The City of Muskogee encourages participation from all its citizens in public meetings. If participation is not possible due to a disability, notify the Planning Department, in writing, at least forty-eight hours prior to the scheduled meeting and necessary accommodations will be made (ADA 28 CFR/36).

POSTING DATE: 6/16/2022

AGENDA
SPECIAL CALL PLANNING AND ZONING COMMISSION
JUNE 21, 2022

Official action can only be taken on items which appear on the agenda. The public body may adopt, approve, ratify, deny, defer, recommend, amend, strike, or continue any agenda item.

When more information is needed to act on an item, the public body may refer the matter to Staff or back to Committee or the recommending body.

Under certain circumstances, items are deferred to a specific date or stricken from the agenda entirely.

SPECIAL CALL SESSION - 9:00 A.M. 3RD FLOOR COUNCIL CHAMBERS, MUNICIPAL BUILDING, 229 W. OKMULGEE, MUSKOGEE, OKLAHOMA

ROLL CALL

1. Consider approval of Planning Commission Minutes of June 06, 2022, or take other necessary action.

2. Discuss and take action on the request from Rickey Ballard for a Specific Use Permit for a Medical Marijuana Dispensary, located at 715 Eastside Blvd, or take other necessary action. (Katrina Bodenhamer)

ADJOURN

Special Call Planning Commission **1.**

Meeting Date: 06/21/2022

Initiator: Christina Ratterree, Planning Admin I

Information

AGENDA ITEM TITLE:

Consider approval of Planning Commission Minutes of June 06, 2022, or take other necessary action.

LEGAL DESCRIPTION:

BACKGROUND:

RECOMMENDED STAFF ACTION:

Fiscal Impact

Attachments

06-06-22 PC Mins

MINUTES

OF THE PLANNING AND ZONING COMMISSION
OF THE CITY OF MUSKOGEE, OKLAHOMA
MET IN COUNCIL CHAMBERS OF CITY HALL
JUNE 6, 2022

The Planning and Zoning Commission of the City of Muskogee, Oklahoma, met in Regular Session at 9:00 a.m., on June 6, 2022, in the Council Chambers, Municpal Building, 229 W. Okmulgee Ave., Muskogee, Oklahoma.

The meeting was called to order and the roll was called as follows:

Present:	Stacy Alexander, Chair; Darrell Russell, Vice Chair; Patrick Reeder, Commissioner; D'Elbie Walker, Commissioner; Leroy Walker Sr., Commissioner; Michelle Shirley, Commissioner
Absent:	Paige Frix, Commissioner
Staff Present:	Katrina Bodenhamer , Interim City Planner
	Jessica Zwirtz, Engineering Technician
	Christina Ratterree, Office Administrator 1

1 Consider approval of the minutes from the May 2, 2022 meeting, or take other necessary action. (Katrina Bodenhamer)

Motion was made by Commissioner Patrick Reeder, seconded by Vice Chair Darrell Russell to approve minutes from the May 2, 2022 meeting.

AYE: Chair Stacy Alexander, Vice Chair Darrell Russell, Commissioner Patrick Reeder, Commissioner D'Elbie Walker, Commissioner Leroy Walker Sr., Commissioner Michelle Shirley

Carried - Unanimously

2 Consider approval of the request of Mark Gann to consolidate Lots 14, 15, 16, and 17 of Block 136, Cromwell Heights Addition into Tract 1, or take other necessary action (Katrina Bodenhamer)

Motion was made by Vice Chair Darrell Russell, seconded by Commissioner Patrick Reeder To approve Mark Gann to consolidate Lots 14, 15, 16, and 17 of Block 136, Cromwell Heights Addition into Tract 1.

AYE: Chair Stacy Alexander, Vice Chair Darrell Russell, Commissioner Patrick Reeder, Commissioner D'Elbie Walker, Commissioner Leroy Walker Sr., Commissioner Michelle Shirley

Carried - Unanimously

3 Consider approval of the lot consolidation application submitted by Martha Roberts consolidating Lots 5 and 6 into Tract 1, and Lots 7 and 8 into Tract 2, all within Block 10, in the Ceasar's Addition, to the City of Muskogee, or take other necessary action. (Katrina Bodenhamer)

Motion was made by Commissioner Leroy Walker Sr., seconded by Vice Chair Darrell Russell to approve the lot consolidation application submitted by Martha Roberts consolidating Lots 5 and 6 into Tract 1, and Lots 7 and 8 into Tract 2, all within Block 10, in the Ceasar's Addition, to the City of Muskogee.

AYE: Chair Stacy Alexander, Vice Chair Darrell Russell, Commissioner Patrick Reeder, Commissioner D'Elbie Walker, Commissioner Leroy Walker Sr., Commissioner Michelle Shirley

Carried - Unanimously

4 Consider approval of the preliminary and final plat of the S&H Acres Subdivision, or take other necessary action. (Katrina Bodenhamer)

Motion was made by Vice Chair Darrell Russell, seconded by Commissioner Patrick Reeder to approve the preliminary and final plat of the S&H Acres Subdivision.

AYE: Chair Stacy Alexander, Vice Chair Darrell Russell, Commissioner Patrick Reeder, Commissioner D'Elbie Walker, Commissioner Leroy Walker Sr., Commissioner Michelle Shirley

Carried - Unanimously

There being no further business, the meeting was adjourned.

Special Call Planning Commission **2.**

Meeting Date: 06/21/2022

Initiator: Jessica Zwirtz, Drafter/CAD operator

Information

AGENDA ITEM TITLE:

Discuss and take action on the request from Rickey Ballard for a Specific Use Permit for a Medical Marijuana Dispensary, located at 715 Eastside Blvd, or take other necessary action. (Katrina Bodenhamer)

LEGAL DESCRIPTION:

LOT 5 IN BLOCK 412 MUSKOGEE ORIGINAL TOWNSITE, TO THE CITY OF MUSKOGEE, ACCORDING TO THE PLAT THEREOF, MUSKOGEE COUNTY, STATE OF OKLAHOMA.

BACKGROUND:

This specific use permit request was received by Rickey Ballard to open a medical marijuana dispensary at 715 Eastside Blvd, Muskogee, OK. The property is currently zoned C-1 local commercial. The property is abutted on three sides by C-1, local commercial zoning and on one side by R-2, two family residential zoning. A traffic report for the area was conducted by Traffic Engineering Consultants. The applicants have built a new concrete parking lot to comply with city codes.

RECOMMENDED STAFF ACTION:

Staff recommends approval.

Fiscal Impact

Attachments

Traffic Report

Map

LOCATION MAP

SEC. _____ T____ N. R____ E

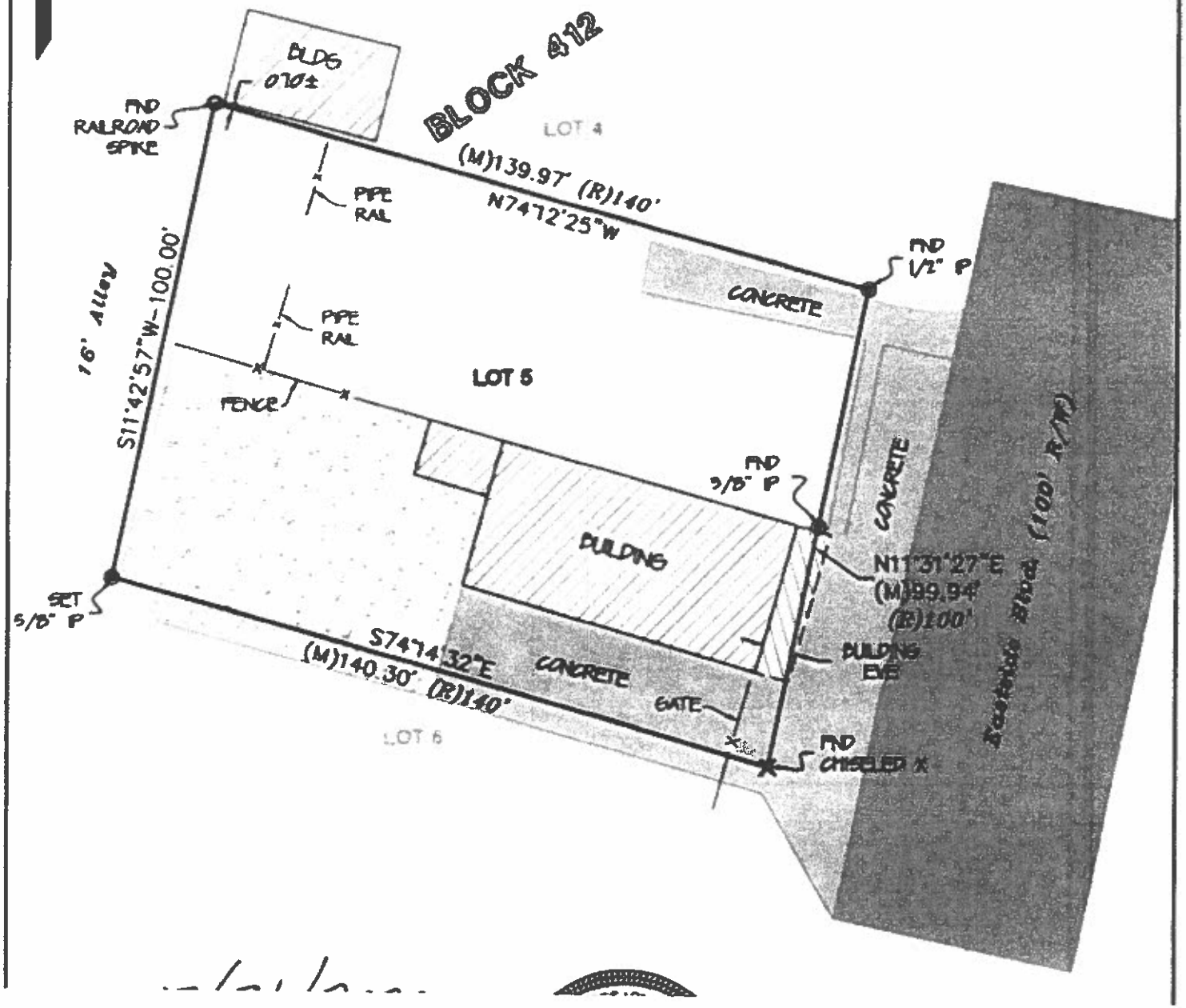
SCALE: 1"= 30'

● =IRON PIN

—x— =FENCE

(M) =MEASURED

(R) =*RECORD*



May 12, 2022

Isaiah Brydie
Wirth Law Office
500 W. 7th Street
Tulsa, OK 74119

Subject: Traffic Report
Cannabis Dispensary
715 Eastside Blvd.
Muskogee, Oklahoma

1.0 Background

This report is intended to fulfill the requirements of the City of Muskogee Planning Department for an "engineered traffic report" for a proposed cannabis dispensary at the address listed above. The city requirements identify several items which are addressed individually in the paragraphs that follow.

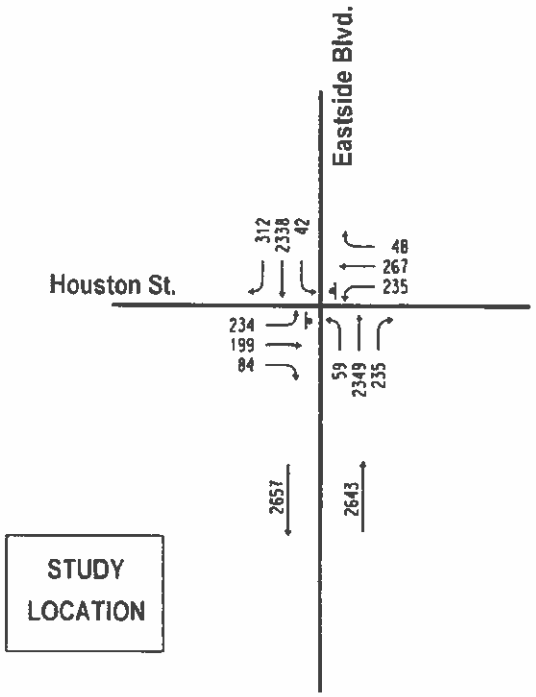
The intersection of Houston Street and Eastside Blvd. is the nearest intersection to the proposed site and, therefore, was the intersection that was analyzed for this study.

2.0 Current Traffic Counts

Exhibit 1 illustrates the current weekday 24-hour turning movements at the study intersection. The current weekday traffic volume on Eastside Blvd. adjacent to the site is 5,300 vehicles per day.

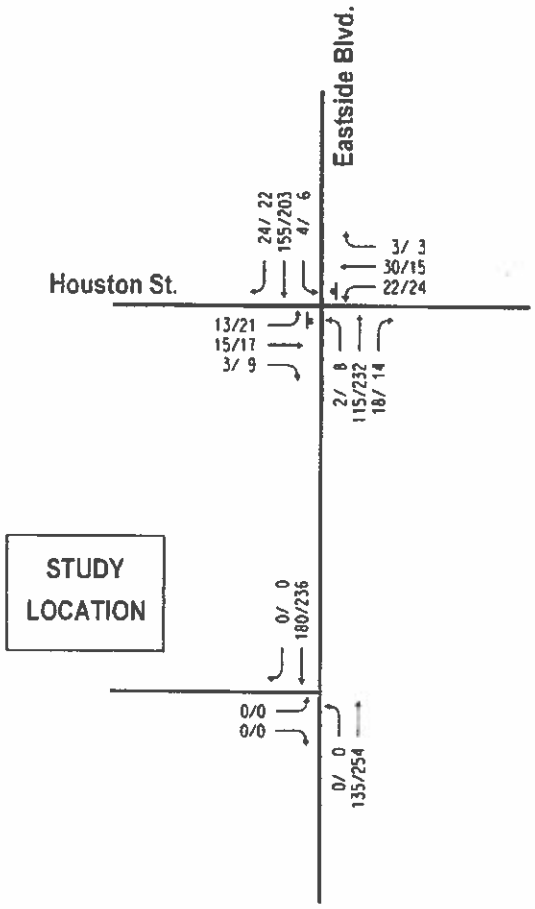
Exhibit 2 illustrates the current weekday a.m. and p.m. peak hour turning movements at the study intersection. These volumes were used to evaluate the current level-of-service operation for the intersection.

A detailed printout of the current traffic count is provided in the appendix.



05-02-22 G:\0Projects\10-950 Cannabis Dispensary Traffic Report - Muskogee\CAD\EXH Logn

EXHIBIT 1. Current Weekday Traffic Count (No Build)



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TEC
A CLEAR DIRECTION

LEGEND
XXX/XXX
P.M. PEAK HOUR
A.M. PEAK HOUR

EXHIBIT 2. Current Peak Hour Traffic Counts

3.0 Projected Traffic Counts

The projected site traffic was developed from trip generation rates found in the *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers, for land use 882 (Marijuana Dispensary). The calculations are shown in **Table 1**. They were derived using 1,900 square feet as the size of the proposed dispensary.

TABLE 1
PROJECTED SITE GENERATED TRAFFIC VOLUMES

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Avg. Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
			(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Trip Rate*	882	(SF)	211.12	10.54	18.92	0.52	0.48	10	10	0.50	0.50	18	18
Marijuana Dispensary		1,900	400	20	36								
Total			400	20	36			10	10			18	18

* Trip Generation Manual 11th Edition

The projected traffic volumes generated by this new land use are 400 trips per day (200 vehicles arrive and 200 vehicles depart).

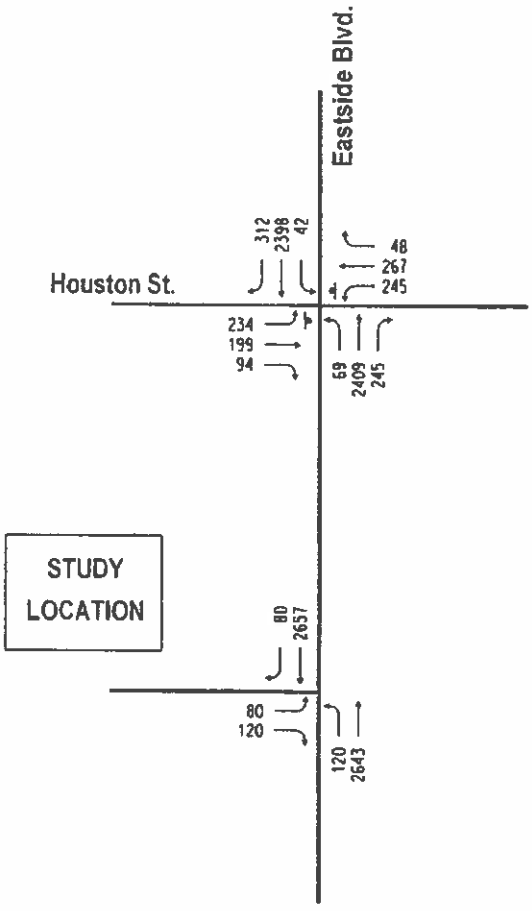
During the a.m. peak hour the projected traffic volumes are 20 trips (10 vehicles arrive and 10 vehicles depart).

During the p.m. peak hour the projected traffic volumes are 36 trips (18 vehicles arrive and 18 vehicles depart).

The projected weekday 24-hour turning movement volumes are illustrated in **Exhibit 3.** The projected weekday a.m. and p.m. peak hour turning movement volumes are illustrated in **Exhibit 4.** These are the volumes used to evaluate the projected level-of-service operation for the intersection.

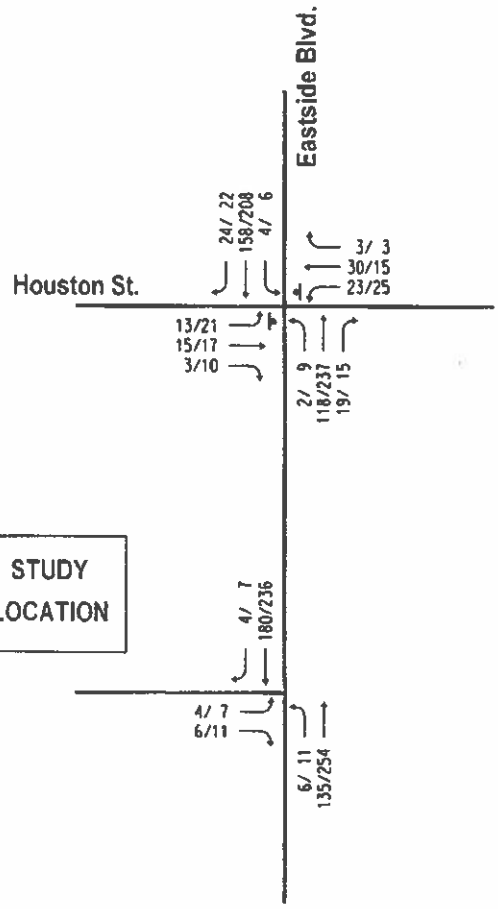
4.0 Current Intersection Operation

The current intersection operation was analyzed using *Synchro* software, which is widely used in the industry for evaluating the capacity of signalized and unsignalized intersections. Given a specific intersection configuration, a specific type of traffic control, and a specific traffic demand, the software calculates a level-of-service rating from "A" to "F" (based on average delay per vehicle) for the operation of the intersection. LOS "A" is excellent operation. LOS "F" is unacceptable operation. In urban areas LOS "D" is typically considered acceptable during peak hours.



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EXHIBIT 3. Projected Weekday Traffic Count (After Opening)



LEGEND

XXX/XXX
- P.M. PEAK HOUR
- A.M. PEAK HOUR

EXHIBIT 4. Projected Peak Hour Traffic Counts

Both the eastbound and westbound Houston Street approaches operate at a very good level-of-service "B" during both the a.m. and p.m. peak hours under current traffic. Eastside Blvd. operates at LOS "A" because if flows freely. (The printed work sheets are provided in the appendix.)

5.0 Projected Intersection Operation

Using the projected traffic volumes and reevaluating the intersection operation resulted in no change to the eastbound and westbound Houston Street levels-of-service. There were miniscule increases in average delay, but the levels-of service remained "B" on both approaches during both peak hours. (The printed work sheets are provided in the appendix.)

6.0 Current Crash Data

The ODOT crash database that we can typically query for this type of information has been shut down for several months due to system improvements. No other source of data is easily available so we were, unfortunately, not able to provide this information.

7.0 Expected Crash Potential and Abatement Strategies

The east/west stop sign control was demonstrated to operate at a very good level-of-service "B" even in peak traffic periods. The delay and queuing is very minimal on Houston Street, and the sight triangles are open and clear. There are no physical conditions that would appear to cause any type of hazard and, therefore, the crash potential seems very low both currently and after the opening of the proposed dispensary.

8.0 Closing

Please contact me if you have questions about our assumptions, analysis, or conclusions. Thank you again for choosing TEC for your traffic engineering services.

Sincerely,

Jon Eshelman

Jon Eshelman, P.E., PTOE
Tulsa Manager



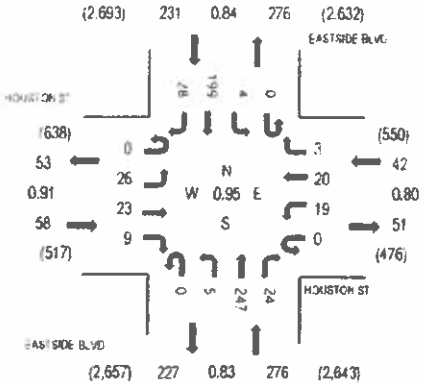
Traffic Engineering Consultants, Inc.
6931 S. 66th E. Ave., Suite 100 | Tulsa, OK 74133 | (918) 481-8484
Oklahoma City, OK | Tulsa, OK | Fayetteville, AR | Little Rock, AR
www.tecusa.com

(303) 216-2439
www.alltrafficdata.net

Location: 1 EASTSIDE BLVD & HOUSTON ST AM
Date: Wednesday, May 4, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour

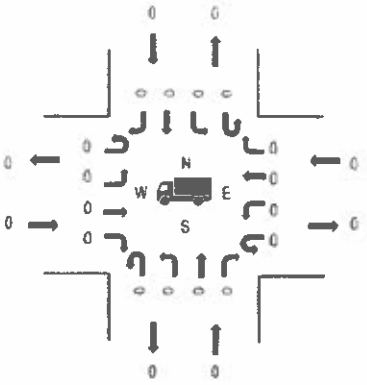
Motorized Vehicles



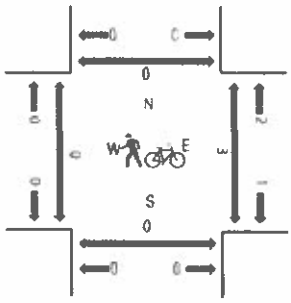
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.91
WB	0.0%	0.80
NB	0.0%	0.83
SB	0.0%	0.84
All	0.0%	0.95

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	HOUSTON ST Eastbound				HOUSTON ST Westbound				EASTSIDE BLVD Northbound				EASTSIDE BLVD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
12:00 AM	0	0	0	0	0	0	2	0	0	2	3	0	0	0	1	2	10	39
12:15 AM	0	1	1	0	0	0	0	0	0	0	4	0	0	0	2	1	9	35
12:30 AM	0	0	1	0	0	0	0	0	0	0	2	1	0	0	5	1	10	29
12:45 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	21
1:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	1	6	14
1:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	14
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	15
1:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	17
2:00 AM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	6	15
2:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	9
2:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	4	8
2:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
3:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	22
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	5	31
3:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	7	40
4:00 AM	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	1	7	36
4:15 AM	0	0	0	0	0	1	0	0	0	0	5	2	0	0	4	0	12	41
4:30 AM	0	2	0	1	0	0	0	0	0	0	6	0	0	0	5	0	14	41
4:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	3	38
5:00 AM	0	0	0	1	0	1	2	0	0	0	3	0	0	0	4	1	12	57
5:15 AM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	8	0	12	64
5:30 AM	0	0	0	0	0	0	1	0	0	0	6	0	0	0	4	0	11	67
5:45 AM	0	1	0	1	0	5	0	0	0	0	4	0	0	0	9	2	22	100
6:00 AM	0	0	0	1	0	0	0	0	0	0	11	1	0	0	6	0	19	144
6:15 AM	0	0	0	0	0	0	1	1	0	0	4	0	0	0	8	1	15	180
6:30 AM	0	0	0	0	0	2	2	0	0	1	12	0	0	0	27	0	44	253

6:45 AM	0	6	0	0	0	3	4	0	0	1	23	2	0	2	23	2	66	323
7:00 AM	0	1	1	0	0	4	1	0	0	1	17	5	0	1	22	2	55	404
7:15 AM	0	3	6	1	0	4	3	2	0	1	26	4	0	1	30	5	88	469
7:30 AM	0	5	3	1	0	8	14	0	0	3	32	3	0	2	39	7	114	487
7:45 AM	0	4	3	1	0	6	12	1	0	0	40	6	0	0	64	10	147	449
8:00 AM	0	4	5	0	0	5	8	2	0	1	37	5	0	1	44	8	120	390
8:15 AM	0	8	5	1	0	7	7	0	0	1	36	1	0	0	35	5	106	346
8:30 AM	0	2	1	1	0	5	4	0	0	0	24	3	0	0	34	2	76	324
8:45 AM	0	0	3	0	0	5	5	1	0	0	33	1	0	3	33	4	88	337
9:00 AM	0	0	3	2	0	3	0	1	0	0	26	2	0	1	35	3	76	331
9:15 AM	0	3	3	0	0	1	2	0	0	2	30	4	0	0	33	6	84	320
9:30 AM	0	6	2	0	0	0	0	2	0	1	36	4	0	0	34	4	89	312
9:45 AM	0	6	3	1	0	2	7	0	0	0	26	3	0	0	32	2	82	293
10:00 AM	0	0	1	1	0	1	4	0	0	0	24	3	0	0	27	4	65	284
10:15 AM	0	4	3	1	0	1	4	1	0	0	21	1	0	0	38	2	76	303
10:30 AM	0	7	3	2	0	2	3	1	0	0	25	1	0	0	23	3	70	322
10:45 AM	0	2	0	0	0	0	4	1	0	1	31	1	0	1	27	5	73	341
11:00 AM	0	3	2	0	0	4	2	1	0	1	27	4	0	1	33	6	84	359
11:15 AM	0	3	1	0	0	1	4	0	0	0	34	3	0	0	43	6	95	402
11:30 AM	0	6	1	2	0	2	2	0	0	1	32	3	0	0	35	5	89	421
11:45 AM	0	7	2	0	0	1	3	0	0	1	36	0	0	0	35	6	91	428
12:00 PM	0	5	7	3	0	5	8	3	0	0	39	3	0	2	52	0	127	439
12:15 PM	0	4	4	2	0	8	3	1	0	2	39	1	0	2	43	5	114	413
12:30 PM	0	3	4	2	0	4	4	1	0	0	41	2	0	0	34	1	96	398
12:45 PM	0	0	3	3	0	2	6	1	0	0	40	4	0	1	40	2	102	404
1:00 PM	0	2	3	0	0	4	7	0	0	0	32	4	1	0	41	7	101	401
1:15 PM	0	3	1	0	0	3	3	2	0	2	43	3	0	1	31	7	99	412
1:30 PM	0	5	3	0	0	4	6	1	0	1	33	5	0	0	35	9	102	430
1:45 PM	0	5	1	3	0	2	2	0	0	2	42	5	0	2	28	7	99	461
2:00 PM	0	3	4	3	0	3	3	0	0	2	37	2	0	1	47	7	112	493
2:15 PM	0	6	5	1	0	2	3	0	0	0	47	2	0	0	47	4	117	528
2:30 PM	0	8	8	0	0	6	5	1	0	1	52	7	0	0	41	4	133	524
2:45 PM	0	3	3	1	0	9	7	2	0	0	44	5	0	0	48	9	131	527
3:00 PM	0	3	3	3	0	7	9	4	0	0	56	7	0	1	44	10	147	534
3:15 PM	0	7	8	0	0	7	4	0	0	0	34	5	0	0	39	9	113	528
3:30 PM	0	4	2	1	0	4	7	1	0	3	61	5	0	1	44	3	136	540
3:45 PM	0	8	6	1	0	6	4	0	0	1	55	3	0	2	48	4	138	557
4:00 PM	0	8	3	1	0	6	3	1	0	4	53	2	0	2	53	5	141	574
4:15 PM	0	2	2	5	0	5	4	0	0	3	50	1	0	1	46	6	125	593
4:30 PM	0	6	6	1	0	4	3	1	0	1	75	7	0	1	42	6	153	607
4:45 PM	0	5	6	2	0	9	5	1	0	0	54	4	0	2	62	5	155	585
5:00 PM	0	6	5	3	0	8	5	1	0	3	62	6	0	1	49	11	160	549
5:15 PM	0	7	6	3	0	2	7	0	0	1	56	5	0	0	46	6	139	490
5:30 PM	0	6	5	2	0	7	7	0	0	1	52	9	0	2	37	3	131	461
5:45 PM	0	4	4	2	0	5	6	0	0	2	40	5	0	0	46	5	119	416
6:00 PM	0	3	5	2	0	3	4	1	0	1	30	8	0	0	40	4	101	407
6:15 PM	0	0	6	1	0	4	3	0	0	2	47	4	0	0	37	6	110	409
6:30 PM	0	4	2	0	0	4	0	0	0	1	35	8	0	0	24	8	86	375
6:45 PM	0	6	2	4	0	0	6	1	0	2	38	1	0	0	47	3	110	374
7:00 PM	0	5	5	2	0	10	2	1	0	0	40	6	0	0	25	7	103	344
7:15 PM	0	2	0	0	0	3	4	2	0	0	27	0	0	2	35	1	76	315
7:30 PM	0	1	3	1	0	0	3	2	0	3	38	2	0	0	29	3	85	315
7:45 PM	0	2	2	4	0	1	5	1	0	1	31	3	0	0	24	6	80	308
8:00 PM	0	2	1	2	0	3	3	0	0	2	24	5	0	0	31	1	74	282
8:15 PM	0	0	0	1	0	5	1	0	0	0	30	6	0	0	30	3	76	254
8:30 PM	0	0	1	0	0	3	3	0	0	1	29	6	0	1	30	4	78	221
8:45 PM	0	0	5	0	0	1	1	1	0	0	25	5	0	0	13	3	54	179
9:00 PM	0	1	1	0	0	0	1	1	0	0	23	6	0	1	12	0	46	149
9:15 PM	0	2	0	3	0	0	1	0	0	0	19	1	0	0	14	3	43	125
9:30 PM	0	0	1	0	0	1	0	0	0	0	17	0	0	1	12	4	36	103
9:45 PM	0	1	1	1	0	0	2	1	0	0	10	0	0	0	5	3	24	86

10:00 PM	0	3	0	1	0	0	1	2	0	0	5	0	0	0	8	2	22	80
10:15 PM	0	0	1	0	0	1	1	0	0	0	6	0	0	1	10	1	21	78
10:30 PM	0	0	1	0	0	2	1	0	0	1	6	1	0	0	7	0	19	74
10:45 PM	0	0	1	0	0	0	1	0	0	0	7	1	0	0	6	2	18	65
11:00 PM	0	1	2	1	0	0	0	0	0	0	4	1	0	1	8	2	20	63
11:15 PM	0	0	0	0	0	0	0	0	0	0	8	2	0	0	4	3	17	
11:30 PM	0	1	0	0	0	1	0	0	0	0	2	2	0	0	4	0	10	
11:45 PM	0	0	1	0	0	0	0	0	0	0	5	0	0	0	10	0	16	
Count Total	0	234	199	84	0	235	267	48	0	59	2,349	235	1	42	2,338	312	6,403	
Peak Hour	0	26	23	9	0	19	20	3	0	5	247	24	0	4	199	28	607	

Intersection												
Int Delay, s/veh	3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	15	3	22	30	3	2	115	18	4	155	24
Future Vol, veh/h	13	15	3	22	30	3	2	115	18	4	155	24
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	63	63	63	73	73	73	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	23	5	35	48	5	3	158	25	6	250	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	391	471	145	326	478	92	289	0	0	183	0	0
Stage 1	282	282	-	177	177	-	-	-	-	-	-	-
Stage 2	109	189	-	149	301	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	543	489	876	603	485	947	1270	-	-	1389	-	-
Stage 1	701	676	-	808	752	-	-	-	-	-	-	-
Stage 2	885	743	-	838	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	496	485	876	575	481	947	1270	-	-	1389	-	-
Mov Cap-2 Maneuver	496	485	-	575	481	-	-	-	-	-	-	-
Stage 1	699	673	-	806	750	-	-	-	-	-	-	-
Stage 2	822	741	-	801	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	13.1	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	512	530	1389	-	-
HCM Lane V/C Ratio	0.002	-	-	0.093	0.165	0.005	-	-
HCM Control Delay (s)	7.8	0	-	12.8	13.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕↕			↕↕	
Traffic Vol, veh/h	21	17	9	24	15	3	8	232	14	6	203	22
Future Vol, veh/h	21	17	9	24	15	3	8	232	14	6	203	22
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	70	70	70	77	77	77	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	19	10	34	21	4	10	301	18	7	242	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	450	608	134	475	612	160	268	0	0	319	0	0
Stage 1	269	269	-	330	330	-	-	-	-	-	-	-
Stage 2	181	339	-	145	282	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	493	409	890	473	407	857	1293	-	-	1238	-	-
Stage 1	713	685	-	657	644	-	-	-	-	-	-	-
Stage 2	803	638	-	843	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	465	402	890	446	400	857	1293	-	-	1238	-	-
Mov Cap-2 Maneuver	465	402	-	446	400	-	-	-	-	-	-	-
Stage 1	707	680	-	651	638	-	-	-	-	-	-	-
Stage 2	765	632	-	805	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	14.4	0.2	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1293	-	-	482	443	1238	-	-
HCM Lane V/C Ratio	0.008	-	-	0.108	0.135	0.006	-	-
HCM Control Delay (s)	7.8	0	-	13.4	14.4	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	15	3	23	30	3	2	118	19	4	158	24
Future Vol, veh/h	13	15	3	23	30	3	2	118	19	4	158	24
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	63	63	63	73	73	73	62	62	62
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	23	5	37	48	5	3	162	26	6	255	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	398	481	147	332	487	94	294	0	0	188	0	0
Stage 1	287	287	-	181	181	-	-	-	-	-	-	-
Stage 2	111	194	-	151	306	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	536	483	873	598	479	944	1264	-	-	1384	-	-
Stage 1	696	673	-	803	749	-	-	-	-	-	-	-
Stage 2	882	739	-	836	660	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	489	479	873	569	475	944	1264	-	-	1384	-	-
Mov Cap-2 Maneuver	489	479	-	569	475	-	-	-	-	-	-	-
Stage 1	694	670	-	801	747	-	-	-	-	-	-	-
Stage 2	819	737	-	799	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	13.3	0.1	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1264	-	-	505	525	1384	-	-
HCM Lane V/C Ratio	0.002	-	-	0.094	0.169	0.005	-	-
HCM Control Delay (s)	7.9	0	-	12.9	13.3	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0	-	-

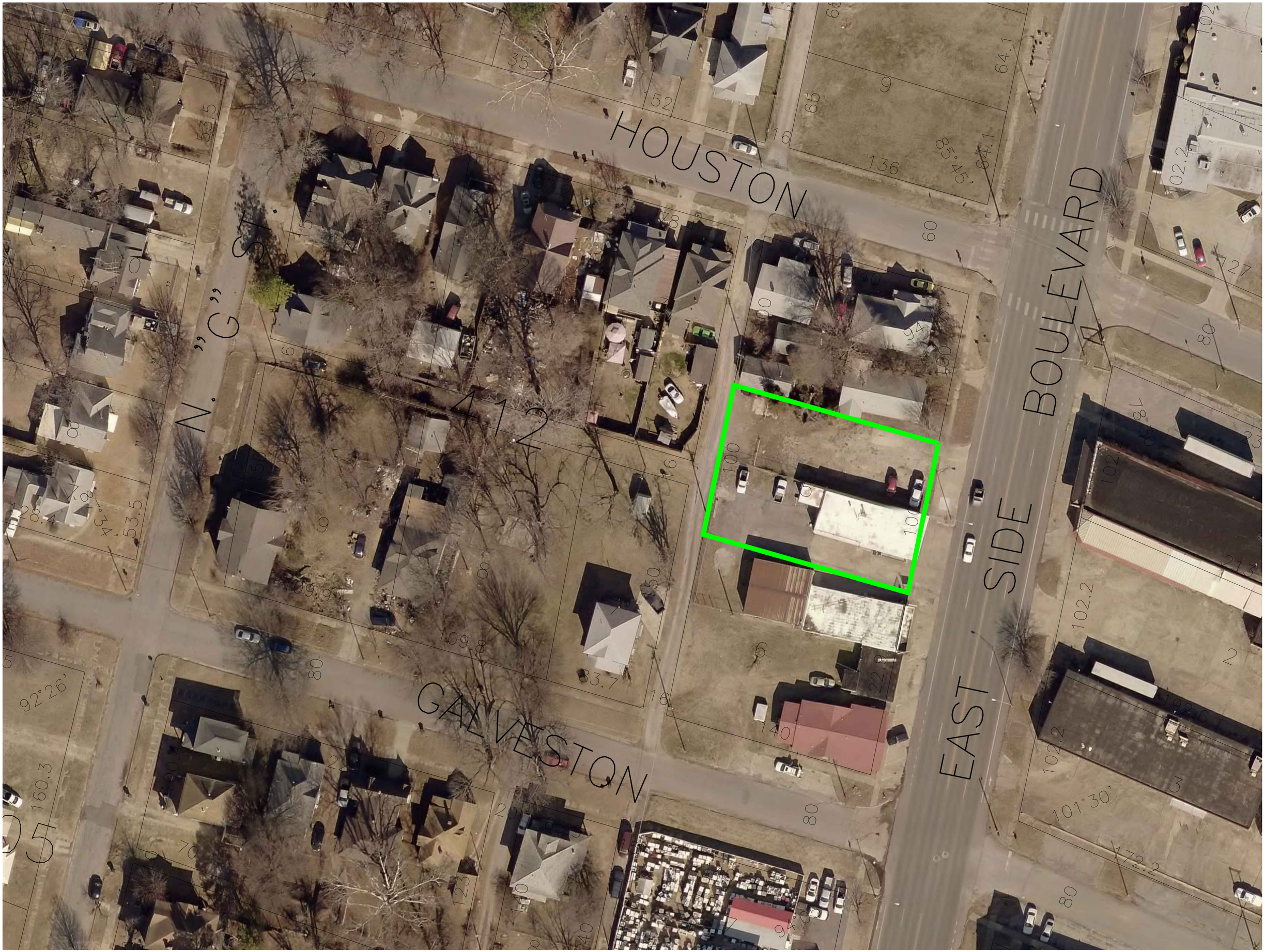
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑			↑↑	
Traffic Vol, veh/h	21	17	10	25	15	3	9	237	15	6	208	22
Future Vol, veh/h	21	17	10	25	15	3	9	237	15	6	208	22
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	70	70	70	77	77	77	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	19	11	36	21	4	12	308	19	7	248	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	464	626	137	490	630	164	274	0	0	327	0	0
Stage 1	275	275	-	342	342	-	-	-	-	-	-	-
Stage 2	189	351	-	148	288	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	481	399	886	461	397	852	1286	-	-	1229	-	-
Stage 1	708	681	-	646	637	-	-	-	-	-	-	-
Stage 2	795	631	-	840	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	452	392	886	432	390	852	1286	-	-	1229	-	-
Mov Cap-2 Maneuver	452	392	-	432	390	-	-	-	-	-	-	-
Stage 1	700	676	-	639	630	-	-	-	-	-	-	-
Stage 2	756	624	-	801	667	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	14.7	0.3	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	475	431	1229	-	-
HCM Lane V/C Ratio	0.009	-	-	0.112	0.143	0.006	-	-
HCM Control Delay (s)	7.8	0	-	13.5	14.7	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0	-	-


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