

EXHIBIT K

Traffic Report



HEATH&ASSOCIATES
Transportation Planning & Engineering

TRAFFIC IMPACT ANALYSIS

Cedarview At Glennwood
Poulsbo, Washington

October 2025

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CEDARVIEW AT GLENNWOOD TRAFFIC IMPACT ANALYSIS

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CEDARVIEW AT GLENNWOOD

TRAFFIC IMPACT ANALYSIS

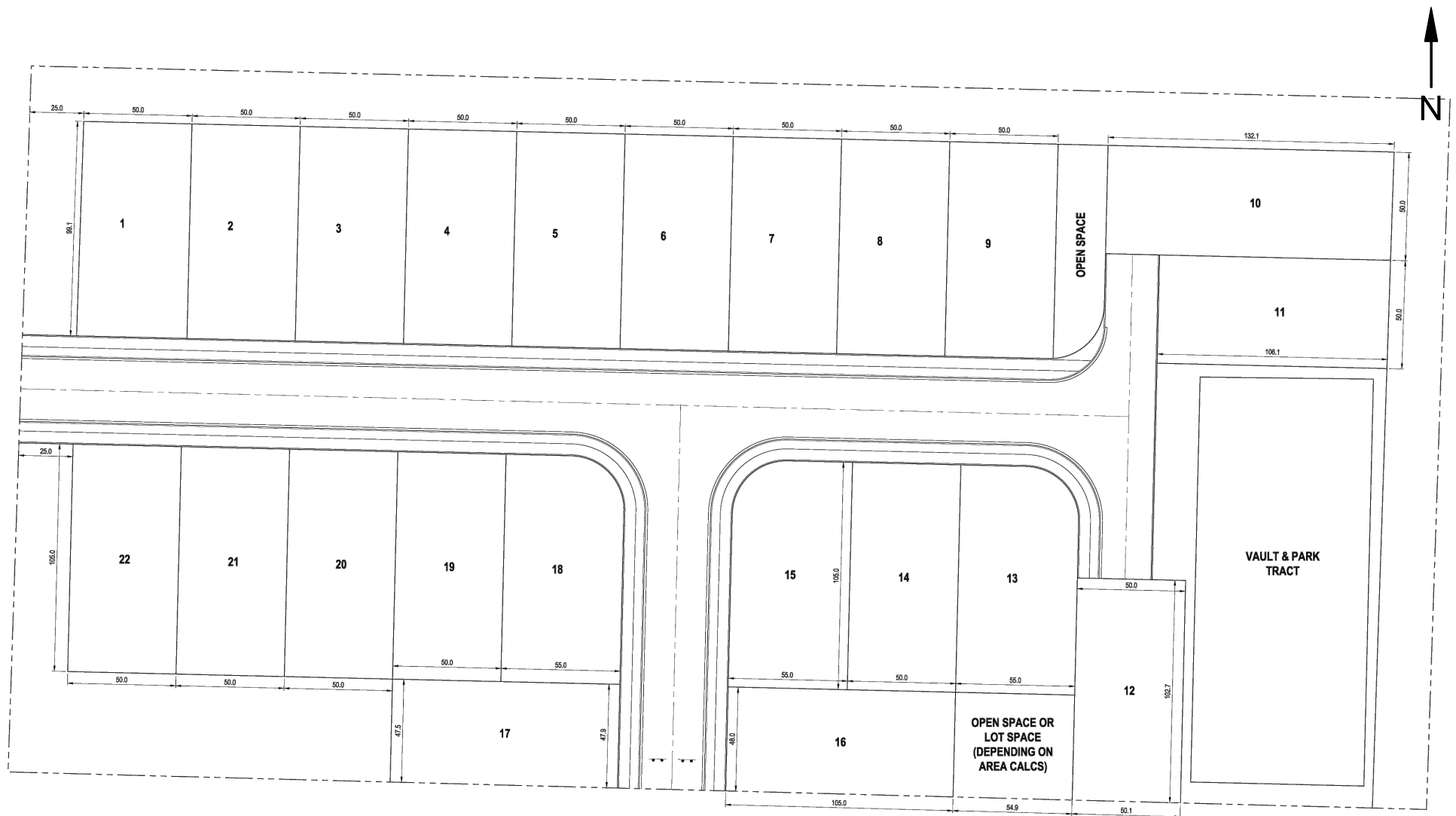
1. INTRODUCTION

Heath & Associates has been engaged to prepare a Traffic Impact Analysis (TIA) to assess the impacts of a proposed residential development within Poulsbo city limits. This TIA includes a review of existing traffic conditions in the site vicinity, analysis of future conditions both with and without the proposed development, and identification of recommended mitigation strategies. The methods and assumptions of this TIA were established during the scoping process with City of Poulsbo staff.

2. PROJECT DESCRIPTION

Cedarview At Glennwood is a proposed residential plat comprised of 22 single-family homes located within the City of Poulsbo. The subject site is located west of Rhododendron Lane NW and north of NW Finn Hill Road situated on 5 acres within undeveloped tax parcel numbers 102601-2-017-2000 and 102601-2-018-2009. Site access is proposed via an easterly extension of NW Swenson Court. Moreover, a future south connection is provided. **Figure 1** displays the vicinity map with the subject site highlighted in blue. A conceptual site plan is provided in **Figure 2**.





3. EXISTING CONDITIONS

3.1 Existing Street System

Characteristics of the major roadways serving the subject site are provided in **Table 1**.

Table 1: Roadway Network

Functional Classification	Roadway	Speed Limit (mph)	Lanes	Sidewalk	Bike Facilities
Minor Arterial	Finn Hill Rd	25-35	2-3	Yes	No
Commercial Collector	Olhava Way	25	2-3	Yes	Yes
Neighborhood Collector	Urdahl Rd	25	2	Yes	No
Local	Superior St	25	2	Yes	No
	Ashby Ave	25	2	Yes	No

3.2 Transit Service

A review of the Kitsap County Transit website indicates that transit is not provided within one mile walking distance to/from the site. However, Route 344 – Poulsbo Central is provided at the intersection of Finn Hill Road & SR 3 (1.20-mile walking distance). Refer to the Kitsap County Transit website for more detailed information.

3.3 Roadway Improvements

The City of Poulsbo’s (2025-2030) Transportation Improvement Program (TIP) was reviewed and indicated one planned improvement project in the area.

Finn Hill Road Overlay (Priority Number: 6) This project will overlay Finn Hill Road from Viking Avenue to SR 3 and provide ADA improvements from SR 3 to Claret Loops as required. The project is scheduled to begin in 2027 and has an estimated cost of \$960,000.



3.4 Existing Peak Hour Volumes and Travel Patterns

Field data for this study was collected in May of 2025 at the following three study intersections:

1. Finn Hill Road & Olhava Way
2. Finn Hill Road & Urdahl Road
3. Superior Lane & Ashby Avenue

Data were obtained during a typical weekday AM and PM peak periods between the hours of 7:00-9:00 AM and 4:00-6:00 PM. The one-hour reflecting highest overall volumes for each peak hour was then derived and used for intersection capacity analysis. **Figures 3** and **4** illustrate existing AM and PM peak hour volumes. Full turning movement count sheets are provided in the appendix for reference.

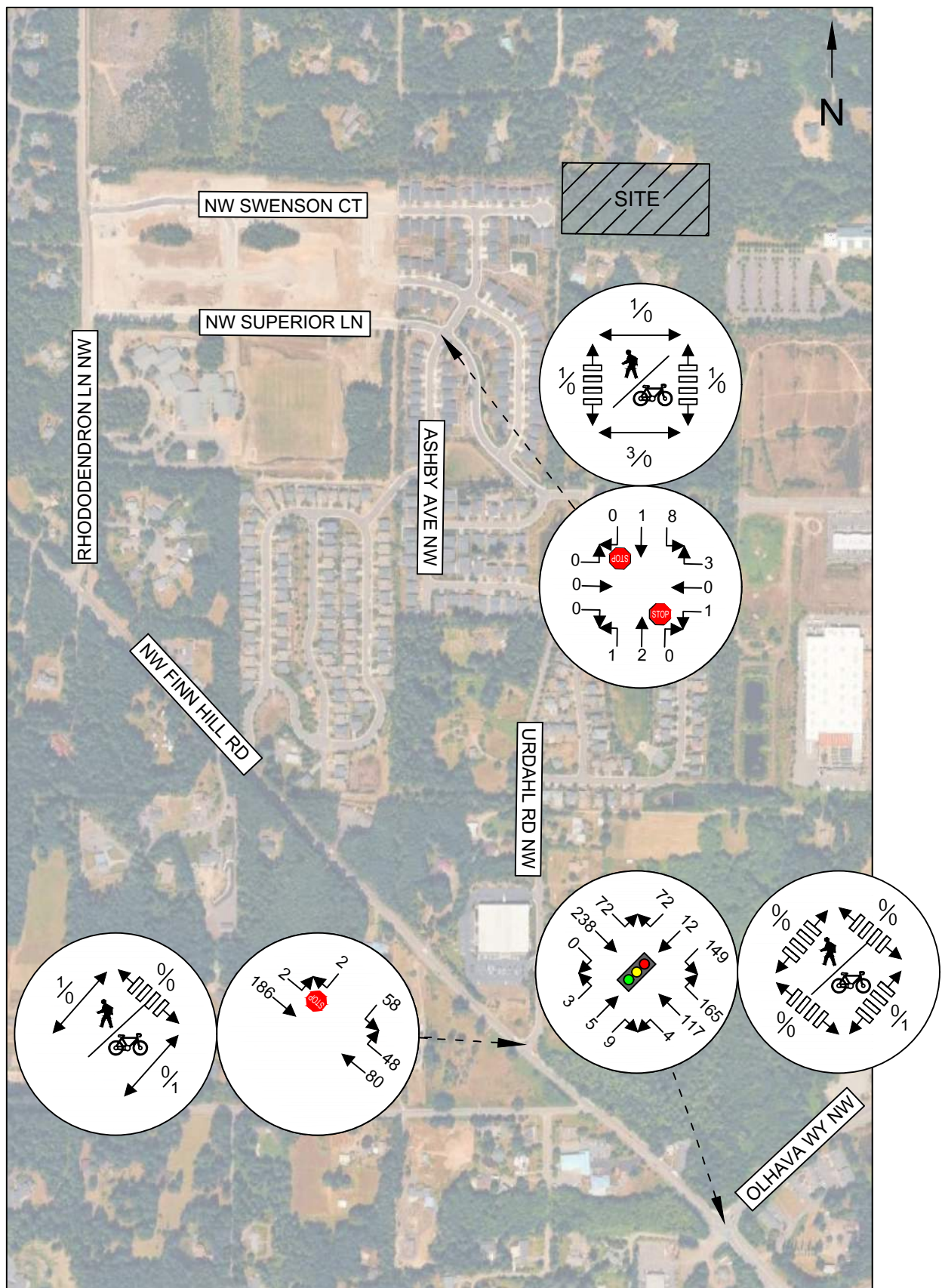
3.5 Nonmotorized Activity & Infrastructure

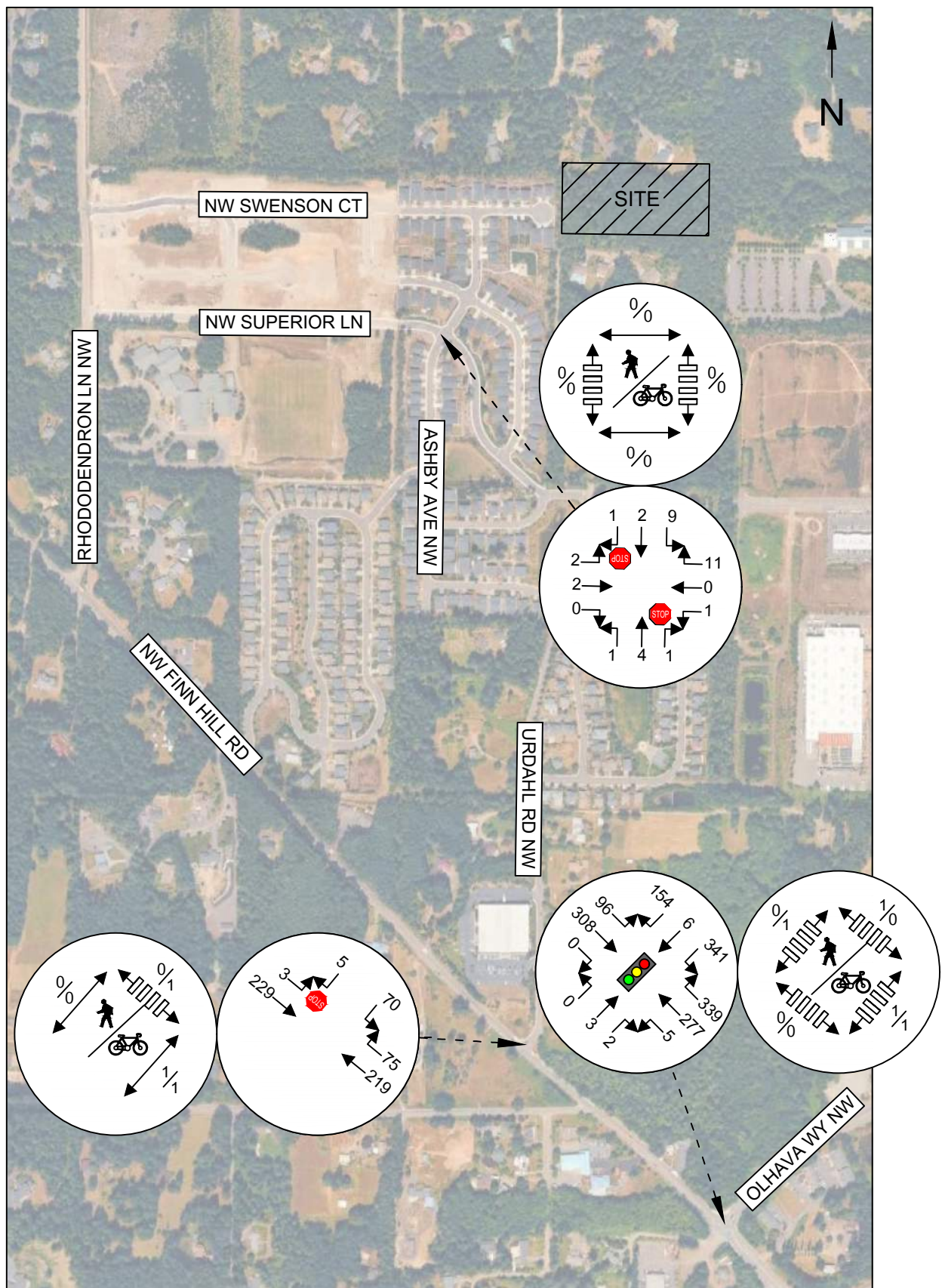
Nonmotorized traffic was monitored during the AM and PM peak hour periods. Refer to **Figures 3** and **4** for nonmotorized peak hour activity at each study intersection.

Urdahl Road NW includes continuous sidewalks to NW Finn Hill Road on at least one side of the road at which a marked crosswalk is provided. NW Finn Hill Road has a pedestrian path along the northern side of the roadway. Future project residents will have access to a continuous sidewalk along Olhava Way NW which provides access to a shopping center and transit opportunities.

School children would attend either Vinland Elementary School or Poulsbo Middle School. Vinland Elementary School is shown to be within walking distance to/from the subject site. Poulsbo Middle School is located on the east side of the city. Students would likely utilize bus service/parent pick-up/drop-off. Elementary aged students would have continuous sidewalk/walking route to and from the school via Swenson Court, Ashby Avenue, Malbec Street, and Claret Loop. Refer to **Figure 5** on the following page for the elementary school continuous walking route. Students attending Poulsbo Middle School would likely utilize bus service/parent pick-up or drop-off.









3.6 Existing Level of Service

Level of Service (LOS) rates¹ the quality of traffic flow and user experience, typically on a scale from A to F, where:

- **LOS A** represents free-flowing traffic with minimal delays and low congestion.
- **LOS B** indicates stable traffic flow with some minor delays.
- **LOS C** shows moderate traffic flow with noticeable delays at peak times.
- **LOS D** is high-density traffic flow with more frequent and longer delays.
- **LOS E** is near-capacity conditions with significant delays and congestion.
- **LOS F** denotes over-capacity conditions, where traffic flow breaks down, resulting in severe congestion and delays.

LOS calculations were performed using Synchro 12. For signalized intersections, LOS is determined by the overall delay. For side-street stop-controlled intersections, LOS is determined by the movement with the highest delay. **Table 2** summarizes the existing AM and PM peak hour LOS results.

Table 2: Existing Peak Hour Level of Service

Delays given in seconds per vehicle

Intersection	Control	Peak Hour	Critical Movement	LOS	Delay
Finn Hill Rd & Olhava Way	Signal	AM	Overall	B	12.7
		PM		B	16.5
Finn Hill Rd & Urdahl Rd	Stop	AM	SB	B	11.3
		PM		B	14.7
Superior Ln & Ashby Ave	Stop	AM	WB	A	8.5
		PM	EB	A	9.0

City Level of Service Standards²: LOS E or better.

All study intersections currently satisfy minimum LOS standards, operating at LOS B or better for both AM and PM peak hours.

¹Signalized Intersections - Level of Service

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

Stop Controlled Intersections - Level of Service

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

Highway Capacity Manual (HCM), 7th Edition

² Poulsbo Comprehensive Plan - Chapter 4 - Transportation.



3.7 Collision History

Crash records at all study intersections for the five-year period from 2020 through 2024 were obtained from WSDOT. **Table 3** summarizes crash history by year.

Table 3: Collision History Overview

(Ref #) Intersection	2020	2021	2022	2023	2024	Avg/Yr
(1) Finn Hill Rd & Olhava Way	5	0	0	0	3	1.6
(2) Finn Hill Rd & Urdahl Rd	0	0	1	0	2	0.6
(3) Superior Ln & Ashby Ave	0	0	0	0	0	0.0

A total of 11 collisions were reported, with three resulting in injury and no fatalities.

Collision Type Analysis: **Table 4** summarizes collision types for each study location.

Table 4: Collision History Crash Types

<u>Crash Type</u>	Number of Crashes (2020-2024)	
	1	2
Rear-End	4	0
Enter at Angle	0	2
From Same Direction	1	0
Sideswipe	1	0
Guardrail face/Linear Curb	1	1
Vehicle Turning Right Hits Pedestrian	1	0

Collision Severity Analysis: A collision severity summary is summarized in **Table 5**.

Table 5: Collision History Severity

<u>Crash Type</u>	Number of Crashes (2020-2024)	
	Ref #1	2
Fatal (K)	0	0
Incapacitating Injury (A)	0	0
Non-incapacitating Injury (B)	2	0
Possible Injury (C)	0	1
Property Damage Only (PDO)/Unknown	6	2

Out of the 11 total collisions, two minor injuries and no fatalities were noted with the remaining collisions listed as property damage only or possible injury.



4. FORECAST TRAFFIC DEMAND & ANALYSIS

4.1 Project Trip Generation

Trip generation is used to assess the impact a project will have on the surrounding street system by estimating the number of new trips that will enter and exit the site during specific time periods, such as peak hours (AM or PM) or over the course of a day. The expected vehicle trip generation for the proposed project was calculated using data from the Institute of Transportation Engineers (ITE) publication, *Trip Generation Manual, 11th Edition*. For this analysis, Land Use Code (LUC) 210 - Single-Family Detached Housing was selected, with dwelling units used as the input variable and ITE equations applied to determine the number of trip ends. ITE sheets are attached to the appendix for reference. A summary of the average weekday daily trips (AWDT), AM peak hour trips, and PM peak hour trips is shown below in **Table 6**.

Table 6: Project Trip Generation

Land Use	Units	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
LUC 210 - Single-Family Housing	22	251	5	14	19	15	9	24

The project is anticipated to generate 251 daily weekday trips, 19 AM peak hour trips (5 inbound / 14 outbound), and 24 PM peak hour trips (15 inbound / 9 outbound).

4.2 Distribution & Assignment

Trip distribution describes the process by which project generated trips are dispersed on the roadway network surrounding the site. Trip distribution percentages are primarily based on anticipated travel routes to and from the development. One point of access is proposed to serve the development, to and from the west via NW Swenson Court. Refer to **Figures 6** and **7** for the AM and PM peak hour trip distribution and assignment, respectively.

Note that the SR 3 ramps at NW Finn Hill Road are southbound on/northbound off only. Drivers accessing SR 3 northbound need to travel on Olhava Way NW and SR 305 to reach those ramps. Drivers can also use Rhododendron Lane NW to NW Thompson Road to reach SR 3. These factors influence the project trip distribution forecast.



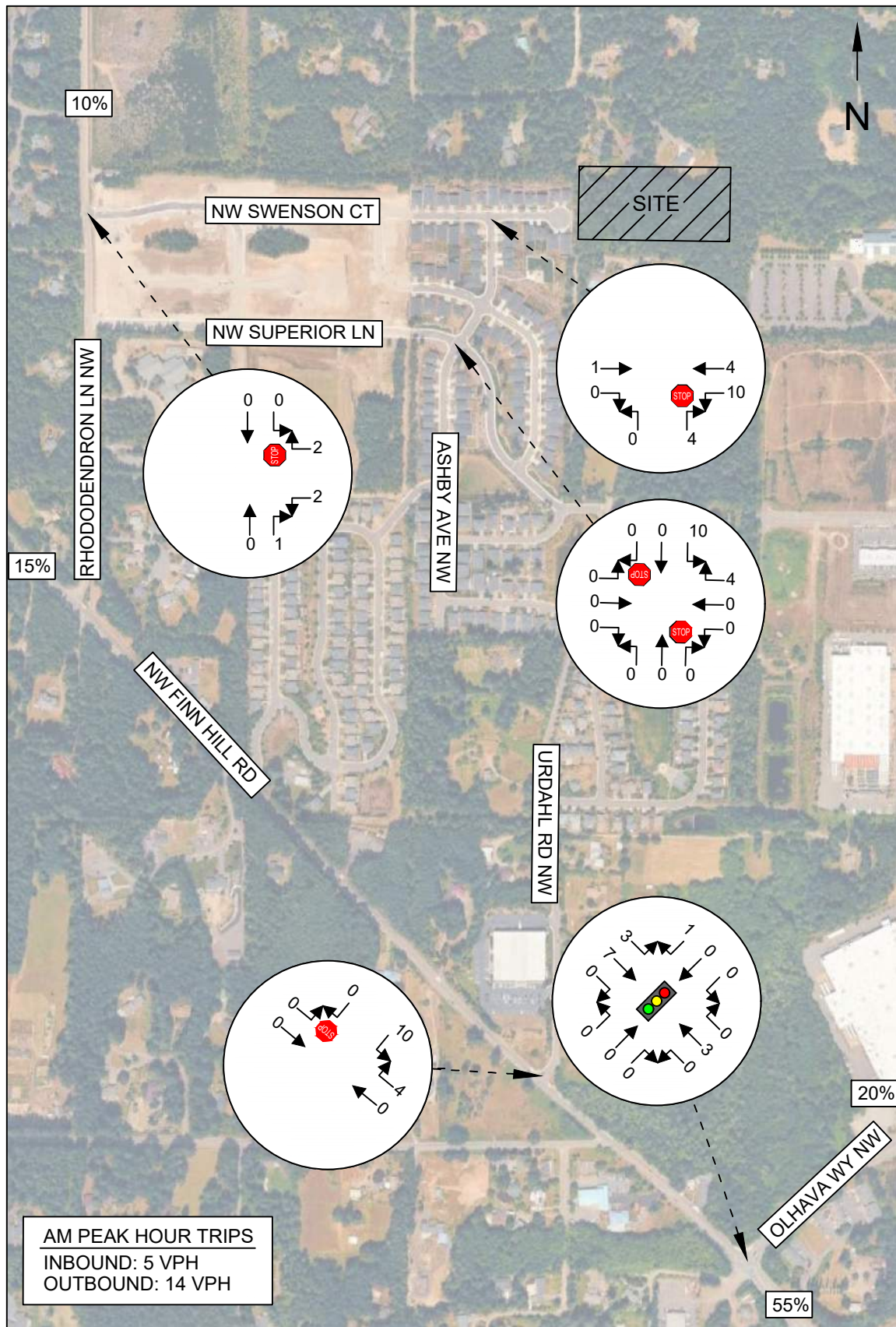
4.3 Future Peak Hour Volumes

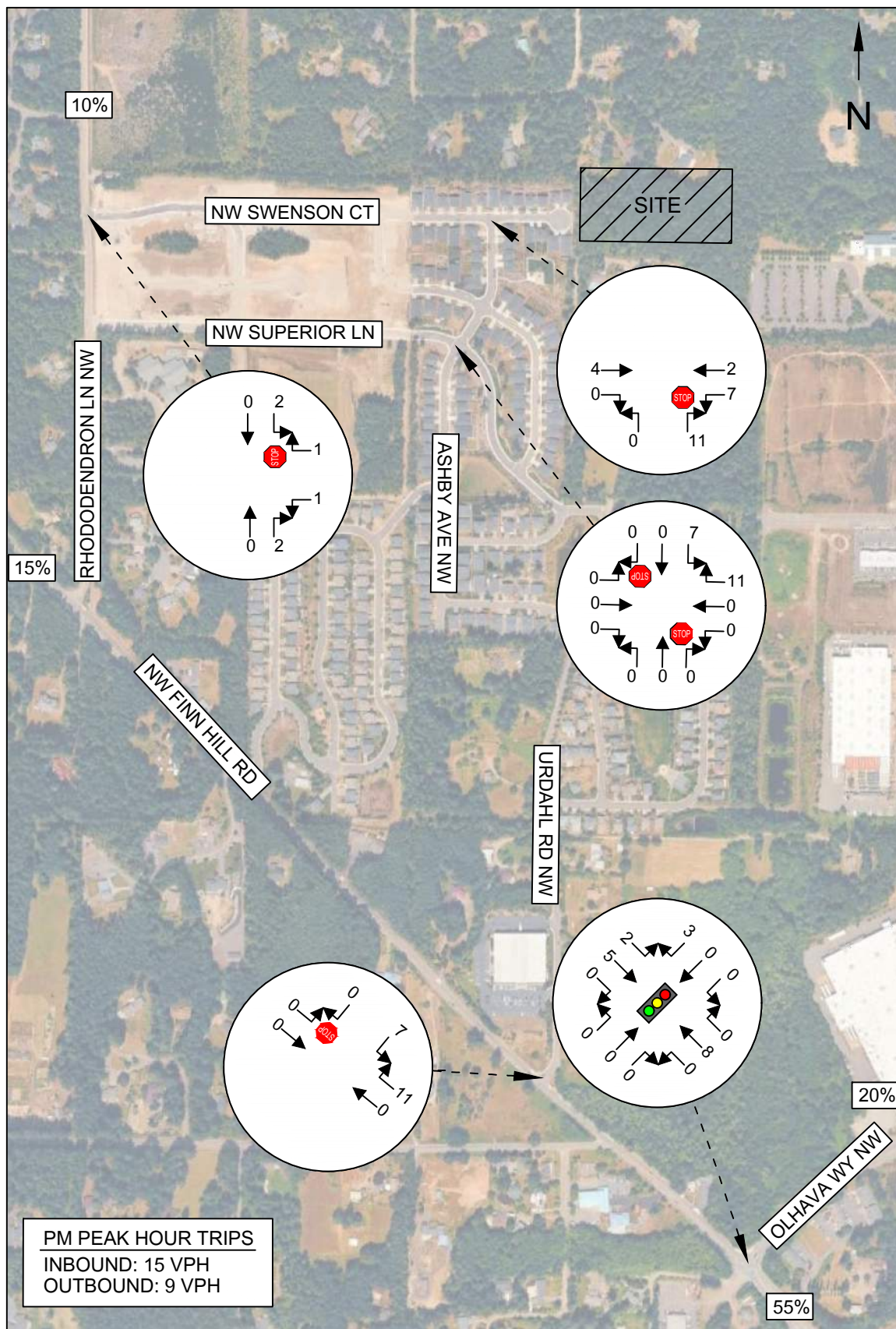
A seven-year horizon of 2032 was used for future traffic delay analysis. 2032 background traffic volumes were forecast by applying a two percent compound annual growth rate³ to the existing AM and PM peak hour volumes shown in Figures 3 and 4. Moreover, pipeline volumes from the nearby development (under construction) have been accounted for (85 single-family homes⁴). Refer to **Figures 8 and 9** for the AM and PM peak hour pipeline volumes. Forecast 2032 AM and PM peak hour volumes without project trips associated with the proposed development are shown in **Figures 10 and 11**. **Figures 12 and 13** illustrate the forecast 2032 peak hour volumes with the project generated traffic.

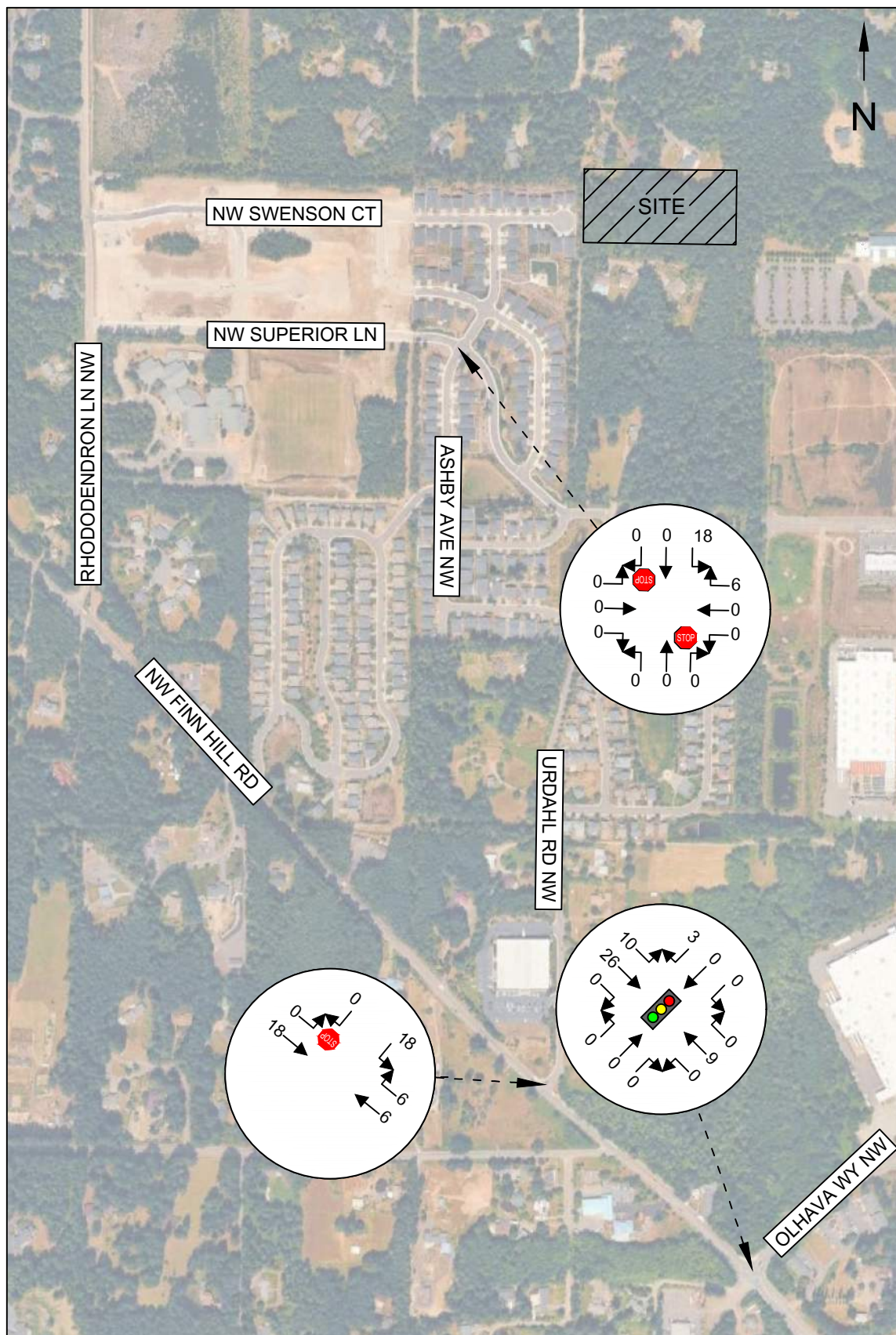
³ Per City Comprehensive Plan.

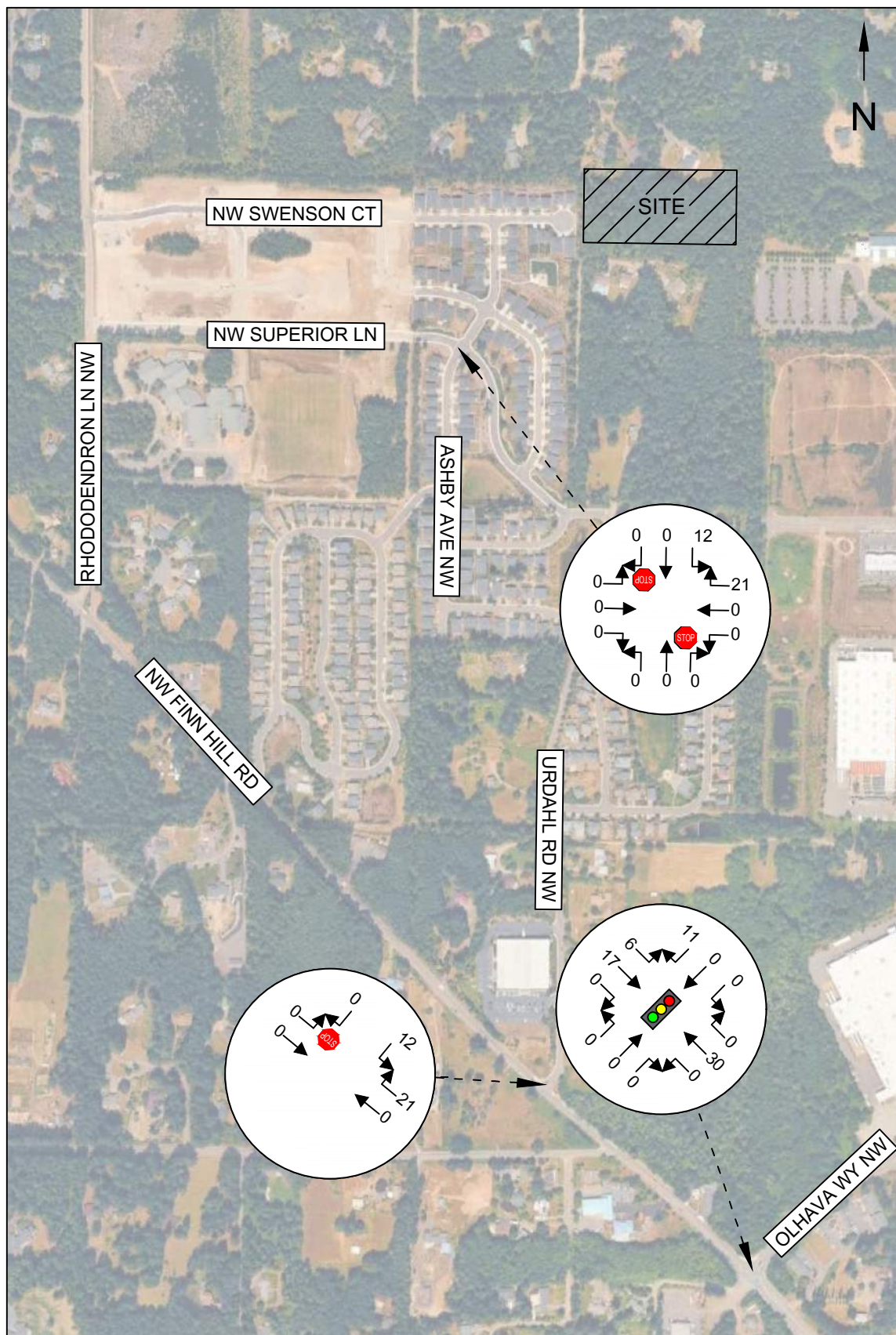
⁴ Confirmed during site visit while collection peak hour data. 85 homes currently under construction/unoccupied. Also confirmed with Swenson Plat TIA (October 2019).

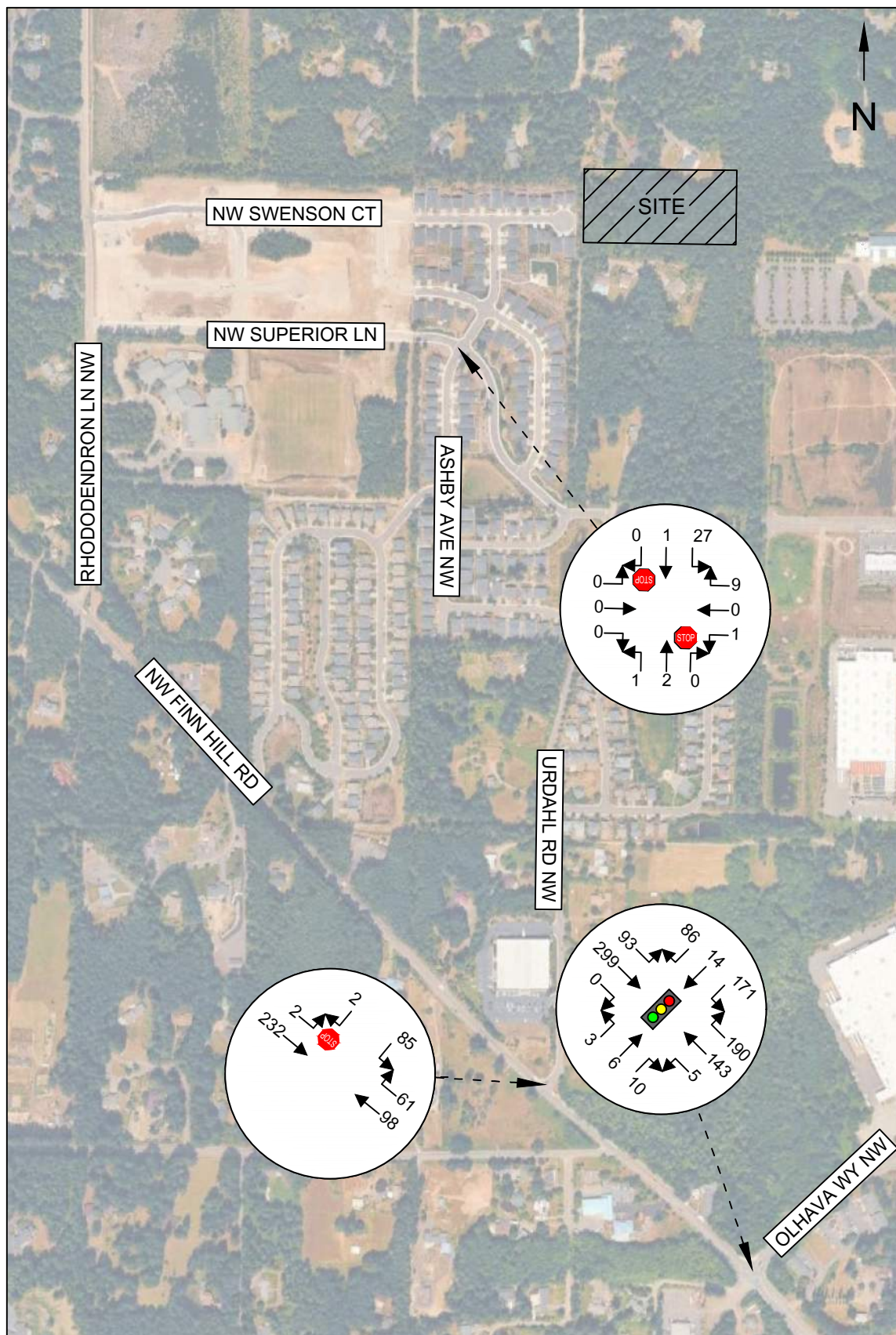


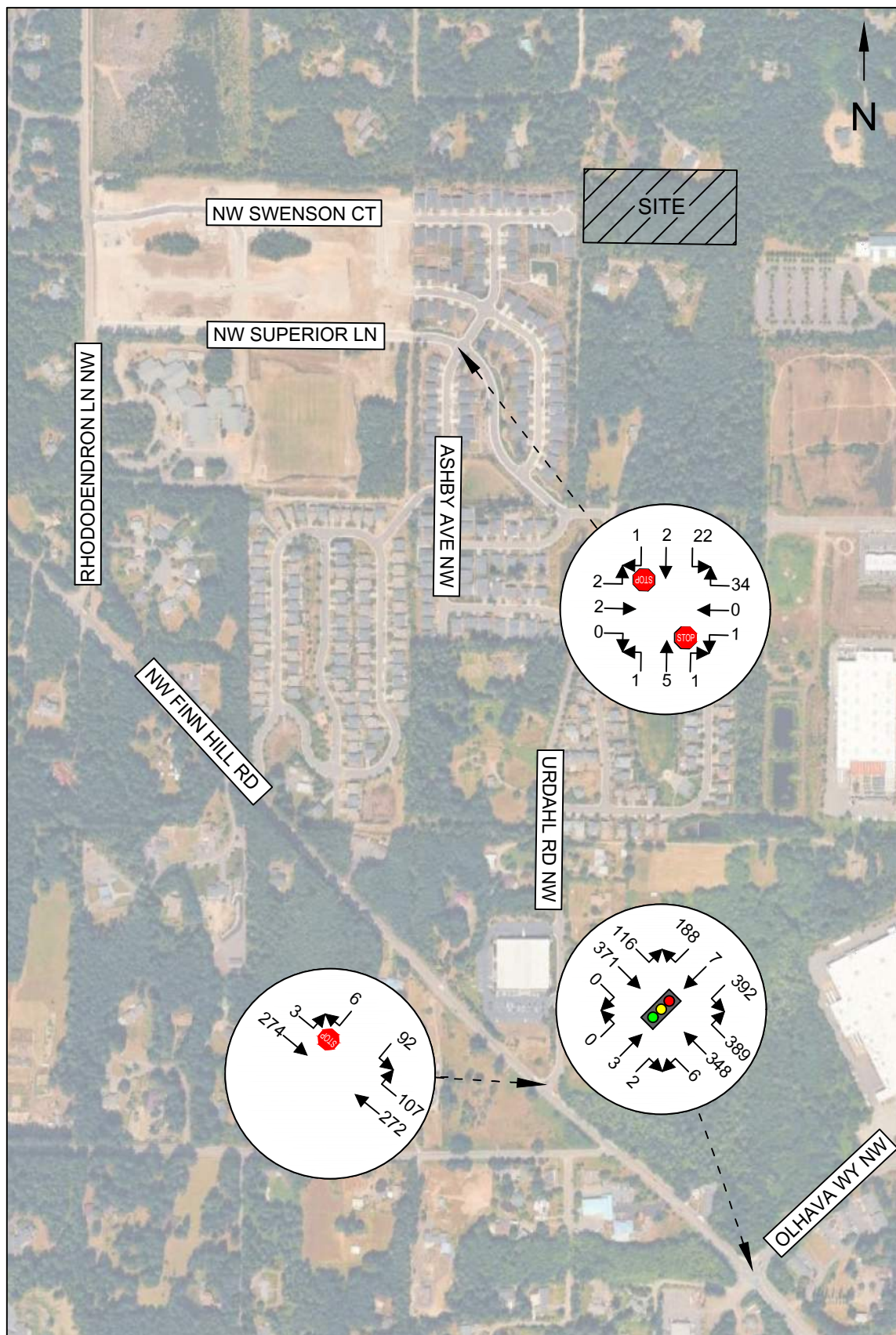


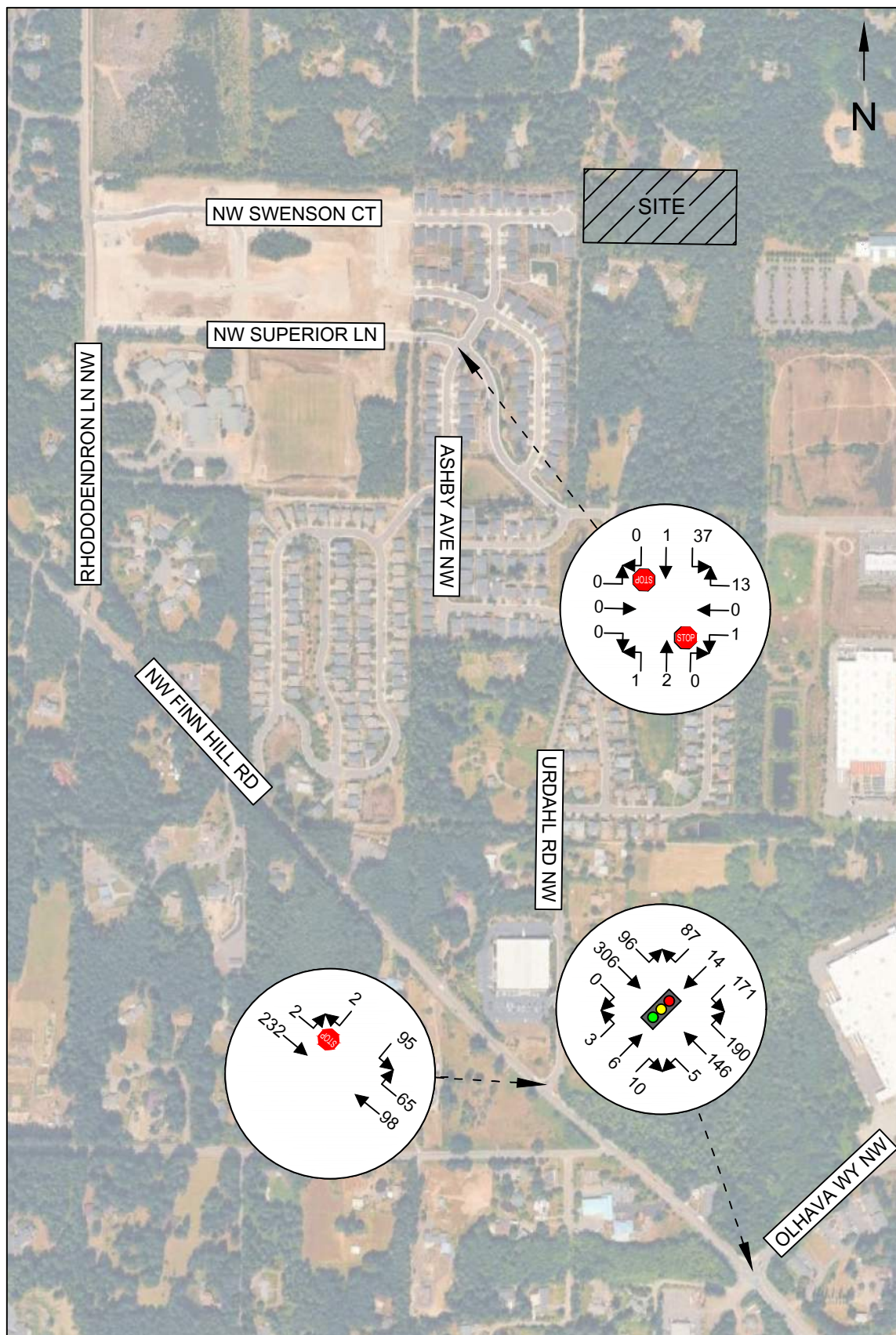


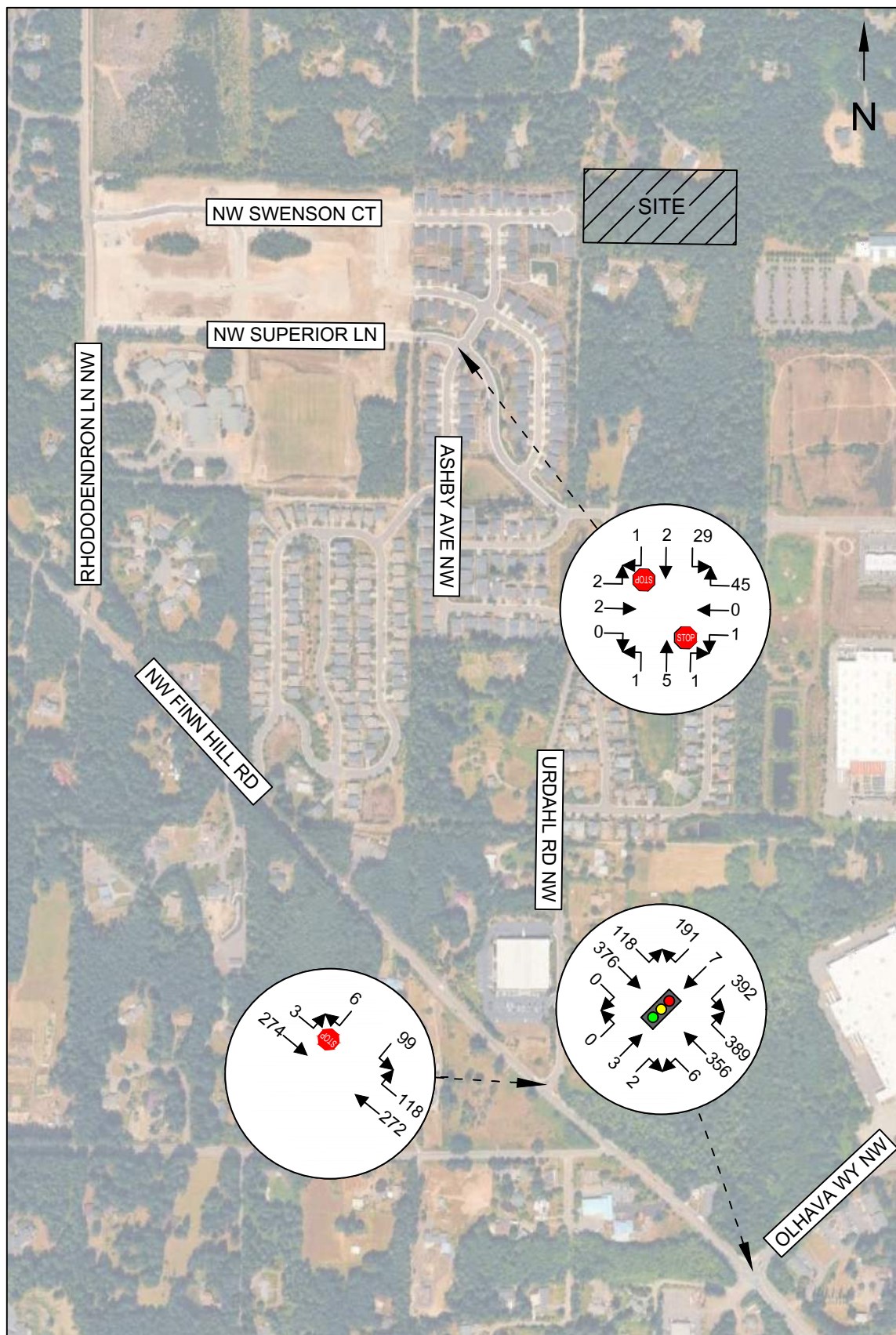












4.4 Level of Service

Future Levels of Service were analyzed without (background) and with project related trips. Future LOS results are summarized in **Table 7**, and detailed LOS reports are provided in the appendix.

Table 7: Forecast 2032 Weekday Peak Hour Level of Service

Delays Given in Seconds per Vehicle

Intersection	Control	Peak-Hour	Crt. Mvmt.	<u>Without Project</u>		<u>With Project</u>	
				LOS	Delay	LOS	Delay
Finn Hill Rd & Olhava Way	Signal	AM	Overall	B	13.5	B	13.5
		PM		B	18.9	B	19.0
Finn Hill Rd & Urdahl Rd	Stop	AM	SB	B	12.7	B	12.9
		PM		C	18.6	C	19.3
Superior Ln & Ashby Ave	Stop	AM	WB	A	8.5	A	8.5
		PM	EB	A	9.2	A	9.3

The intersection of Finn Hill Road and Urdahl Road NW will operate acceptably at LOS C or better in both study periods through 2032. Other local street intersections along Urdahl Road NW, including NW Monterey Loop and NW Cascadian Street, will also receive project-generated trips. However, these local streets provide access to fewer homes and serve lower travel demand than Finn Hill Road. Therefore, they are expected to operate with lower delays than Finn Hill Road and they were not explicitly modeled in this analysis.

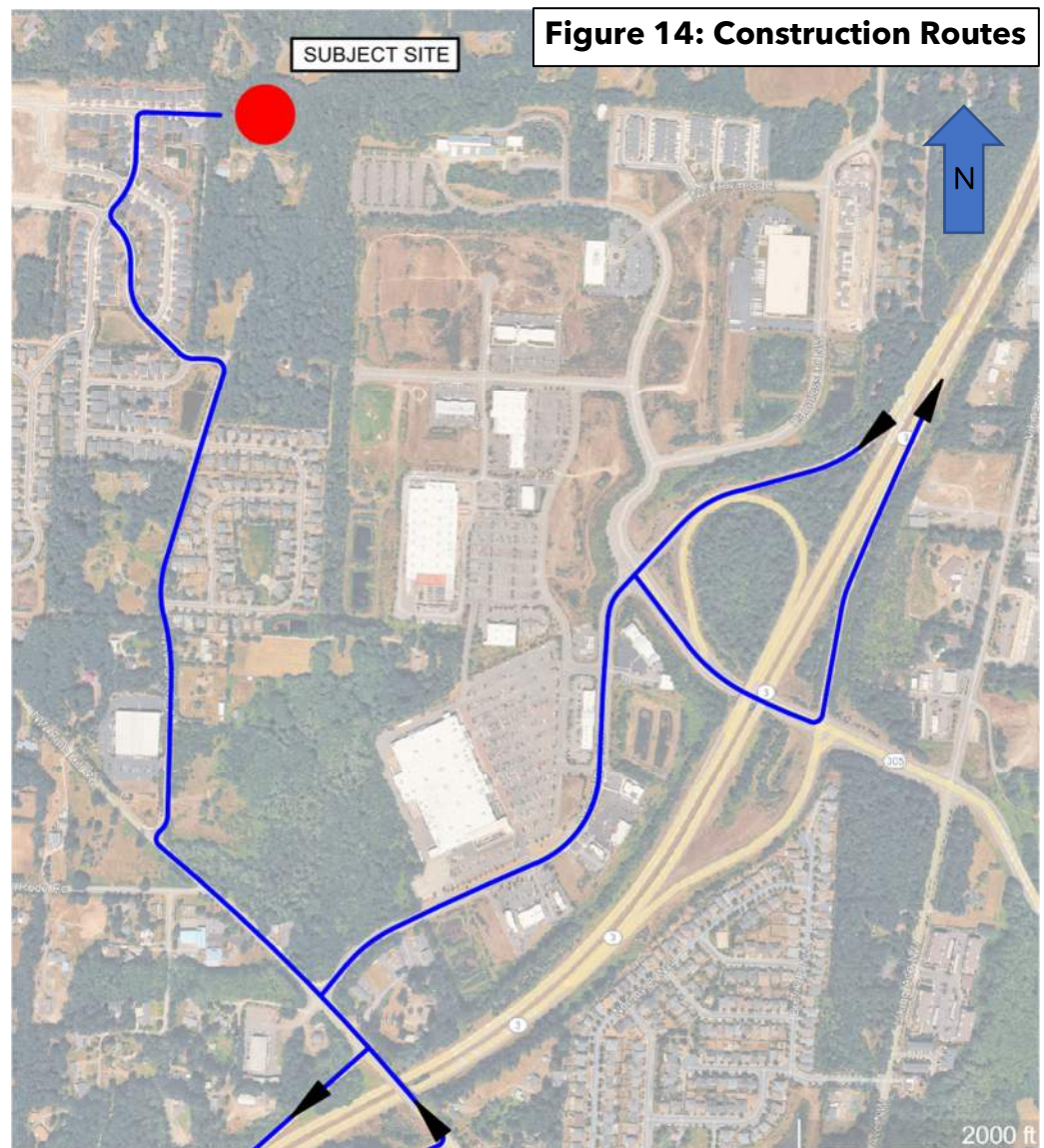


4.5 Construction Traffic

According to the project manager, construction activity is anticipated to last from 9-12 months but could vary based on time of year, and project complexity. Truck activity will be periodic throughout the construction period, with an estimated maximum of up to 10 trucks per day during some construction phases (e.g. timber removal, rock import, concrete). A total of up to 20 daily construction employees are anticipated to be on-site.

Construction traffic is anticipated to primarily utilize arterials, collectors, and state routes (SR 3 - state route / Finn Hill Road - minor arterial / Olhava Way - major collector / Urdahl - neighborhood collector) to and from the subject property.

However, truck traffic will need to go north through local roadways (Superior, Ashby, Swenson). Potential construction routes are illustrated in **Figure 14**. Route restrictions or preferences can be coordinated with the City.



5. CONCLUSIONS & MITIGATION

Cedarview At Glennwood is a proposed residential project comprised of 22 single-family homes located within Poulsbo city limits. The subject site is situated on 5 acres within two tax parcels. Access to and from the site is proposed via an easterly extension of NW Swenson Court.

AM and PM peak hour counts were conducted at three nearby intersections. Study intersections currently operate well at LOS B or better, satisfying the City of Poulsbo minimum LOS E standard. The project is anticipated to generate 251 average weekday daily trips, 19 AM peak hour trips, and 24 PM peak hour trips.

A 2032 horizon year was analyzed to assess future roadway conditions with and without project traffic. All study intersections are anticipated to operate well at LOS C or better through 2032 both with and without project-generated trips.

Construction activity will vary over the 9-12 month anticipated construction period. Trucks are encouraged to utilize state routes and should coordinate preferred truck routes with the City.

Based on the above analysis, the following mitigation measures are identified:

1. Any frontage improvements should be coordinated with the City of Poulsbo.
2. The proposed development would be subject to Traffic Impact Fees (TIF) as imposed by the City of Poulsbo (PMC 3.86). Fees are based on new average daily project trips, assessed at \$564.00 per net new trip. Therefore, an estimated fee calculation is as follows:

$$251 \text{ daily trips} \times \$564.00 \text{ per daily trip} = \mathbf{\$141,564.00}$$

Actual traffic impact fees will be calculated and determined by the City at the time of building permit issuance.

No other mitigation is identified at this time.

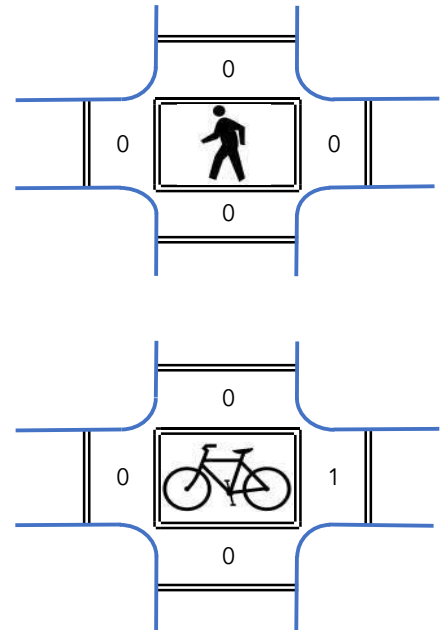
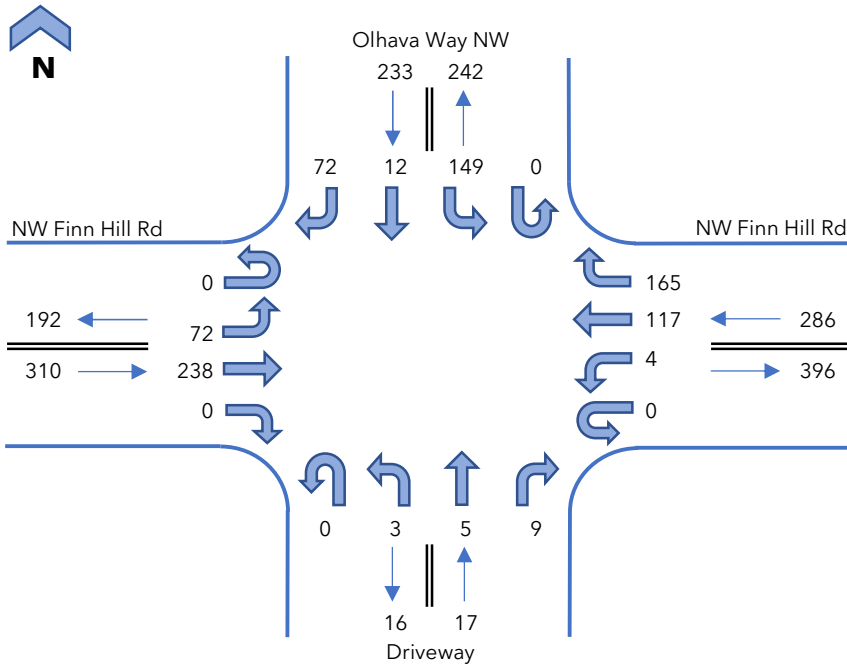


CEDARVIEW AT GLENNWOOD TRAFFIC IMPACT ANALYSIS

APPENDIX



NW Finn Hill Road & Olhava Way NW



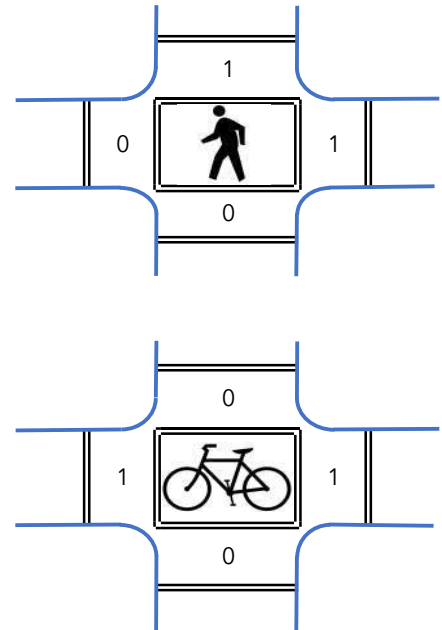
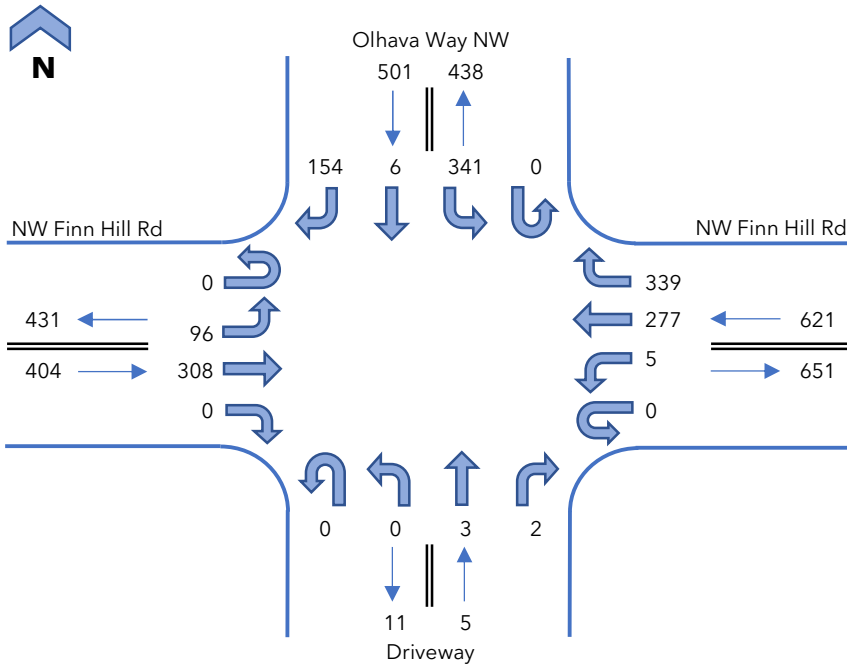
Interval Start Time	NW Finn Hill Rd				NW Finn Hill Rd				Driveway				Olhava Way NW				15 Minute Totals	Hourly Totals
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT		
7:00 AM	0	14	40	0	0	4	14	38	0	1	2	1	0	41	0	6	161	789 821 846 825 829
7:15 AM	0	18	69	0	0	0	14	30	0	0	0	1	0	33	1	6	172	
7:30 AM	0	17	88	0	0	1	24	34	0	0	3	2	0	33	5	17	224	
7:45 AM	0	13	69	0	0	0	26	52	0	0	1	2	0	48	3	18	232	
8:00 AM	0	19	41	0	0	2	35	34	0	1	1	3	0	33	3	21	193	
8:15 AM	0	23	40	0	0	1	32	45	0	2	0	2	0	35	1	16	197	
8:30 AM	0	11	52	0	0	0	33	44	0	0	1	0	0	44	0	18	203	
8:45 AM	0	19	49	0	0	0	31	56	0	0	0	2	0	48	1	30	236	
Count Total	0	134	448	0	0	8	209	333	0	4	8	13	0	315	14	132	1618	--
Peak Hour Total	0	72	238	0	0	4	117	165	0	3	5	9	0	149	12	72	846	--
PHF	0.74				0.92				0.85				0.84				0.91	--
Heavy Vehicles	0	7	13	0	0	1	8	12	0	1	1	4	0	15	9	8	79	--
HV %	0.0%	9.7%	5.5%	0.0%	0.0%	25.0%	6.8%	7.3%	0.0%	33.3%	20.0%	44.4%	0.0%	10.1%	75.0%	11.1%	9.3%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
7:00 AM	4	7	2	2	15
7:15 AM	4	4	0	1	9
7:30 AM	4	3	0	8	15
7:45 AM	3	3	0	6	12
8:00 AM	5	9	3	10	27
8:15 AM	8	6	3	8	25
8:30 AM	1	7	1	3	12
8:45 AM	7	4	2	10	23
Count Total	36	43	11	48	138
Peak Hour Total	20	21	6	32	79
Peak Hour HV%	6.5%	7.3%	35.3%	13.7%	9.3%

Pedestrians (Leg)				
E	W	N	S	Total
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
1	2	1	0	4
0	0	0	0	0

Bicycles (Leg)				
E	W	N	S	Total
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	1	0	0	2
1	0	0	0	1

NW Finn Hill Road & Olhava Way NW



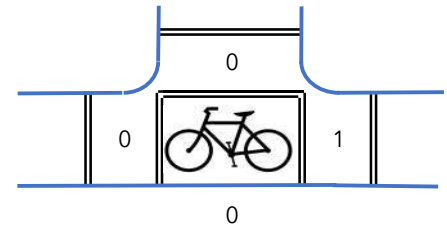
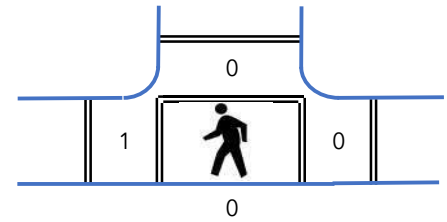
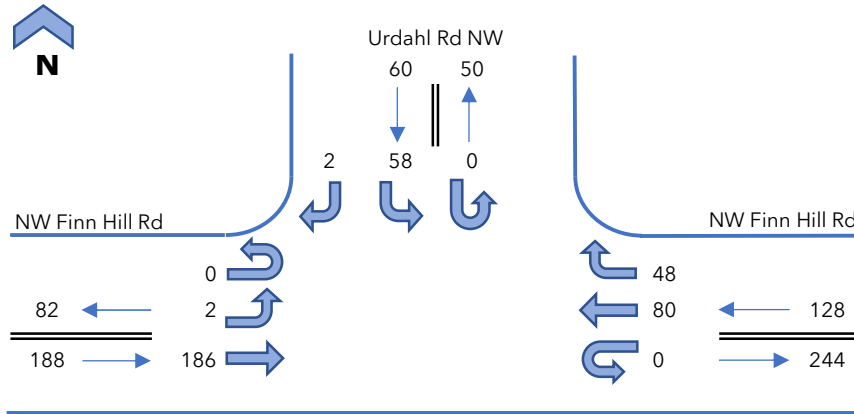
Interval Start Time	NW Finn Hill Rd Eastbound				NW Finn Hill Rd Westbound				Driveway Northbound				Olhava Way NW Southbound				15 Minute Totals	Hourly Totals
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT		
4:00 PM	0	37	100	0	0	1	61	89	0	0	2	0	0	74	1	29	394	
4:15 PM	0	21	64	0	0	3	67	99	0	0	0	2	0	108	0	44	408	
4:30 PM	0	24	70	0	0	1	74	78	0	0	1	0	0	86	1	39	374	
4:45 PM	0	14	74	0	0	0	75	73	0	0	0	0	4	73	4	42	359	1535
5:00 PM	0	36	46	0	0	0	52	78	0	0	0	1	0	120	0	40	373	1514
5:15 PM	0	18	30	0	0	0	60	62	0	0	0	0	1	82	0	34	287	1393
5:30 PM	0	14	48	0	0	0	55	50	0	0	0	2	0	75	0	32	276	1295
5:45 PM	0	13	47	0	0	1	49	52	0	0	0	0	0	74	0	25	261	1197
Count Total	0	177	479	0	0	6	493	581	0	0	3	5	5	692	6	285	2732	--
Peak Hour Total	0	96	308	0	0	5	277	339	0	0	3	2	4	341	6	154	1535	--
PHF		0.74				0.92				0.63				0.83			0.94	--
Heavy Vehicles	0	5	9	0	0	0	12	7	0	0	0	0	0	7	0	2	42	--
HV %	0.0%	5.2%	2.9%	0.0%	0.0%	0.0%	4.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	1.3%	2.7%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
4:00 PM	7	8	0	1	16
4:15 PM	1	7	0	1	9
4:30 PM	3	2	0	4	9
4:45 PM	3	2	0	3	8
5:00 PM	0	2	0	3	5
5:15 PM	1	2	0	2	5
5:30 PM	2	2	0	1	5
5:45 PM	1	2	0	2	5
Count Total	18	27	0	17	62
Peak Hour Total	14	19	0	9	42
Peak Hour HV%	3.5%	3.1%	0.0%	1.8%	2.7%

Pedestrians (Leg)				
E	W	N	S	Total
1	0	0	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
1	0	1	0	2

Bicycles (Leg)				
E	W	N	S	Total
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	2
1	1	0	0	2

NW Finn Hill Road & Urdahl Road NW



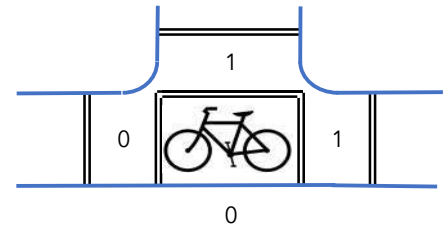
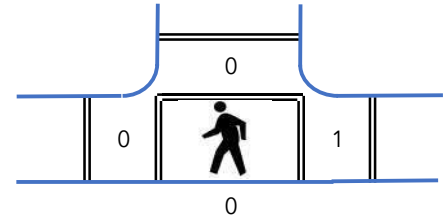
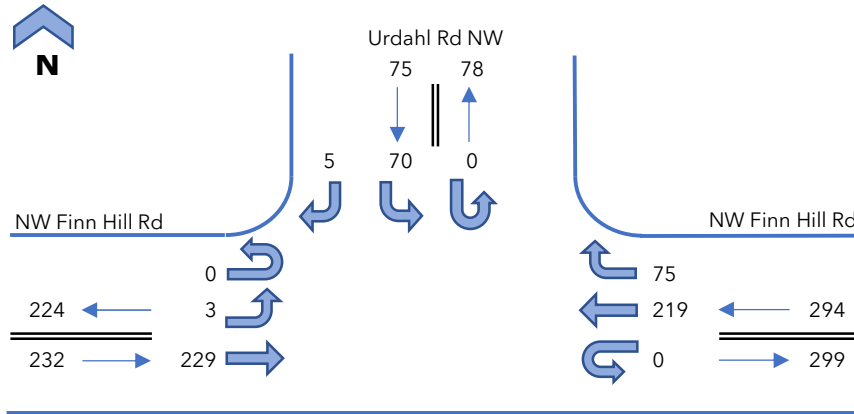
Interval Start Time	NW Finn Hill Rd Eastbound				NW Finn Hill Rd Westbound				Urdahl Rd NW Southbound				15 Minute Totals	Hourly Totals
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT		
7:00 AM	0	1	28	--	0	--	8	7	--	--	--	--	56	
7:15 AM	0	0	48	--	0	--	11	6	--	--	--	--	86	
7:30 AM	0	0	69	--	0	--	14	17	--	--	--	--	115	
7:45 AM	0	1	39	--	0	--	21	11	--	--	--	--	85	342
8:00 AM	0	1	30	--	0	--	34	14	--	--	--	--	90	376
8:15 AM	0	1	25	--	0	--	32	4	--	--	--	--	77	367
8:30 AM	0	0	37	--	0	--	39	2	--	--	--	--	88	340
8:45 AM	0	0	34	--	0	--	46	8	--	--	--	--	104	359
Count Total	0	4	310	--	0	--	205	69	--	--	--	--	701	--
Peak Hour Total	0	2	186	--	0	--	80	48	--	--	--	--	376	--
PHF	0.68				0.67				0.71				0.82	--
Heavy Vehicles	0	0	9	--	0	--	8	1	--	--	--	--	18	--
HV %	0.0%	0.0%	4.8%	--	0.0%	--	10.0%	2.1%	--	--	--	--	4.8%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
7:00 AM	1	4	--	1	6
7:15 AM	2	0	--	0	2
7:30 AM	3	0	--	0	3
7:45 AM	3	1	--	0	4
8:00 AM	1	8	--	0	9
8:15 AM	2	2	--	0	4
8:30 AM	2	3	--	0	5
8:45 AM	2	4	--	2	8
Count Total	16	22	--	3	41
Peak Hour Total	9	9	--	0	18
Peak Hour HV%	4.8%	7.0%	--	0.0%	4.8%

Interval Start Time	Pedestrians (Leg)				
	E	W	N	S	Total
7:00 AM	0	2	0	0	2
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
Count Total	1	4	0	0	5
Peak Hour Total	0	1	0	0	1

Interval Start Time	Bicycles (Leg)				
	E	W	N	S	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Count Total	1	0	0	0	1
Peak Hour Total	1	0	0	0	1

NW Finn Hill Road & Urdahl Road NW



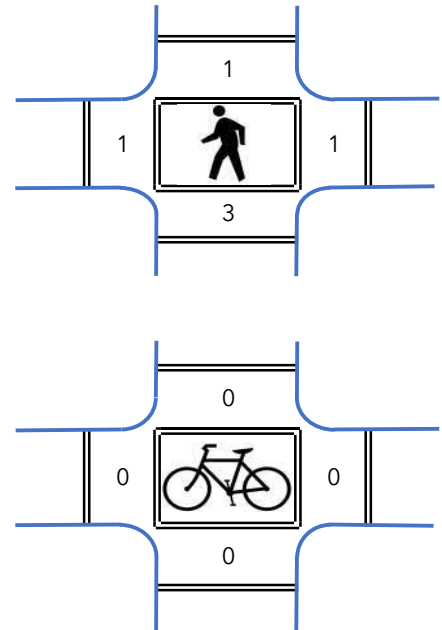
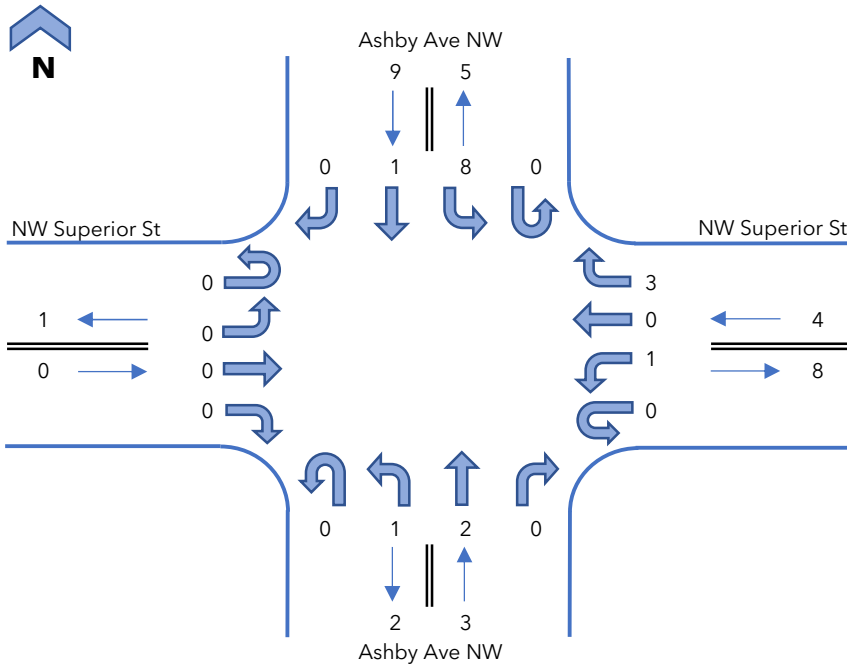
Interval Start Time	NW Finn Hill Rd Eastbound				NW Finn Hill Rd Westbound				Urdahl Rd NW Southbound				15 Minute Totals	Hourly Totals
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT		
4:00 PM	0	1	97	--	0	--	46	19	--	--	--	--	185	602
4:15 PM	0	1	42	--	0	--	45	15	--	--	--	--	118	
4:30 PM	0	0	42	--	0	--	54	24	--	--	--	--	144	
4:45 PM	0	1	48	--	0	--	74	17	--	--	--	--	155	
5:00 PM	0	2	26	--	0	--	57	16	--	--	--	--	115	
5:15 PM	0	0	25	--	0	--	53	18	--	--	--	--	104	
5:30 PM	0	0	40	--	0	--	56	17	--	--	--	--	120	
5:45 PM	0	0	31	--	0	--	37	20	--	--	--	--	98	
Count Total	0	5	351	--	0	--	422	146	--	--	--	--	1039	--
Peak Hour Total	0	3	229	--	0	--	219	75	--	--	--	--	602	--
PHF	0.59				0.81				0.79				0.81	--
Heavy Vehicles	0	1	7	--	0	--	1	1	--	--	--	--	13	--
HV %	0.0%	33.3%	3.1%	--	0.0%	--	0.5%	1.3%	--	--	--	--	2.2%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
4:00 PM	6	1	--	1	8
4:15 PM	1	0	--	0	1
4:30 PM	1	0	--	2	3
4:45 PM	0	1	--	0	1
5:00 PM	0	0	--	0	0
5:15 PM	0	1	--	0	1
5:30 PM	0	0	--	1	1
5:45 PM	1	0	--	1	2
Count Total	9	3	--	5	17
Peak Hour Total	8	2	--	3	13
Peak Hour HV%	3.4%	0.7%	--	3.9%	2.2%

Interval Start Time	Pedestrians (Leg)				
	E	W	N	S	Total
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Count Total	1	1	0	0	2
Peak Hour Total	1	0	0	0	1

Interval Start Time	Bicycles (Leg)				
	E	W	N	S	Total
4:00 PM	0	0	1	0	1
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Count Total	1	0	1	0	2
Peak Hour Total	1	0	1	0	2

NW Superior Street & Ashby Avenue NW



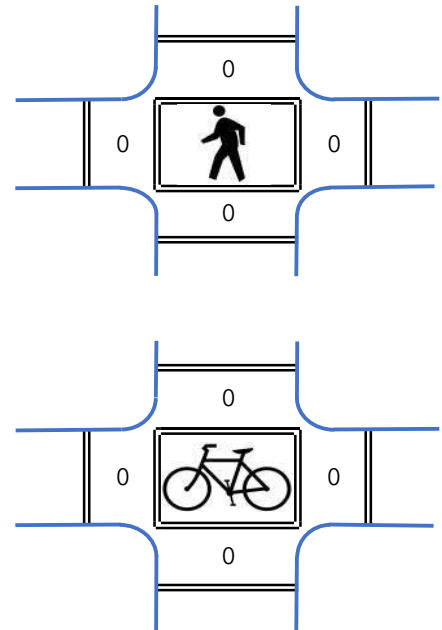
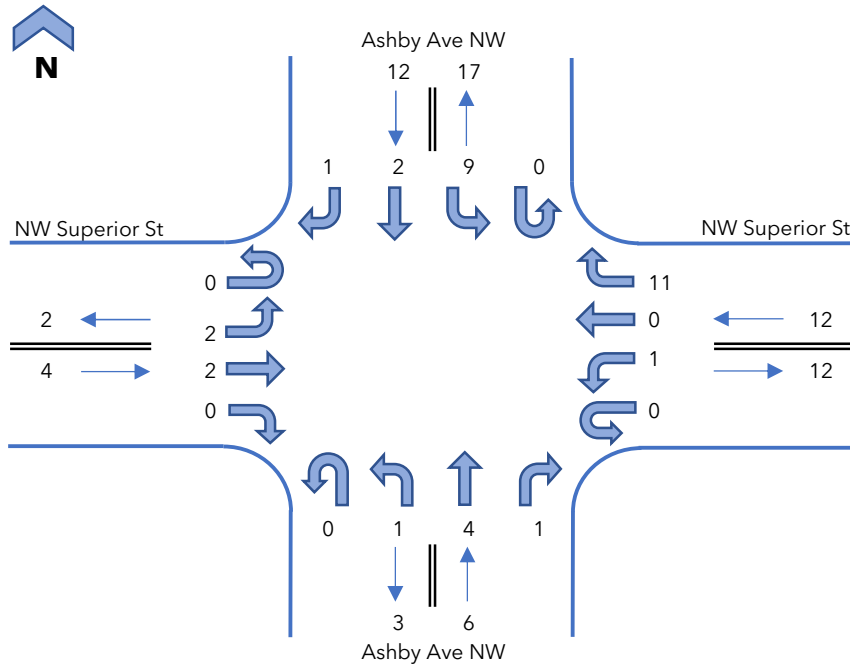
Interval Start Time	NW Superior St Eastbound				NW Superior St Westbound				Ashby Ave NW Northbound				Ashby Ave NW Southbound				15 Minute Totals	Hourly Totals
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	4	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	11
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	12
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	11
8:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	4	13
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	5	16
Count Total	0	0	0	1	0	1	0	4	0	2	2	0	0	15	2	0	27	--
Peak Hour Total	0	0	0	0	0	1	0	3	0	1	2	0	0	8	1	0	16	--
PHF	#DIV/0!				1.00				0.38				0.75				0.80	--
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Count Total	0	0	0	0	0
Peak Hour Total	0	0	0	0	0
Peak Hour HV%	#DIV/0!	0.0%	0.0%	0.0%	0.0%

Pedestrians (Leg)				
E	W	N	S	Total
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
1	1	0	2	4
0	0	0	1	1
0	0	1	0	1
0	0	0	0	0
2	1	2	3	8
1	1	1	3	6

Bicycles (Leg)				
E	W	N	S	Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

NW Superior Street & Ashby Avenue NW



Interval Start Time	NW Superior St Eastbound				NW Superior St Westbound				Ashby Ave NW Northbound				Ashby Ave NW Southbound				15 Minute Totals	Hourly Totals
	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT	UT	LT	T	RT		
4:00 PM	0	1	6	0	0	0	0	0	0	0	1	0	0	1	0	0	9	
4:15 PM	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	6	
4:30 PM	0	0	0	0	0	0	0	3	0	1	2	0	0	2	1	0	9	
4:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	5	1	0	9	33
5:00 PM	0	1	0	0	0	1	0	2	0	0	2	1	0	2	0	1	10	34
5:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	5	33
5:30 PM	0	0	0	2	0	0	0	1	0	0	1	0	0	1	1	0	6	30
5:45 PM	0	0	0	0	0	0	0	2	0	0	1	1	0	2	0	0	6	27
Count Total	0	3	8	2	0	1	0	18	0	1	8	2	0	13	3	1	60	--
Peak Hour Total	0	2	2	0	0	1	0	11	0	1	4	1	0	9	2	1	34	--
PHF	0.50				0.75				0.50				0.50				0.85	--
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	--
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	2.9%	--

Interval Start Time	Heavy Vehicles				
	EB	WB	NB	SB	Total
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Count Total	0	0	0	1	1
Peak Hour Total	0	0	0	1	1
Peak Hour HV%	0.0%	0.0%	0.0%	8.3%	2.9%

Pedestrians (Leg)				
E	W	N	S	Total
0	0	0	9	9
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	9	9
0	0	0	0	0

Bicycles (Leg)				
E	W	N	S	Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

Single-Family Detached Housing

(210)

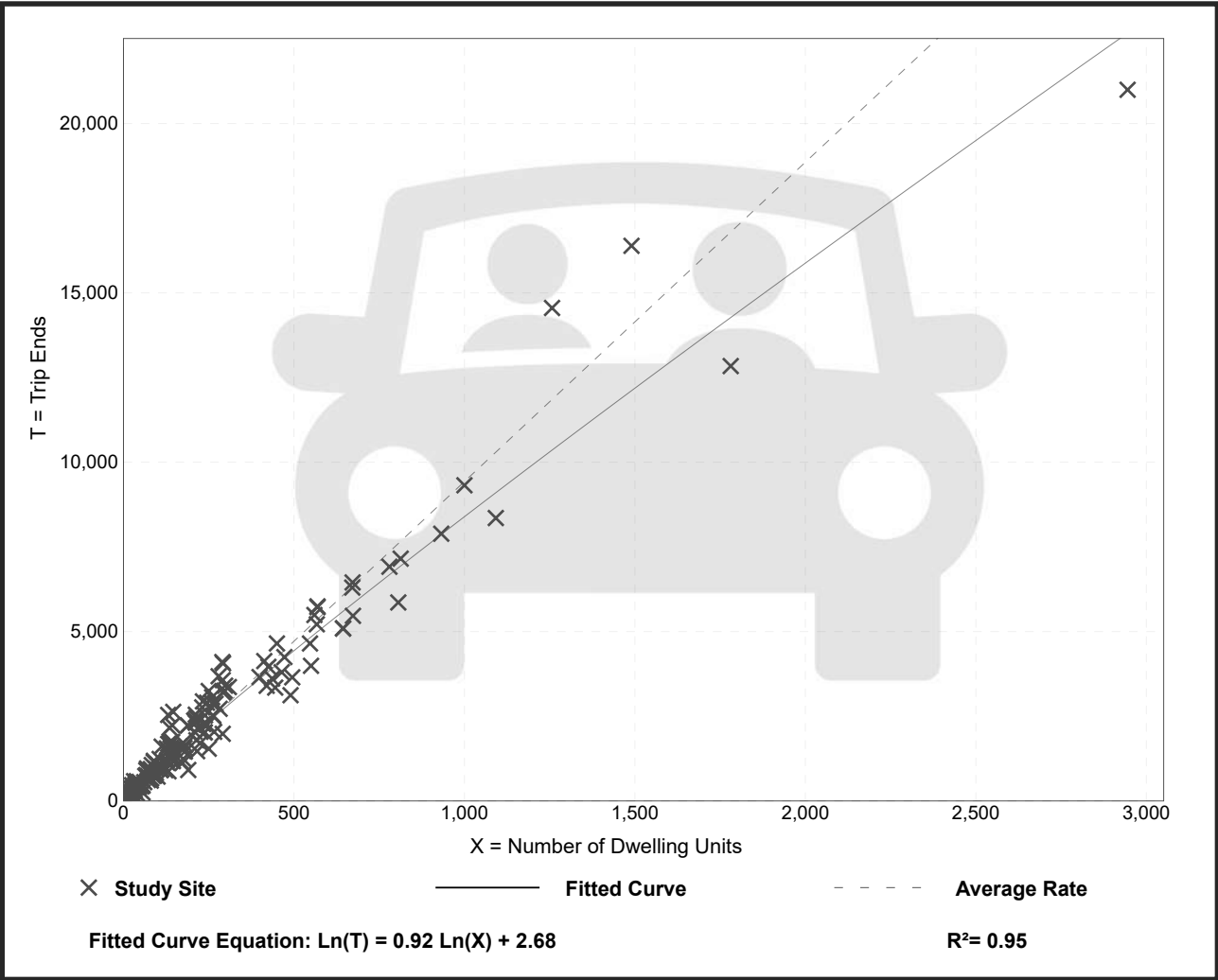
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing

(210)

Vehicle Trip Ends vs:

Dwelling Units

On a:

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

192

Avg. Num. of Dwelling Units:

226

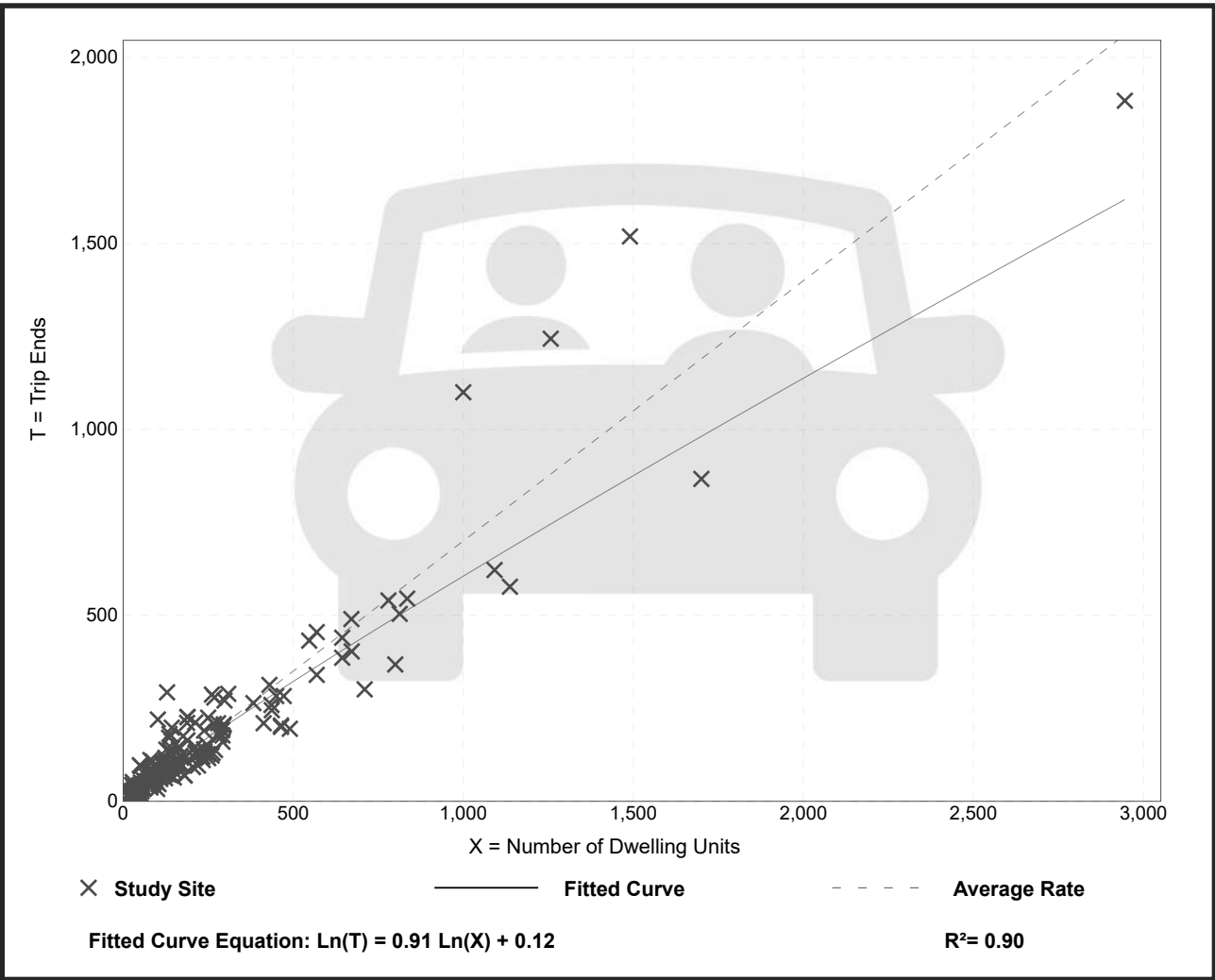
Directional Distribution:

25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing

(210)

Vehicle Trip Ends vs:

Dwelling Units

On a:

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

208

Avg. Num. of Dwelling Units:

248

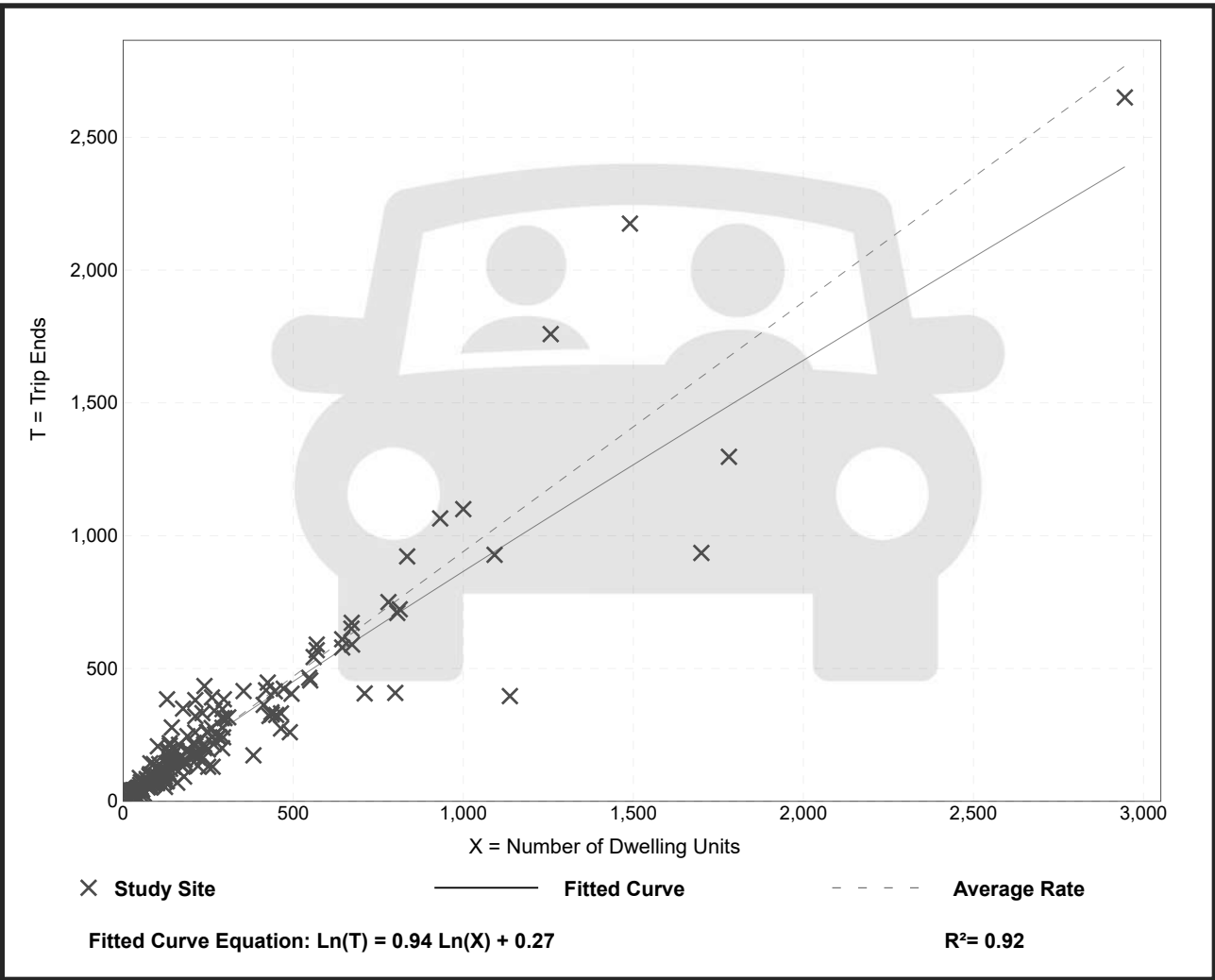
Directional Distribution:

63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



6-9-2025

Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 2 %
of Years to Horizon: 7

2032

AM Peak Hour

1. Finn Hill Rd & Olhava Way

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	72	12	149	165	117	4	9	5	3	0	238	72
Project Trips	1	0	0	0	3	0	0	0	0	0	7	3
Pipeline	3	0	0	0	9	0	0	0	0	0	26	10
Without	86	14	171	190	143	5	10	6	3	0	299	93
With	87	14	171	190	146	5	10	6	3	0	306	96

2. Finn Hill Rd & Urdahl Rd

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	2	0	58	48	80	0	0	0	0	0	186	2
Project Trips	0	0	10	4	0	0	0	0	0	0	0	0
Pipeline	0	0	18	6	6	0	0	0	0	0	18	0
Without	2	0	85	61	98	0	0	0	0	0	232	2
With	2	0	95	65	98	0	0	0	0	0	232	2

3. Superior Lane & Ashby Ave

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	0	1	8	3	0	1	0	2	1	0	0	0
Project Trips	0	0	10	4	0	0	0	0	0	0	0	0
Pipeline	0	0	18	6	0	0	0	0	0	0	0	0
Without	0	1	27	9	0	1	0	2	1	0	0	0
With	0	1	37	13	0	1	0	2	1	0	0	0

PM Peak Hour

1. Finn Hill Rd & Olhava Way

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	154	6	341	339	277	5	2	3	0	0	308	96
Project Trips	3	0	0	0	8	0	0	0	0	0	5	2
Pipeline	11	0	0	0	30	0	0	0	0	0	17	6
Without	188	7	392	389	348	6	2	3	0	0	371	116
With	191	7	392	389	356	6	2	3	0	0	376	118

2. Finn Hill Rd & Urdahl Rd

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	5	0	70	75	219	0	0	0	0	0	229	3
Project Trips	0	0	7	11	0	0	0	0	0	0	0	0
Pipeline	0	0	12	21	20	0	0	0	0	0	11	0
Without	6	0	92	107	272	0	0	0	0	0	274	3
With	6	0	99	118	272	0	0	0	0	0	274	3

3. Superior Lane & Ashby Ave

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	1	2	9	11	0	1	1	4	1	0	2	2
Project Trips	0	0	7	11	0	0	0	0	0	0	0	0
Pipeline	0	0	12	21	0	0	0	0	0	0	0	0
Without	1	2	22	34	0	1	1	5	1	0	2	2
With	1	2	29	45	0	1	1	5	1	0	2	2

HCM 7th Signalized Intersection Summary 1: NW Finn Hill Rd & Olhava Way NW

Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	238	0	4	117	165	3	5	9	149	12	72
Future Volume (veh/h)	72	238	0	4	117	165	3	5	9	149	12	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1660	1716	1786	1449	1702	1702	1337	1519	1182	1660	747	1646
Adj Flow Rate, veh/h	79	262	0	4	129	181	3	5	10	164	13	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	10	6	1	25	7	7	33	20	44	10	75	11
Cap, veh/h	470	496	0	344	351	291	349	70	140	586	25	153
Arrive On Green	0.09	0.29	0.00	0.01	0.21	0.21	0.00	0.16	0.16	0.13	0.28	0.28
Sat Flow, veh/h	1581	1716	0	1380	1702	1411	1273	445	890	1581	90	545
Grp Volume(v), veh/h	79	262	0	4	129	181	3	0	15	164	0	92
Grp Sat Flow(s),veh/h/ln	1581	1716	0	1380	1702	1411	1273	0	1335	1581	0	635
Q Serve(g_s), s	1.4	4.9	0.0	0.1	2.5	4.5	0.1	0.0	0.4	2.9	0.0	4.7
Cycle Q Clear(g_c), s	1.4	4.9	0.0	0.1	2.5	4.5	0.1	0.0	0.4	2.9	0.0	4.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.67	1.00		0.86
Lane Grp Cap(c), veh/h	470	496	0	344	351	291	349	0	209	586	0	179
V/C Ratio(X)	0.17	0.53	0.00	0.01	0.37	0.62	0.01	0.00	0.07	0.28	0.00	0.52
Avail Cap(c_a), veh/h	1611	1839	0	1634	1824	1512	1374	0	1257	1662	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	11.4	0.0	11.9	13.0	13.8	13.5	0.0	13.7	9.4	0.0	11.5
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.0	0.6	2.2	0.0	0.0	0.1	0.3	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	2.7	0.0	0.0	1.5	2.4	0.0	0.0	0.2	1.4	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	12.3	0.0	11.9	13.7	16.0	13.5	0.0	13.9	9.7	0.0	13.8
LnGrp LOS	A	B		B	B	B	B		B	A		B
Approach Vol, veh/h	341			314			18			256		
Approach Delay, s/veh	11.6			15.0			13.8			11.2		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	10.0	4.2	15.0	4.2	14.8	7.4	11.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	36.0	36.0	41.0	31.0	36.0	31.0	41.0				
Max Q Clear Time (g_c+I1), s	4.9	2.4	2.1	6.9	2.1	6.7	3.4	6.5				
Green Ext Time (p_c), s	0.5	0.0	0.0	1.6	0.0	0.6	0.2	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.7											
HCM 7th LOS	B											

HCM 7th TWSC
2: NW Finn Hill Rd & Urdahl Rd NW

Existing AM Peak Hour

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	186	80	48	58	2
Future Vol, veh/h	2	186	80	48	58	2
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	5	10	2	1	1
Mvmt Flow	2	227	98	59	71	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	157	0	0 361 129
Stage 1	-	-	- 128 -
Stage 2	-	-	- 233 -
Critical Hdwy	4.11	-	- 6.41 6.21
Critical Hdwy Stg 1	-	-	- 5.41 -
Critical Hdwy Stg 2	-	-	- 5.41 -
Follow-up Hdwy	2.209	-	- 3.509 3.309
Pot Cap-1 Maneuver	1429	-	- 640 924
Stage 1	-	-	- 900 -
Stage 2	-	-	- 808 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1428	-	- 638 922
Mov Cap-2 Maneuver	-	-	- 638 -
Stage 1	-	-	- 898 -
Stage 2	-	-	- 808 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	19	-	-	-	645
HCM Lane V/C Ratio	0.002	-	-	-	0.114
HCM Ctrl Dly (s/v)	7.5	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	3	1	2	0	8	1	0
Future Vol, veh/h	0	0	0	1	0	3	1	2	0	8	1	0
Conflicting Peds, #/hr	6	0	6	6	0	6	6	0	6	6	0	6
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, %	-	-2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	1	0	4	1	3	0	10	1	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	38	38	13	38	38	15	7	0	0	9	0	0
Stage 1	27	27	-	11	11	-	-	-	-	-	-	-
Stage 2	11	11	-	27	27	-	-	-	-	-	-	-
Critical Hdwy	6.71	6.11	6.01	6.71	6.11	6.01	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	5.71	5.11	-	5.71	5.11	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.71	5.11	-	5.71	5.11	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	973	860	1071	973	860	1069	1620	-	-	1618	-	-
Stage 1	996	877	-	1014	889	-	-	-	-	-	-	-
Stage 2	1014	889	-	996	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	952	844	1058	955	844	1057	1611	-	-	1609	-	-
Mov Cap-2 Maneuver	952	844	-	955	844	-	-	-	-	-	-	-
Stage 1	984	867	-	1007	884	-	-	-	-	-	-	-
Stage 2	1003	884	-	984	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	8.51	2.41	6.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	600	-	-	-	1030	1600	-
HCM Lane V/C Ratio	0.001	-	-	-	0.005	0.006	-
HCM Ctrl Dly (s/v)	7.2	0	-	0	8.5	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-

HCM 7th Signalized Intersection Summary 1: NW Finn Hill Rd & Olhava Way NW

Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	308	0	5	277	339	0	3	2	341	6	154
Future Volume (veh/h)	96	308	0	5	277	339	0	3	2	341	6	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1730	1758	1786	1786	1744	1772	1786	1786	1786	1772	1786	1786
Adj Flow Rate, veh/h	102	328	0	5	295	361	0	3	2	363	6	164
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	1	1	4	2	1	1	1	2	1	1
Cap, veh/h	389	684	0	398	549	461	259	108	72	650	21	575
Arrive On Green	0.08	0.39	0.00	0.01	0.32	0.32	0.00	0.11	0.11	0.22	0.40	0.40
Sat Flow, veh/h	1647	1758	0	1701	1744	1463	1701	984	656	1688	52	1433
Grp Volume(v), veh/h	102	328	0	5	295	361	0	0	5	363	0	170
Grp Sat Flow(s),veh/h/ln	1647	1758	0	1701	1744	1463	1701	0	1639	1688	0	1486
Q Serve(g_s), s	2.2	8.3	0.0	0.1	8.3	13.4	0.0	0.0	0.2	10.3	0.0	4.6
Cycle Q Clear(g_c), s	2.2	8.3	0.0	0.1	8.3	13.4	0.0	0.0	0.2	10.3	0.0	4.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.40	1.00		0.96
Lane Grp Cap(c), veh/h	389	684	0	398	549	461	259	0	181	650	0	596
V/C Ratio(X)	0.26	0.48	0.00	0.01	0.54	0.78	0.00	0.00	0.03	0.56	0.00	0.29
Avail Cap(c_a), veh/h	1111	1210	0	1413	1200	1007	1141	0	991	1150	0	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	13.7	0.0	13.8	16.8	18.5	0.0	0.0	23.7	15.2	0.0	12.1
Incr Delay (d2), s/veh	0.4	0.5	0.0	0.0	0.8	3.0	0.0	0.0	0.1	0.8	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	5.2	0.0	0.1	5.6	7.9	0.0	0.0	0.1	6.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	14.2	0.0	13.8	17.6	21.5	0.0	0.0	23.7	16.0	0.0	12.3
LnGrp LOS	B	B		B	B	C			C	B		B
Approach Vol, veh/h	430			661			5			533		
Approach Delay, s/veh	13.6			19.7			23.7			14.8		
Approach LOS	B			B			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.3	10.6	4.5	27.2	0.0	27.9	8.9	22.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	36.0	36.0	41.0	31.0	36.0	31.0	41.0				
Max Q Clear Time (g_c+I1), s	12.3	2.2	2.1	10.3	0.0	6.6	4.2	15.4				
Green Ext Time (p_c), s	1.1	0.0	0.0	2.0	0.0	1.1	0.2	3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	16.5											
HCM 7th LOS	B											

HCM 7th TWSC
2: NW Finn Hill Rd & Urdahl Rd NW

Existing PM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	229	219	75	70	5
Future Vol, veh/h	3	229	219	75	70	5
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	33	3	1	1	4	1
Mvmt Flow	4	283	270	93	86	6
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	364	0	-	0	609	319
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	4.43	-	-	-	6.44	6.21
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.497	-	-	-	3.536	3.309
Pot Cap-1 Maneuver	1042	-	-	-	455	724
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1042	-	-	-	453	723
Mov Cap-2 Maneuver	-	-	-	-	453	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	753	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.11	0		14.68		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	23	-	-	-	464	
HCM Lane V/C Ratio	0.004	-	-	-	0.2	
HCM Ctrl Dly (s/v)	8.5	0	-	-	14.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	0	1	0	11	1	4	1	9	2	1
Future Vol, veh/h	2	2	0	1	0	11	1	4	1	9	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	-2	-	-	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	2	2	0	1	0	12	1	4	1	10	2	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	29	30	3	30	30	5	3	0	0	5	0	0
Stage 1	22	22	-	7	7	-	-	-	-	-	-	-
Stage 2	7	8	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	6.72	6.12	6.02	6.72	6.12	6.02	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.72	5.12	-	5.72	5.12	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.72	5.12	-	5.72	5.12	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	983	866	1081	982	866	1079	1619	-	-	1616	-	-
Stage 1	999	879	-	1015	891	-	-	-	-	-	-	-
Stage 2	1016	890	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	966	860	1081	973	860	1079	1619	-	-	1616	-	-
Mov Cap-2 Maneuver	966	860	-	973	860	-	-	-	-	-	-	-
Stage 1	992	874	-	1015	890	-	-	-	-	-	-	-
Stage 2	1004	889	-	989	873	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.98		8.41		1.2		5.43	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	288	-	-	910 1069	1266	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005 0.012	0.006	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9 8.4	7.2	0	-
HCM Lane LOS	A	A	-	A A	A A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0	0	-	-

HCM 7th Signalized Intersection Summary

1: NW Finn Hill Rd & Olhava Way NW

Forecast 2032 AM Peak Hour
Without Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	299	0	5	143	190	3	6	10	171	14	86
Future Volume (veh/h)	93	299	0	5	143	190	3	6	10	171	14	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1660	1716	1786	1449	1702	1702	1337	1519	1182	1660	747	1646
Adj Flow Rate, veh/h	102	329	0	5	157	209	3	7	11	188	15	95
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	10	6	1	25	7	7	33	20	44	10	75	11
Cap, veh/h	476	546	0	322	384	318	303	77	121	566	24	151
Arrive On Green	0.10	0.32	0.00	0.01	0.23	0.23	0.00	0.15	0.15	0.13	0.28	0.28
Sat Flow, veh/h	1581	1716	0	1380	1702	1411	1273	524	824	1581	86	548
Grp Volume(v), veh/h	102	329	0	5	157	209	3	0	18	188	0	110
Grp Sat Flow(s),veh/h/ln	1581	1716	0	1380	1702	1411	1273	0	1348	1581	0	634
Q Serve(g_s), s	1.8	6.6	0.0	0.1	3.2	5.5	0.1	0.0	0.5	3.7	0.0	6.2
Cycle Q Clear(g_c), s	1.8	6.6	0.0	0.1	3.2	5.5	0.1	0.0	0.5	3.7	0.0	6.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.61	1.00		0.86
Lane Grp Cap(c), veh/h	476	546	0	322	384	318	303	0	198	566	0	175
V/C Ratio(X)	0.21	0.60	0.00	0.02	0.41	0.66	0.01	0.00	0.09	0.33	0.00	0.63
Avail Cap(c_a), veh/h	1517	1724	0	1529	1710	1418	1264	0	1190	1555	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	11.7	0.0	12.1	13.5	14.4	14.7	0.0	15.0	10.5	0.0	12.9
Incr Delay (d2), s/veh	0.2	1.1	0.0	0.0	0.7	2.3	0.0	0.0	0.2	0.3	0.0	3.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	3.7	0.0	0.1	2.0	2.9	0.0	0.0	0.2	1.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	12.8	0.0	12.1	14.2	16.7	14.7	0.0	15.2	10.8	0.0	16.6
LnGrp LOS	A	B		B	B	B	B		B	B		B
Approach Vol, veh/h	431				371				21		298	
Approach Delay, s/veh	12.0				15.5				15.2		12.9	
Approach LOS	B				B				B		B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	10.0	4.3	17.0	4.2	15.3	8.1	13.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	36.0	36.0	41.0	31.0	36.0	31.0	41.0				
Max Q Clear Time (g_c+I1), s	5.7	2.5	2.1	8.6	2.1	8.2	3.8	7.5				
Green Ext Time (p_c), s	0.5	0.1	0.0	2.0	0.0	0.7	0.3	1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.5									
HCM 7th LOS			B									

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	232	98	61	85	2
Future Vol, veh/h	2	232	98	61	85	2
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	5	10	2	1	1
Mvmt Flow	2	283	120	74	104	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	195	0	-	0	447	159
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1384	-	-	-	571	889
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1383	-	-	-	569	888
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	762	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.07	0		12.69		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	15	-	-	-	574	
HCM Lane V/C Ratio	0.002	-	-	-	0.185	
HCM Ctrl Dly (s/v)	7.6	0	-	-	12.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	9	1	2	0	27	1	0
Future Vol, veh/h	0	0	0	1	0	9	1	2	0	27	1	0
Conflicting Peds, #/hr	6	0	6	6	0	6	6	0	6	6	0	6
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, %	-	-2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	1	0	11	1	3	0	34	1	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	86	86	13	86	86	15	7	0	0	9	0	0
Stage 1	75	75	-	11	11	-	-	-	-	-	-	-
Stage 2	11	11	-	75	75	-	-	-	-	-	-	-
Critical Hdwy	6.71	6.11	6.01	6.71	6.11	6.01	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	5.71	5.11	-	5.71	5.11	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.71	5.11	-	5.71	5.11	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	911	814	1071	911	814	1069	1620	-	-	1618	-	-
Stage 1	945	842	-	1014	889	-	-	-	-	-	-	-
Stage 2	1014	889	-	945	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	872	787	1058	881	787	1057	1611	-	-	1609	-	-
Mov Cap-2 Maneuver	872	787	-	881	787	-	-	-	-	-	-	-
Stage 1	920	819	-	1007	884	-	-	-	-	-	-	-
Stage 2	996	884	-	920	819	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	0		8.52			2.41			7.03			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	600	-	-	-	1036	1608	-	-				
HCM Lane V/C Ratio	0.001	-	-	-	0.012	0.021	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	0	8.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1	-	-				

HCM 7th Signalized Intersection Summary
1: NW Finn Hill Rd & Olhava Way NW

Forecast 2032 PM Peak Hour
Without Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	371	0	6	348	389	0	3	2	392	7	188
Future Volume (veh/h)	116	371	0	6	348	389	0	3	2	392	7	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1730	1758	1786	1786	1744	1772	1786	1786	1786	1772	1786	1786
Adj Flow Rate, veh/h	123	395	0	6	370	414	0	3	2	417	7	200
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	1	1	4	2	1	1	1	2	1	1
Cap, veh/h	346	726	0	362	600	504	220	94	63	658	20	580
Arrive On Green	0.08	0.41	0.00	0.01	0.34	0.34	0.00	0.10	0.10	0.25	0.40	0.40
Sat Flow, veh/h	1647	1758	0	1701	1744	1464	1701	983	655	1688	50	1435
Grp Volume(v), veh/h	123	395	0	6	370	414	0	0	5	417	0	207
Grp Sat Flow(s),veh/h/ln	1647	1758	0	1701	1744	1464	1701	0	1638	1688	0	1486
Q Serve(g_s), s	3.1	11.8	0.0	0.2	12.2	17.9	0.0	0.0	0.2	14.2	0.0	6.7
Cycle Q Clear(g_c), s	3.1	11.8	0.0	0.2	12.2	17.9	0.0	0.0	0.2	14.2	0.0	6.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.40	1.00		0.97
Lane Grp Cap(c), veh/h	346	726	0	362	600	504	220	0	157	658	0	601
V/C Ratio(X)	0.36	0.54	0.00	0.02	0.62	0.82	0.00	0.00	0.03	0.63	0.00	0.34
Avail Cap(c_a), veh/h	953	1040	0	1229	1031	866	978	0	851	989	0	771
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	15.4	0.0	14.9	18.9	20.8	0.0	0.0	28.4	18.0	0.0	14.3
Incr Delay (d2), s/veh	0.6	0.6	0.0	0.0	1.0	3.4	0.0	0.0	0.1	1.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	7.7	0.0	0.1	8.3	10.1	0.0	0.0	0.1	9.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	16.0	0.0	14.9	20.0	24.2	0.0	0.0	28.5	19.0	0.0	14.6
LnGrp LOS	B	B		B	B	C			C	B		B
Approach Vol, veh/h	518			790			5			624		
Approach Delay, s/veh	15.5			22.1			28.5			17.6		
Approach LOS	B			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	10.7	4.7	32.6	0.0	32.0	9.4	27.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	36.0	36.0	41.0	31.0	36.0	31.0	41.0				
Max Q Clear Time (g_c+I1), s	16.2	2.2	2.2	13.8	0.0	8.7	5.1	19.9				
Green Ext Time (p_c), s	1.2	0.0	0.0	2.4	0.0	1.4	0.3	3.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.9											
HCM 7th LOS	B											

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	274	272	107	92	6
Future Vol, veh/h	3	274	272	107	92	6
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	33	3	1	1	4	1
Mvmt Flow	4	338	336	132	114	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	469	0	-	0	750	404
Stage 1	-	-	-	-	403	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	4.43	-	-	-	6.44	6.21
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.497	-	-	-	3.536	3.309
Pot Cap-1 Maneuver	948	-	-	-	376	649
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	948	-	-	-	374	648
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	711	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.1	0		18.64		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	19	-	-	-	384	
HCM Lane V/C Ratio	0.004	-	-	-	0.315	
HCM Ctrl Dly (s/v)	8.8	0	-	-	18.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.3	

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	0	1	0	34	1	5	1	22	2	1
Future Vol, veh/h	2	2	0	1	0	34	1	5	1	22	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	-2	-	-	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	2	2	0	1	0	37	1	5	1	24	2	1

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	58	59	3	59	59	6	3	0
Stage 1	51	51	-	8	8	-	-	-
Stage 2	8	9	-	51	51	-	-	-
Critical Hdwy	6.72	6.12	6.02	6.72	6.12	6.02	4.12	-
Critical Hdwy Stg 1	5.72	5.12	-	5.72	5.12	-	-	-
Critical Hdwy Stg 2	5.72	5.12	-	5.72	5.12	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	944	837	1081	943	837	1077	1619	-
Stage 1	968	858	-	1014	890	-	-	-
Stage 2	1015	889	-	967	857	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	898	824	1081	926	824	1077	1619	-
Mov Cap-2 Maneuver	898	824	-	926	824	-	-	-
Stage 1	953	845	-	1013	889	-	-	-
Stage 2	979	889	-	950	844	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.21	8.48	1.03	6.39
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	249	-	-	859 1072	1485	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005 0.035	0.015	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.2 8.5	7.3	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

HCM 7th Signalized Intersection Summary
1: NW Finn Hill Rd & Olhava Way NW

Forecast 2032 AM Peak Hour
With Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	306	0	5	146	190	3	6	10	171	14	87
Future Volume (veh/h)	96	306	0	5	146	190	3	6	10	171	14	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1660	1716	1786	1449	1702	1702	1337	1519	1182	1660	747	1646
Adj Flow Rate, veh/h	105	336	0	5	160	209	3	7	11	188	15	96
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	10	6	1	25	7	7	33	20	44	10	75	11
Cap, veh/h	476	549	0	319	384	319	301	77	121	565	24	151
Arrive On Green	0.10	0.32	0.00	0.01	0.23	0.23	0.00	0.15	0.15	0.13	0.28	0.28
Sat Flow, veh/h	1581	1716	0	1380	1702	1411	1273	524	824	1581	86	548
Grp Volume(v), veh/h	105	336	0	5	160	209	3	0	18	188	0	111
Grp Sat Flow(s),veh/h/ln	1581	1716	0	1380	1702	1411	1273	0	1348	1581	0	634
Q Serve(g_s), s	1.8	6.8	0.0	0.1	3.3	5.5	0.1	0.0	0.5	3.7	0.0	6.3
Cycle Q Clear(g_c), s	1.8	6.8	0.0	0.1	3.3	5.5	0.1	0.0	0.5	3.7	0.0	6.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.61	1.00		0.86
Lane Grp Cap(c), veh/h	476	549	0	319	384	319	301	0	198	565	0	175
V/C Ratio(X)	0.22	0.61	0.00	0.02	0.42	0.66	0.01	0.00	0.09	0.33	0.00	0.63
Avail Cap(c_a), veh/h	1512	1719	0	1522	1705	1414	1259	0	1186	1550	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	11.8	0.0	12.2	13.5	14.4	14.8	0.0	15.1	10.5	0.0	13.0
Incr Delay (d2), s/veh	0.2	1.1	0.0	0.0	0.7	2.3	0.0	0.0	0.2	0.3	0.0	3.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	3.8	0.0	0.1	2.0	3.0	0.0	0.0	0.2	1.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	12.9	0.0	12.2	14.3	16.7	14.8	0.0	15.3	10.9	0.0	16.8
LnGrp LOS	A	B		B	B	B	B		B	B		B
Approach Vol, veh/h	441			374			21			299		
Approach Delay, s/veh	12.0			15.6			15.2			13.1		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	10.0	4.3	17.1	4.2	15.3	8.2	13.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	36.0	36.0	41.0	31.0	36.0	31.0	41.0				
Max Q Clear Time (g_c+I1), s	5.7	2.5	2.1	8.8	2.1	8.3	3.8	7.5				
Green Ext Time (p_c), s	0.5	0.1	0.0	2.1	0.0	0.7	0.3	1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.5											
HCM 7th LOS	B											

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	232	98	65	95	2
Future Vol, veh/h	2	232	98	65	95	2
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	5	10	2	1	1
Mvmt Flow	2	283	120	79	116	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	200	0	-	0	449	161
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1378	-	-	-	570	886
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1377	-	-	-	567	885
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	762	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.07	0		12.93		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	15	-	-	-	572	
HCM Lane V/C Ratio	0.002	-	-	-	0.207	
HCM Ctrl Dly (s/v)	7.6	0	-	-	12.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.8	

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	13	1	2	0	37	1	0
Future Vol, veh/h	0	0	0	1	0	13	1	2	0	37	1	0
Conflicting Peds, #/hr	6	0	6	6	0	6	6	0	6	6	0	6
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, %	-	-2	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	0	1	0	16	1	3	0	46	1	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	111	111	13	111	111	15	7	0	0	9	0	0
Stage 1	100	100	-	11	11	-	-	-	-	-	-	-
Stage 2	11	11	-	100	100	-	-	-	-	-	-	-
Critical Hdwy	6.71	6.11	6.01	6.71	6.11	6.01	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	5.71	5.11	-	5.71	5.11	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.71	5.11	-	5.71	5.11	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	880	791	1071	880	791	1069	1620	-	-	1618	-	-
Stage 1	919	824	-	1014	889	-	-	-	-	-	-	-
Stage 2	1014	889	-	919	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	832	759	1058	845	759	1057	1611	-	-	1609	-	-
Mov Cap-2 Maneuver	832	759	-	845	759	-	-	-	-	-	-	-
Stage 1	888	795	-	1007	884	-	-	-	-	-	-	-
Stage 2	992	884	-	888	795	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	0		8.53			2.41			7.11			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	600	-	-	-	1038	1608	-	-				
HCM Lane V/C Ratio	0.001	-	-	-	0.017	0.029	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	0	8.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-	-				

HCM 7th Signalized Intersection Summary
1: NW Finn Hill Rd & Olhava Way NW

Forecast 2032 PM Peak Hour
With Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	376	0	6	356	389	0	3	2	392	7	191
Future Volume (veh/h)	118	376	0	6	356	389	0	3	2	392	7	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.96	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1730	1758	1786	1786	1744	1772	1786	1786	1786	1772	1786	1786
Adj Flow Rate, veh/h	126	400	0	6	379	414	0	3	2	417	7	203
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	1	1	4	2	1	1	1	2	1	1
Cap, veh/h	342	728	0	359	601	505	219	94	63	657	20	580
Arrive On Green	0.08	0.41	0.00	0.01	0.34	0.34	0.00	0.10	0.10	0.25	0.40	0.40
Sat Flow, veh/h	1647	1758	0	1701	1744	1464	1701	983	655	1688	50	1436
Grp Volume(v), veh/h	126	400	0	6	379	414	0	0	5	417	0	210
Grp Sat Flow(s),veh/h/ln	1647	1758	0	1701	1744	1464	1701	0	1638	1688	0	1485
Q Serve(g_s), s	3.2	12.0	0.0	0.2	12.6	18.0	0.0	0.0	0.2	14.3	0.0	6.8
Cycle Q Clear(g_c), s	3.2	12.0	0.0	0.2	12.6	18.0	0.0	0.0	0.2	14.3	0.0	6.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.40	1.00		0.97
Lane Grp Cap(c), veh/h	342	728	0	359	601	505	219	0	157	657	0	600
V/C Ratio(X)	0.37	0.55	0.00	0.02	0.63	0.82	0.00	0.00	0.03	0.63	0.00	0.35
Avail Cap(c_a), veh/h	947	1037	0	1224	1029	864	975	0	848	987	0	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	15.5	0.0	14.9	19.1	20.8	0.0	0.0	28.5	18.1	0.0	14.4
Incr Delay (d2), s/veh	0.7	0.7	0.0	0.0	1.1	3.4	0.0	0.0	0.1	1.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	7.8	0.0	0.1	8.5	10.2	0.0	0.0	0.1	9.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	16.1	0.0	14.9	20.2	24.2	0.0	0.0	28.6	19.1	0.0	14.7
LnGrp LOS	B	B		B	C	C			C	B		B
Approach Vol, veh/h	526			799			5			627		
Approach Delay, s/veh	15.6			22.2			28.6			17.6		
Approach LOS	B			C			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.4	10.7	4.7	32.8	0.0	32.1	9.5	27.9				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	36.0	36.0	41.0	31.0	36.0	31.0	41.0				
Max Q Clear Time (g_c+I1), s	16.3	2.2	2.2	14.0	0.0	8.8	5.2	20.0				
Green Ext Time (p_c), s	1.2	0.0	0.0	2.5	0.0	1.4	0.3	4.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	19.0											
HCM 7th LOS	B											

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	274	272	118	99	6
Future Vol, veh/h	3	274	272	118	99	6
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	33	3	1	1	4	1
Mvmt Flow	4	338	336	146	122	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	482	0	-	0	756	411
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	4.43	-	-	-	6.44	6.21
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.497	-	-	-	3.536	3.309
Pot Cap-1 Maneuver	937	-	-	-	373	643
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	936	-	-	-	370	642
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	711	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.1	0		19.32		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	19	-	-	-	380	
HCM Lane V/C Ratio	0.004	-	-	-	0.341	
HCM Ctrl Dly (s/v)	8.9	0	-	-	19.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	1.5	

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	0	1	0	45	1	5	1	29	2	1
Future Vol, veh/h	2	2	0	1	0	45	1	5	1	29	2	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-2	-	-	-2	-	-	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	2	2	0	1	0	49	1	5	1	32	2	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	73	74	3	74	74	6	3	0	0	7	0	0
Stage 1	66	66	-	8	8	-	-	-	-	-	-	-
Stage 2	8	9	-	66	66	-	-	-	-	-	-	-
Critical Hdwy	6.72	6.12	6.02	6.72	6.12	6.02	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.72	5.12	-	5.72	5.12	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.72	5.12	-	5.72	5.12	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	925	823	1081	923	823	1077	1619	-	-	1614	-	-
Stage 1	952	846	-	1014	890	-	-	-	-	-	-	-
Stage 2	1015	889	-	951	846	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	865	806	1081	902	806	1077	1619	-	-	1614	-	-
Mov Cap-2 Maneuver	865	806	-	902	806	-	-	-	-	-	-	-
Stage 1	933	830	-	1013	889	-	-	-	-	-	-	-
Stage 2	968	889	-	930	829	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.34		8.52		1.03		6.59					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	249	-	-	834	1073	1529	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.005	0.047	0.02	-	-				
HCM Ctrl Dly (s/v)	7.2	0	-	9.3	8.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-				

