1,953	1,575	1,901	3,038	4,270	5,551
396	Pinal	2,747	3,279	4,148	6,616	9,776	13,251
Total		9,653	9,876	12,138	18,501	26,634	35,477
Fort McDowell Yavapai Native Nation MPA							
251	Maricopa	917	881	879	879	881	874
Total		917	881	879	879	881	874
Fountain Hills MPA							
250	Maricopa	7,850	8,248	9,206	10,083	10,706	11,217
Total		7,850	8,248	9,206	10,083	10,706	11,217
Gila Bend MPA							
331	Maricopa	952	1,047	1,107	1,224	1,304	2,016
Total		952	1,047	1,107	1,224	1,304	2,016
Gila River Indian Native Nation MPA							
324	Maricopa	6,857	6,956	9,476	11,136	11,785	14,310
397	Pinal	2,115	2,011	2,801	2,910	3,038	3,174
Total		8,972	8,967	12,277	14,046	14,823	17,484

Notes: These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

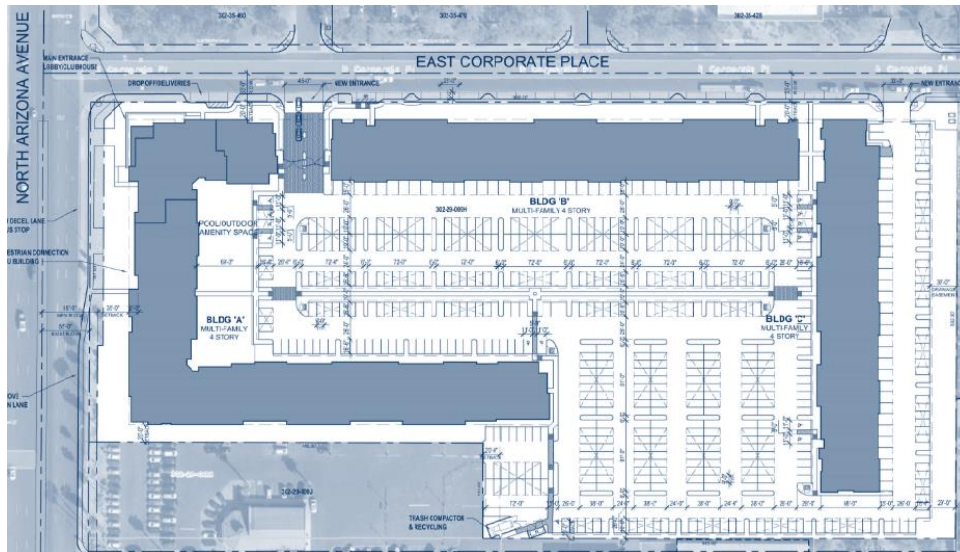
For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.



Appendix G – Surrounding Development(s)

Alta Uptown

Wood Partners



Prepared for:



Wood Partners
8777 E. Via Ventura, Suite 201
Scottsdale, AZ 85258

Project Number: 21.5261
December 1, 2021

Prepared by:



Lokahi, LLC
4657 E. Cotton Gin Loop, Suite 102
Phoenix, AZ 85040

Legend

AM(PM) Peak Hour Traffic Volumes



Intersection

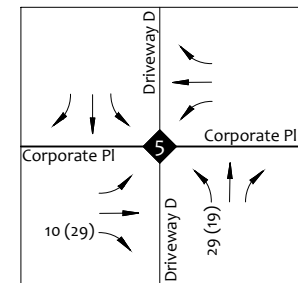
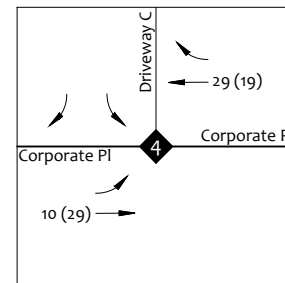
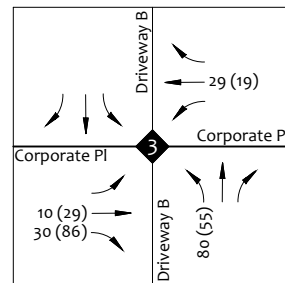
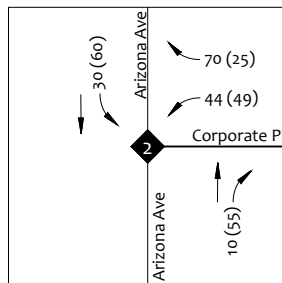
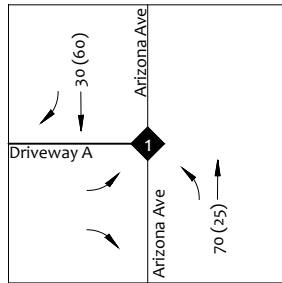


FIGURE 7 | SITE TRAFFIC VOLUMES



Appendix H – Year 2027 No Build Capacity Analysis

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations      

Traffic Vol, veh/h 56 26 28 1739 1094 48

Future Vol, veh/h 56 26 28 1739 1094 48

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 150 0 50 - - 195

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 61 28 30 1890 1189 52

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 2006 595 1241 0 - 0

Stage 1 1189 - - - - -

Stage 2 817 - - - - -

Critical Hdwy 5.74 7.14 5.34 - - -

Critical Hdwy Stg 1 6.64 - - - - -

Critical Hdwy Stg 2 6.04 - - - - -

Follow-up Hdwy 3.82 3.92 3.12 - - -

Pot Cap-1 Maneuver *355 *753 540 - - -

Stage 1 *416 - - - - -

Stage 2 *692 - - - - -

Platoon blocked, % 0 0 0 - - -

Mov Cap-1 Maneuver *335 *753 540 - - -

Mov Cap-2 Maneuver *351 - - - - -

Stage 1 *393 - - - - -

Stage 2 *692 - - - - -

Approach EB NB SB

HCM Control Delay, s/v15.03 0.19 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h) 540 - 351 753 - -

HCM Lane V/C Ratio 0.056 - 0.173 0.038 - -

HCM Control Delay (s/veh) 12.1 - 17.4 10 - -

HCM Lane LOS B - C A - -

HCM 95th %tile Q(veh) 0.2 - 0.6 0.1 - -

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Arizona Avenue & Driveway B

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	3	0	0	1	5	1768	2	5	1090	6
Future Vol, veh/h	8	0	3	0	0	1	5	1768	2	5	1090	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	0	0	1	5	1922	2	5	1185	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1975	3130	592	2418	3136	962	1191	0	0	1924	0	0
Stage 1	1196	1196	-	1934	1934	-	-	-	-	-	-	-
Stage 2	780	1935	-	485	1202	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*506	34	*746	*226	34	*666	595	-	-	301	-	-
Stage 1	*395	471	-	*154	242	-	-	-	-	-	-	-
Stage 2	*683	241	-	*766	468	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*492	33	*746	*219	33	*666	595	-	-	301	-	-
Mov Cap-2 Maneuver	*492	33	-	*219	33	-	-	-	-	-	-	-
Stage 1	*388	463	-	*152	239	-	-	-	-	-	-	-
Stage 2	*676	239	-	*749	459	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	11.79		10.42		0.03		0.08					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	595	-	-	542	666	301	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.022	0.002	0.018	-	-				
HCM Control Delay (s/veh)	11.1	-	-	11.8	10.4	17.2	-	-				
HCM Lane LOS	B	-	-	B	B	C	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

4: Arizona Avenue & Driveway D

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕			↕ ↕ ↕		↕
Traffic Vol, veh/h	1	0	1	3	0	4	0	1757	0	6	1086	1
Future Vol, veh/h	1	0	1	3	0	4	0	1757	0	6	1086	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	1910	0	7	1180	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1957	3103	590	2395	3104	955	1182	0	0	1910	0	0
Stage 1	1193	1193	-	1910	1910	-	-	-	-	-	-	-
Stage 2	764	1910	-	485	1195	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*523	34	*753	*211	34	*674	584	-	-	296	-	-
Stage 1	*377	459	-	*153	241	-	-	-	-	-	-	-
Stage 2	*692	241	-	*773	458	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*508	33	*753	*206	33	*674	584	-	-	296	-	-
Mov Cap-2 Maneuver	*508	33	-	*206	33	-	-	-	-	-	-	-
Stage 1	*369	449	-	*153	241	-	-	-	-	-	-	-
Stage 2	*688	241	-	*755	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.96		15.79	0	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	584	-	-	607 341	296	-	-
HCM Lane V/C Ratio	-	-	-	0.004 0.022	0.022	-	-
HCM Control Delay (s/veh)	0	-	-	11 15.8	17.4	-	-
HCM Lane LOS	A	-	-	B C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5: Arizona Avenue & Driveway E

09/28/2023

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Vol, veh/h	23	2	40	2	0	16	45	1727	14	16	1016	54
Future Vol, veh/h	23	2	40	2	0	16	45	1727	14	16	1016	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	2	43	2	0	17	49	1877	15	17	1104	59
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1988	3129	552	2453	3173	939	1163	0	0	1892	0	0
Stage 1	1139	1139	-	1975	1975	-	-	-	-	-	-	-
Stage 2	849	1990	-	478	1198	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*387	26	*793	*138	24	*674	506	-	-	304	-	-
Stage 1	*321	419	-	*132	219	-	-	-	-	-	-	-
Stage 2	*692	214	-	*813	390	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*321	22	*793	*102	20	*674	506	-	-	304	-	-
Mov Cap-2 Maneuver	*321	22	-	*102	20	-	-	-	-	-	-	-
Stage 1	*302	395	-	*120	198	-	-	-	-	-	-	-
Stage 2	*609	194	-	*721	368	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	20.2		14.09		0.32		0.26					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	506	-	-	307	415	304	-	-				
HCM Lane V/C Ratio	0.097	-	-	0.23	0.047	0.057	-	-				
HCM Control Delay (s/veh)	12.9	-	-	20.2	14.1	17.6	-	-				
HCM Lane LOS	B	-	-	C	B	C	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.1	0.2	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

1: Arizona Avenue & Grace Boulevard

09/28/2023

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	48	25	1262	1696	52
Future Vol, veh/h	35	48	25	1262	1696	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
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	38	52	27	1372	1843	57
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2447	922	1900	0	-	0
Stage 1	1843	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.34	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	*111	*674	301	-	-	-
Stage 1	*209	-	-	-	-	-
Stage 2	*773	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	*101	*674	301	-	-	-
Mov Cap-2 Maneuver	*164	-	-	-	-	-
Stage 1	*190	-	-	-	-	-
Stage 2	*773	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.34		0.35		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	301	-	164	674	-	-
HCM Lane V/C Ratio	0.09	-	0.232	0.077	-	-
HCM Control Delay (s/veh)	18.2	-	33.4	10.8	-	-
HCM Lane LOS	C	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	0.3	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

2: Arizona Avenue & Driveway B

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕	
Traffic Vol, veh/h	9	0	11	2	0	0	2	1266	2	3	1747	7
Future Vol, veh/h	9	0	11	2	0	0	2	1266	2	3	1747	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	12	2	0	0	2	1376	2	3	1899	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2460	3288	949	2148	3295	689	1907	0	0	1378	0	0
Stage 1	1905	1905	-	1382	1382	-	-	-	-	-	-	-
Stage 2	555	1383	-	766	1913	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*204	22	*666	*434	22	*746	309	-	-	464	-	-
Stage 1	*164	252	-	*277	372	-	-	-	-	-	-	-
Stage 2	*766	371	-	*683	249	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*201	22	*666	*420	22	*746	309	-	-	464	-	-
Mov Cap-2 Maneuver	*201	22	-	*420	22	-	-	-	-	-	-	-
Stage 1	*163	250	-	*275	369	-	-	-	-	-	-	-
Stage 2	*760	369	-	*666	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v16.81		13.61	0.03	0.02
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	309	-	-	326	420	464	-
HCM Lane V/C Ratio	0.007	-	-	0.067	0.005	0.007	-
HCM Control Delay (s/veh)	16.7	-	-	16.8	13.6	12.8	-
HCM Lane LOS	C	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

4: Arizona Avenue & Driveway D

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	1	2	0	5	5	1250	3	5	1759	0
Future Vol, veh/h	3	0	1	2	0	5	5	1250	3	5	1759	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1359	3	5	1912	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2477	3296	956	2147	3294	681	1912	0	0	1362	0	0
Stage 1	1923	1923	-	1371	1371	-	-	-	-	-	-	-
Stage 2	554	1373	-	776	1923	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*173	20	*674	*377	20	*753	295	-	-	460	-	-
Stage 1	*148	237	-	*269	366	-	-	-	-	-	-	-
Stage 2	*773	365	-	*692	237	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*166	20	*674	*365	20	*753	295	-	-	460	-	-
Mov Cap-2 Maneuver	*166	20	-	*365	20	-	-	-	-	-	-	-
Stage 1	*147	234	-	*264	359	-	-	-	-	-	-	-
Stage 2	*753	359	-	*683	234	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v22.93			11.31		0.07		0.04					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	295	-	-	205	578	460	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.021	0.013	0.012	-	-				
HCM Control Delay (s/veh)	17.4	-	-	22.9	11.3	12.9	-	-				
HCM Lane LOS	C	-	-	C	B	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

5: Arizona Avenue & Driveway E

09/28/2023

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Vol, veh/h	11	1	31	3	0	27	26	1236	10	19	1717	29
Future Vol, veh/h	11	1	31	3	0	27	26	1236	10	19	1717	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1	34	3	0	29	28	1343	11	21	1866	32
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2502	3318	933	2188	3339	672	1898	0	0	1354	0	0
Stage 1	1908	1908	-	1400	1400	-	-	-	-	-	-	-
Stage 2	594	1411	-	788	1939	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*163	19	*674	*343	18	*753	302	-	-	465	-	-
Stage 1	*153	242	-	*255	353	-	-	-	-	-	-	-
Stage 2	*773	348	-	*692	231	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*136	17	*674	*266	16	*753	302	-	-	465	-	-
Mov Cap-2 Maneuver	*136	17	-	*266	16	-	-	-	-	-	-	-
Stage 1	*147	231	-	*231	320	-	-	-	-	-	-	-
Stage 2	*673	315	-	*625	221	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v24.67			10.96		0.37		0.14					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	302	-	-	229	636	465	-	-				
HCM Lane V/C Ratio	0.094	-	-	0.204	0.051	0.044	-	-				
HCM Control Delay (s/veh)	18.2	-	-	24.7	11	13.1	-	-				
HCM Lane LOS	C	-	-	C	B	B	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.2	0.1	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				



Appendix I – Year 2027 Build Capacity Analysis

1: Arizona Avenue & Grace Boulevard/Driveway A

01/10/2024

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰↱		↰	↰↰↰	↱	↰	↰↰↰	↱
Traffic Vol, veh/h	56	0	26	13	0	28	28	1803	4	9	1110	48
Future Vol, veh/h	56	0	26	13	0	28	28	1803	4	9	1110	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	0	28	14	0	30	30	1960	4	10	1207	52

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2071	-	603	2523	3299	980	1259	0	0	1964	0	0
Stage 1	1226	-	-	2021	2021	-	-	-	-	-	-	-
Stage 2	845	-	-	502	1278	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*481	0	*753	*164	21	*635	527	-	-	326	-	-
Stage 1	*355	0	-	*158	242	-	-	-	-	-	-	-
Stage 2	*652	0	-	*773	412	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*418	-	*753	*144	19	*635	527	-	-	326	-	-
Mov Cap-2 Maneuver	*418	-	-	*144	19	-	-	-	-	-	-	-
Stage 1	*344	-	-	*149	228	-	-	-	-	-	-	-
Stage 2	*585	-	-	*722	400	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v13.45		18.8	0.19	0.13
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	527	-	-	418	753	305	326	-	-
HCM Lane V/C Ratio	0.058	-	-	0.146	0.038	0.146	0.03	-	-
HCM Control Delay (s/veh)	12.2	-	-	15.1	10	18.8	16.4	-	-
HCM Lane LOS	B	-	-	C	A	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	0.5	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2: Arizona Avenue & Driveway B

01/10/2024

Intersection												
Int Delay, s/veh		0.7										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔↔↔		↔	↔↔↔	↔
Traffic Vol, veh/h	8	0	3	30	0	64	5	1772	11	16	1103	6
Future Vol, veh/h	8	0	3	30	0	64	5	1772	11	16	1103	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	3	33	0	70	5	1926	12	17	1199	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2015	3183	599	2457	3183	969	1205	0	0	1938	0	0
Stage 1	1234	1234	-	1943	1943	-	-	-	-	-	-	-
Stage 2	781	1949	-	514	1240	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*455	26	*746	*165	26	*666	584	-	-	295	-	-
Stage 1	*367	449	-	*151	238	-	-	-	-	-	-	-
Stage 2	*683	236	-	*766	446	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*380	24	*746	*153	24	*666	584	-	-	295	-	-
Mov Cap-2 Maneuver	*380	24	-	*153	24	-	-	-	-	-	-	-
Stage 1	*346	423	-	*149	236	-	-	-	-	-	-	-
Stage 2	*606	234	-	*717	419	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v13.43			18.63		0.03		0.26					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	584	-	-	439	153	666	295	-	-			
HCM Lane V/C Ratio	0.009	-	-	0.027	0.213	0.104	0.059	-	-			
HCM Control Delay (s/veh)	11.2	-	-	13.4	34.8	11	18	-	-			
HCM Lane LOS	B	-	-	B	D	B	C	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.3	0.2	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

4: Arizona Avenue & Driveway D

01/10/2024

Intersection												
Int Delay, s/veh		0.1										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵ ↵ ↵	↵ ↵ ↵		↵ ↵ ↵	↵ ↵ ↵	↵
Traffic Vol, veh/h	1	0	1	3	0	4	0	1772	0	6	1129	1
Future Vol, veh/h	1	0	1	3	0	4	0	1772	0	6	1129	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	1926	0	7	1227	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2011	3166	614	2430	3167	963	1228	0	0	1926	0	0
Stage 1	1240	1240	-	1926	1926	-	-	-	-	-	-	-
Stage 2	770	1926	-	504	1241	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*515	29	*753	*194	29	*674	549	-	-	289	-	-
Stage 1	*345	433	-	*147	236	-	-	-	-	-	-	-
Stage 2	*692	236	-	*773	432	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*501	28	*753	*189	28	*674	549	-	-	289	-	-
Mov Cap-2 Maneuver	*501	28	-	*189	28	-	-	-	-	-	-	-
Stage 1	*338	423	-	*147	236	-	-	-	-	-	-	-
Stage 2	*688	236	-	*754	422	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v11.01			16.49		0		0.09					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	549	-	-	601	321	289	-	-				
HCM Lane V/C Ratio	-	-	-	0.004	0.024	0.023	-	-				
HCM Control Delay (s/veh)	0	-	-	11	16.5	17.7	-	-				
HCM Lane LOS	A	-	-	B	C	C	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

5: Arizona Avenue & Driveway E

01/10/2024

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↑↑↑	↵	↵	↑↑↑	↵
Traffic Vol, veh/h	23	2	40	2	0	16	45	1742	14	16	1059	54
Future Vol, veh/h	23	2	40	2	0	16	45	1742	14	16	1059	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	2	43	2	0	17	49	1893	15	17	1151	59
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2041	3192	576	2488	3236	947	1210	0	0	1909	0	0
Stage 1	1186	1186	-	1991	1991	-	-	-	-	-	-	-
Stage 2	855	2007	-	496	1245	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*345	22	*793	*128	20	*674	477	-	-	297	-	-
Stage 1	*295	396	-	*128	214	-	-	-	-	-	-	-
Stage 2	*692	209	-	*813	368	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*284	19	*793	*92	17	*674	477	-	-	297	-	-
Mov Cap-2 Maneuver	*284	19	-	*92	17	-	-	-	-	-	-	-
Stage 1	*277	372	-	*115	192	-	-	-	-	-	-	-
Stage 2	*605	188	-	*719	347	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v22.63			14.57		0.34		0.25					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	477	-	-	274	396	297	-	-				
HCM Lane V/C Ratio	0.103	-	-	0.258	0.049	0.059	-	-				
HCM Control Delay (s/veh)	13.4	-	-	22.6	14.6	17.9	-	-				
HCM Lane LOS	B	-	-	C	B	C	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1	0.2	0.2	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

1: Arizona Avenue & Grace Boulevard/Driveway A

01/10/2024

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↕		↰	↑↑↑		↑↑↑	↱	
Traffic Vol, veh/h	35	0	48	11	0	8	25	1280	8	25	1742	52
Future Vol, veh/h	35	0	48	11	0	8	25	1280	8	25	1742	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	52	12	0	9	27	1391	9	27	1893	57

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2559	-	947	2262	3454	700	1950	0	0	1400	0	0
Stage 1	1948	-	-	1450	1450	-	-	-	-	-	-	-
Stage 2	611	-	-	812	2004	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*77	0	*674	*143	10	*753	279	-	-	437	-	-
Stage 1	*140	0	-	*231	331	-	-	-	-	-	-	-
Stage 2	*773	0	-	*692	210	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*62	-	*674	*108	8	*753	279	-	-	437	-	-
Mov Cap-2 Maneuver	*62	-	-	*108	8	-	-	-	-	-	-	-
Stage 1	*127	-	-	*209	299	-	-	-	-	-	-	-
Stage 2	*689	-	-	*577	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v60.79		29.36	0.37	0.19
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	279	-	-	62	674	168	437	-	-
HCM Lane V/C Ratio	0.098	-	-	0.613	0.077	0.123	0.062	-	-
HCM Control Delay (s/veh)	19.3	-	-	129.4	10.8	29.4	13.8	-	-
HCM Lane LOS	C	-	-	F	B	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.6	0.3	0.4	0.2	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2: Arizona Avenue & Driveway B

01/10/2024

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕↕↕		↕	↕↕↕	↕
Traffic Vol, veh/h	9	0	11	24	0	18	2	1274	25	46	1758	7
Future Vol, veh/h	9	0	11	24	0	18	2	1274	25	46	1758	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	12	26	0	20	2	1385	27	50	1911	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2569	3427	955	2267	3421	706	1918	0	0	1412	0	0
Stage 1	2011	2011	-	1403	1403	-	-	-	-	-	-	-
Stage 2	558	1416	-	864	2018	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*156	15	*666	*326	15	*746	304	-	-	443	-	-
Stage 1	*130	215	-	*265	362	-	-	-	-	-	-	-
Stage 2	*766	355	-	*683	213	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*134	13	*666	*282	14	*746	304	-	-	443	-	-
Mov Cap-2 Maneuver	*134	13	-	*282	14	-	-	-	-	-	-	-
Stage 1	*115	191	-	*264	359	-	-	-	-	-	-	-
Stage 2	*740	353	-	*595	189	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v21.61			15.15		0.03		0.36					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	304	-	-	238	282	746	443	-	-			
HCM Lane V/C Ratio	0.007	-	-	0.091	0.092	0.026	0.113	-	-			
HCM Control Delay (s/veh)	16.9	-	-	21.6	19	10	14.2	-	-			
HCM Lane LOS	C	-	-	C	C	A	B	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.1	0.4	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

4: Arizona Avenue & Driveway D

01/10/2024

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑			↕ ↑↑↑		↕
Traffic Vol, veh/h	3	0	1	2	0	5	5	1283	3	5	1794	0
Future Vol, veh/h	3	0	1	2	0	5	5	1283	3	5	1794	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1395	3	5	1950	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2530	3370	975	2198	3368	699	1950	0	0	1398	0	0
Stage 1	1961	1961	-	1407	1407	-	-	-	-	-	-	-
Stage 2	569	1409	-	791	1961	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*152	17	*674	*335	17	*753	279	-	-	438	-	-
Stage 1	*137	224	-	*251	350	-	-	-	-	-	-	-
Stage 2	*773	349	-	*692	224	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*146	16	*674	*324	16	*753	279	-	-	438	-	-
Mov Cap-2 Maneuver	*146	16	-	*324	16	-	-	-	-	-	-	-
Stage 1	*135	221	-	*246	343	-	-	-	-	-	-	-
Stage 2	*752	342	-	*682	221	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v25.26			11.68		0.07		0.04					
HCM LOS	D		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	279	-	-	182	546	438	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.024	0.014	0.012	-	-				
HCM Control Delay (s/veh)	18.2	-	-	25.3	11.7	13.3	-	-				
HCM Lane LOS	C	-	-	D	B	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

5: Arizona Avenue & Driveway E

01/10/2024

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Vol, veh/h	11	1	31	3	0	27	26	1269	10	19	1752	29
Future Vol, veh/h	11	1	31	3	0	27	26	1269	10	19	1752	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	1	34	3	0	29	28	1379	11	21	1904	32

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2554	3392	952	2239	3413	690	1936	0	0	1390	0	0
Stage 1	1946	1946	-	1436	1436	-	-	-	-	-	-	-
Stage 2	608	1447	-	804	1977	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*144	16	*674	*304	15	*753	285	-	-	443	-	-
Stage 1	*141	229	-	*238	337	-	-	-	-	-	-	-
Stage 2	*773	332	-	*692	218	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*118	13	*674	*231	13	*753	285	-	-	443	-	-
Mov Cap-2 Maneuver	*118	13	-	*231	13	-	-	-	-	-	-	-
Stage 1	*135	218	-	*214	304	-	-	-	-	-	-	-
Stage 2	*669	299	-	*624	208	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v28.14		11.19	0.38	0.14
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	285	-	-	202	614	443	-
HCM Lane V/C Ratio	0.099	-	-	0.232	0.053	0.047	-
HCM Control Delay (s/veh)	19	-	-	28.1	11.2	13.5	-
HCM Lane LOS	C	-	-	D	B	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.1	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Appendix J – Year 2032 No Build Capacity Analysis

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	27	30	1828	1148	50
Future Vol, veh/h	59	27	30	1828	1148	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
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	64	29	33	1987	1248	54

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2108	624	1302
Stage 1	1248	-	-
Stage 2	860	-	-
Critical Hdwy	5.74	7.14	5.34
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	3.12
Pot Cap-1 Maneuver	*379	*753	498
Stage 1	*378	-	-
Stage 2	*652	-	-
Platoon blocked, %	0	0	0
Mov Cap-1 Maneuver	*354	*753	498
Mov Cap-2 Maneuver	*322	-	-
Stage 1	*353	-	-
Stage 2	*652	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v16.11		0.21	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	498	-	322	753	-	-
HCM Lane V/C Ratio	0.065	-	0.199	0.039	-	-
HCM Control Delay (s/veh)	12.7	-	18.9	10	-	-
HCM Lane LOS	B	-	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	0.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Arizona Avenue & Driveway B

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕	
Traffic Vol, veh/h	9	0	3	0	0	1	5	1857	2	5	1143	7
Future Vol, veh/h	9	0	3	0	0	1	5	1857	2	5	1143	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	3	0	0	1	5	2018	2	5	1242	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2072	3285	621	2538	3291	1010	1250	0	0	2021	0	0
Stage 1	1253	1253	-	2030	2030	-	-	-	-	-	-	-
Stage 2	818	2032	-	508	1261	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*498	23	*746	*180	23	*626	550	-	-	311	-	-
Stage 1	*354	438	-	*166	249	-	-	-	-	-	-	-
Stage 2	*642	248	-	*766	434	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*483	23	*746	*174	22	*626	550	-	-	311	-	-
Mov Cap-2 Maneuver	*483	23	-	*174	22	-	-	-	-	-	-	-
Stage 1	*348	431	-	*164	246	-	-	-	-	-	-	-
Stage 2	*635	246	-	*749	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.96		10.76	0.03	0.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	550	-	-	530	626	311	-
HCM Lane V/C Ratio	0.01	-	-	0.025	0.002	0.017	-
HCM Control Delay (s/veh)	11.6	-	-	12	10.8	16.8	-
HCM Lane LOS	B	-	-	B	B	C	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

4: Arizona Avenue & Driveway D

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	3	0	4	0	1846	0	7	1139	1
Future Vol, veh/h	1	0	1	3	0	4	0	1846	0	7	1139	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	2007	0	8	1238	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	2056	3260	619	2517	3261	1003	1239	0	0	2007	0	0
Stage 1	1253	1253	-	2007	2007	-	-	-	-	-	-	-
Stage 2	803	2007	-	510	1254	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*482	27	*753	*216	27	*635	541	-	-	304	-	-
Stage 1	*337	425	-	*163	247	-	-	-	-	-	-	-
Stage 2	*652	247	-	*773	425	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*467	26	*753	*210	26	*635	541	-	-	304	-	-
Mov Cap-2 Maneuver	*467	26	-	*210	26	-	-	-	-	-	-	-
Stage 1	*329	415	-	*163	247	-	-	-	-	-	-	-
Stage 2	*647	247	-	*752	414	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v11.27			15.82			0			0.1			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	541	-	-	576	340	304	-	-				
HCM Lane V/C Ratio	-	-	-	0.004	0.022	0.025	-	-				
HCM Control Delay (s/veh)	0	-	-	11.3	15.8	17.1	-	-				
HCM Lane LOS	A	-	-	B	C	C	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

5: Arizona Avenue & Driveway E

09/28/2023

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	24	2	42	2	0	16	47	1815	14	16	1066	57
Future Vol, veh/h	24	2	42	2	0	16	47	1815	14	16	1066	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	2	46	2	0	17	51	1973	15	17	1159	62

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2085	3284	579	2574	3330	986	1221	0	0	1988	0	0
Stage 1	1193	1193	-	2075	2075	-	-	-	-	-	-	-
Stage 2	891	2090	-	499	1255	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*435	21	*793	*137	19	*635	470	-	-	313	-	-
Stage 1	*291	392	-	*139	222	-	-	-	-	-	-	-
Stage 2	*652	217	-	*813	364	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*356	18	*793	*97	16	*635	470	-	-	313	-	-
Mov Cap-2 Maneuver	*356	18	-	*97	16	-	-	-	-	-	-	-
Stage 1	*274	370	-	*124	198	-	-	-	-	-	-	-
Stage 2	*565	193	-	*720	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v21.53		14.65	0.34	0.24
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	470	-	-	291	393	313	-
HCM Lane V/C Ratio	0.109	-	-	0.254	0.05	0.055	-
HCM Control Delay (s/veh)	13.6	-	-	21.5	14.6	17.2	-
HCM Lane LOS	B	-	-	C	B	C	-
HCM 95th %tile Q(veh)	0.4	-	-	1	0.2	0.2	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	50	26	1324	1780	55
Future Vol, veh/h	37	50	26	1324	1780	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	50	-	-	195
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	40	54	28	1439	1935	60

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2567	967	1995
Stage 1	1935	-	-
Stage 2	632	-	-
Critical Hdwy	5.74	7.14	5.34
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	3.12
Pot Cap-1 Maneuver	*105	*674	260
Stage 1	*176	-	-
Stage 2	*733	-	-
Platoon blocked, %	0	0	0
Mov Cap-1 Maneuver	*93	*674	260
Mov Cap-2 Maneuver	*138	-	-
Stage 1	*157	-	-
Stage 2	*733	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v23.87		0.39	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	260	-	138	674	-	-
HCM Lane V/C Ratio	0.109	-	0.292	0.081	-	-
HCM Control Delay (s/veh)	20.5	-	41.5	10.8	-	-
HCM Lane LOS	C	-	E	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.1	0.3	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Arizona Avenue & Driveway B

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕	
Traffic Vol, veh/h	10	0	12	2	0	0	2	1328	2	3	1834	8
Future Vol, veh/h	10	0	12	2	0	0	2	1328	2	3	1834	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	13	2	0	0	2	1443	2	3	1993	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2582	3450	997	2253	3458	723	2002	0	0	1446	0	0
Stage 1	2000	2000	-	1449	1449	-	-	-	-	-	-	-
Stage 2	582	1450	-	804	2009	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*314	21	*626	*424	20	*706	321	-	-	506	-	-
Stage 1	*178	261	-	*321	403	-	-	-	-	-	-	-
Stage 2	*724	403	-	*642	257	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*310	21	*626	*410	20	*706	321	-	-	506	-	-
Mov Cap-2 Maneuver	*310	21	-	*410	20	-	-	-	-	-	-	-
Stage 1	*177	259	-	*319	400	-	-	-	-	-	-	-
Stage 2	*720	400	-	*625	256	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v13.92		13.83	0.02	0.02
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	321	-	-	428	410	506	-
HCM Lane V/C Ratio	0.007	-	-	0.056	0.005	0.006	-
HCM Control Delay (s/veh)	16.3	-	-	13.9	13.8	12.2	-
HCM Lane LOS	C	-	-	B	B	B	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

4: Arizona Avenue & Driveway D

09/28/2023

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↕ ↕	↕ ↕ ↕		↕ ↕ ↕	↕	
Traffic Vol, veh/h	3	0	1	2	0	5	5	1311	3	5	1846	0
Future Vol, veh/h	3	0	1	2	0	5	5	1311	3	5	1846	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1425	3	5	2007	0

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	2598	3457	1003	2251	3455	714	2007	0	0	1428	0	0
Stage 1	2017	2017	-	1438	1438	-	-	-	-	-	-	-
Stage 2	581	1439	-	813	2017	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*175	15	*635	*422	15	*753	304	-	-	421	-	-
Stage 1	*159	243	-	*237	336	-	-	-	-	-	-	-
Stage 2	*773	336	-	*652	243	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*168	15	*635	*409	15	*753	304	-	-	421	-	-
Mov Cap-2 Maneuver	*168	15	-	*409	15	-	-	-	-	-	-	-
Stage 1	*157	240	-	*233	330	-	-	-	-	-	-	-
Stage 2	*754	330	-	*642	240	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v22.84		11	0.06	0.04
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	304	-	-	206	607	421	-
HCM Lane V/C Ratio	0.018	-	-	0.021	0.013	0.013	-
HCM Control Delay (s/veh)	17	-	-	22.8	11	13.7	-
HCM Lane LOS	C	-	-	C	B	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5: Arizona Avenue & Driveway E

09/28/2023

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Vol, veh/h	12	1	33	3	0	28	27	1296	11	20	1802	31
Future Vol, veh/h	12	1	33	3	0	28	27	1296	11	20	1802	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	36	3	0	30	29	1409	12	22	1959	34
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	2624	3482	979	2295	3503	704	1992	0	0	1421	0	0
Stage 1	2002	2002	-	1467	1467	-	-	-	-	-	-	-
Stage 2	622	1479	-	828	2036	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*163	14	*635	*379	13	*753	311	-	-	425	-	-
Stage 1	*165	249	-	*224	323	-	-	-	-	-	-	-
Stage 2	*773	319	-	*652	236	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*135	12	*635	*284	12	*753	311	-	-	425	-	-
Mov Cap-2 Maneuver	*135	12	-	*284	12	-	-	-	-	-	-	-
Stage 1	*156	236	-	*203	293	-	-	-	-	-	-	-
Stage 2	*672	288	-	*581	224	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v27.85			10.85			0.36			0.15			
HCM LOS	D		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	311	-	-	207	649	425	-	-				
HCM Lane V/C Ratio	0.094	-	-	0.242	0.052	0.051	-	-				
HCM Control Delay (s/veh)	17.8	-	-	27.9	10.8	13.9	-	-				
HCM Lane LOS	C	-	-	D	B	B	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.9	0.2	0.2	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon				



Appendix K – Year 2032 Build Capacity Analysis

1: Arizona Avenue & Grace Boulevard/Driveway A

01/10/2024

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	0	27	13	0	28	30	1892	4	9	1164	50
Future Vol, veh/h	59	0	27	13	0	28	30	1892	4	9	1164	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	0	29	14	0	30	33	2057	4	10	1265	54
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	2173	-	633	2650	3463	1030	1320	0	0	2061	0	0
Stage 1	1285	-	-	2124	2124	-	-	-	-	-	-	-
Stage 2	888	-	-	526	1339	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*379	0	*753	*120	13	*635	487	-	-	279	-	-
Stage 1	*317	0	-	*124	206	-	-	-	-	-	-	-
Stage 2	*652	0	-	*773	382	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*321	-	*753	*102	12	*635	487	-	-	279	-	-
Mov Cap-2 Maneuver	*321	-	-	*102	12	-	-	-	-	-	-	-
Stage 1	*303	-	-	*116	192	-	-	-	-	-	-	-
Stage 2	*579	-	-	*708	364	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s/v16.15			23.42			0.2			0.14			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	487	-	-	321	753	240	279	-	-			
HCM Lane V/C Ratio	0.067	-	-	0.2	0.039	0.186	0.035	-	-			
HCM Control Delay (s/veh)	12.9	-	-	19	10	23.4	18.4	-	-			
HCM Lane LOS	B	-	-	C	A	C	C	-	-			
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.1	0.7	0.1	-	-			
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

2: Arizona Avenue & Driveway B

01/10/2024

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	0	3	30	0	64	5	1861	11	16	1156	7
Future Vol, veh/h	9	0	3	30	0	64	5	1861	11	16	1156	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	0	3	33	0	70	5	2023	12	17	1257	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2111	3337	628	2577	3339	1017	1264	0	0	2035	0	0
Stage 1	1291	1291	-	2040	2040	-	-	-	-	-	-	-
Stage 2	820	2046	-	537	1299	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*367	17	*746	*124	17	*626	540	-	-	304	-	-
Stage 1	*329	417	-	*162	245	-	-	-	-	-	-	-
Stage 2	*642	243	-	*766	413	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*304	16	*746	*115	16	*626	540	-	-	304	-	-
Mov Cap-2 Maneuver	*304	16	-	*115	16	-	-	-	-	-	-	-
Stage 1	*310	394	-	*160	243	-	-	-	-	-	-	-
Stage 2	*565	240	-	*719	390	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v15.47			23.19		0.03		0.24					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	540	-	-	357 115 626	304	-	-					
HCM Lane V/C Ratio	0.01	-	-	0.037 0.283 0.111	0.057	-	-					
HCM Control Delay (s/veh)	11.7	-	-	15.5 48.2 11.5	17.6	-	-					
HCM Lane LOS	B	-	-	C E B C	-	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1 1.1 0.4	0.2	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

4: Arizona Avenue & Driveway D

01/10/2024

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙ ↑↑↑			↙ ↑↑↑		↗
Traffic Vol, veh/h	1	0	1	3	0	4	0	1861	0	7	1182	1
Future Vol, veh/h	1	0	1	3	0	4	0	1861	0	7	1182	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	3	0	4	0	2023	0	8	1285	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2109	3323	642	2552	3324	1011	1286	0	0	2023	0	0
Stage 1	1300	1300	-	2023	2023	-	-	-	-	-	-	-
Stage 2	809	2023	-	529	1301	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*482	23	*753	*197	23	*635	509	-	-	296	-	-
Stage 1	*308	401	-	*157	241	-	-	-	-	-	-	-
Stage 2	*652	241	-	*773	400	-	-	-	-	-	-	-
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*467	22	*753	*192	22	*635	509	-	-	296	-	-
Mov Cap-2 Maneuver	*467	22	-	*192	22	-	-	-	-	-	-	-
Stage 1	*300	391	-	*157	241	-	-	-	-	-	-	-
Stage 2	*647	241	-	*752	390	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v11.27			16.56		0		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	509	-	-	576	319	296	-	-				
HCM Lane V/C Ratio	-	-	-	0.004	0.024	0.026	-	-				
HCM Control Delay (s/veh)	0	-	-	11.3	16.6	17.5	-	-				
HCM Lane LOS	A	-	-	B	C	C	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

5: Arizona Avenue & Driveway E

01/10/2024

Intersection													
Int Delay, s/veh	0.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕		↙	↑↑↑		↙	↙	↑↑↑	↙
Traffic Vol, veh/h	24	2	42	2	0	16	47	1830	14	16	1109	57	
Future Vol, veh/h	24	2	42	2	0	16	47	1830	14	16	1109	57	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	26	2	46	2	0	17	51	1989	15	17	1205	62	
Major/Minor	Minor2		Minor1			Major1			Major2				
Conflicting Flow All	2138	3347	603	2609	3393	995	1267	0	0	2004	0	0	
Stage 1	1240	1240	-	2091	2091	-	-	-	-	-	-	-	
Stage 2	898	2107	-	518	1302	-	-	-	-	-	-	-	
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-	
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-	
Pot Cap-1 Maneuver	*482	21	*753	*170	18	*635	521	-	-	305	-	-	
Stage 1	*345	433	-	*134	217	-	-	-	-	-	-	-	
Stage 2	*652	212	-	*773	400	-	-	-	-	-	-	-	
Platoon blocked, %	0	0	0	0	0	0	0	-	-	0	-	-	
Mov Cap-1 Maneuver	*399	18	*753	*122	16	*635	521	-	-	305	-	-	
Mov Cap-2 Maneuver	*399	18	-	*122	16	-	-	-	-	-	-	-	
Stage 1	*326	408	-	*121	195	-	-	-	-	-	-	-	
Stage 2	*572	191	-	*681	377	-	-	-	-	-	-	-	
Approach	EB		WB			NB			SB				
HCM Control Delay, s/v20.92			13.72			0.31			0.24				
HCM LOS	C		B										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	521	-	-	299	432	305	-	-					
HCM Lane V/C Ratio	0.098	-	-	0.247	0.045	0.057	-	-					
HCM Control Delay (s/veh)	12.7	-	-	20.9	13.7	17.5	-	-					
HCM Lane LOS	B	-	-	C	B	C	-	-					
HCM 95th %tile Q(veh)	0.3	-	-	1	0.1	0.2	-	-					
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon					

1: Arizona Avenue & Grace Boulevard/Driveway A

01/10/2024

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱		↰↱		↰	↑↑↑		↑↑↑		↱
Traffic Vol, veh/h	37	0	50	11	0	8	26	1342	8	25	1826	55
Future Vol, veh/h	37	0	50	11	0	8	26	1342	8	25	1826	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	0	-	-	-	50	-	-	-	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	54	12	0	9	28	1459	9	27	1985	60

Major/Minor	Minor2		Minor1		Major1		Major2		Major2			
Conflicting Flow All	2679	-	992	2368	3618	734	2045	0	0	1467	0	0
Stage 1	2039	-	-	1520	1520	-	-	-	-	-	-	-
Stage 2	640	-	-	848	2099	-	-	-	-	-	-	-
Critical Hdwy	6.44	-	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	-	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*69	0	*635	*136	7	*714	286	-	-	473	-	-
Stage 1	*151	0	-	*263	354	-	-	-	-	-	-	-
Stage 2	*733	0	-	*652	214	-	-	-	-	-	-	-
Platoon blocked, %	0		0	0	0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*56	-	*635	*102	6	*714	286	-	-	473	-	-
Mov Cap-2 Maneuver	*56	-	-	*102	6	-	-	-	-	-	-	-
Stage 1	*137	-	-	*237	319	-	-	-	-	-	-	-
Stage 2	*652	-	-	*541	194	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v76.73		30.95	0.36	0.17
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	286	-	-	56	635	159	473	-	-
HCM Lane V/C Ratio	0.099	-	-	0.723	0.086	0.13	0.057	-	-
HCM Control Delay (s/veh)	18.9	-	-	165.3	11.2	30.9	13.1	-	-
HCM Lane LOS	C	-	-	F	B	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3	0.3	0.4	0.2	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2: Arizona Avenue & Driveway B

01/10/2024

Intersection												
Int Delay, s/veh		0.5										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↵		↵	↕↕↕		↵	↕↕↕	↵
Traffic Vol, veh/h	10	0	12	24	0	18	2	1336	25	46	1845	8
Future Vol, veh/h	10	0	12	24	0	18	2	1336	25	46	1845	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	195
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	13	26	0	20	2	1452	27	50	2005	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2691	3589	1003	2372	3584	740	2014	0	0	1479	0	0
Stage 1	2105	2105	-	1470	1470	-	-	-	-	-	-	-
Stage 2	585	1484	-	902	2114	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*230	13	*626	*424	13	*706	315	-	-	482	-	-
Stage 1	*139	221	-	*308	392	-	-	-	-	-	-	-
Stage 2	*724	385	-	*642	218	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*199	12	*626	*370	12	*706	315	-	-	482	-	-
Mov Cap-2 Maneuver	*199	12	-	*370	12	-	-	-	-	-	-	-
Stage 1	*125	198	-	*305	389	-	-	-	-	-	-	-
Stage 2	*699	382	-	*563	195	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v17.29			13.24		0.02		0.32					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	315	-	-	317 370 706	482	-	-					
HCM Lane V/C Ratio	0.007	-	-	0.076 0.071 0.028	0.104	-	-					
HCM Control Delay (s/veh)	16.5	-	-	17.3 15.5 10.2	13.3	-	-					
HCM Lane LOS	C	-	-	C C B	B	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.2 0.2 0.1	0.3	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

4: Arizona Avenue & Driveway D

01/10/2024

Intersection												
Int Delay, s/veh		0.1										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵ ↵ ↵	↵ ↵ ↵		↵ ↵ ↵	↵	
Traffic Vol, veh/h	3	0	1	2	0	5	5	1344	3	5	1881	0
Future Vol, veh/h	3	0	1	2	0	5	5	1344	3	5	1881	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	1	2	0	5	5	1461	3	5	2045	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2651	3530	1022	2302	3529	732	2045	0	0	1464	0	0
Stage 1	2055	2055	-	1473	1473	-	-	-	-	-	-	-
Stage 2	595	1475	-	829	2055	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*217	15	*635	*442	15	*714	286	-	-	475	-	-
Stage 1	*146	229	-	*289	377	-	-	-	-	-	-	-
Stage 2	*733	376	-	*652	229	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*208	14	*635	*428	14	*714	286	-	-	475	-	-
Mov Cap-2 Maneuver	*208	14	-	*428	14	-	-	-	-	-	-	-
Stage 1	*144	227	-	*283	370	-	-	-	-	-	-	-
Stage 2	*713	369	-	*643	227	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v19.63			11.08		0.07		0.03					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	286	-	-	250	599	475	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.017	0.013	0.011	-	-				
HCM Control Delay (s/veh)	17.8	-	-	19.6	11.1	12.7	-	-				
HCM Lane LOS	C	-	-	C	B	B	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

5: Arizona Avenue & Driveway E

01/10/2024

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	12	1	33	3	0	28	27	1329	11	20	1837	31
Future Vol, veh/h	12	1	33	3	0	28	27	1329	11	20	1837	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	160	50	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	36	3	0	30	29	1445	12	22	1997	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2677	3555	998	2346	3577	722	2030	0	0	1457	0	0
Stage 1	2040	2040	-	1503	1503	-	-	-	-	-	-	-
Stage 2	637	1515	-	843	2074	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	*201	14	*635	*442	13	*714	293	-	-	480	-	-
Stage 1	*151	235	-	*272	362	-	-	-	-	-	-	-
Stage 2	*733	356	-	*652	223	-	-	-	-	-	-	-
Platoon blocked, %	1	1	0	1	1	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	*166	12	*635	*329	11	*714	293	-	-	480	-	-
Mov Cap-2 Maneuver	*166	12	-	*329	11	-	-	-	-	-	-	-
Stage 1	*144	224	-	*245	326	-	-	-	-	-	-	-
Stage 2	*631	321	-	*584	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v26.23		10.92	0.37	0.14
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	293	-	-	219 641	480	-	-
HCM Lane V/C Ratio	0.1	-	-	0.228 0.053	0.045	-	-
HCM Control Delay (s/veh)	18.7	-	-	26.2 10.9	12.8	-	-
HCM Lane LOS	C	-	-	D B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.9 0.2	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon