TRAFFIC IMPACT REPORT

October 2, 2025

20243922.0003

PARKSIDE COMMONS

CITY OF SYRACUSE, NY

PREPARED FOR:
Mr. Andrew Burns, PE
Passero Associates
242 West Main Street, Suite 100
Rochester, NY 14614

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APPENDICES

1.0 EXECUTIVE SUMMARY

The purpose of this report is to evaluate the potential traffic impacts related to the proposed Parkside Commons Development located along E Fayette St in the City of Syracuse, Onondaga County, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, to minimize operational concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

Project Location and Description

The project site is located in the northwest corner of the E Fayette St/Westmoreland Ave intersection and along the south side of E Fayette St, between Westmoreland Ave and Ellis St in the City of Syracuse, Onondaga County, New York.

The project comprises the following aspects:

- **Site Status:** The existing site is currently occupied by an abandoned building in the northeast corner of the E Fayette St/Westmoreland Ave intersection which will be razed as a part of this project, and the Peanut Patch building which will also be razed as a part of this project.
- **Site Boundary:**
  - **North:** A wooded area and commercial businesses along Erie Blvd.
  - **East:** Westmoreland Ave and Ellis Street.
  - **South:** E Fayette St and single family homes.
  - **West:** Westcott St.
- **Vicinity Land Uses:** There is a mix of residential, commercial, and medical land uses.

The proposed development is comprised of the following components:

- **Proposed Land Use:**
  - A newly constructed five-story apartment building with ±143 units and ±79 underground parking spaces in the location of the abandoned building which is being razed
  - A newly constructed four-story apartment building with ±50 units, ±726 square feet (SF) of commercial space on the first floor, and ±28 podium parking spaces in the location of the Peanut Patch building which is being razed
- **Access:** Provided via one proposed full access driveway along Westmoreland Ave to access the underground parking, and one proposed full access driveway along Ellis Road to access the podium parking.

Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersection. The study area is consistent with New York State Environmental Quality Review Act (SEQRA) guidelines.

1. E Fayette Street and Westcott Street
2. E Fayette Street and Westmoreland Ave

Existing and Background Conditions

Turning movement traffic counts were collected by Passero Associates on Thursday May 8th, 2025. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods occurred between 8:00-9:00 AM and 5:00-6:00 PM.

All turning movement count data was collected on a typical weekday while local schools were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections.

The proposed project is anticipated to reach full build-out within approximately two years. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted at the City of Syracuse to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2013 and 2022. To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the two-year build-out period.

Conclusions and Recommendations

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Parkside Commons Development located along E Fayette St in the City of Syracuse, Onondaga County, New York, New York. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. Under full development, the proposed project is expected to generate approximately 24 entering/72 exiting vehicle trips during the AM peak hour and 72 entering/47 exiting vehicle trips during the PM peak hour.

2. No improvements are warranted nor recommended at any of the study intersections.

3. The additional traffic volumes generated by the proposed project can be accommodated, as there is adequate intersection capacity at each of the study intersections.

4. The proposed driveway along Westmoreland Ave should consist of one enter and one exit lane.

5. The proposed driveway along Ellis St should consist of one enter and one exit lane.

6. Pursuant to the State Environmental Quality Review Act (SEQRA), this detailed analysis demonstrates that the proposed project, with the recommended improvements in place, does not result in any significant adverse traffic impacts.

2.0 INTRODUCTION

2.1 Study Purpose and Objectives

The purpose of this report is to evaluate the potential traffic impacts related to the proposed Parkside Commons Development located along E Fayette St in the City of Syracuse, Onondaga County, New York. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated. Mitigating measures are identified, if needed, to minimize operational concerns. To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project. All figures and supporting calculations are included at the end of this report.

2.2 Project Location

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  - **South:** E Fayette St and single family homes.
  - **West:** Westcott St.
- **Vicinity Land Uses:** There is a mix of residential, commercial, and medical land uses.

2.3 Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following intersection. The study area is consistent with New York State Environmental Quality Review Act (SEQRA) guidelines. **Figure 1** illustrates the study area and project location.

1. E Fayette Street and Westcott Street
2. E Fayette Street and Westmoreland Ave

3.0 TRANSPORTATION SETTING

3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. The AADTs, in vehicles per day (vpd), shown in Table 1 reflect the most recently collected data obtained from the NYSDOT and Passero Associates (PA). **Figure 2** illustrates the lane geometry and traffic controls at each of the study intersections.

Functional classification of roadways is determined by the NYSDOT and the Federal Highway Administration (FHWA). Both the NYSDOT and FHWA groups roads, streets, and highways into different classes based on how they are used. This is called functional classification. Roads and streets do not work alone to move traffic. Instead, they form a network.

Functional classification defines how each road or street fits into this network, how it provides access to nearby properties, and whether it is in an urban or rural area. In the study area, all the roadways are classified as urban. The primary functional classifications within the study area:

- Minor Collector (Class 17)
- Local (Class 19)

Table 1: *Existing Highway System*

Roadway	Class[1]	Agency[2]	Speed	Typical Cross Section[3]	AADT		
					Volume	Source	Year
E Fayette Street	17	City of Syracuse	30 mph	2-lane undivided	2,157	NYSDOT	2018
Westcott Street	17	City of Syracuse	30 mph	2-lane undivided	3,336	NYSDOT	2022
Westmoreland Avenue	19	City of Syracuse	30 mph	2-lane undivided	3,463	PA	2025
Ellis Street	19	City of Syracuse	30 mph	2-lane undivided	N/A	N/A	N/A

1. Functional Classification.
2. Roadway ownership.
3. Excludes turning lanes at intersections.

3.2 Description of Multimodal Network

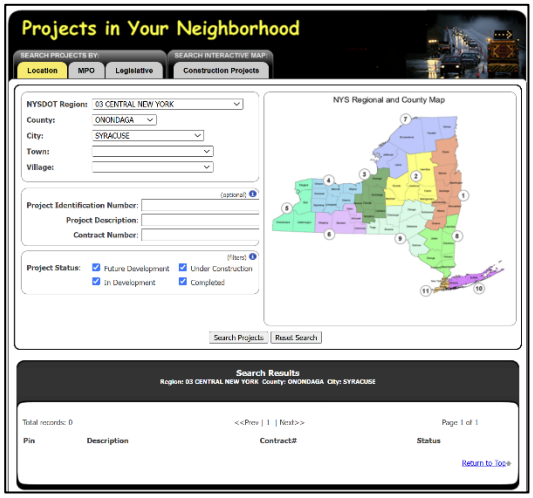
Table 2 summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

Table 2: *Multimodal Network*

INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN			BICYCLE		TRANSIT
		SIDEWALK	CROSSWALK	PED SIGNAL	LANE	OTHER	
E Fayette St/Westcott St	Stop Sign	Some presence	No	No	No	In lane	Bus Route 68
E Fayette St/ Westmoreland Ave	Stop Sign	Fully present	Yes	No	No	In lane	Bus Route 68

3.3 Planned/Programmed Highway Improvements

The NYSDOT *Projects in Your Neighborhood* web portal was reviewed and it was determined that there are no planned or ongoing projects within the study area.



4.0 EXISTING CONDITIONS ANALYSIS

4.1 Peak Intervals for Analysis

Given the functional characteristics of the corridors, adjacent land uses, and the proposed land use for the project site, the peak hours selected for analysis are the weekday morning (AM) and afternoon (PM) commuter peak periods. The combination of site traffic and adjacent street traffic produces the greatest demand during these time periods.

4.2 Existing Traffic Volume Data

Turning movement traffic counts were collected by Passero Associates on Thursday May 8th, 2025. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods occurred between 8:00-9:00 AM and 5:00-6:00 PM.

All turning movement count data was collected on a typical weekday while local schools were in session. No adverse weather conditions impacted the traffic counts. The traffic volumes were reviewed to confirm accuracy, seasonality, and relative balance between intersections. **Figures 3a and 3b** illustrate the 2025 existing base conditions during the AM and PM peak hour periods, respectively.

4.3 Field Observations

The study intersections were observed during peak intervals to assess current traffic operations.

5.0 BACKGROUND (NO BUILD) CONDITIONS

The proposed project is anticipated to reach full build-out within approximately two years. The widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted at the City of Syracuse to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has decreased between 2013 and 2022. To account for normal increases in background traffic growth, including any unforeseen developments in the study area, a growth rate of 0.5% was applied to the existing traffic volumes for the two-year build-out period. **Figures 4a and 4b** depict the peak hour background traffic volumes for the AM and PM peak hours, respectively.

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

The proposed development is comprised of the following components:

- **Proposed Land Use:**
  - A newly constructed five-story apartment building with ±143 units and ±79 underground parking spaces in the location of the abandoned building which is being razed
  - A newly constructed four-story apartment building with ±50 units, ±726 square feet (SF) of commercial space on the first floor, and ±28 podium parking spaces in the location of the Peanut Patch building which is being razed
- **Access:** Provided via one proposed full access driveway along Westmoreland Ave to access the underground parking, and one proposed full access driveway along Ellis Road to access the podium parking.

6.2 Proposed Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual (12th Edition)* published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday commuter AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

Table 3: *Site Generated Trips*

DESCRIPTION	ITE LUC[1]	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Multi-Family Housing (Low-Rise)	220	143 units	15	48	47	29
Multi-Family Housing (Low-Rise)	220	50 units	7	23	19	12
Strip Retail Plaza (<40k)	822	700 SF	2	1	6	6
Total			**24**	**72**	**72**	**47**

Note:
1. LUC = Land Use Code.

Under full development, the proposed project is expected to generate approximately 24 entering/72 exiting vehicle trips during the AM peak hour and 72 entering/47 exiting vehicle trips during the PM peak hour.

6.3 Trip Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival and departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Residential and employment centers using US Census data.
- Proximity and access to Erie Blvd and other main roadways.
- Site layout and access locations.
- Existing traffic patterns.
- Existing and future traffic conditions and controls.

Figure 5 shows the anticipated inbound and outbound trip distribution pattern percentages. **Figures 6a and 6b** illustrate the peak hour project site-generated traffic during the AM and PM peak hours, respectively, based on the percentages in Figure 5. These traffic volumes are calculated by applying the percentages shown in Figure 5 to the site generated trips shown in Table 3 above for each peak hour.

6.4 Full Development Volumes

The proposed full build design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (Figures 4a and 4b) and the new site-generated traffic volumes (Figures 6a and 6b) to yield the traffic volumes under full development conditions. **Figures 7a and 7b** illustrate the total peak hour volumes anticipated for the proposed project under full build-out conditions for the AM and PM peak hours, respectively.

7.0 TRAFFIC OPERATIONS AND ANALYSIS

7.1 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *Highway Capacity Manual (HCM) 7th Edition* published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 12, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a level of service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from A to F, with LOS A representing the conditions with little to no delay, and LOS F conditions with very long delays. Suggested ranges of service capacity and an explanation of levels of service are included in the Appendices. LOS C or better is desirable, but LOS D for signalized locations and LOS E for unsignalized locations are generally thresholds of acceptable operation during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand.

Table 4 depicts level of service criteria for both signalized and unsignalized intersections and associated delays per vehicle in seconds.

Table 4: *Level of Service Criteria*

Level of Service	Signalized Control	Unsignalized Control
A	< 10	< 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	> 80	> 50

Level of service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. Level of service for unsignalized intersections, however, are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

7.2 Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background, and full build conditions are listed in **Table 5**. The following discussion summarizes capacity conditions shown the table. The detailed Synchro capacity analysis worksheets are provided after this report.

1. **E Fayette Street/Westcott Street (Unsignalized)**

All approaches operate at LOS A under existing and background conditions during both peak hours. No changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

2. **E Fayette Street/Westmoreland Ave (Unsignalized)**

All approaches operate at LOS B or better under all conditions during both peak hours. In between background and full build conditions, the westbound and southbound approaches are projected to change from LOS A to LOS B during the PM peak hour, however, these are considered borderline conditions as the threshold between LOS A and B is 10.0 seconds per vehicle and the actual increases in delay projected are 0.8 seconds or less. No other changes in level of service are anticipated and no improvements are warranted nor recommended at this location.

3. **Westmoreland Ave/Proposed Driveway (Unsignalized)**

All approaches operate at LOS "B" or better during both peak hours. The proposed driveway should consist of one enter and one exit lane.

Table 5: *Capacity Analysis Results*

INTERSECTION	2025 EXISTING BASE CONDITIONS				2027 BACKGROUND CONDITIONS				2027 FULL BUILD CONDITIONS			
	AM		PM		AM		PM		AM		PM	
1. E Fayette St @ Westcott St (U)												
EB - E Fayette St	A	8.1	A	9.5	A	8.1	A	9.5	A	8.2	A	9.8
WB - E Fayette St	A	9.0	A	8.8	A	9.0	A	8.9	A	9.3	A	9.1
NB - Westcott St	A	8.4	A	8.5	A	8.4	A	8.5	A	8.5	A	8.6
SB - Westcott St	A	8.1	A	9.0	A	8.1	A	9.0	A	8.2	A	9.2
2. E Fayette St @ Westmoreland Ave (U)												
EB - E Fayette St	A	8.3	B	10.4	A	8.3	B	10.5	A	8.6	B	11.4
WB - E Fayette St	A	9.3	A	9.7	A	9.3	A	9.7	A	9.7	B	10.3
NB - Westmoreland Ave	A	9.1	B	10.3	A	9.1	B	10.4	A	9.4	B	11.1
SB - Westmoreland Ave	A	8.6	A	9.6	A	8.7	A	9.6	A	9.1	B	10.4
3. Westmoreland Ave @ Proposed Driveway (U)												
EB - Proposed Driveway	N/A		N/A		N/A		N/A		A	9.5	B	10.1
NB Left - Westmoreland Ave									A	7.4	A	7.6

A(2.8) = Level of Service (Delay in seconds per vehicle)

(S) = Signalized; (U) = Unsignalized

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

N/A = Approach does not exist and/or was not analyzed during this condition

Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.

8.0 CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Parkside Commons Development located along E Fayette St in the City of Syracuse, Onondaga County, New York, New York. The results of this comprehensive study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

1. Under full development, the proposed project is expected to generate approximately 24 entering/72 exiting vehicle trips during the AM peak hour and 72 entering/47 exiting vehicle trips during the PM peak hour.

2. No improvements are warranted nor recommended at any of the study intersections.

3. The additional traffic volumes generated by the proposed project can be accommodated, as there is adequate intersection capacity at each of the study intersections.

4. The proposed driveway along Westmoreland Ave should consist of one enter and one exit lane.

5. The proposed driveway along Ellis St should consist of one enter and one exit lane.

6. Pursuant to the State Environmental Quality Review Act (SEQRA), this detailed analysis demonstrates that the proposed project, with the recommended improvements in place, does not result in any significant adverse traffic impacts.

9.0 REFERENCES

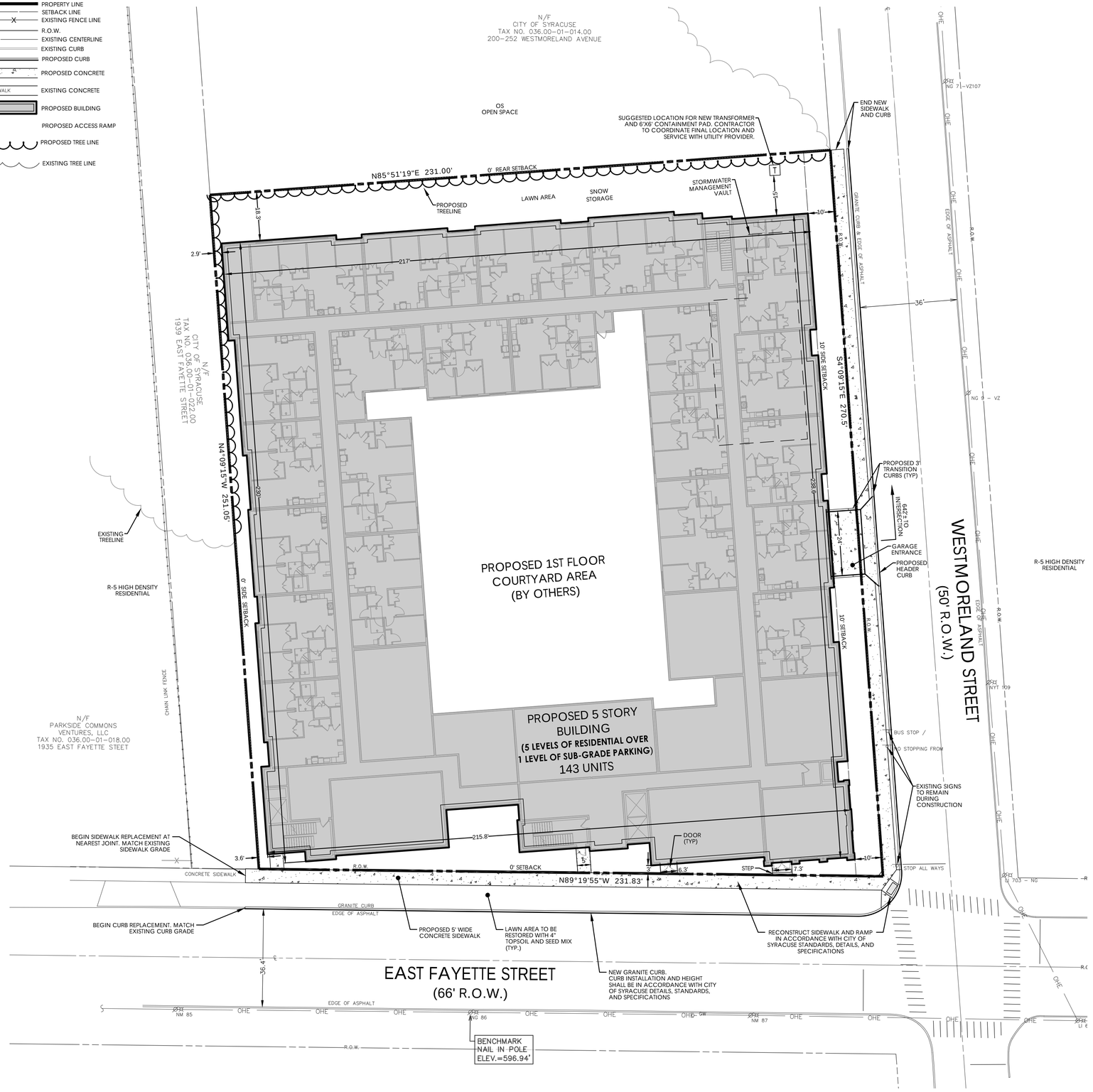
- Synchro 12 Software. Cubic ITS.
- Highway Capacity Manual (7th Edition). Transportation Research Board (TRB). Washington, DC. 2022.
- Trip Generation Manual (12th Edition). Institute of Transportation Engineers (ITE). Washington, DC. 2025.
- Traffic Data Viewer. New York State Department of Transportation (NYSDOT). 2025.
- Highway Functional Classification Concepts, Criteria, and Procedures. Federal Highway Administration (FHWA). 2023.

10.0 FIGURES

Figures 1 through 7b are included on the following pages.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- EXISTING FENCE LINE
- R.O.W.
- EXISTING CENTERLINE
- EXISTING CURB
- PROPOSED CURB
- PROPOSED CONCRETE
- EXISTING CONCRETE
- PROPOSED BUILDING
- PROPOSED ACCESS RAMP
- PROPOSED TREE LINE
- EXISTING TREE LINE



BUILDING A UNIT COUNT	1BR	2BR	3BR	4BR	TOTAL
LEVEL 5	1	18	11	1	31
LEVEL 4	1	18	11	1	31
LEVEL 3	0	18	11	1	30
LEVEL 2	0	18	10	1	29
LEVEL 1	0	14	8	0	22
TOTALS	2	86	51	4	143

HORIZONTAL SCALE
20 0 10 20 40
SCALE: 1"=20'

N

SITE DATA BUILDING A	
TAX ACCOUNT NUMBER:	036.-01-15.0, 036.-01-23.0, 036.-01-17.0, 036.-01-16.2, 036.-01-16.1
PARCEL ADDRESS:	256 WESTMORELAND AVE, 1951 FAYETTE ST E & IVES ST, 1953 FAYETTE ST E REAR, 1961 FAYETTE ST E, 1965 FAYETTE ST E
MUNICIPALITY:	CITY OF SYRACUSE
COUNTY:	ONONDAGA COUNTY
TOTAL PARCEL AREA:	1.38 ACRES, 60,286 SF
AREA OF DISTURBANCE:	TBD
EXISTING ZONING:	MX-2 NEIGHBORHOOD CENTER DISTRICT
PROPOSED ZONING:	NO CHANGE
EXISTING USE:	VACANT
PROPOSED USE:	MULTIFAMILY RESIDENTIAL

ZONING DATA	REQUIRED	PROPOSED
ZONING DISTRICT: MX-2		
LOT		
WIDTH	50'	
AREA	SEE DENSITY REQ BELOW	
IMPERVIOUS COVERAGE	80% MAX 90% IF MIXED INCOME	83.70%
BUILDING		
SETBACK - FRONT	0'	3'
SETBACK - SIDE	0'	2.9'
SETBACK - SIDE, CORNER LOT	10'	10'
SETBACK - REAR	20' OR 15% LOT DEPTH	18.3' (OS ZONE)
HEIGHT (MIN/MAX)	2-STY/3-STY (4-STY IF MIXED INCOME)	5 STORY
DENSITY (MIXED USE)	N/A	N/A
UNIT QTY	86 MAX	143 UNITS
PARKING		
STALLS QTY	.5/DU=72	79
REDUCTION - MIXED INCOME DEV	*50%*	
REDUCTION - 1000' TO TRANSIT	*30%*	
REDUCTION - 150%+ BIKE PARK REQ.	*15%*	
STALL SIZE - PERPENDICULAR	8.5' X 18'	9' X18'
STALL SIZE - PARALLEL	8' X 22'	N/A
STALL SIZE - COMPACT (UP TO 20%)	8'X16' | 18' AISLES	N/A
DRIVE AISLE WIDTH - 90/60/45/30*	24'/18'/13'/12'	
BIKE PARKING SIZE	1.5' X 5'	
BIKE PARKING QTY (MUST BE COVERED IF OVER 30K GSF)	30	

ENVIRONMENTAL DATA	NO	YES
STATE REGULATED WETLANDS (NYSDEC ERM):	X	
FEDERALLY REGULATED WETLANDS (USFWS NWI):	X	
FLOOD PLAIN (FEMA NFHL): FIRM PANEL: 36067C0236F DATED: 11/3/2016	X	
ENDANGERED SPECIES (NYSDEC ERM):		X BATS

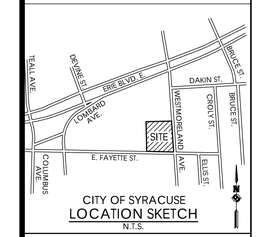
UTILITIES DATA	
PUBLIC WATER PROVIDED BY:	CITY OF SYRACUSE
ELECTRIC SERVICE PROVIDED BY:	NYSEG
GAS SERVICE SUPPLIED BY:	
SANITARY SEWER PROVIDED BY:	CITY OF SYRACUSE
STORM SEWER & DRAINAGE WILL BE: (MAINTAINED BY THE OWNER)	PRIVATE
ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY	

GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE TO CALL CENTRAL STAKE-OUT @ 1-800-962-7962 PRIOR TO BEGINNING DEMOLITION.
2. CONTRACTOR TO KEEP ROAD CLEAR & CLEAN DURING DEMOLITION AND SHALL COORDINATE WITH THE CITY OF SYRACUSE AND THE OWNER.
3. CONTRACTOR IS RESPONSIBLE TO REMOVE NON- CONCRETE/MASONRY MATERIALS FROM THE PROJECT SITE.
4. CONTRACTOR IS RESPONSIBLE TO PROTECT ALL UTILITIES AND CONDUITS ON SITE DURING CONSTRUCTION.
5. ANY EXISTING UTILITIES OR CONDUITS THAT ARE TO BE ABANDONED AND ARE NOT LOCATED IN THE AREA OF PROPOSED IMPROVEMENTS MAY BE CUT, CAPPED AND/OR FILLED.
6. ANY ABANDONMENT OF EXISTING ELECTRICAL, NATURAL GAS FACILITIES OR OTHER UTILITY SHALL BE COORDINATED WITH A REPRESENTATIVE FROM THE UTILITY COMPANY.
7. THE CITY RIGHT OF WAY SHALL NOT BE USED AS A STAGING AREA BY THE CONTRACTOR, UNLESS APPROVAL RECEIVED FROM THE CITY OF SYRACUSE. IF APPROVAL GRANTED, ALL SURFACES SHALL BE RESTORED TO A CONDITION DETERMINED BY THE CITY, WITHOUT EXCEPTION.
8. ALL PROPOSED SIGNS SHALL BE IN ACCORDANCE WITH MUTCD, LATEST EDITION.
9. ALL FILL AREAS SHALL BE COMPACTED TO 95 % ORIGINAL DENSITY PER STANDARD PROCTOR TEST.
10. ALL DEMOLISHED BUILDING AND PAVEMENT AREAS (ASPHALT OR CONCRETE) NOT COVERED BY NEW CONSTRUCTION ARE TO BE RETURNED TO GRASS. SEE TOPSOIL AND SEEDING NOTES ON THIS SHEET.
11. CONTRACTOR TO OBTAIN R.O.W. WORK PERMIT AND ROAD CUT PERMIT PRIOR TO CONSTRUCTION.

PRELIMINARY PLANS

PASSERO
architecture engineering



CITY OF SYRACUSE
LOCATION SKETCH
N.T.S.

STAMP:

CLIENT:
SAA / EVI
1 SENECA ST. SUITE 2952, 29th FLR
BUFFALO, NY 14203

BFC PARTNERS
150 MYRTLE AVENUE
BROOKLYN, NY 11201

Passero Associates
242 WEST MAIN ST., SUITE 100
ROCHESTER, NY 14614
(585) 325-1000
FAX: (585) 325-1691

PROJECT MANAGER — Andrew Burns, PE
PROJECT ENGINEER — Andrew Burns, PE
DESIGNER — Carole Harvey

NO.	DATE	BY	DESCRIPTION

SITE PLAN

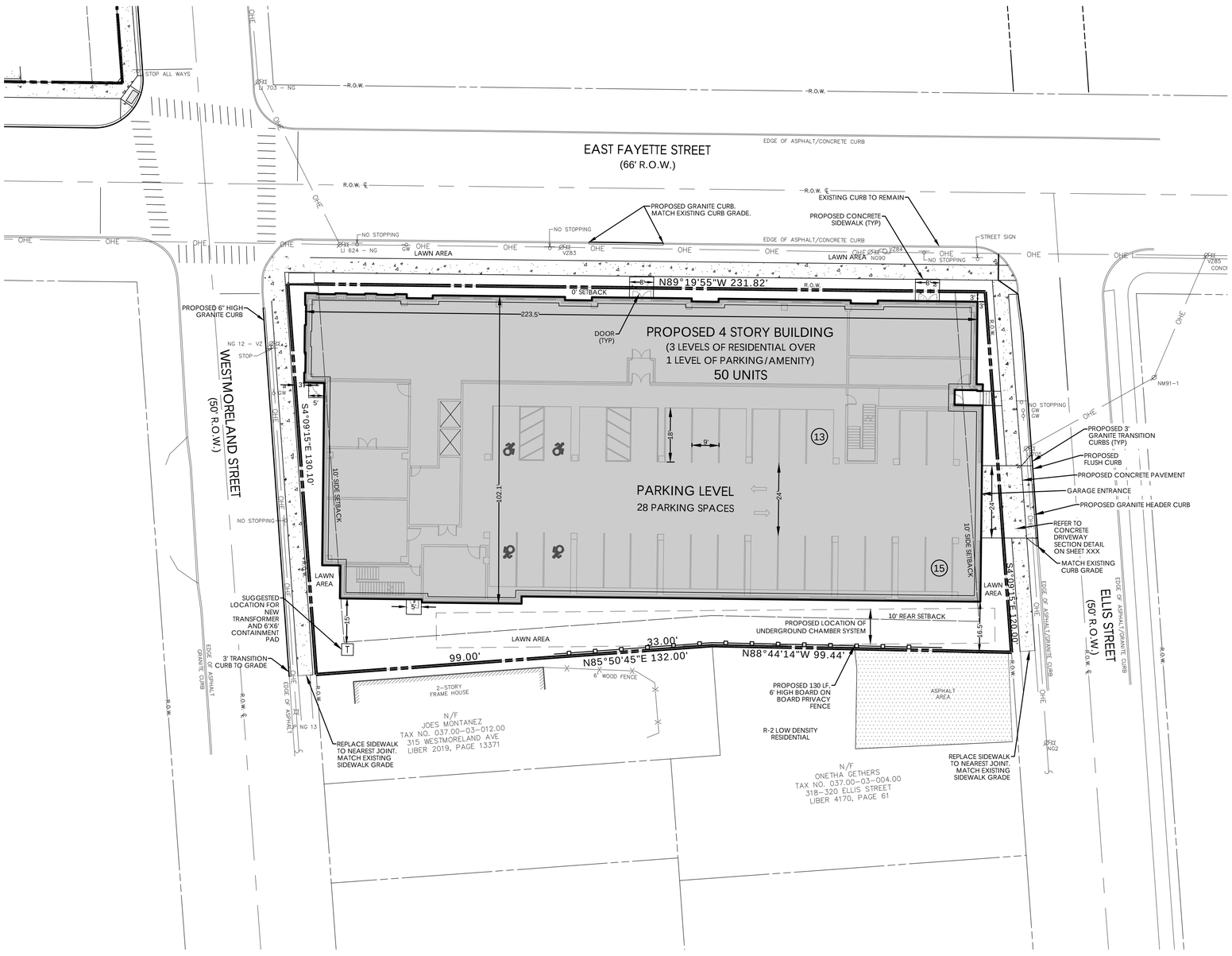
PARKSIDE COMMONS BUILDING A

TOWN/CITY: SYRACUSE
COUNTY: ONONDAGA STATE: NY

PROJECT NO.: 20243922.0003

DRAWING NO.: C-102

DATE: SEPTEMBER 2, 2025



HORIZONTAL SCALE

20 0 10 20 40

SCALE: 1"=20'

N

BUILDING B UNIT COUNT	1BR	2BR	3BR	4BR	TOTAL
LEVEL 3	1	16	0	0	17
LEVEL 2	1	16	0	0	17
LEVEL 1	1	15	0	0	16
TOTALS	3	47	0	0	50

SITE DATA BUILDING B	
TAX ACCOUNT NUMBER:	037.-03-01.0, 037.-03-02.0, 037.-03-03.0
PARCEL ADDRESS:	2000 FAYETTE ST E & WESTMORELAND ST, 2012 FAYETTE ST E, 2016-2024 FAYETTE ST E & ELLIS ST
MUNICIPALITY:	CITY OF SYRACUSE
COUNTY:	ONONDAGA COUNTY
TOTAL PARCEL AREA:	.654 ACRES, 28,468 SF
AREA OF DISTURBANCE:	TBD
EXISTING ZONING:	MX-2 NEIGHBORHOOD CENTER DISTRICT
PROPOSED ZONING:	NO CHANGE
EXISTING USE:	VACANT
PROPOSED USE:	MULTIFAMILY RESIDENTIAL

ZONING DATA	REQUIRED	PROPOSED
ZONING DISTRICT: MX-2		
LOT		
WIDTH	50'	
AREA	SEE DENSITY REQ BELOW	
IMPERVIOUS COVERAGE	80% MAX 90% IF MIXED INCOME	78.00%
BUILDING		
SETBACK - FRONT	0'	3'
SETBACK - SIDE	0'	3'
SETBACK - SIDE, CORNER LOT	10'	3'
SETBACK - REAR	20' OR 15% LOT DEPTH	16.5'
HEIGHT (MIN/MAX)	2-STY/3-STY (4-STY IF MIXED INCOME)	4 STORY
DENSITY (MIXED USE)	N/A	N/A
UNIT QTY	40 MAX	50 UNITS
PARKING		
STALLS QTY	.5/DU=50	28
REDUCTION - MIXED INCOME DEV	*50%*	
REDUCTION - 1000' TO TRANSIT	*30%*	
REDUCTION - 150%+ BIKE PARK REQ.	*15%*	
STALL SIZE - PERPENDICULAR	8.5' X 18'	9' X18'
STALL SIZE - PARALLEL	8' X 22'	N/A
STALL SIZE - COMPACT (UP TO 20%)	8'X16' | 18' AISLES	N/A
DRIVE AISLE WIDTH - 90/60/45/30*	24'/18'/13'/12'	
BIKE PARKING SIZE	1.5' X 5'	
BIKE PARKING QTY (MUST BE COVERED IF OVER 30K GSF)	30	

ENVIRONMENTAL DATA	NO	YES
STATE REGULATED WETLANDS (NYSDEC ERM):	X	
FEDERALLY REGULATED WETLANDS (USFWS NWI):	X	
FLOOD PLAIN (FEMA NFHL): FIRM PANEL: 36067C0236F DATED: 11/3/2016	X	
ENDANGERED SPECIES (NYSDEC ERM):		X BATS

UTLITIES DATA	
PUBLIC WATER PROVIDED BY:	CITY OF SYRACUSE
ELECTRIC SERVICE PROVIDED BY:	NYSEG
GAS SERVICE SUPPLIED BY:	
SANITARY SEWER PROVIDED BY:	CITY OF SYRACUSE
STORM SEWER & DRAINAGE WILL BE: (MAINTAINED BY THE OWNER)	PRIVATE
ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY	

LEGEND

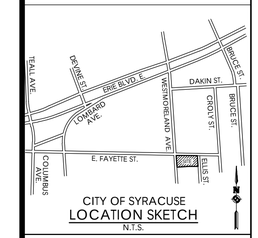
- PROPERTY LINE
- SETBACK LINE
- EXISTING FENCE LINE
- R.O.W.
- EXISTING CENTERLINE
- EXISTING CURB
- PROPOSED CURB
- PROPOSED CONCRETE
- CONCRETE SIDEWALK — EXISTING CONCRETE
- PROPOSED BUILDING
- PROPOSED ACCESS RAMP

GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE TO CALL CENTRAL STAKE-OUT @ 1-800-962-7962 PRIOR TO BEGINNING DEMOLITION.
2. CONTRACTOR TO KEEP ROAD CLEAR & CLEAN DURING DEMOLITION AND SHALL COORDINATE WITH THE CITY OF SYRACUSE AND THE OWNER.
3. CONTRACTOR IS RESPONSIBLE TO REMOVE NON- CONCRETE/MASONRY MATERIALS FROM THE PROJECT SITE.
4. CONTRACTOR IS RESPONSIBLE TO PROTECT ALL UTILITIES AND CONDUITS ON SITE DURING CONSTRUCTION.
5. ANY EXISTING UTILITIES OR CONDUITS THAT ARE TO BE ABANDONED AND ARE NOT LOCATED IN THE AREA OF PROPOSED IMPROVEMENTS MAY BE CUT, CAPPED AND/OR FILLED.
6. ANY ABANDONMENT OF EXISTING ELECTRICAL, NATURAL GAS FACILITIES OR OTHER UTILITY SHALL BE COORDINATED WITH A REPRESENTATIVE FROM THE UTILITY COMPANY.
7. THE CITY RIGHT OF WAY SHALL NOT BE USED AS A STAGING AREA BY THE CONTRACTOR, UNLESS APPROVAL RECEIVED FROM THE CITY OF SYRACUSE. IF APPROVAL GRANTED, ALL SURFACES SHALL BE RESTORED TO A CONDITION DETERMINED BY THE CITY, WITHOUT EXCEPTION.
8. ALL PROPOSED SIGNS SHALL BE IN ACCORDANCE WITH MUTCD, LATEST EDITION.
9. ALL FILL AREAS SHALL BE COMPACTED TO 95 % ORIGINAL DENSITY PER STANDARD PROCTOR TEST.
10. ALL DEMOLISHED BUILDING AND PAVEMENT AREAS (ASPHALT OR CONCRETE) NOT COVERED BY NEW CONSTRUCTION ARE TO BE RETURNED TO GRASS. SEE TOPSOIL AND SEEDING NOTES ON THIS SHEET.
11. CONTRACTOR TO OBTAIN R.O.W. WORK PERMIT AND ROAD CUT PERMIT PRIOR TO CONSTRUCTION.

PRELIMINARY PLANS

PASSERO
architecture engineering



CITY OF SYRACUSE
LOCATION SKETCH
N.T.S.

STAMP:

CLIENT:
SAA / EVI
1 SENECA ST. SUITE 2952, 29th FLR
BUFFALO, NY 14203

BFC PARTNERS
150 MYRTLE AVENUE
BROOKLYN, NY 11201

Passero Associates
242 WEST MAIN ST., SUITE 100
ROCHESTER, NY 14614
(585) 325-1000
FAX. (585) 325-1691

PROJECT MANAGER — Andrew Burns, PE
PROJECT ENGINEER — Andrew Burns, PE
DESIGNER — Carole Harvey

NO.	DATE	BY	DESCRIPTION

SITE PLAN

PARKSIDE COMMONS BUILDING B

TOWN/CITY: SYRACUSE
COUNTY: ONONDAGA STATE: NY

PROJECT NO.: 20243922.0003

DRAWING NO.: C-102

DATE: SEPTEMBER 2, 2025

Figure 1

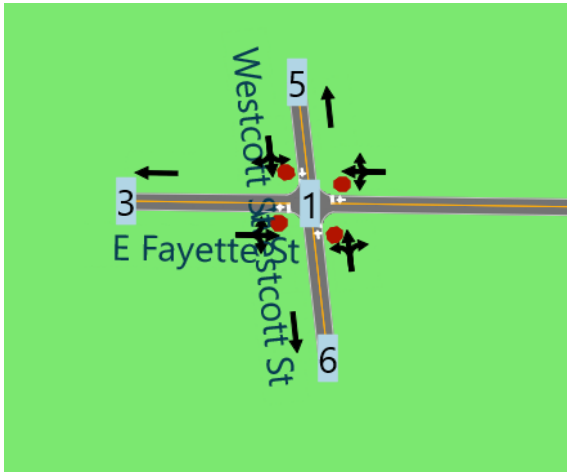
PASSERO
engineering architecture

Parkside Commons | Onondaga County, City of Syracuse, NY

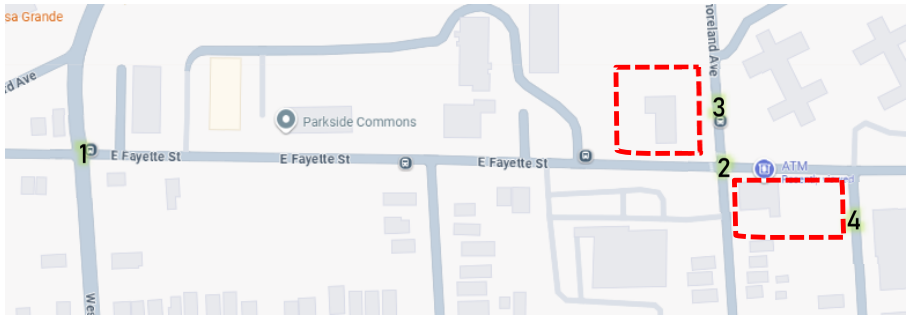
Site Location and Study Area

Key:
- # Study Intersection
- # Proposed Intersection
- Study Area
- Project Location

Project Number: 20243922.0003



Study Area, Site Location, and Study Intersections



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Rochester, NY 14614

Lane Geometry and Traffic Controls

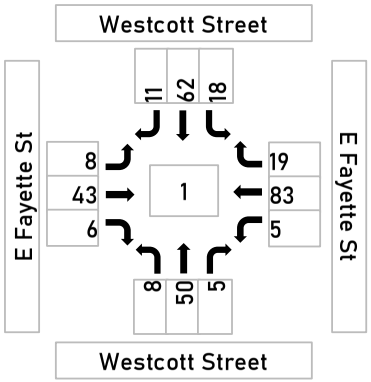
Parkside Commons

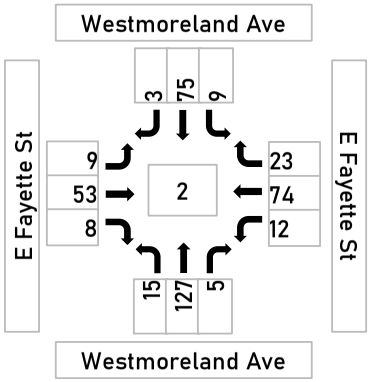
City of Syracuse, NY

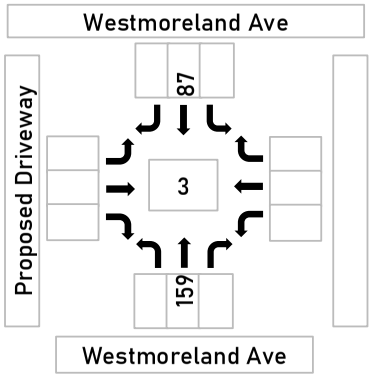
Notes:

Figure 2

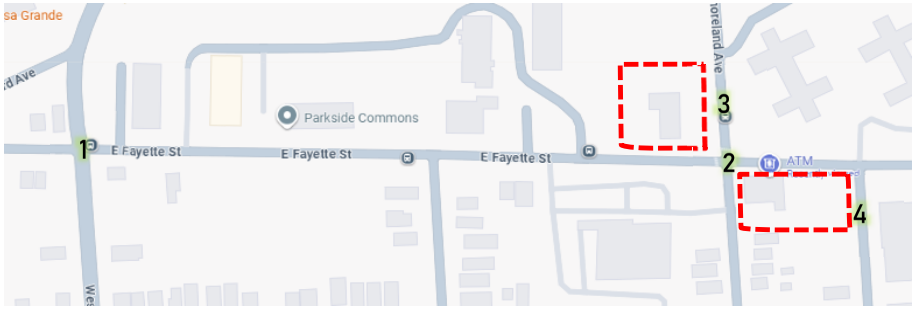
PN: 20243922.0003







Study Area, Site Location, and Study Intersections



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Rochester, NY 14614

2025 Existing Conditions - Weekday AM Peak Hour

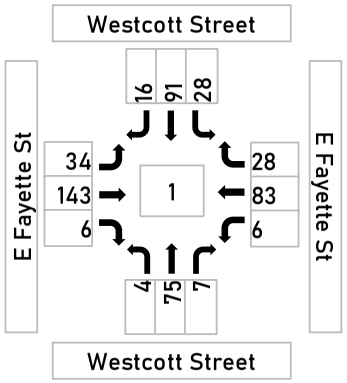
Parkside Commons

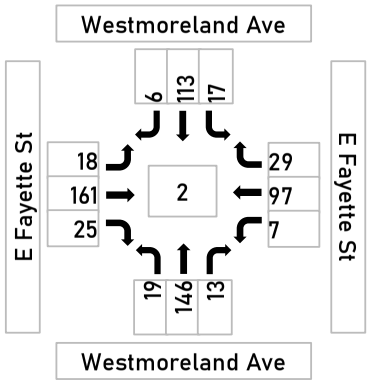
City of Syracuse, NY

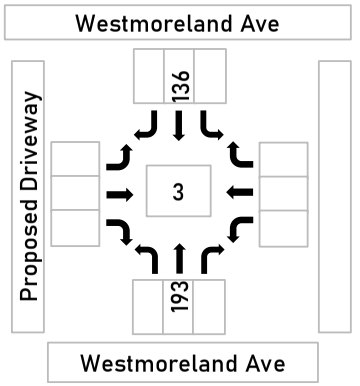
Notes:

Figure 3a

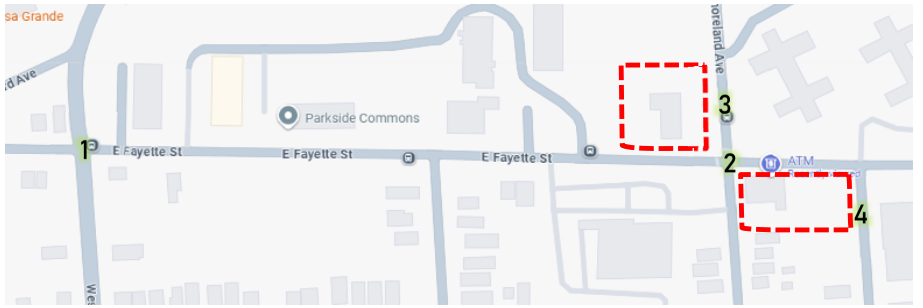
PN: 20243922.0003







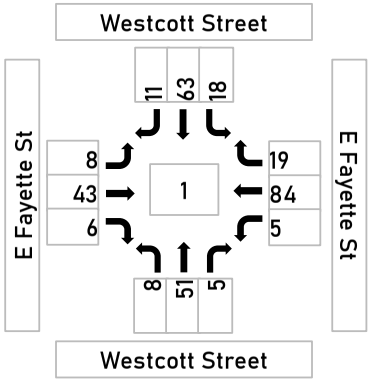
Study Area, Site Location, and Study Intersections

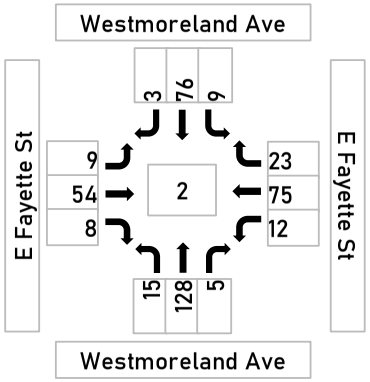


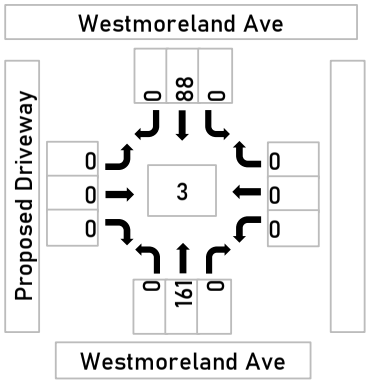
PASSERO engineering architecture 242 West Main Street, Suite 100 Rochester, NY 14614	**2025 Existing Conditions - Weekday PM Peak Hour** **Parkside Commons** City of Syracuse, NY	Notes:

Figure 3b

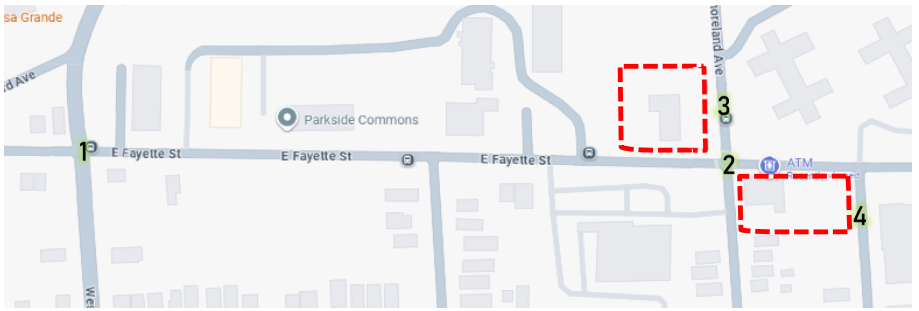
PN: 20243922.0003







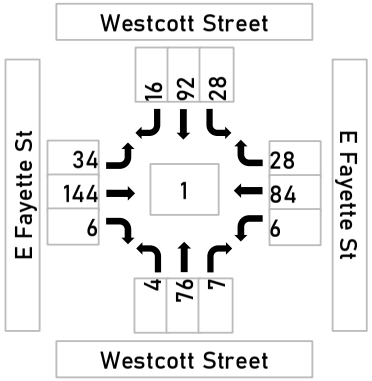
Study Area, Site Location, and Study Intersections

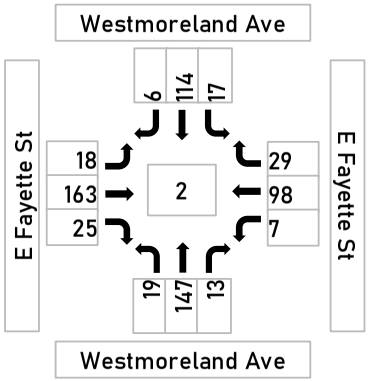


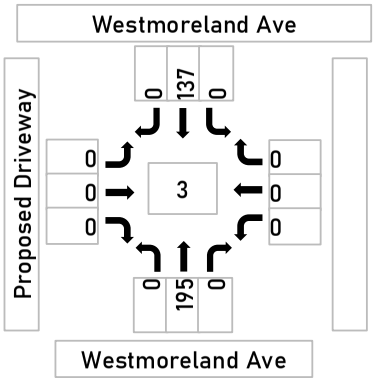
PASSERO engineering architecture 242 West Main Street, Suite 100 Rochester, NY 14614	**2027 Background Conditions - Weekday AM Peak Hour** **Parkside Commons** City of Syracuse, NY	Notes:

Figure 4a

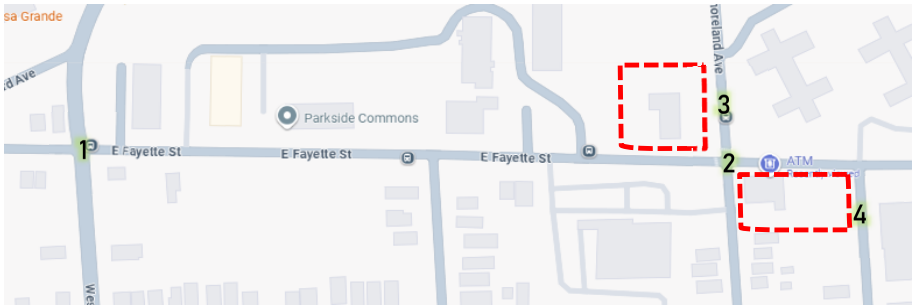
PN: 20243922.0003



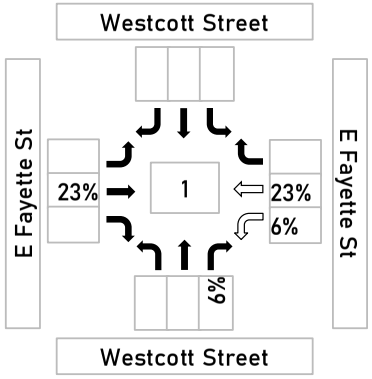


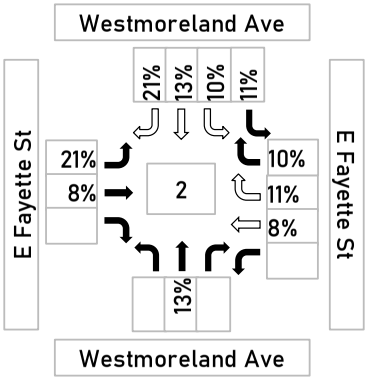


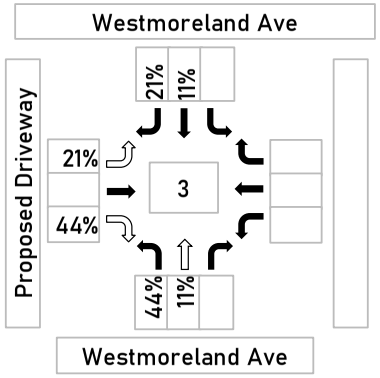
Study Area, Site Location, and Study Intersections

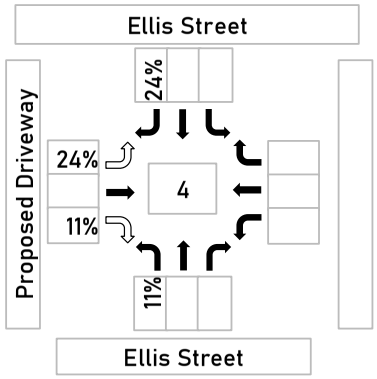


PASSERO engineering architecture 242 West Main Street, Suite 100 Rochester, NY 14614	**2027 Background Conditions - Weekday PM Peak Hour** **Parkside Commons** City of Syracuse, NY	Notes:
		Figure 4b PN: 20243922.0003

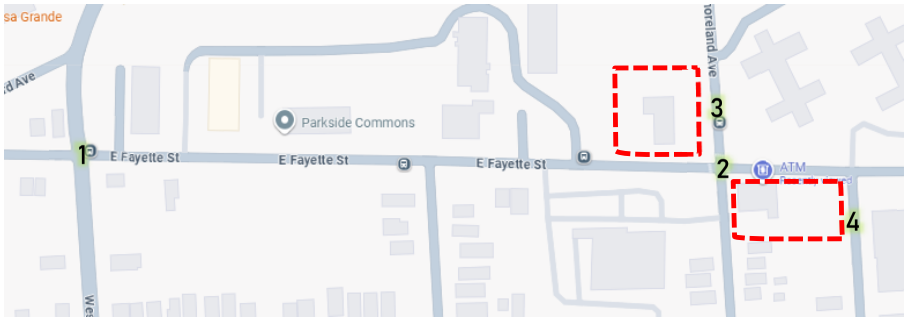








Study Area, Site Location, and Study Intersections



PASSERO engineering architecture

242 West Main Street, Suite 100
Rochester, NY 14614

Trip Distribution

Parkside Commons

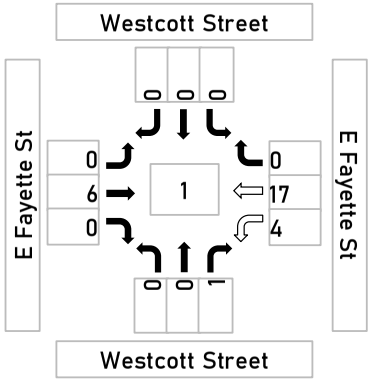
City of Syracuse, NY

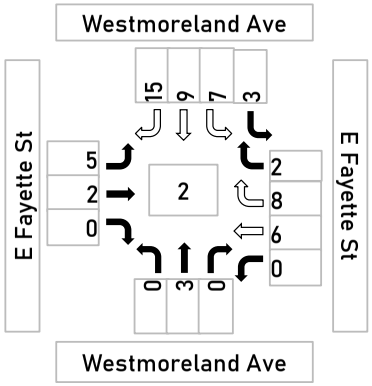
Notes:

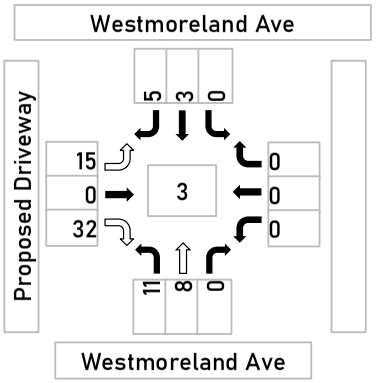
➡ Entering Trip
⇨ Exiting Trip

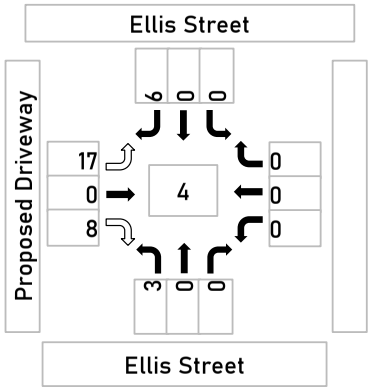
Figure 5

PN: 20243922.0003

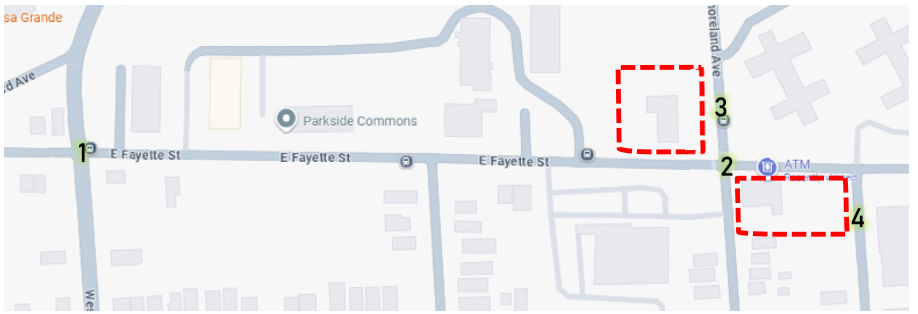








Study Area, Site Location, and Study Intersections



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242 West Main Street, Suite 100
Rochester, NY 14614

Total Site Trip Assignment - Weekday AM Peak Hour

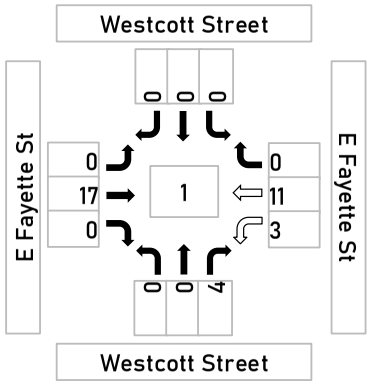
Parkside Commons

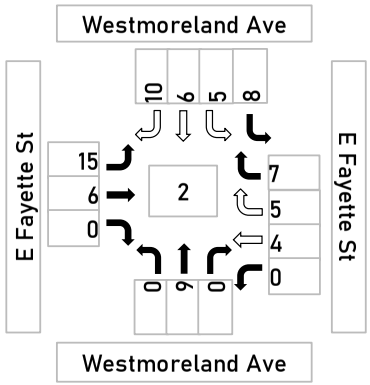
City of Syracuse, NY

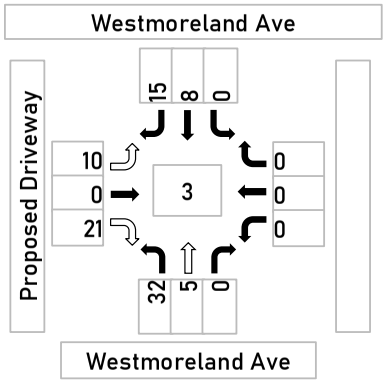
Notes:
- Entering Trip
- Exiting Trip

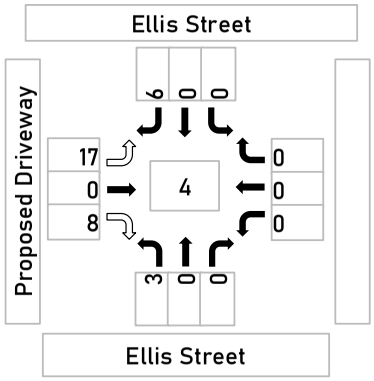
Figure 6a

PN: 20243922.0003

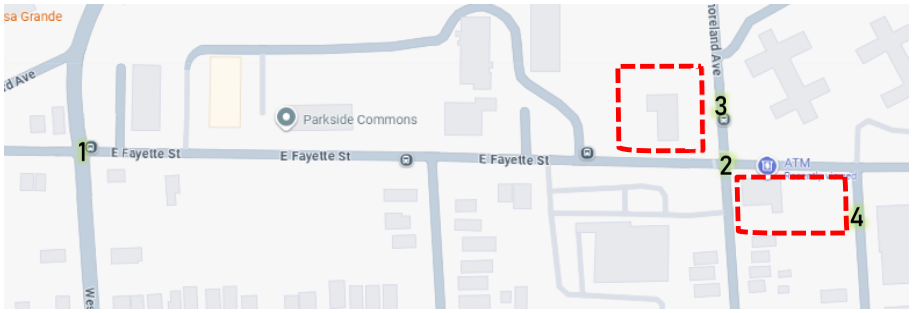








Study Area, Site Location, and Study Intersections



PASSERO engineering architecture

242 West Main Street, Suite 100
Rochester, NY 14614

Total Site Trip Assignment - Weekday PM Peak Hour

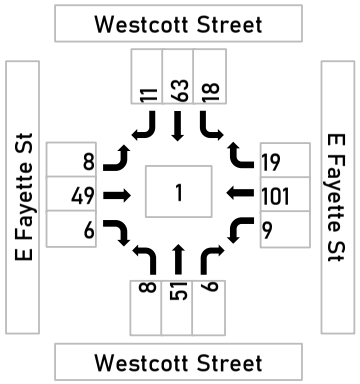
Parkside Commons

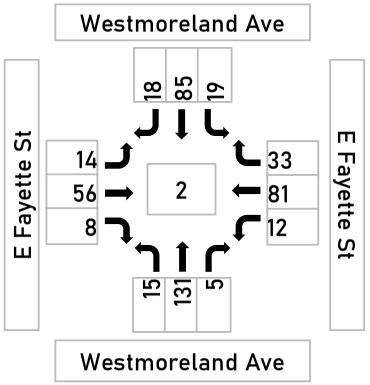
City of Syracuse, NY

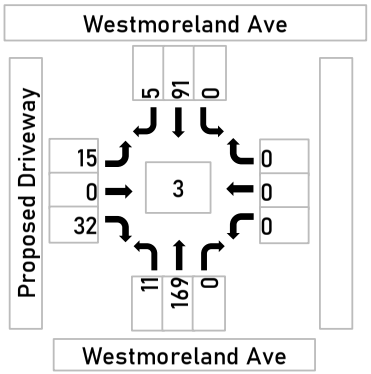
Notes:
- ➡ Entering Trip
- ⇨ Exiting Trip

Figure 6b

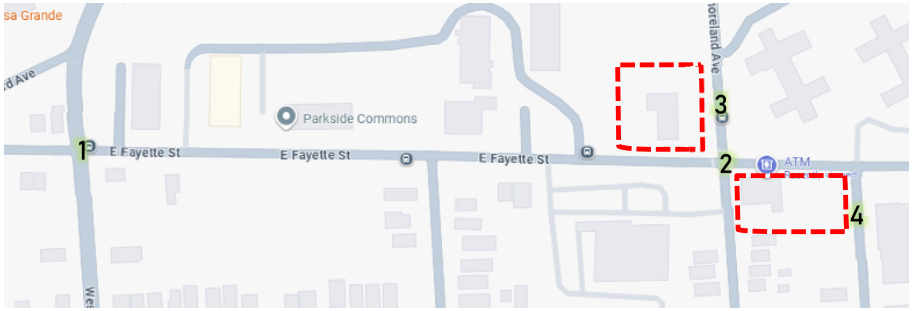
PN: 20243922.0003



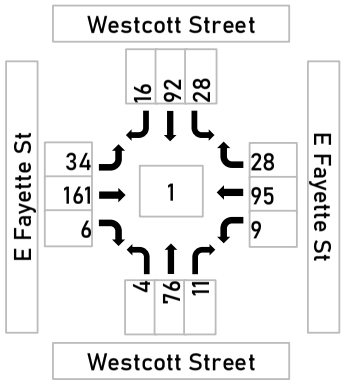


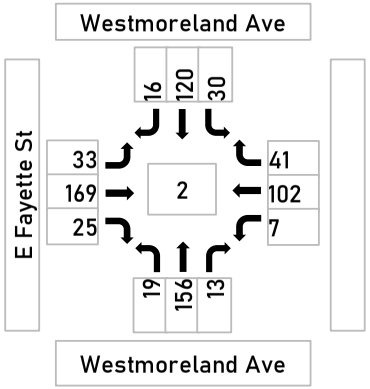


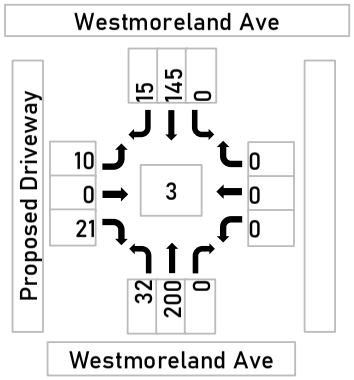
Study Area, Site Location, and Study Intersections



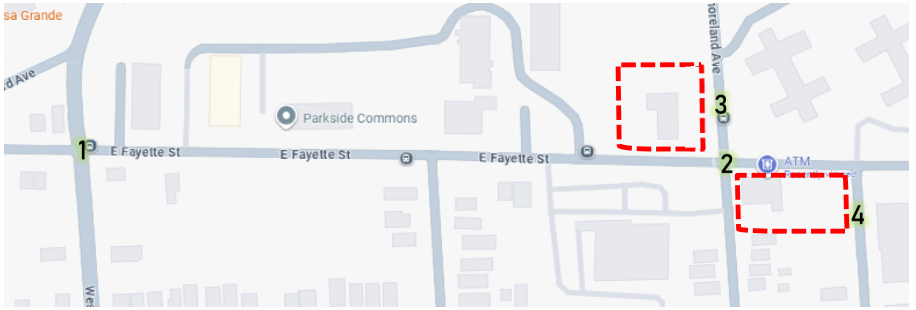
PASSERO engineering architecture 242 West Main Street, Suite 100 Rochester, NY 14614	**2027 Full Build Conditions - Weekday AM Peak Hour** **Parkside Commons** City of Syracuse, NY	Notes:
		Figure 7a PN: 20243922.0003







Study Area, Site Location, and Study Intersections



PASSERO engineering architecture 242 West Main Street, Suite 100 Rochester, NY 14614	**2027 Full Build Conditions - Weekday PM Peak Hour** **Parkside Commons** City of Syracuse, NY	Notes:

Figure 7b

PN: 20243922.0003

APPENDICES

APPENDIX A: EXISTING TRAFFIC COUNT DATA

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westcott AM Peak
Site Code : 11111111
Start Date : 5/8/2025
Page No : 1

Groups Printed- Unshifted - Bank 1

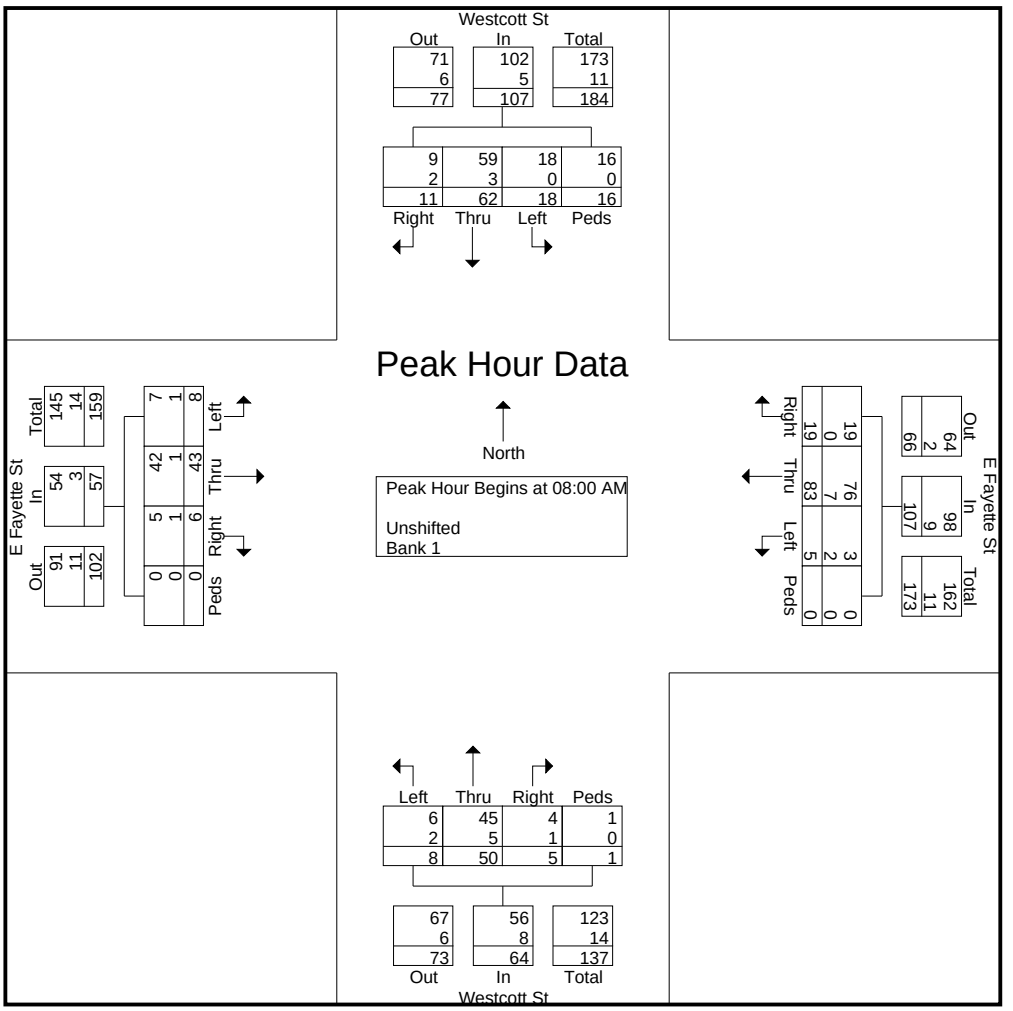
	Westcott St From North					E Fayette St From East					Westcott St From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	13	5	8	27	3	11	0	0	14	1	13	2	0	16	1	11	3	0	15	72
07:15 AM	2	18	5	0	25	2	22	0	1	25	0	12	1	0	13	0	13	5	0	18	81
07:30 AM	2	11	2	1	16	6	13	1	1	21	1	17	0	0	18	1	14	1	0	16	71
07:45 AM	2	12	4	2	20	3	22	0	0	25	2	24	3	0	29	0	10	4	0	14	88
Total	7	54	16	11	88	14	68	1	2	85	4	66	6	0	76	2	48	13	0	63	312
08:00 AM	1	20	3	6	30	8	18	2	0	28	1	10	0	0	11	1	9	3	0	13	82
08:15 AM	2	17	7	1	27	5	13	1	0	19	0	13	1	0	14	1	13	2	0	16	76
08:30 AM	2	16	3	2	23	2	27	0	0	29	2	20	3	0	25	4	11	1	0	16	93
08:45 AM	6	9	5	7	27	4	25	2	0	31	2	7	4	1	14	0	10	2	0	12	84
Total	11	62	18	16	107	19	83	5	0	107	5	50	8	1	64	6	43	8	0	57	335
Grand Total	18	116	34	27	195	33	151	6	2	192	9	116	14	1	140	8	91	21	0	120	647
Apprch %	9.2	59.5	17.4	13.8		17.2	78.6	3.1	1		6.4	82.9	10	0.7		6.7	75.8	17.5	0		
Total %	2.8	17.9	5.3	4.2	30.1	5.1	23.3	0.9	0.3	29.7	1.4	17.9	2.2	0.2	21.6	1.2	14.1	3.2	0	18.5	
Unshifted	14	111	31	27	183	33	138	4	2	177	7	109	11	1	128	6	83	18	0	107	595
% Unshifted	77.8	95.7	91.2	100	93.8	100	91.4	66.7	100	92.2	77.8	94	78.6	100	91.4	75	91.2	85.7	0	89.2	92
Bank 1	4	5	3	0	12	0	13	2	0	15	2	7	3	0	12	2	8	3	0	13	52
% Bank 1	22.2	4.3	8.8	0	6.2	0	8.6	33.3	0	7.8	22.2	6	21.4	0	8.6	25	8.8	14.3	0	10.8	8

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westcott AM Peak
Site Code : 11111111
Start Date : 5/8/2025
Page No : 2

	Westcott St From North					E Fayette St From East					Westcott St From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	**20**	3	6	**30**	**8**	18	**2**	0	28	1	10	0	0	11	1	9	**3**	0	13	82
08:15 AM	2	17	**7**	1	27	5	13	1	0	19	0	13	1	0	14	1	**13**	2	0	**16**	76
08:30 AM	2	16	3	2	23	2	**27**	0	0	29	**2**	**20**	3	0	**25**	**4**	11	1	0	16	**93**
08:45 AM	**6**	9	5	**7**	27	4	25	2	0	**31**	2	7	**4**	**1**	14	0	10	2	0	12	84
Total Volume	11	62	18	16	107	19	83	5	0	107	5	50	8	1	64	6	43	8	0	57	335
% App. Total	10.3	57.9	16.8	15		17.8	77.6	4.7	0		7.8	78.1	12.5	1.6		10.5	75.4	14	0		
PHF	.458	.775	.643	.571	.892	.594	.769	.625	.000	.863	.625	.625	.500	.250	.640	.375	.827	.667	.000	.891	.901
Unshifted	9	59	18	16	102	19	76	3	0	98	4	45	6	1	56	5	42	7	0	54	310
% Unshifted	81.8	95.2	100	100	95.3	100	91.6	60.0	0	91.6	80.0	90.0	75.0	100	87.5	83.3	97.7	87.5	0	94.7	92.5
Bank 1	2	3	0	0	5	0	7	2	0	9	1	5	2	0	8	1	1	1	0	3	25
% Bank 1	18.2	4.8	0	0	4.7	0	8.4	40.0	0	8.4	20.0	10.0	25.0	0	12.5	16.7	2.3	12.5	0	5.3	7.5



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westcott PM Peak
Site Code : 11111111
Start Date : 5/8/2025

Groups Printed- Unshifted - Bank 1

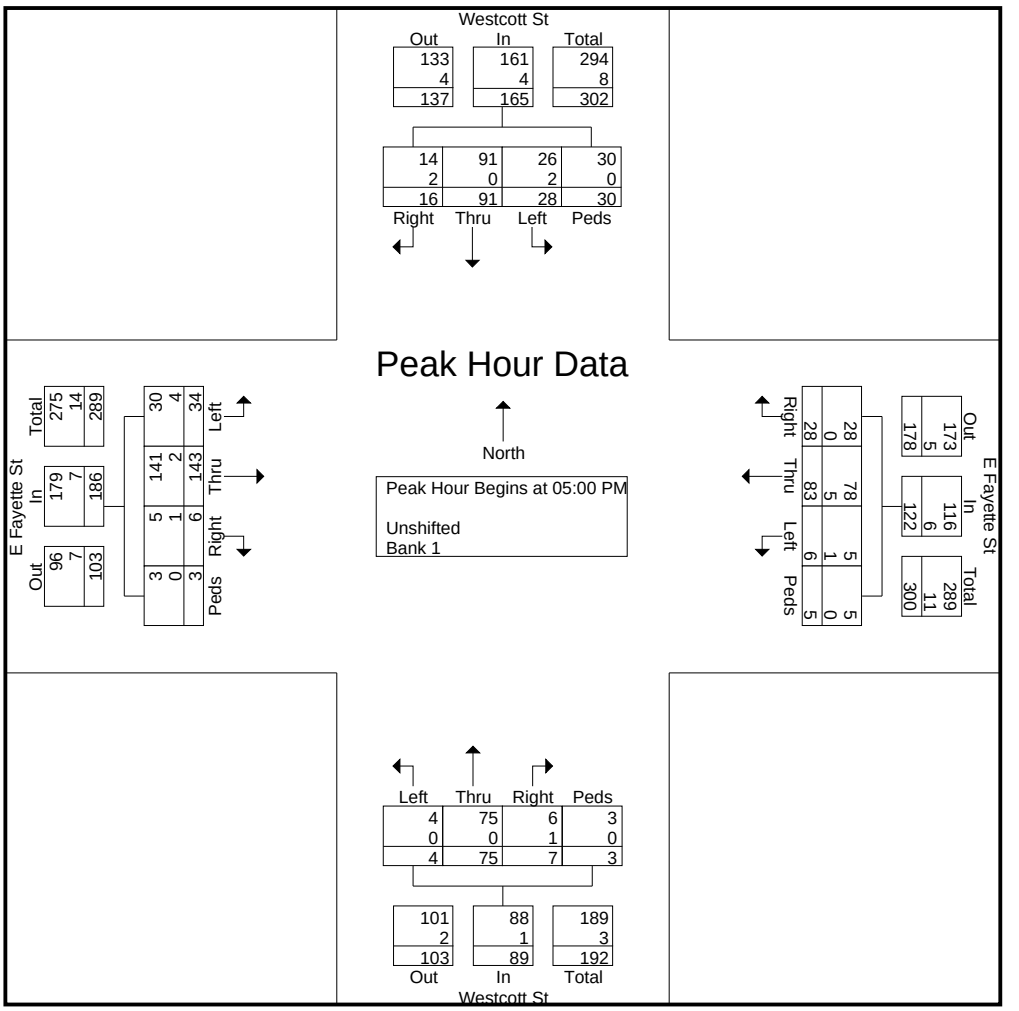
	Westcott St From North					E Fayette St From East					Westcott St From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	26	7	6	47	5	22	3	1	31	5	22	0	2	29	2	21	9	1	33	140
04:15 PM	5	15	7	6	33	12	19	1	0	32	3	12	2	0	17	1	22	6	2	31	113
04:30 PM	6	20	7	2	35	7	18	2	1	28	0	18	0	0	18	0	22	6	0	28	109
04:45 PM	6	21	4	4	35	4	17	1	0	22	3	26	3	0	32	1	25	5	0	31	120
Total	25	82	25	18	150	28	76	7	2	113	11	78	5	2	96	4	90	26	3	123	482
05:00 PM	4	21	4	8	37	5	17	2	3	27	4	17	2	0	23	0	44	10	1	55	142
05:15 PM	3	31	4	9	47	4	22	1	1	28	2	18	1	0	21	2	38	8	0	48	144
05:30 PM	6	21	8	6	41	11	27	0	0	38	1	24	1	0	26	1	29	8	2	40	145
05:45 PM	3	18	12	7	40	8	17	3	1	29	0	16	0	3	19	3	32	8	0	43	131
Total	16	91	28	30	165	28	83	6	5	122	7	75	4	3	89	6	143	34	3	186	562
Grand Total	41	173	53	48	315	56	159	13	7	235	18	153	9	5	185	10	233	60	6	309	1044
Apprch %	13	54.9	16.8	15.2		23.8	67.7	5.5	3		9.7	82.7	4.9	2.7		3.2	75.4	19.4	1.9		
Total %	3.9	16.6	5.1	4.6	30.2	5.4	15.2	1.2	0.7	22.5	1.7	14.7	0.9	0.5	17.7	1	22.3	5.7	0.6	29.6	
Unshifted	36	173	49	48	306	56	149	11	7	223	17	153	9	5	184	9	227	53	6	295	1008
% Unshifted	87.8	100	92.5	100	97.1	100	93.7	84.6	100	94.9	94.4	100	100	100	99.5	90	97.4	88.3	100	95.5	96.6
Bank 1	5	0	4	0	9	0	10	2	0	12	1	0	0	0	1	1	6	7	0	14	36
% Bank 1	12.2	0	7.5	0	2.9	0	6.3	15.4	0	5.1	5.6	0	0	0	0.5	10	2.6	11.7	0	4.5	3.4

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westcott PM Peak
Site Code : 11111111
Start Date : 5/8/2025
Page No : 2

	Westcott St From North					E Fayette St From East					Westcott St From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	21	4	8	37	5	17	2	**3**	27	**4**	17	**2**	0	23	0	**44**	**10**	1	**55**	142
05:15 PM	3	**31**	4	**9**	**47**	4	22	1	1	28	2	18	1	0	21	2	38	8	0	48	144
05:30 PM	**6**	21	8	6	41	**11**	**27**	0	0	**38**	1	**24**	1	0	**26**	1	29	8	**2**	40	**145**
05:45 PM	3	18	**12**	7	40	8	17	**3**	1	29	0	16	0	**3**	19	**3**	32	8	0	43	131
Total Volume	16	91	28	30	165	28	83	6	5	122	7	75	4	3	89	6	143	34	3	186	562
% App. Total	9.7	55.2	17	18.2		23	68	4.9	4.1		7.9	84.3	4.5	3.4		3.2	76.9	18.3	1.6		
PHF	.667	.734	.583	.833	.878	.636	.769	.500	.417	.803	.438	.781	.500	.250	.856	.500	.813	.850	.375	.845	.969
Unshifted	14	91	26	30	161	28	78	5	5	116	6	75	4	3	88	5	141	30	3	179	544
% Unshifted	87.5	100	92.9	100	97.6	100	94.0	83.3	100	95.1	85.7	100	100	100	98.9	83.3	98.6	88.2	100	96.2	96.8
Bank 1	2	0	2	0	4	0	5	1	0	6	1	0	0	0	1	1	2	4	0	7	18
% Bank 1	12.5	0	7.1	0	2.4	0	6.0	16.7	0	4.9	14.3	0	0	0	1.1	16.7	1.4	11.8	0	3.8	3.2



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westmoreland AM Peak
Site Code : 22222222
Start Date : 5/8/2025
Page No : 1

Groups Printed- Unshifted - Bank 1

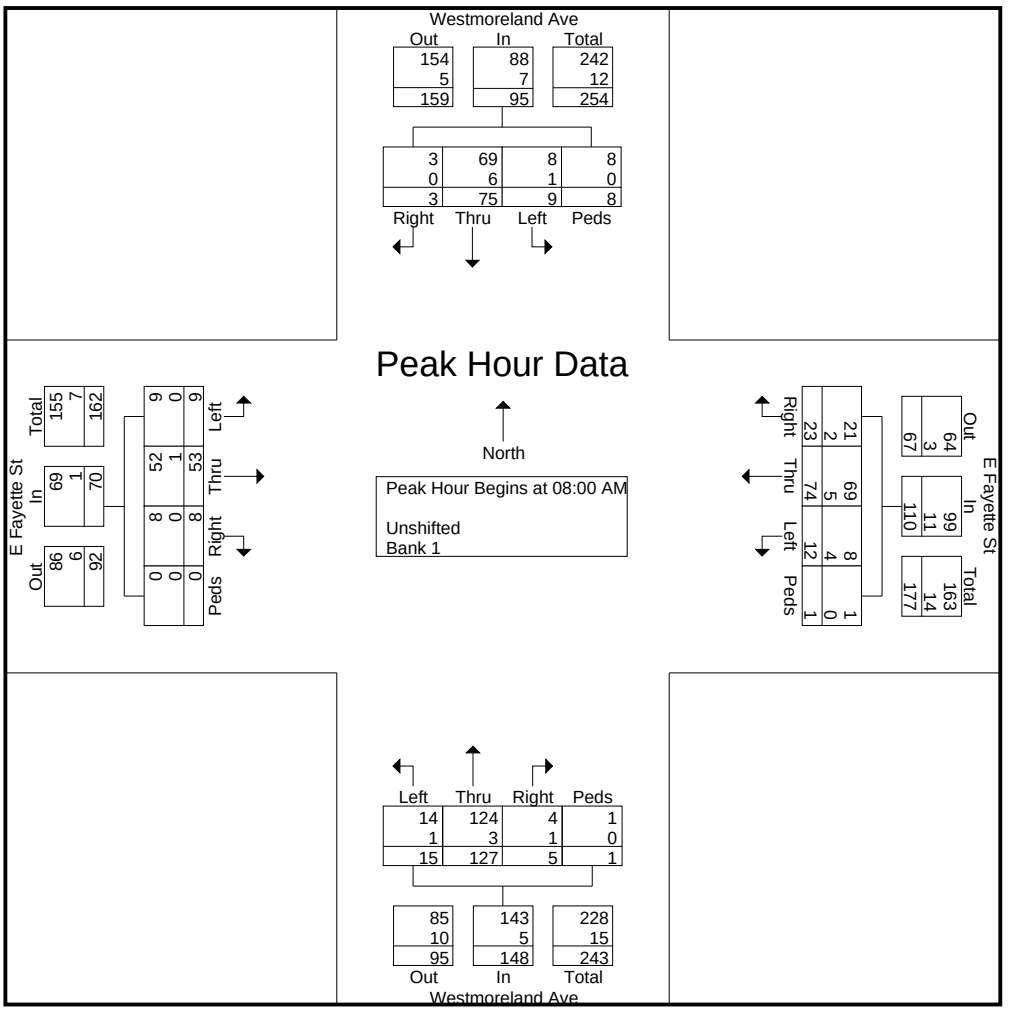
	Westmoreland Ave From North					E Fayette St From East					Westmoreland Ave From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	13	0	2	17	5	10	0	0	15	2	28	0	1	31	2	13	0	0	15	78
07:15 AM	1	15	4	1	21	11	21	0	0	32	3	33	2	0	38	1	12	2	1	16	107
07:30 AM	0	17	2	2	21	2	12	5	0	19	1	32	3	1	37	2	17	1	0	20	97
07:45 AM	0	22	4	1	27	10	15	5	1	31	1	29	7	0	37	2	13	0	0	15	110
Total	3	67	10	6	86	28	58	10	1	97	7	122	12	2	143	7	55	3	1	66	392
08:00 AM	1	16	3	2	22	3	16	1	0	20	1	30	5	0	36	1	14	4	0	19	97
08:15 AM	0	16	2	2	20	6	14	2	0	22	3	31	3	0	37	3	10	2	0	15	94
08:30 AM	0	14	0	1	15	8	22	4	1	35	1	31	5	1	38	3	15	1	0	19	107
08:45 AM	2	29	4	3	38	6	22	5	0	33	0	35	2	0	37	1	14	2	0	17	125
Total	3	75	9	8	95	23	74	12	1	110	5	127	15	1	148	8	53	9	0	70	423
Grand Total	6	142	19	14	181	51	132	22	2	207	12	249	27	3	291	15	108	12	1	136	815
Apprch %	3.3	78.5	10.5	7.7		24.6	63.8	10.6	1		4.1	85.6	9.3	1		11	79.4	8.8	0.7		
Total %	0.7	17.4	2.3	1.7	22.2	6.3	16.2	2.7	0.2	25.4	1.5	30.6	3.3	0.4	35.7	1.8	13.3	1.5	0.1	16.7	
Unshifted	6	133	18	14	171	48	122	17	2	189	10	243	25	3	281	15	97	12	1	125	766
% Unshifted	100	93.7	94.7	100	94.5	94.1	92.4	77.3	100	91.3	83.3	97.6	92.6	100	96.6	100	89.8	100	100	91.9	94
Bank 1	0	9	1	0	10	3	10	5	0	18	2	6	2	0	10	0	11	0	0	11	49
% Bank 1	0	6.3	5.3	0	5.5	5.9	7.6	22.7	0	8.7	16.7	2.4	7.4	0	3.4	0	10.2	0	0	8.1	6

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westmoreland AM Peak
Site Code : 22222222
Start Date : 5/8/2025
Page No : 2

	Westmoreland Ave From North					E Fayette St From East					Westmoreland Ave From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	16	3	2	22	3	16	1	0	20	1	30	**5**	0	36	1	14	**4**	0	**19**	97
08:15 AM	0	16	2	2	20	6	14	2	0	22	**3**	31	3	0	37	**3**	10	2	0	15	94
08:30 AM	0	14	0	1	15	**8**	**22**	4	**1**	**35**	1	31	5	**1**	**38**	3	**15**	1	0	19	107
08:45 AM	**2**	**29**	**4**	**3**	**38**	6	22	**5**	0	33	0	**35**	2	0	37	1	14	2	0	17	**125**
Total Volume	3	75	9	8	95	23	74	12	1	110	5	127	15	1	148	8	53	9	0	70	423
% App. Total	3.2	78.9	9.5	8.4		20.9	67.3	10.9	0.9		3.4	85.8	10.1	0.7		11.4	75.7	12.9	0		
PHF	.375	.647	.563	.667	.625	.719	.841	.600	.250	.786	.417	.907	.750	.250	.974	.667	.883	.563	.000	.921	.846
Unshifted	3	69	8	8	88	21	69	8	1	99	4	124	14	1	143	8	52	9	0	69	399
% Unshifted	100	92.0	88.9	100	92.6	91.3	93.2	66.7	100	90.0	80.0	97.6	93.3	100	96.6	100	98.1	100	0	98.6	94.3
Bank 1	0	6	1	0	7	2	5	4	0	11	1	3	1	0	5	0	1	0	0	1	24
% Bank 1	0	8.0	11.1	0	7.4	8.7	6.8	33.3	0	10.0	20.0	2.4	6.7	0	3.4	0	1.9	0	0	1.4	5.7



PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westmoreland PM Peak
Site Code : 22222222
Start Date : 5/8/2025

Groups Printed- Unshifted - Bank 1

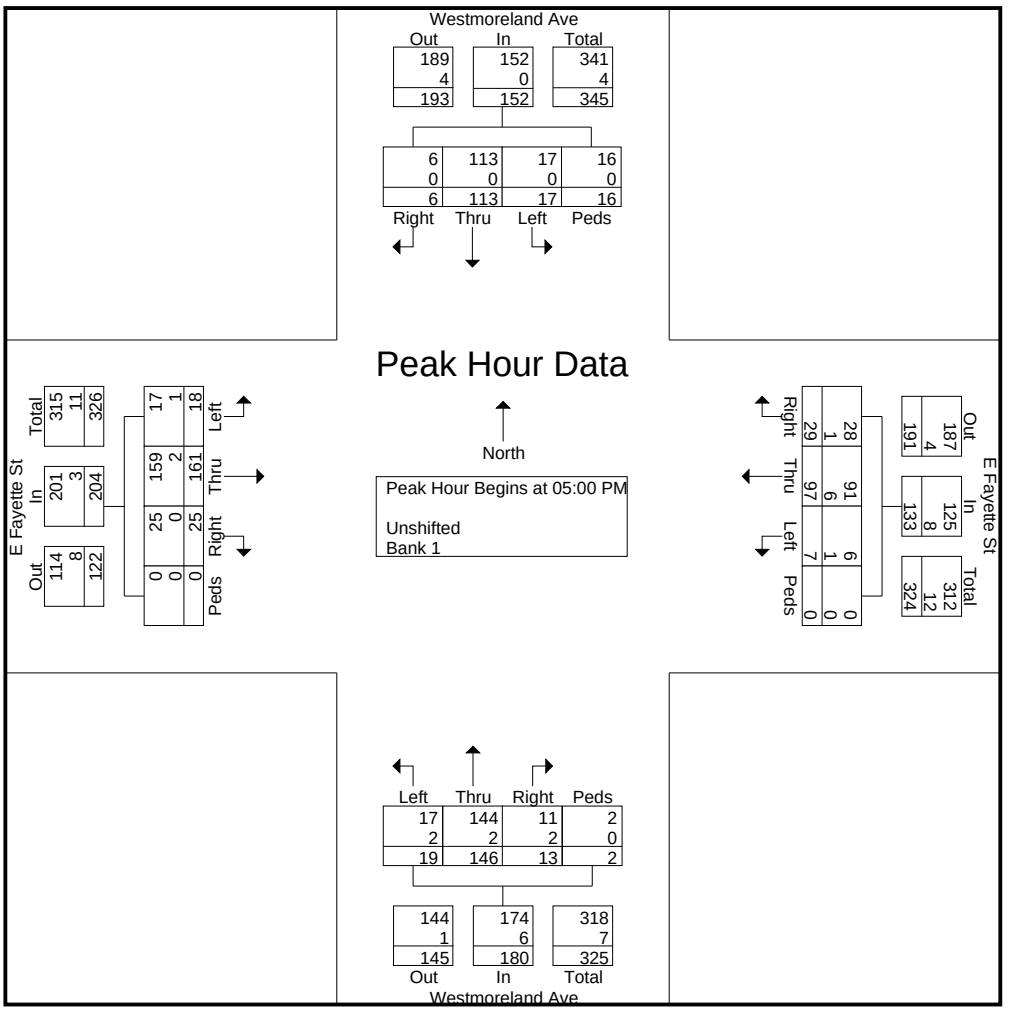
	Westmoreland Ave From North					E Fayette St From East					Westmoreland Ave From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	22	4	0	27	4	26	3	0	33	6	38	4	1	49	4	21	4	0	29	138
04:15 PM	3	16	5	2	26	6	23	1	0	30	0	57	3	3	63	3	30	2	2	37	156
04:30 PM	0	19	7	4	30	7	21	3	0	31	3	49	8	0	60	3	21	5	0	29	150
04:45 PM	2	21	4	2	29	4	15	4	0	23	3	36	5	2	46	7	26	7	0	40	138
Total	6	78	20	8	112	21	85	11	0	117	12	180	20	6	218	17	98	18	2	135	582
05:00 PM	0	28	4	1	33	8	23	2	0	33	5	39	6	0	50	3	43	4	0	50	166
05:15 PM	2	30	4	9	45	8	21	1	0	30	2	35	6	1	44	12	46	6	0	64	183
05:30 PM	4	26	4	3	37	8	35	1	0	44	5	39	4	0	48	6	37	4	0	47	176
05:45 PM	0	29	5	3	37	5	18	3	0	26	1	33	3	1	38	4	35	4	0	43	144
Total	6	113	17	16	152	29	97	7	0	133	13	146	19	2	180	25	161	18	0	204	669
Grand Total	12	191	37	24	264	50	182	18	0	250	25	326	39	8	398	42	259	36	2	339	1251
Apprch %	4.5	72.3	14	9.1		20	72.8	7.2	0		6.3	81.9	9.8	2		12.4	76.4	10.6	0.6		
Total %	1	15.3	3	1.9	21.1	4	14.5	1.4	0	20	2	26.1	3.1	0.6	31.8	3.4	20.7	2.9	0.2	27.1	
Unshifted	12	190	37	24	263	48	166	16	0	230	22	318	36	8	384	42	253	35	2	332	1209
% Unshifted	100	99.5	100	100	99.6	96	91.2	88.9	0	92	88	97.5	92.3	100	96.5	100	97.7	97.2	100	97.9	96.6
Bank 1	0	1	0	0	1	2	16	2	0	20	3	8	3	0	14	0	6	1	0	7	42
% Bank 1	0	0.5	0	0	0.4	4	8.8	11.1	0	8	12	2.5	7.7	0	3.5	0	2.3	2.8	0	2.1	3.4

PASSERO ASSOCIATES

242 W Main St, Suite 100
Rochester, NY 14614

File Name : E Fayette at Westmoreland PM Peak
Site Code : 22222222
Start Date : 5/8/2025
Page No : 2

	Westmoreland Ave From North					E Fayette St From East					Westmoreland Ave From South					E Fayette St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	28	4	1	33	**8**	23	2	0	33	**5**	**39**	**6**	0	**50**	3	43	4	0	50	166
05:15 PM	2	**30**	4	**9**	**45**	8	21	1	0	30	2	35	6	**1**	44	**12**	**46**	**6**	0	**64**	**183**
05:30 PM	**4**	26	4	3	37	8	**35**	1	0	**44**	5	39	4	0	48	6	37	4	0	47	176
05:45 PM	0	29	**5**	3	37	5	18	**3**	0	26	1	33	3	1	38	4	35	4	0	43	144
Total Volume	6	113	17	16	152	29	97	7	0	133	13	146	19	2	180	25	161	18	0	204	669
% App. Total	3.9	74.3	11.2	10.5		21.8	72.9	5.3	0		7.2	81.1	10.6	1.1		12.3	78.9	8.8	0		
PHF	.375	.942	.850	.444	.844	.906	.693	.583	.000	.756	.650	.936	.792	.500	.900	.521	.875	.750	.000	.797	.914
Unshifted	6	113	17	16	152	28	91	6	0	125	11	144	17	2	174	25	159	17	0	201	652
% Unshifted	100	100	100	100	100	96.6	93.8	85.7	0	94.0	84.6	98.6	89.5	100	96.7	100	98.8	94.4	0	98.5	97.5
Bank 1	0	0	0	0	0	1	6	1	0	8	2	2	2	0	6	0	2	1	0	3	17
% Bank 1	0	0	0	0	0	3.4	6.2	14.3	0	6.0	15.4	1.4	10.5	0	3.3	0	1.2	5.6	0	1.5	2.5



APPENDIX B: MISCELLANEOUS CALCULATIONS

PASSERO
engineering architecture

Parkside Commons, Syracuse, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Annual Growth
E Fayette St	Teall Ave	Seely Rd	2,334		2,172			2,157			2,085			-1.56%
Westcott St	Lombard St	E Genesee St				3,527				3,109		3,336		-0.92%
													AVERAGE	**-1.24%**

Project: Parkside Commons
Location: City of Syracuse, NY
Peak Hour: Weekday AM
Condition: Proposed Action

Figure:		3a	4a	5				6	7
			# of Years						
			2						
Location Number	Intersection	2025 Collected Volumes	No-Build Volumes 0.50%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 24	Trips OUT 72		
1	E Fayette St/ Westcott St								
	SR	11	11					0	11
	ST	62	63					0	63
	SL	18	18					0	18
	WR	19	19					0	19
	WT	83	84		23%		17	17	101
	WL	5	5		6%		4	4	9
	NR	5	5	6%		1		1	6
	NT	50	51					0	51
	NL	8	8					0	8
	ER	6	6					0	6
	ET	43	43	23%		6		6	49
	EL	8	8					0	8
2	E Fayette St/ Westmoreland Ave								
	SR	3	3		21%		15	15	18
	ST	75	76		13%		9	9	85
	SL	9	9	11%	10%	3	7	10	19
	WR	23	23	10%	11%	2	8	10	33
	WT	74	75		8%		6	6	81
	WL	12	12					0	12
	NR	5	5					0	5
	NT	127	128	13%		3		3	131
	NL	15	15					0	15
	ER	8	8					0	8
	ET	53	54	8%		2		2	56
	EL	9	9	21%		5		5	14
3	Westmoreland Ave/ Proposed Driveway								
	SR			21%		5		5	5
	ST	87	88	11%		3		3	91
	SL							0	0
	WR							0	0
	WT							0	0
	WL							0	0
	NR							0	0
	NT	159	161		11%		8	8	169
	NL			44%		11		11	11
	ER				44%		32	32	32
	ET							0	0
	EL				21%		15	15	15
4	Ellis St/ Proposed Driveway								
	SR		0	24%		6		6	6
	ST		0					0	0
	SL		0					0	0
	WR		0					0	0
	WT		0					0	0
	WL		0					0	0
	NR		0					0	0
	NT		0					0	0
	NL		0	11%		3		3	3
	ER		0		11%		8	8	8
	ET		0					0	0
	EL		0		24%		17	17	17

Project: Parkside Commons
Location: City of Syracuse, NY
Peak Hour: Weekday PM
Condition: Proposed Action

Figure:		3b	4b		5			7
			# of Years					
			2					

Location Number	Intersection	2025 Collected Volumes	No-Build Volumes 0.50%	Trip Generation and Distribution				Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN 72	Trips OUT 47		
1	E Fayette St/ Westcott St								
	SR	16	16					0	16
	ST	91	92					0	92
	SL	28	28					0	28
	WR	28	28					0	28
	WT	83	84		23%		11	11	95
	WL	6	6		6%		3	3	9
	NR	7	7	6%		4		4	11
	NT	75	76					0	76
	NL	4	4					0	4
	ER	6	6					0	6
	ET	143	144	23%		17		17	161
	EL	34	34					0	34
2	E Fayette St/ Westmoreland Ave								
	SR	6	6		21%		10	10	16
	ST	113	114		13%		6	6	120
	SL	17	17	11%	10%	8	5	13	30
	WR	29	29	10%	11%	7	5	12	41
	WT	97	98		8%		4	4	102
	WL	7	7					0	7
	NR	13	13					0	13
	NT	146	147	13%		9		9	156
	NL	19	19					0	19
	ER	25	25					0	25
	ET	161	163	8%		6		6	169
	EL	18	18	21%		15		15	33
3	Westmoreland Ave/ Proposed Driveway								
	SR			21%		15		15	15
	ST	136	137	11%		8		8	145
	SL							0	0
	WR							0	0
	WT							0	0
	WL							0	0
	NR							0	0
	NT	193	195		11%		5	5	200
	NL			44%		32		32	32
	ER				44%		21	21	21
	ET							0	0
	EL				21%		10	10	10
4	Ellis St/ Proposed Driveway								
	SR		0	24%		17		17	17
	ST		0					0	0
	SL		0					0	0
	WR		0					0	0
	WT		0					0	0
	WL		0					0	0
	NR		0					0	0
	NT		0					0	0
	NL		0	11%		8		8	8
	ER		0		11%		5	5	5
	ET		0					0	0
	EL		0		24%		11	11	11

PROJECT DETAILS

Project Name:	Parkside Commons Update	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	8/6/2025	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	3	1	0		24	72	96
Scenario - 1	PM Peak	3	1	0		72	47	119

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not Close	General	Dwelling Units	143	Weekday, Peak Hour of	Best Fit (LIN)	15	48	63
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.35(X) + 12.93	24%	76%	
220(1) - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	50	Weekday, Peak Hour of	Best Fit (LIN)	7	23	30
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.35(X) + 12.93	24%	76%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	0.73	Weekday, Peak Hour of	Average	2	1	3
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	3.93	55%	45%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76
220(1) - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76
822 - Strip Retail Plaza (<40k)	100	100	1	1	55	45

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	15	48	0	0	15	48
	63		0		63	
220(1) - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	7	23	0	0	7	23
	30		0		30	
822 - Strip Retail Plaza (<40k)	2	1	0	0	2	1
	3		0		3	

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
220 - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	143	Weekday, Peak Hour of	Best Fit (LIN)	47	29	76
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.48(X) + 7.35	62%	38%	
220(1) - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	50	Weekday, Peak Hour of	Best Fit (LIN)	19	12	31
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	T = 0.48(X) + 7.35	62%	38%	
822 - Strip Retail Plaza (<40k)	General	1000 Sq. Ft. GLA	0.73	Weekday, Peak Hour of	Best Fit (LOG)	6	6	12
Data Source: Trip Generation Manual, 12th Ed	Urban/Suburban			Adjacent Street Traffic,	Ln(T) =0.68Ln(X) + 2.77	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

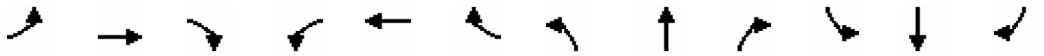
BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	62	38
220(1) - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	62	38
822 - Strip Retail Plaza (<40k)	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	47	29	0	0	47	29
	76		0		76	
220(1) - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	19	12	0	0	19	12
	31		0		31	
822 - Strip Retail Plaza (<40k)	6	6	0	0	6	6
	12		0		12	

APPENDIX C: LOS CALCULATIONS – EXISTING CONDITIONS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	43	6	5	83	19	8	50	5	18	62	11
Future Volume (vph)	8	43	6	5	83	19	8	50	5	18	62	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.985			0.976			0.989			0.984	
Flt Protected		0.993			0.997			0.994			0.990	
Satd. Flow (prot)	0	1767	0	0	1709	0	0	1657	0	0	1754	0
Flt Permitted		0.993			0.997			0.994			0.990	
Satd. Flow (perm)	0	1767	0	0	1709	0	0	1657	0	0	1754	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			1386			219			173	
Travel Time (s)		5.7			31.5			5.0			3.9	
Confl. Peds. (#/hr)	16		1	1		16						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	13%	2%	17%	40%	8%	0%	25%	10%	20%	0%	5%	18%
Adj. Flow (vph)	9	48	7	6	92	21	9	56	6	20	69	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	119	0	0	71	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	43	6	5	83	19	8	50	5	18	62	11
Future Vol, veh/h	8	43	6	5	83	19	8	50	5	18	62	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	13	2	17	40	8	0	25	10	20	0	5	18
Mvmt Flow	9	48	7	6	92	21	9	56	6	20	69	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	9	8.4	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	14%	5%	20%
Vol Thru, %	79%	75%	78%	68%
Vol Right, %	8%	11%	18%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	57	107	91
LT Vol	8	8	5	18
Through Vol	50	43	83	62
RT Vol	5	6	19	11
Lane Flow Rate	70	63	119	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.082	0.164	0.124
Departure Headway (Hd)	4.876	4.64	4.963	4.411
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	736	773	724	814
Service Time	2.896	2.662	2.984	2.43
HCM Lane V/C Ratio	0.095	0.082	0.164	0.124
HCM Control Delay, s/veh	8.4	8.1	9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.6	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	53	8	12	74	23	15	127	5	9	75	3
Future Volume (vph)	9	53	8	12	74	23	15	127	5	9	75	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.985			0.972			0.995			0.995	
Flt Protected		0.993			0.995			0.995			0.995	
Satd. Flow (prot)	0	1831	0	0	1666	0	0	1824	0	0	1742	0
Flt Permitted		0.993			0.995			0.995			0.995	
Satd. Flow (perm)	0	1831	0	0	1666	0	0	1824	0	0	1742	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1386			245			191			242	
Travel Time (s)		31.5			5.6			4.3			5.5	
Confl. Peds. (#/hr)	8		1	2		9	1		2	9		8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	33%	7%	9%	7%	2%	20%	11%	8%	0%
Adj. Flow (vph)	11	62	9	14	87	27	18	149	6	11	88	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	128	0	0	173	0	0	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

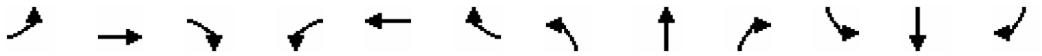
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	53	8	12	74	23	15	127	5	9	75	3
Future Vol, veh/h	9	53	8	12	74	23	15	127	5	9	75	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	2	0	33	7	9	7	2	20	11	8	0
Mvmt Flow	11	62	9	14	87	27	18	149	6	11	88	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	9.3	9.1	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	13%	11%	10%
Vol Thru, %	86%	76%	68%	86%
Vol Right, %	3%	11%	21%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	70	109	87
LT Vol	15	9	12	9
Through Vol	127	53	74	75
RT Vol	5	8	23	3
Lane Flow Rate	173	82	128	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.107	0.182	0.137
Departure Headway (Hd)	4.676	4.69	5.118	4.825
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	762	700	742
Service Time	2.707	2.731	3.157	2.861
HCM Lane V/C Ratio	0.225	0.108	0.183	0.137
HCM Control Delay, s/veh	9.1	8.3	9.3	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.7	0.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	143	6	6	83	28	4	75	7	28	91	16
Future Volume (vph)	34	143	6	6	83	28	4	75	7	28	91	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.996			0.968			0.989			0.984	
Flt Protected		0.991			0.998			0.998			0.990	
Satd. Flow (prot)	0	1811	0	0	1746	0	0	1855	0	0	1798	0
Flt Permitted		0.991			0.998			0.998			0.990	
Satd. Flow (perm)	0	1811	0	0	1746	0	0	1855	0	0	1798	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			1386			219			173	
Travel Time (s)		5.7			31.5			5.0			3.9	
Confl. Peds. (#/hr)	33		6	8		35	6		8	35		33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	12%	1%	17%	17%	6%	0%	0%	0%	14%	7%	0%	13%
Adj. Flow (vph)	35	147	6	6	86	29	4	77	7	29	94	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	188	0	0	121	0	0	88	0	0	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

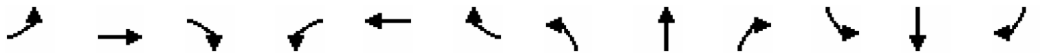
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	143	6	6	83	28	4	75	7	28	91	16
Future Vol, veh/h	34	143	6	6	83	28	4	75	7	28	91	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	12	1	17	17	6	0	0	0	14	7	0	13
Mvmt Flow	35	147	6	6	86	29	4	77	7	29	94	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	8.8	8.5	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	19%	5%	21%
Vol Thru, %	87%	78%	71%	67%
Vol Right, %	8%	3%	24%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	183	117	135
LT Vol	4	34	6	28
Through Vol	75	143	83	91
RT Vol	7	6	28	16
Lane Flow Rate	89	189	121	139
Geometry Grp	1	1	1	1
Degree of Util (X)	0.118	0.253	0.162	0.188
Departure Headway (Hd)	4.796	4.826	4.846	4.856
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	745	743	738	736
Service Time	2.843	2.867	2.891	2.899
HCM Lane V/C Ratio	0.119	0.254	0.164	0.189
HCM Control Delay, s/veh	8.5	9.5	8.8	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1	0.6	0.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	161	25	7	97	29	19	146	13	17	113	6
Future Volume (vph)	18	161	25	7	97	29	19	146	13	17	113	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.984			0.971			0.990			0.994	
Flt Protected		0.996			0.997			0.995			0.994	
Satd. Flow (prot)	0	1838	0	0	1739	0	0	1816	0	0	1877	0
Flt Permitted		0.996			0.997			0.995			0.994	
Satd. Flow (perm)	0	1838	0	0	1739	0	0	1816	0	0	1877	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1386			245			191			242	
Travel Time (s)		31.5			5.6			4.3			5.5	
Confl. Peds. (#/hr)	16		2	2		16						
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
Heavy Vehicles (%)	6%	1%	0%	14%	6%	3%	11%	1%	15%	0%	0%	0%
Adj. Flow (vph)	20	177	27	8	107	32	21	160	14	19	124	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	0	0	147	0	0	195	0	0	150	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

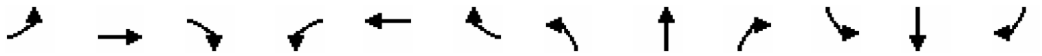
Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	161	25	7	97	29	19	146	13	17	113	6
Future Vol, veh/h	18	161	25	7	97	29	19	146	13	17	113	6
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
Heavy Vehicles, %	6	1	0	14	6	3	11	1	15	0	0	0
Mvmt Flow	20	177	27	8	107	32	21	160	14	19	124	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	9.7	10.3	9.6
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	9%	5%	13%
Vol Thru, %	82%	79%	73%	83%
Vol Right, %	7%	12%	22%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	204	133	136
LT Vol	19	18	7	17
Through Vol	146	161	97	113
RT Vol	13	25	29	6
Lane Flow Rate	196	224	146	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.282	0.312	0.211	0.212
Departure Headway (Hd)	5.192	5.018	5.193	5.098
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	685	708	683	695
Service Time	3.284	3.107	3.291	3.195
HCM Lane V/C Ratio	0.286	0.316	0.214	0.214
HCM Control Delay, s/veh	10.3	10.4	9.7	9.6
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.2	1.3	0.8	0.8

APPENDIX D: LOS CALCULATIONS – BACKGROUND CONDITIONS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	43	6	5	84	19	8	51	5	18	63	11
Future Volume (vph)	8	43	6	5	84	19	8	51	5	18	63	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.985			0.976			0.989			0.984	
Flt Protected		0.993			0.998			0.994			0.990	
Satd. Flow (prot)	0	1767	0	0	1710	0	0	1657	0	0	1754	0
Flt Permitted		0.993			0.998			0.994			0.990	
Satd. Flow (perm)	0	1767	0	0	1710	0	0	1657	0	0	1754	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			1386			219			173	
Travel Time (s)		5.7			31.5			5.0			3.9	
Confl. Peds. (#/hr)	16		1	1		16						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	13%	2%	17%	40%	8%	0%	25%	10%	20%	0%	5%	18%
Adj. Flow (vph)	9	48	7	6	93	21	9	57	6	20	70	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	120	0	0	72	0	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

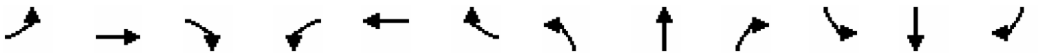
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	43	6	5	84	19	8	51	5	18	63	11
Future Vol, veh/h	8	43	6	5	84	19	8	51	5	18	63	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	13	2	17	40	8	0	25	10	20	0	5	18
Mvmt Flow	9	48	7	6	93	21	9	57	6	20	70	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	9	8.4	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	14%	5%	20%
Vol Thru, %	80%	75%	78%	68%
Vol Right, %	8%	11%	18%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	57	108	92
LT Vol	8	8	5	18
Through Vol	51	43	84	63
RT Vol	5	6	19	11
Lane Flow Rate	71	63	120	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.096	0.082	0.166	0.125
Departure Headway (Hd)	4.881	4.647	4.97	4.417
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	772	724	814
Service Time	2.901	2.668	2.988	2.435
HCM Lane V/C Ratio	0.097	0.082	0.166	0.125
HCM Control Delay, s/veh	8.4	8.1	9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.6	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	54	8	12	75	23	15	128	5	9	76	3
Future Volume (vph)	9	54	8	12	75	23	15	128	5	9	76	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.986			0.972			0.995			0.995	
Flt Protected		0.993			0.995			0.995			0.995	
Satd. Flow (prot)	0	1832	0	0	1667	0	0	1824	0	0	1742	0
Flt Permitted		0.993			0.995			0.995			0.995	
Satd. Flow (perm)	0	1832	0	0	1667	0	0	1824	0	0	1742	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1386			245			191			242	
Travel Time (s)		31.5			5.6			4.3			5.5	
Confl. Peds. (#/hr)	8		1	2		9	1		2	9		8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	33%	7%	9%	7%	2%	20%	11%	8%	0%
Adj. Flow (vph)	11	64	9	14	88	27	18	151	6	11	89	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	129	0	0	175	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

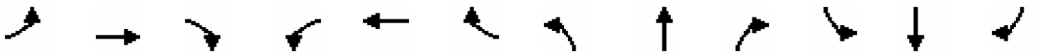
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	54	8	12	75	23	15	128	5	9	76	3
Future Vol, veh/h	9	54	8	12	75	23	15	128	5	9	76	3
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	2	0	33	7	9	7	2	20	11	8	0
Mvmt Flow	11	64	9	14	88	27	18	151	6	11	89	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	9.3	9.1	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	13%	11%	10%
Vol Thru, %	86%	76%	68%	86%
Vol Right, %	3%	11%	21%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	71	110	88
LT Vol	15	9	12	9
Through Vol	128	54	75	76
RT Vol	5	8	23	3
Lane Flow Rate	174	84	129	104
Geometry Grp	1	1	1	1
Degree of Util (X)	0.226	0.109	0.184	0.139
Departure Headway (Hd)	4.682	4.698	5.127	4.833
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	766	761	699	741
Service Time	2.716	2.739	3.166	2.87
HCM Lane V/C Ratio	0.227	0.11	0.185	0.14
HCM Control Delay, s/veh	9.1	8.3	9.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.7	0.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	144	6	6	84	28	4	76	7	28	92	16
Future Volume (vph)	34	144	6	6	84	28	4	76	7	28	92	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.996			0.968			0.989			0.985	
Flt Protected		0.991			0.998			0.998			0.990	
Satd. Flow (prot)	0	1811	0	0	1746	0	0	1855	0	0	1800	0
Flt Permitted		0.991			0.998			0.998			0.990	
Satd. Flow (perm)	0	1811	0	0	1746	0	0	1855	0	0	1800	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			1386			219			173	
Travel Time (s)		5.7			31.5			5.0			3.9	
Confl. Peds. (#/hr)	33		6	8		35	6		8	35		33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	12%	1%	17%	17%	6%	0%	0%	0%	14%	7%	0%	13%
Adj. Flow (vph)	35	148	6	6	87	29	4	78	7	29	95	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	122	0	0	89	0	0	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

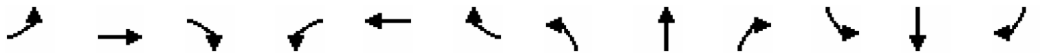
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	144	6	6	84	28	4	76	7	28	92	16
Future Vol, veh/h	34	144	6	6	84	28	4	76	7	28	92	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	12	1	17	17	6	0	0	0	14	7	0	13
Mvmt Flow	35	148	6	6	87	29	4	78	7	29	95	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	8.9	8.5	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	18%	5%	21%
Vol Thru, %	87%	78%	71%	68%
Vol Right, %	8%	3%	24%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	184	118	136
LT Vol	4	34	6	28
Through Vol	76	144	84	92
RT Vol	7	6	28	16
Lane Flow Rate	90	190	122	140
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.255	0.164	0.189
Departure Headway (Hd)	4.803	4.832	4.852	4.863
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	742	736	736
Service Time	2.852	2.875	2.9	2.909
HCM Lane V/C Ratio	0.121	0.256	0.166	0.19
HCM Control Delay, s/veh	8.5	9.5	8.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1	0.6	0.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	163	25	7	98	29	19	147	13	17	114	6
Future Volume (vph)	18	163	25	7	98	29	19	147	13	17	114	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.984			0.971			0.990			0.994	
Flt Protected		0.996			0.997			0.995			0.994	
Satd. Flow (prot)	0	1838	0	0	1739	0	0	1816	0	0	1877	0
Flt Permitted		0.996			0.997			0.995			0.994	
Satd. Flow (perm)	0	1838	0	0	1739	0	0	1816	0	0	1877	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1386			245			191			242	
Travel Time (s)		31.5			5.6			4.3			5.5	
Confl. Peds. (#/hr)	16		2	2		16						
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
Heavy Vehicles (%)	6%	1%	0%	14%	6%	3%	11%	1%	15%	0%	0%	0%
Adj. Flow (vph)	20	179	27	8	108	32	21	162	14	19	125	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	148	0	0	197	0	0	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		

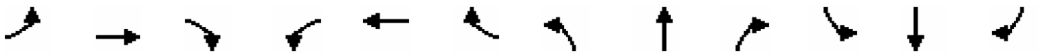
Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	163	25	7	98	29	19	147	13	17	114	6
Future Vol, veh/h	18	163	25	7	98	29	19	147	13	17	114	6
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
Heavy Vehicles, %	6	1	0	14	6	3	11	1	15	0	0	0
Mvmt Flow	20	179	27	8	108	32	21	162	14	19	125	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.5	9.7	10.4	9.6
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	9%	5%	12%
Vol Thru, %	82%	79%	73%	83%
Vol Right, %	7%	12%	22%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	179	206	134	137
LT Vol	19	18	7	17
Through Vol	147	163	98	114
RT Vol	13	25	29	6
Lane Flow Rate	197	226	147	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.316	0.213	0.214
Departure Headway (Hd)	5.204	5.028	5.205	5.11
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	706	680	694
Service Time	3.298	3.117	3.304	3.209
HCM Lane V/C Ratio	0.288	0.32	0.216	0.218
HCM Control Delay, s/veh	10.4	10.5	9.7	9.6
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.2	1.4	0.8	0.8

APPENDIX E: LOS CALCULATIONS – FULL BUILD CONDITIONS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	49	6	9	101	19	8	51	6	18	63	11
Future Volume (vph)	8	49	6	9	101	19	8	51	6	18	63	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.986			0.980			0.987			0.984	
Flt Protected		0.994			0.997			0.994			0.990	
Satd. Flow (prot)	0	1775	0	0	1702	0	0	1652	0	0	1754	0
Flt Permitted		0.994			0.997			0.994			0.990	
Satd. Flow (perm)	0	1775	0	0	1702	0	0	1652	0	0	1754	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			1386			219			173	
Travel Time (s)		5.7			31.5			5.0			3.9	
Confl. Peds. (#/hr)	16		1	1		16						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	13%	2%	17%	40%	8%	0%	25%	10%	20%	0%	5%	18%
Adj. Flow (vph)	9	54	7	10	112	21	9	57	7	20	70	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	143	0	0	73	0	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

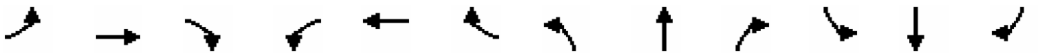
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	49	6	9	101	19	8	51	6	18	63	11
Future Vol, veh/h	8	49	6	9	101	19	8	51	6	18	63	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	13	2	17	40	8	0	25	10	20	0	5	18
Mvmt Flow	9	54	7	10	112	21	9	57	7	20	70	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	9.3	8.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	13%	7%	20%
Vol Thru, %	78%	78%	78%	68%
Vol Right, %	9%	10%	15%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	63	129	92
LT Vol	8	8	9	18
Through Vol	51	49	101	63
RT Vol	6	6	19	11
Lane Flow Rate	72	70	143	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.091	0.199	0.128
Departure Headway (Hd)	4.956	4.69	5.008	4.5
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	764	718	798
Service Time	2.978	2.714	3.031	2.52
HCM Lane V/C Ratio	0.099	0.092	0.199	0.128
HCM Control Delay, s/veh	8.5	8.2	9.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.7	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	56	8	12	81	33	15	131	5	19	85	18
Future Volume (vph)	14	56	8	12	81	33	15	131	5	19	85	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.987			0.964			0.995			0.980	
Flt Protected		0.991			0.995			0.995			0.992	
Satd. Flow (prot)	0	1832	0	0	1657	0	0	1824	0	0	1722	0
Flt Permitted		0.991			0.995			0.995			0.992	
Satd. Flow (perm)	0	1832	0	0	1657	0	0	1824	0	0	1722	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1386			245			191			107	
Travel Time (s)		31.5			5.6			4.3			5.5	
Confl. Peds. (#/hr)	8		1	2		9	1		2	9		8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	0%	33%	7%	9%	7%	2%	20%	11%	8%	0%
Adj. Flow (vph)	16	66	9	14	95	39	18	154	6	22	100	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	148	0	0	178	0	0	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	56	8	12	81	33	15	131	5	19	85	18
Future Vol, veh/h	14	56	8	12	81	33	15	131	5	19	85	18
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	2	0	33	7	9	7	2	20	11	8	0
Mvmt Flow	16	66	9	14	95	39	18	154	6	22	100	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	9.7	9.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	18%	10%	16%
Vol Thru, %	87%	72%	64%	70%
Vol Right, %	3%	10%	26%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	151	78	126	122
LT Vol	15	14	12	19
Through Vol	131	56	81	85
RT Vol	5	8	33	18
Lane Flow Rate	178	92	148	144
Geometry Grp	1	1	1	1
Degree of Util (X)	0.238	0.124	0.215	0.194
Departure Headway (Hd)	4.813	4.86	5.219	4.865
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	733	685	735
Service Time	2.861	2.918	3.274	2.916
HCM Lane V/C Ratio	0.24	0.126	0.216	0.196
HCM Control Delay, s/veh	9.4	8.6	9.7	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.8	0.7

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	32	11	169	91	5
Future Volume (vph)	15	32	11	169	91	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907				0.994	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1664	0	0	1840	1723	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1664	0	0	1840	1723	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	117			107	305	
Travel Time (s)	2.7			2.4	6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	10%	2%
Adj. Flow (vph)	16	35	12	184	99	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	196	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.2%		ICU Level of Service A	
Analysis Period (min) 15			

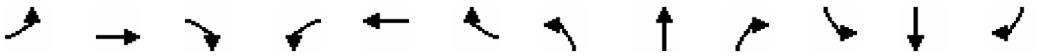
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	32	11	169	91	5
Future Vol, veh/h	15	32	11	169	91	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	10	2
Mvmt Flow	16	35	12	184	99	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	309	102	104	0	-	0
Stage 1	102	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	683	954	1487	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	677	954	1487	-	-	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.54	0.45	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	110	-	844	-	-
HCM Lane V/C Ratio	0.008	-	0.061	-	-
HCM Control Delay (s/veh)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	161	6	9	95	28	4	76	11	28	92	16
Future Volume (vph)	34	161	6	9	95	28	4	76	11	28	92	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.996			0.971			0.984			0.985	
Flt Protected		0.992			0.997			0.998			0.990	
Satd. Flow (prot)	0	1817	0	0	1744	0	0	1835	0	0	1800	0
Flt Permitted		0.992			0.997			0.998			0.990	
Satd. Flow (perm)	0	1817	0	0	1744	0	0	1835	0	0	1800	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		251			1386			219			173	
Travel Time (s)		5.7			31.5			5.0			3.9	
Confl. Peds. (#/hr)	33		6	8		35	6		8	35		33
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	12%	1%	17%	17%	6%	0%	0%	0%	14%	7%	0%	13%
Adj. Flow (vph)	35	166	6	9	98	29	4	78	11	29	95	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	136	0	0	93	0	0	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

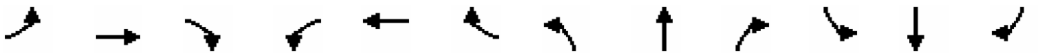
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	161	6	9	95	28	4	76	11	28	92	16
Future Vol, veh/h	34	161	6	9	95	28	4	76	11	28	92	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	12	1	17	17	6	0	0	0	14	7	0	13
Mvmt Flow	35	166	6	9	98	29	4	78	11	29	95	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.8	9.1	8.6	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	17%	7%	21%
Vol Thru, %	84%	80%	72%	68%
Vol Right, %	12%	3%	21%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	201	132	136
LT Vol	4	34	9	28
Through Vol	76	161	95	92
RT Vol	11	6	28	16
Lane Flow Rate	94	207	136	140
Geometry Grp	1	1	1	1
Degree of Util (X)	0.127	0.28	0.186	0.193
Departure Headway (Hd)	4.865	4.866	4.911	4.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	736	727	721
Service Time	2.923	2.917	2.966	3.006
HCM Lane V/C Ratio	0.128	0.281	0.187	0.194
HCM Control Delay, s/veh	8.6	9.8	9.1	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	1.1	0.7	0.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	169	25	7	102	41	19	156	13	30	120	16
Future Volume (vph)	33	169	25	7	102	41	19	156	13	30	120	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	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 Factor												
Frt		0.985			0.963			0.991			0.987	
Flt Protected		0.993			0.998			0.995			0.991	
Satd. Flow (prot)	0	1829	0	0	1730	0	0	1819	0	0	1858	0
Flt Permitted		0.993			0.998			0.995			0.991	
Satd. Flow (perm)	0	1829	0	0	1730	0	0	1819	0	0	1858	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1386			245			191			126	
Travel Time (s)		31.5			5.6			4.3			5.5	
Confl. Peds. (#/hr)	16		2	2		16						
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
Heavy Vehicles (%)	6%	1%	0%	14%	6%	3%	11%	1%	15%	0%	0%	0%
Adj. Flow (vph)	36	186	27	8	112	45	21	171	14	33	132	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	0	0	165	0	0	206	0	0	183	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	169	25	7	102	41	19	156	13	30	120	16
Future Vol, veh/h	33	169	25	7	102	41	19	156	13	30	120	16
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
Heavy Vehicles, %	6	1	0	14	6	3	11	1	15	0	0	0
Mvmt Flow	36	186	27	8	112	45	21	171	14	33	132	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.4	10.3	11.1	10.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	15%	5%	18%
Vol Thru, %	83%	74%	68%	72%
Vol Right, %	7%	11%	27%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	227	150	166
LT Vol	19	33	7	30
Through Vol	156	169	102	120
RT Vol	13	25	41	16
Lane Flow Rate	207	249	165	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.316	0.368	0.251	0.272
Departure Headway (Hd)	5.504	5.318	5.471	5.366
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	676	656	669
Service Time	3.542	3.353	3.509	3.404
HCM Lane V/C Ratio	0.317	0.368	0.252	0.272
HCM Control Delay, s/veh	11.1	11.4	10.3	10.4
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.4	1.7	1	1.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	21	32	200	145	15
Future Volume (vph)	10	21	32	200	145	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909				0.988	
Flt Protected	0.984			0.993		
Satd. Flow (prot)	1666	0	0	1834	1874	0
Flt Permitted	0.984			0.993		
Satd. Flow (perm)	1666	0	0	1834	1874	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	137			126	301	
Travel Time (s)	3.1			2.9	6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	0%	2%
Adj. Flow (vph)	11	23	35	217	158	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	252	174	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	21	32	200	145	15
Future Vol, veh/h	10	21	32	200	145	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	0	2
Mvmt Flow	11	23	35	217	158	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	453	166	174	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	565	879	1403	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	549	879	1403	-	-	-
Mov Cap-2 Maneuver	549	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	762	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.13	1.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	248	-	736	-	-
HCM Lane V/C Ratio	0.025	-	0.046	-	-
HCM Control Delay (s/veh)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-