

Technical Memorandum – Traffic Assessment

Date: February 21, 2019

Re: Fairfield Hotel Development

A 77,366 square-foot, 108 room hotel development is proposed for the vacant land on Gateway Drive south of Indianapolis Airport Suites in Plainfield, Indiana. This technical memorandum presents an assessment of the proposed development from a traffic standpoint with respect to issues that may arise at the Hadley Road/Gateway Drive intersection.

Trip Generation

The proposed development is expected to generate 902 new trips during an average 24-hr weekday, 51 new trips during the AM peak hour and 65 new trips during the PM peak hour:

Land Use Code – Source	Description & Size	Daily		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
310 - ITE	Hotel (108 Rooms)	451	451	30	21	33	32

Table 1 – Side Street Level of Service (LOS) and Worst Movement Delay

Intersection and Approach	Hadley Road/Gateway SB Delay		Hadley Road/Gateway NB Delay	
	AM Peak	PM Peak	AM Peak	PM Peak
Existing	N/A	N/A	B - 29	B - 27
2019 No-Build	N/A	N/A	B - 29	B - 27
2019 Build	F – 105	F – 133	C - 54	C – 47
2028 Build	F – 168	F – 223	C - 69	C – 63
2038 Build	F – 281	F – 357	D - 93	D – 90

¹ The first letter is the Level of Service for the approach. The number is the highest movement delay in sec/veh.

Table 2 – Side Street Queues

Intersection and Approach	Hadley Road/Gateway SB Delay		Hadley Road/Gateway NB Delay	
	AM Peak	PM Peak	AM Peak	PM Peak
Existing	N/A	N/A	0.72	0.64
2019 No-Build	N/A	N/A	0.74	0.65
2019 Build	7.81	5.56	0.84	1.34
2028 Build	6.49	4.98	0.99	1.88
2038 Build	8.02	5.94	1.22	2.56

As Tables 1 and 2 show, the side street experiences average delays that are higher than preferred, specifically with the southbound direction. In general, side street queues are identified as an issue if stretching back five to ten vehicles. These results put the queues in the gray area, indicating improvements to the intersection would be a benefit, but are not necessarily an absolute requirement. Overall, these results are not a major concern as they are only expected to occur during the two heaviest periods of vehicle traffic per day and operate with better delays, queues, and LOS for the remaining 22 hours.

Mitigation options for the southbound movements have been addressed in previous studies and include the $\frac{3}{4}$ -Access intersection, which works well at reducing intersection delays by removing the highest delayed movement from the intersection, i.e., the side street left turn movement. In order to achieve this layout additional accesses would be required for both the northbound and southbound approaches at the intersection of Hadley Road/Gateway Drive.

A second option, signalized traffic control, was also previously analyzed and identified as a possible solution to achieve acceptable delays during the AM and PM peak hours. The signal would also need to run in coordination with the SR 267/Hadley Road intersection to ensure that vehicles queues do not stretch back and block the closely spaced intersections.

Fairfield Hotel Traffic Study Notes

- A growth rate factor of 1.0 was used for no build and build scenarios.
- Trips for the proposed mixed-use development north of the Hadley Road/Gateway intersections were added to the analysis to accurately model future conditions.
- Truck percentages remain at 2% with the assumption that most of the traffic to and from the site during the peak hours will be via passenger car
- It was assumed that all accesses are for both incoming and outgoing traffic, and are two-way stop controlled.
- Trip distribution was assumed as follows based on surrounding roads AADT volumes:
 - 18% to/from the West
 - 25% to/from the North
 - 15% to/from the East
 - 42% to/from the South

Geometry Used for Build Scenario

- Hadley Road/Gateway Drive
 - NB – Shared Thru-Left/Right
 - SB – Shared Thru-Left/Right
 - EB – Left/2 Thru/Right
 - WB – Left/2 Thru/Right

APPENDIX

- Level of Service Analysis

Vistro File: C:\...\Vistro_MyPlace Hotel_Fairfield
Update.vistro

Scenario 1 AM Exist

Report File: C:\...\AM Existing.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	NB Left	0.078	28.5	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive

Control Type:	Two-way stop	Delay (sec / veh):	28.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Approach						
Lane Configuration	⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0
Pocket Length [ft]	100.00	100.00	100.00	270.00	140.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Base Volume Input [veh/h]	11	94	713	19	70	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	94	713	19	70	239
Peak Hour Factor	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	28	214	6	21	72
Total Analysis Volume [veh/h]	13	113	856	23	84	287
Pedestrian Volume [ped/h]	0		0		0	

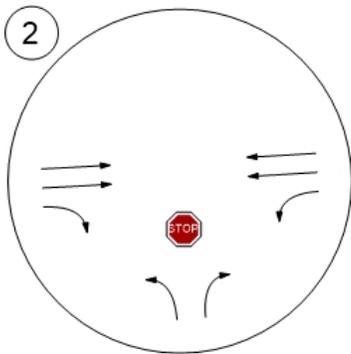
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

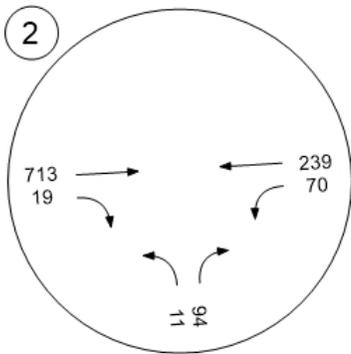
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.20	0.01	0.00	0.11	0.00
d_M, Delay for Movement [s/veh]	28.50	12.78	0.00	0.00	10.29	0.00
Movement LOS	D	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.25	0.72	0.00	0.00	0.37	0.00
95th-Percentile Queue Length [ft/ln]	6.29	18.11	0.00	0.00	9.22	0.00
d_A, Approach Delay [s/veh]	14.41		0.00		2.33	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.95					
Intersection LOS	D					

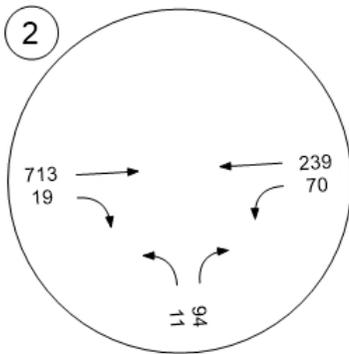
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Vistro File: C:\...\Vistro_MyPlace Hotel_Fairfield
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Scenario 2 PM Exist

Report File: C:\...\PM Existing.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	NB Left	0.180	26.3	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	26.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.180

Intersection Setup

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0
Pocket Length [ft]	100.00	100.00	100.00	270.00	140.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Base Volume Input [veh/h]	35	80	347	13	120	796
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	80	347	13	120	796
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	21	91	3	31	208
Total Analysis Volume [veh/h]	37	84	362	14	125	831
Pedestrian Volume [ped/h]	0		0		0	

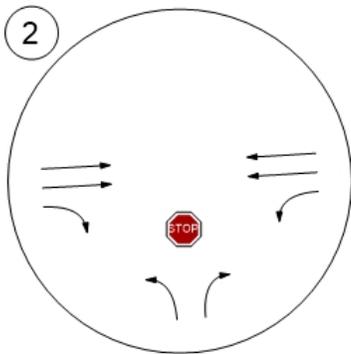
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

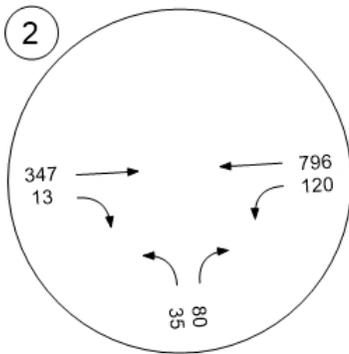
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.10	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	26.30	9.82	0.00	0.00	8.42	0.00
Movement LOS	D	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.64	0.34	0.00	0.00	0.35	0.00
95th-Percentile Queue Length [ft/ln]	15.96	8.41	0.00	0.00	8.87	0.00
d_A, Approach Delay [s/veh]	14.86		0.00		1.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.96					
Intersection LOS	D					

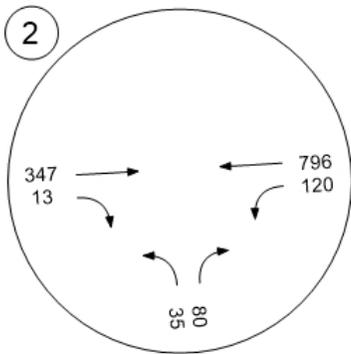
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



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Update.vistro

Scenario 3 2019 AM No-Build

Report File: C:\...\2019 AM No-Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	NB Left	0.080	29.0	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	29.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0
Pocket Length [ft]	100.00	100.00	100.00	270.00	140.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		No	

Volumes

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Base Volume Input [veh/h]	11	94	713	19	70	239
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	95	720	19	71	241
Peak Hour Factor	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	29	216	6	21	72
Total Analysis Volume [veh/h]	13	114	865	23	85	289
Pedestrian Volume [ped/h]	0		0		0	

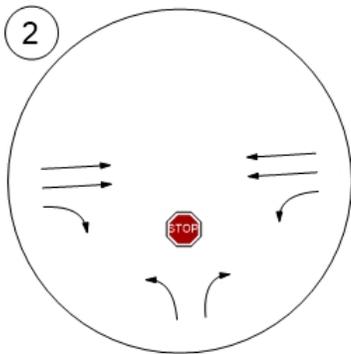
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

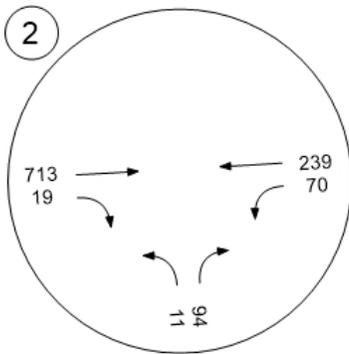
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.20	0.01	0.00	0.11	0.00
d_M, Delay for Movement [s/veh]	29.03	12.87	0.00	0.00	10.34	0.00
Movement LOS	D	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.26	0.74	0.00	0.00	0.38	0.00
95th-Percentile Queue Length [ft/ln]	6.42	18.46	0.00	0.00	9.42	0.00
d_A, Approach Delay [s/veh]	14.52		0.00		2.35	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.96					
Intersection LOS	D					

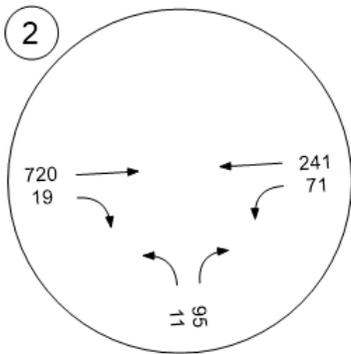
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



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Scenario 4 2019 PM No-Build

Report File: C:\...\2019 PM No-Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	NB Left	0.183	26.7	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	26.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐⇐		⇐⇐		⇐⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	1	0
Pocket Length [ft]	100.00	100.00	100.00	270.00	140.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Northbound		Hadley Road Eastbound		Hadley Road Westbound	
Base Volume Input [veh/h]	35	80	347	13	120	796
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	81	350	13	121	804
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	21	91	3	32	210
Total Analysis Volume [veh/h]	37	85	365	14	126	839
Pedestrian Volume [ped/h]	0		0		0	

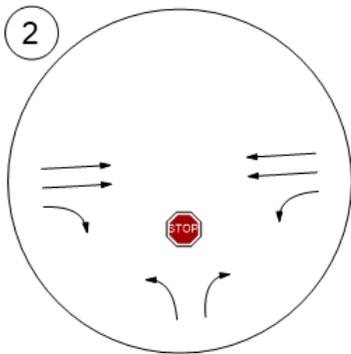
Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

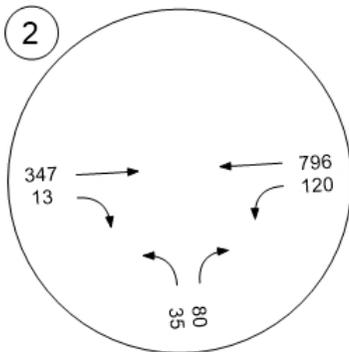
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.10	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	26.68	9.84	0.00	0.00	8.43	0.00
Movement LOS	D	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.34	0.00	0.00	0.36	0.00
95th-Percentile Queue Length [ft/ln]	16.24	8.54	0.00	0.00	8.98	0.00
d_A, Approach Delay [s/veh]	14.95		0.00		1.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.97					
Intersection LOS	D					

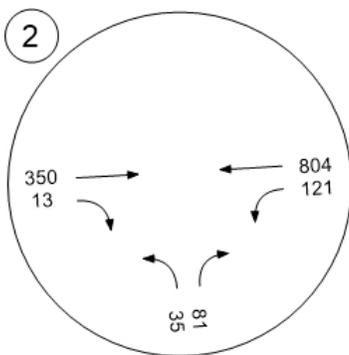
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



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Update.vistro

Scenario 5 2019 AM Build

Report File: C:\...\2019 AM Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	SB Left	0.842	105.1	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	105.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.842

Intersection Setup

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	270.00	100.00	270.00	140.00	100.00	140.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Base Volume Input [veh/h]	11	0	94	0	0	0	0	713	19	70	239	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	17	22	0	5	6	0	5	25	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	68	0	69	68	-68	0	0	-69	69
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	112	90	0	74	74	652	24	96	172	95
Peak Hour Factor	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	34	27	0	22	22	196	7	29	52	29
Total Analysis Volume [veh/h]	18	0	134	108	0	89	89	783	29	115	207	114
Pedestrian Volume [ped/h]	0			0			0			0		

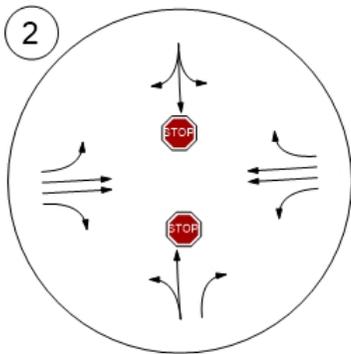
Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

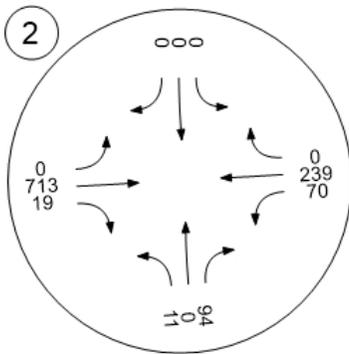
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.00	0.22	0.84	0.00	0.10	0.07	0.01	0.00	0.14	0.00	0.00
d_M, Delay for Movement [s/veh]	53.82	52.43	12.60	105.11	110.19	80.92	8.14	0.00	0.00	10.18	0.00	0.00
Movement LOS	F	F	B	F	F	F	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.68	0.68	0.84	7.81	7.81	7.81	0.23	0.00	0.00	0.49	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.12	17.12	20.94	195.27	195.27	195.27	5.81	0.00	0.00	12.34	0.00	0.00
d_A, Approach Delay [s/veh]	17.48			94.19			0.80			2.68		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	13.70											
Intersection LOS	F											

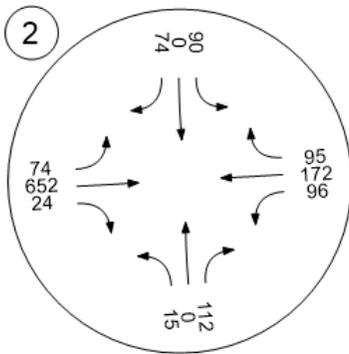
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Vistro File: C:\...\Vistro_MyPlace Hotel_Fairfield
Update.vistro

Scenario 6 2019 PM Build

Report File: C:\...\2019 PM Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	SB Left	0.806	133.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	133.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.806

Intersection Setup

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	← →			↑			← → ← →			← → ← →		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	270.00	100.00	270.00	140.00	100.00	140.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Base Volume Input [veh/h]	35	0	80	0	0	0	0	347	13	120	796	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	25	26	0	6	6	0	6	26	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	36	0	37	36	-36	0	0	-37	37
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	106	62	0	43	42	314	19	147	767	63
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	28	16	0	11	11	82	5	38	200	16
Total Analysis Volume [veh/h]	43	0	111	65	0	45	44	328	20	153	801	66
Pedestrian Volume [ped/h]	0			0			0			0		

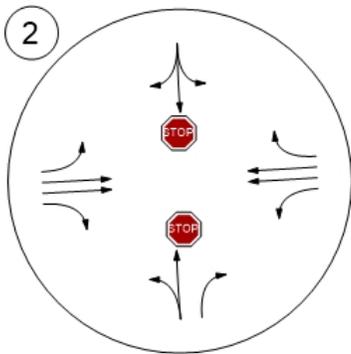
Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane		No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

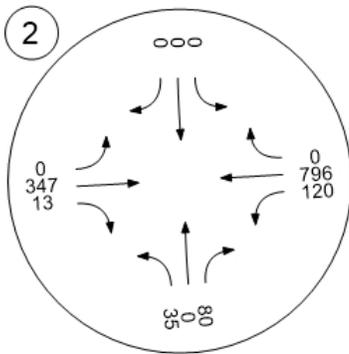
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.13	0.81	0.00	0.08	0.06	0.00	0.00	0.13	0.01	0.00
d_M, Delay for Movement [s/veh]	46.58	58.71	9.86	133.01	126.05	94.39	9.94	0.00	0.00	8.41	0.00	0.00
Movement LOS	E	F	A	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.34	1.34	0.45	5.56	5.56	5.56	0.18	0.00	0.00	0.43	0.00	0.00
95th-Percentile Queue Length [ft/ln]	33.57	33.57	11.19	138.98	138.98	138.98	4.52	0.00	0.00	10.85	0.00	0.00
d_A, Approach Delay [s/veh]	20.11			117.21			1.12			1.26		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	10.57											
Intersection LOS	F											

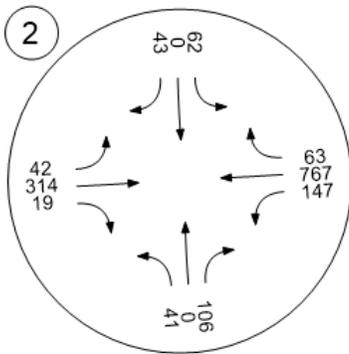
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Vistro File: C:\...\Vistro_MyPlace Hotel_Fairfield
Update.vistro

Scenario 9 2028 AM Build (10 yr)

Report File: C:\...\2028 AM Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	SB Left	1.018	167.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	167.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.018

Intersection Setup

Name	Northbound			Southbound			Hadley Road			Hadley Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↕↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	270.00	100.00	270.00	140.00	100.00	140.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Northbound			Southbound			Hadley Road			Hadley Road		
Base Volume Input [veh/h]	11	0	94	0	0	0	0	713	19	70	239	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.0000	1.1000	1.0000	1.0000	1.0000	1.0000	1.1000	1.1000	1.1000	1.1000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	17	22	0	5	6	0	5	25	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	68	0	69	68	-68	0	0	-69	69
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	120	90	0	74	74	716	26	102	194	95
Peak Hour Factor	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	36	27	0	22	22	215	8	31	58	29
Total Analysis Volume [veh/h]	19	0	144	108	0	89	89	860	31	122	233	114
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

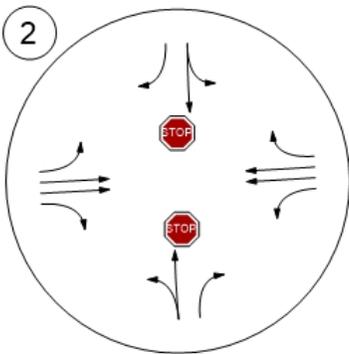
Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

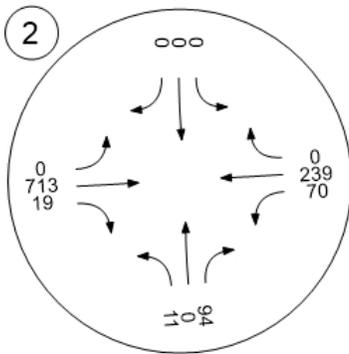
V/C, Movement V/C Ratio	0.25	0.00	0.25	1.02	0.00	0.10	0.07	0.01	0.00	0.16	0.00	0.00
d_M, Delay for Movement [s/veh]	68.59	65.63	13.37	167.84	173.99	9.37	8.22	0.00	0.00	10.67	0.00	0.00
Movement LOS	F	F	B	F	F	A	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.90	0.90	0.99	6.49	6.49	0.32	0.24	0.00	0.00	0.57	0.00	0.00
95th-Percentile Queue Length [ft/ln]	22.55	22.55	24.70	162.16	162.16	8.07	5.95	0.00	0.00	14.32	0.00	0.00
d_A, Approach Delay [s/veh]	19.81			96.24			0.75			2.78		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	13.39											
Intersection LOS	F											

Lane Configuration and Traffic Control

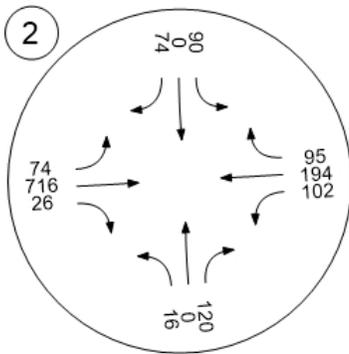
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Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Vistro File: C:\...\Vistro_MyPlace Hotel_Fairfield
Update.vistro

Scenario 10 2028 PM Build (10 yr)

Report File: C:\...\2028 PM Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	SB Left	1.010	222.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive

Control Type:	Two-way stop	Delay (sec / veh):	222.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.010

Intersection Setup

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↔↕			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	270.00	100.00	270.00	140.00	100.00	140.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Base Volume Input [veh/h]	35	0	80	0	0	0	0	347	13	120	796	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1000	1.0000	1.1000	1.0000	1.0000	1.0000	1.0000	1.1000	1.1000	1.1000	1.1000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	25	26	0	6	6	0	6	26	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	36	0	37	36	-36	0	0	-37	37
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	0	113	62	0	43	42	346	20	158	839	63
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	29	16	0	11	11	90	5	41	219	16
Total Analysis Volume [veh/h]	47	0	118	65	0	45	44	361	21	165	876	66
Pedestrian Volume [ped/h]	0			0			0			0		

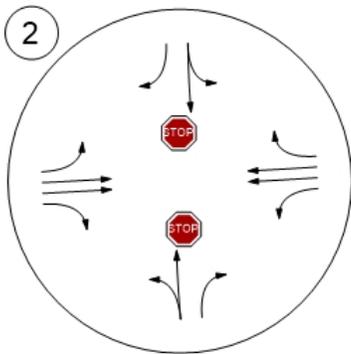
Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

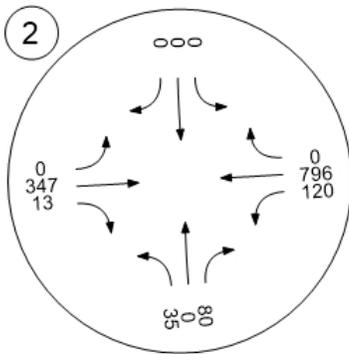
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.44	0.00	0.14	1.01	0.00	0.08	0.06	0.00	0.00	0.14	0.01	0.00
d_M, Delay for Movement [s/veh]	62.54	78.35	10.05	222.86	213.24	11.90	10.30	0.00	0.00	8.57	0.00	0.00
Movement LOS	F	F	B	F	F	B	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.88	1.88	0.49	4.98	4.98	0.26	0.19	0.00	0.00	0.49	0.00	0.00
95th-Percentile Queue Length [ft/ln]	46.88	46.88	12.34	124.48	124.48	6.45	4.84	0.00	0.00	12.23	0.00	0.00
d_A, Approach Delay [s/veh]	25.00			136.56			1.06			1.28		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	11.62											
Intersection LOS	F											

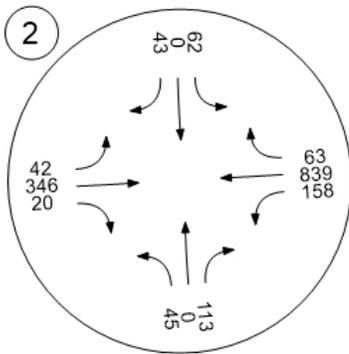
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Vistro File: C:\...\Vistro_MyPlace Hotel_Fairfield
Update.vistro

Scenario 26 2038 AM Build -2

Report File: C:\...\2038 AM Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	SB Left	1.282	280.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	280.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.282

Intersection Setup

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Approach												
Lane Configuration	← →			← →			← → ←			← → ←		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	110.00	100.00	100.00	270.00	100.00	270.00	140.00	100.00	140.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Base Volume Input [veh/h]	11	0	94	0	0	0	0	713	19	70	239	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.0000	1.2000	1.0000	1.0000	1.0000	1.0000	1.2000	1.2000	1.2000	1.2000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	17	22	0	5	6	0	5	25	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	68	0	69	68	-68	0	0	-69	69
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	130	90	0	74	74	788	28	109	218	95
Peak Hour Factor	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328	0.8328
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	39	27	0	22	22	237	8	33	65	29
Total Analysis Volume [veh/h]	20	0	156	108	0	89	89	946	34	131	262	114
Pedestrian Volume [ped/h]	0			0			0			0		

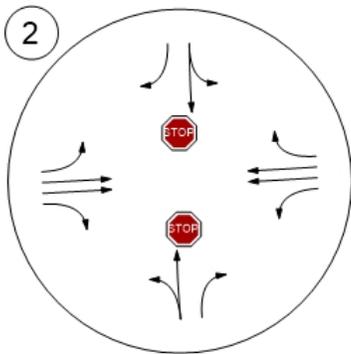
Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

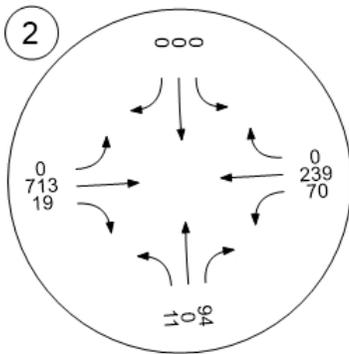
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.00	0.29	1.28	0.00	0.10	0.08	0.01	0.00	0.19	0.00	0.00
d_M, Delay for Movement [s/veh]	93.40	89.17	14.41	280.53	287.99	9.47	8.30	0.00	0.00	11.32	0.00	0.00
Movement LOS	F	F	B	F	F	A	A	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.22	1.22	1.20	8.02	8.02	0.33	0.24	0.00	0.00	0.68	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.43	30.43	29.91	200.49	200.49	8.26	6.11	0.00	0.00	17.10	0.00	0.00
d_A, Approach Delay [s/veh]	23.39			158.07			0.69			2.93		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	19.23											
Intersection LOS	F											

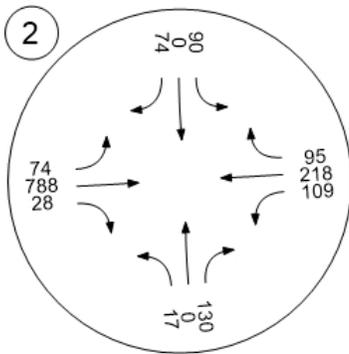
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Vistro File: C:\...\Vistro_MyPlace Hotel_Fairfield
Update.vistro

Scenario 27 2038 PM Build - 2

Report File: C:\...\2038 PM Build.pdf

2/21/2019

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Hadley Road & Gateway Drive	Two-way stop	HCM 6th Edition	SB Left	1.293	357.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 2: Hadley Road & Gateway Drive**

Control Type:	Two-way stop	Delay (sec / veh):	357.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.293

Intersection Setup

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↕↔			↕↔			↔↔↔			↔↔↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	110.00	270.00	100.00	270.00	140.00	100.00	140.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Northbound			Southbound			Hadley Road Eastbound			Hadley Road Westbound		
Base Volume Input [veh/h]	35	0	80	0	0	0	0	347	13	120	796	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.2000	1.0000	1.2000	1.0000	1.0000	1.0000	1.0000	1.2000	1.2000	1.2000	1.2000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	0	25	26	0	6	6	0	6	26	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	36	0	37	36	-36	0	0	-37	37
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	0	121	62	0	43	42	380	22	170	918	63
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	0	32	16	0	11	11	99	6	44	240	16
Total Analysis Volume [veh/h]	50	0	126	65	0	45	44	397	23	177	958	66
Pedestrian Volume [ped/h]	0			0			0			0		

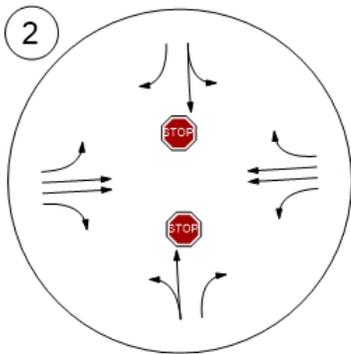
Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

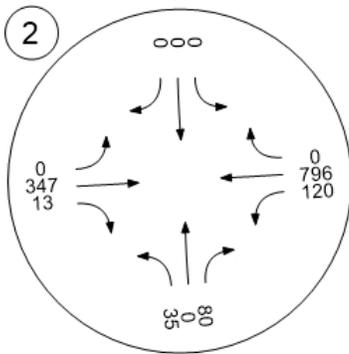
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.57	0.00	0.16	1.29	0.00	0.08	0.07	0.00	0.00	0.16	0.01	0.00
d_M, Delay for Movement [s/veh]	89.35	110.41	10.27	357.01	343.57	12.38	10.72	0.00	0.00	8.75	0.00	0.00
Movement LOS	F	F	B	F	F	B	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.56	2.56	0.55	5.94	5.94	0.28	0.21	0.00	0.00	0.55	0.00	0.00
95th-Percentile Queue Length [ft/ln]	63.88	63.88	13.74	148.57	148.57	6.89	5.23	0.00	0.00	13.79	0.00	0.00
d_A, Approach Delay [s/veh]	32.73			216.03			1.02			1.29		
Approach LOS	D			F			A			A		
d_I, Intersection Delay [s/veh]	16.17											
Intersection LOS	F											

Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume

