

Pickett Road
Summary of Commitments

February 7, 2020
Revised March 11, 2020
Revised April 14, 2020
Revised April 30, 2020
Revised May 6, 2020
Revised May 18, 2020

1. General Conformance. The property, identified on the City of Fairfax (the "City") Tax Map as Parcel ID 58-1-02-021 (the "Property"), shall be developed in substantial conformance with the "3500 Pickett Road Master Development Plan" (the "Master Development Plan") dated May 6, 2020, and prepared by VIKA Virginia LLC. Minor modifications to the Master Development Plan shall be permitted when necessitated by sound engineering or when necessary as part of final site design, including, but not limited to, straightening or filling of space/voids along building frontages and adjustments to the type and location of landscape materials and streetscape elements, provided such changes otherwise are in substantial conformance with the Master Development Plan and pursuant to the review and approval by the Director of Community Development and Planning.
2. Permitted Uses. The Property may be developed with up to fifty (50) townhouses (the "Proposed Development") in accordance with the Planned Development Residential Zoning District (the "PD-R") standards, specifically, Section 3.8.3 of the City Zoning Ordinance (the "Zoning Ordinance"), as more particularly shown on the Master Development Plan.
3. Green Building. The Proposed Development shall incorporate energy efficient devices intended to promote energy conservation and green building techniques, such as use of ENERGY STAR® appliances, energy efficient mechanical systems, recycling for occupant refuse, energy efficient lighting and insulation that meets or exceeds applicable energy code requirements. At the time of site plan submission, the Applicant shall submit to the Sustainability Coordinator a checklist of energy saving components described above and as generally available in the marketplace included in the Proposed Development to demonstrate compliance with this condition.
4. Landscaping. Landscaping for the Proposed Development shall be provided generally as shown on Sheet L-01, L-02, L-03, L-04, and L-05 (collectively, the "Landscape Plan") of the Master Development Plan, and as approved by the Board of Architectural Review as a part of the Certificate of Appropriateness. Modifications to the Landscape Plan may be made during site plan review to allow for final engineering and design considerations, provided that such modifications are in substantial conformance with the quality and quantity of plantings and materials shown on the Master Development Plan. The Applicant shall coordinate phasing of landscaping and open space improvements with the Department of Public Works at time of site plan review.

5. Streetscape. Streetscape improvements shall be incorporated into the Proposed Development generally as shown on Sheet C-14 of the Master Development Plan. Modifications to the streetscape elements shall be permitted during site plan review to allow for final engineering and design considerations provided such modifications are in substantial conformance with the Master Development Plan. Maintenance of the portions of sidewalks and streetscape elements located on the Property shall be the responsibility of the Applicant. Subject to execution of a maintenance agreement with the City's Department of Public Works and/or VDOT, the Applicant also may maintain those portions of sidewalks and streetscape elements located in the public right-of-way. For purposes of these conditions, maintenance shall include keeping the walking surface in good repair and snow removal in inclement weather.
 - A. Subject to City and/or VDOT approval, if required, the streetscape along the Property's frontage on Pickett Road shall include a shared use path that varies in width from ten (10) feet to six (6) feet and associated landscape buffer as illustrated on Sheet C-13 of the Master Development Plan, including widening the existing six (6) foot wide sidewalk located in the public right-of-way.
 - B. As applicable, street lamps located along internal streets of the Proposed Development shall be designed to be complementary in design so as to create the appearance of a unified development, despite the different functions such lighting may have within the Proposed Development. Street lamps shall all use shielded cut-off fixtures and be directed inward and downward such that the lamp surface is not directly visible to adjacent properties. If located along Pickett Road, street lamps shall be the standard acorn style required by the City.
6. Noise Study. Prior to site plan approval for the Proposed Development, the Applicant shall submit to the Department of Planning and Community Development a noise study identifying any residential units to be constructed adjacent to Pickett Road that are expected to be experience, in the absence of noise mitigation measures, average interior noise levels above approximately of 55 dBA between 7:00 a.m. and 9:00 p.m. and 45 dBA between 9:00 p.m. and 7:00 a.m. Following completion of the noise study, all buildings plans submitted to the City for those units that are projected to be noise impacted, if any, shall include information indicating which noise attenuation measures the Applicant intends to include in the Proposed Development to bring the average interior noise levels of such units below the standards set forth above.
7. Right-of-Way Dedication. Prior to site plan approval for the Proposed Development, the Applicant shall dedicate right-of-way, approximately four (4) feet in width, along the Property's Pickett Road frontage to accommodate the minimum required arterial right-of-way width of fifty (50) from center line per PFM 401.01, as shown on the Master Development Plan.
8. Emergency Access. At the time of site plan approval, the Applicant shall cause to be recorded among the Fairfax County land records an emergency vehicle access easement running to the benefit of the City, in a form acceptable to the City Attorney, over the private streets, trails, sidewalks, and open space areas generally shown on the Master Development Plan.

9. Stormwater Management. Stormwater management (“SWM”) measures and Best Management Practices (BMPs) shall be provided in order to control the quantity and quality of stormwater runoff from the Property as shown on the Master Development Plan. Such measures may include, but are not limited to, an underground detention vault, LID facilities, and infiltration measures. The applicant may pursue additional/alternative SWM/BMP/LID measures provided the same are in substantial conformance with the Master Development Plan.
10. Extension of Daniels Run Trail.
 - A. As part of site plan approval, the Applicant will prepare a deed and associated plat for the City’s execution to vacate the existing Bike Trail Easement – Individual located along the Property’s southern boundary line and recorded in Fairfax County Land Records at Deed Book 7278 PG 0585 to eliminate conflicts between the Bike Trail Easement – Individual and the Proposed Development.
 - B. Prior to issuance of the first RUP for the Proposed Development, the Applicant will contribute to the City \$122,200 to be used by the City for the construction of a mixed-use trail serving Daniels Run Park.
11. Bicycle Parking. The Applicant will provide a bicycle rack with capacity for approximately seven (7) bicycles.
12. Construction Management Plan. Prior to site plan approval, the Applicant, shall submit a construction management plan for approval by the City Manager or designee to address the following information:
 - A. Hours of construction;
 - B. Truck routes to and from the Proposed Development;
 - C. Location of parking areas for construction employees and associated pedestrian/vehicle access points;
 - D. Truck staging and cleaning areas;
 - E. Storage areas;
 - F. Fencing details;
 - G. Trailer and sanitary facility locations;
 - H. Roadway cleanup along the Proposed Development’s Pickett Road frontage;
 - I. Traffic control measures; and
 - J. Maintenance of entrances.
13. Community Liaison. Prior to commencement of construction, the Applicant shall identify a person who shall serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to property owners of record whose property lies immediately adjacent to or across Pickett Road from the Property and to the Department of Community Development and Planning.

14. Affordable Dwelling Units. In the event the City Council adopts, prior to site plan approval for the Proposed Development, an amendment to the City of Fairfax Zoning Ordinance for the provision of Affordable Dwelling Units (“ADUs”) in new residential developments (the “ADU Ordinance”), the Applicant shall designate the five (5) 16’ wide residential units shown on the Master Development Plan as ADUs to be sold to future residents having a median household income of seventy percent (70%) or less of the Washington, D.C. metropolitan statistical area median income (“AMI”) as determined by the U.S. Department of Housing and Urban Development. Administration of the ADUs shall be in accordance with the standards and requirements of the ADU Ordinance and associated Administrative Regulations. Should the City Council fail to adopt an ADU Ordinance prior to site plan approval for the Proposed Development, the City Council may, by providing written notice to the Applicant before such approval, direct the Applicant to either (a) provide the for-sale ADUs despite the lack of an adopted ADU Ordinance, or (b) contribute \$325,000 to the City’s Affordable Housing Trust Fund (the “Fund”) to be used by the City to provide affordable housing opportunities to City residents. Should the Applicant provide a contribution to the Fund in lieu of ADUs, such contribution shall be paid into the Fund prior to issuance of the first RUP for the Proposed Development. Notwithstanding anything in this condition to the contrary, in the event the adopted ADU Ordinance requires ADUs to be comparable in size and/or square footage to market rate units or otherwise prohibits the 16’ wide units on the Master Development Plan to become ADUs, the Applicant shall, in lieu of providing ADUs, contribute \$325,000 to the Fund prior to issuance of the first RUP for the Proposed Development. In any event that the Applicant contributes \$325,000 to the Fund, the 16’ wide residential units designated as ADUs on the Master Development Plan may be developed and sold as market-rate units without need to amend the Master Development Plan or these approval conditions.

15. Homeowners Association. If the Applicant expects to offer the proposed residential units for sale to individual owners, then, prior to the issuance of the zoning permit for use and occupancy for the Proposed Development, the Applicant shall establish a Homeowners Association (“HOA”) for the project. The HOA shall be responsible for the maintenance of the common areas of the Proposed Development within its boundaries, including, but not limited to private streets, open space, landscaping, private street lamps, the promenade fire lane, private stormwater management facilities, sidewalks, and trails.

Purchasers of individual single-family attached dwelling units shall be advised prior to entering into a contract of sales, and in the HOA documents, that the HOA shall be responsible for those obligations listed in these proffers.

16. Townhouse Parking. Each townhouse unit shall have a two-car garage, either side-by-side or as tandem spaces. Prospective purchasers shall be advised in writing prior to entering into, or as a part of, a contract of sales that any conversion of garages or use of garages that precludes the parking of vehicles or bicycles within the garage shall be prohibited. This restriction shall also be disclosed in the HOA documents.

17. Reduction of Single Occupancy Vehicles. The Applicant shall provide initial purchasers with information on local transit services, carpool programs and ridesharing programs. In addition, at

time of purchase of each single-family attached dwelling unit within the Proposed Development, the Applicant shall provide the initial purchaser(s) of the unit with a single prepaid transit card having a value of twenty-five dollars (\$25.00).

18. Building Setbacks. Notwithstanding what is shown on Sheet C-06 of the Master Development Plan, the Applicant, as instructed by the BAR, shall stagger the front facades of Units 39-50 to meet Section 3.5.1.C.2 of the Zoning Ordinance.
19. Pedestrian Path. As part of site plan approval, the Applicant may add a pedestrian pathway in the open space area as generally shown on Exhibit A, without necessitating any amendments to the Master Development Plan. Such path shall be considered in substantial conformance with the Master Development Plan and these commitments.

TECHNICAL MEMORANDUM

To: Curt McCullough
Wendy Block Sanford
CC: Kristen Hook
Wyndham Robertson
Mark Looney
From: Geeta Kharche
Chad Baird
Niraja Chandrapu, P.E., PTOE
Date: November 15, 2019

City of Fairfax
City of Fairfax
EYA, LLC
EYA, LLC
Cooley LLP

Subject: 3500 Pickett Road Redevelopment – Traffic Impact Assessment

Introduction

This memorandum presents an assessment of the traffic impacts and roadway improvements associated with the redevelopment of the existing Metro Church site located in the City of Fairfax, Virginia. The site is planned to be redeveloped into 52 townhomes with one full access and one partial (right-in/right-out) access along Pickett Road (Rte. 237).

Project Description

The project site is located at 3500 Pickett Road in the City of Fairfax, Virginia. The site is currently occupied by the Metro Church. The Applicant proposes to redevelop the site with 52 townhomes, which are anticipated to be complete by 2022.

The site is situated on one parcel of land, totaling approximately 3.718 acres, and is currently zoned Residential Low (RL). The parcel can be identified on the City of Fairfax GIS with the following PIN#: 58-1-02-021.

The Metro Church site is currently served by two access points with one full-movement access point to the north of the site, and one right-in/right-out access point to the south of the property along Pickett Road (Rte. 237). With the proposed redevelopment of the site, the northern full-movement access is proposed to be shifted approximately 50-feet south of its existing location. Similarly, the southern right-in/right-out access is also proposed to be shifted approximately 150-feet south of its existing location to accommodate on site circulation and set-backs from adjacent properties. A site location map for the proposed development is included on Figure 1.

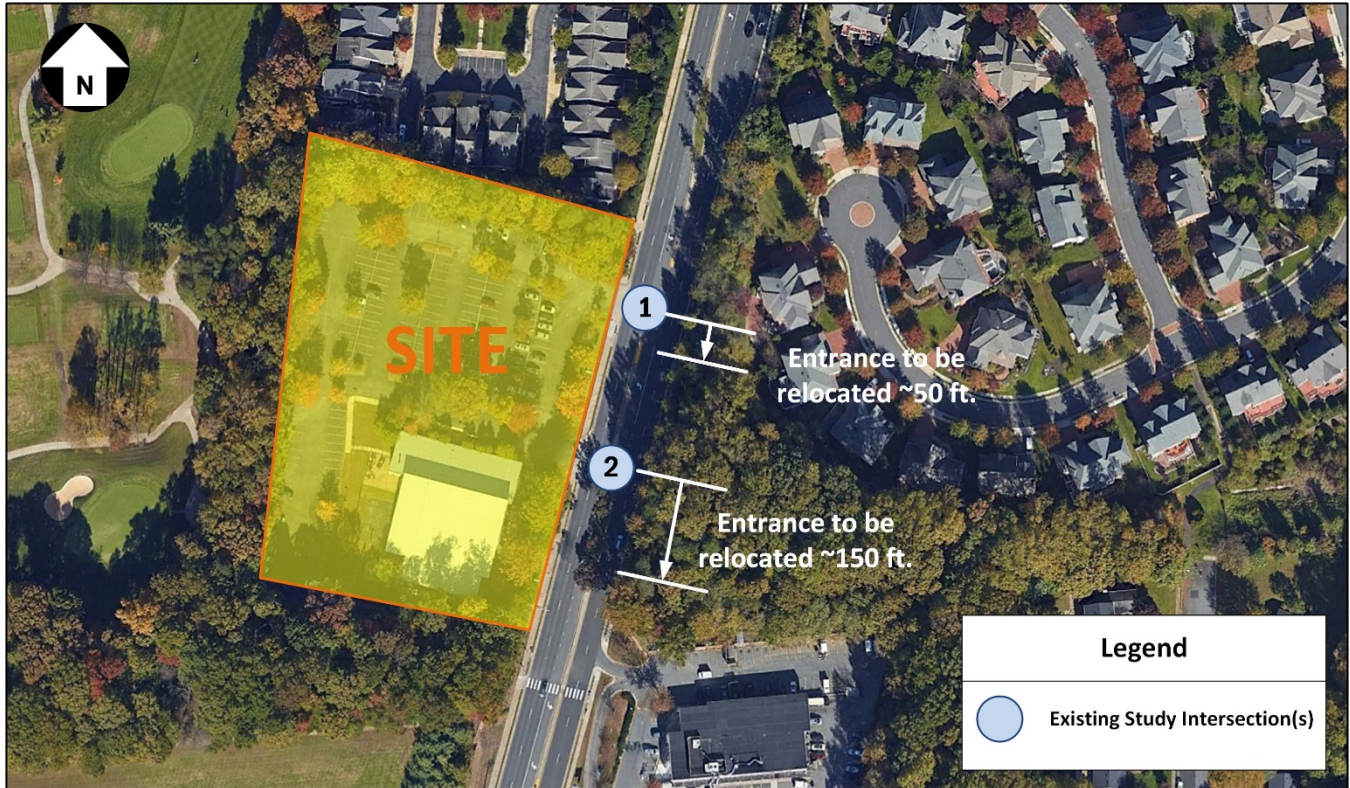


Figure 1: Site Location Map and Study Intersections

Existing Transportation Network

Existing Roadway Network

Pickett Road (Rte. 237) is a four-lane divided roadway between Main Street (Rte. 236) and Arlington Boulevard (Rte. 50). The roadway consists of left and right turn lanes and marked crosswalks at major intersections. Within the study area, the posted speed limit for the roadway is 35 mph. The City recognizes it as a Boulevard corresponding to its VDOT classification as a minor arterial. Based on VDOT’s published historical data from 2018, Pickett Road carried approximately 26,000 vehicles per day between Colonial Avenue and Arlington Boulevard.

During the rezoning process for “The Enclave Condominium” development located at 9493 Silver King Court, a digital radar sign along northbound Pickett Road was proffered with the development. The installation of the sign was discussed to address speeding traffic along Pickett Road especially with the heavy truck traffic generated by the CITGO site. The sign does not currently exist, and its location and installation remain to be finalized subject to an approval by the City’s Public Works department.

Existing Pedestrian Facilities

Concrete sidewalks are generally present along Pickett Road. As shown on Figure 2, such sidewalks are located on both sides of the roadway. Marked crosswalks are present at the signalized intersection of Pickett Road and Shelly Krasnow Lane/Barristers Keep Court. Marked crosswalks are also present along residential streets such as Shelly Krasnow Lane. Mid-block crosswalks are also present at certain locations along Pickett Road. For example, a marked crosswalk currently connects the west and east frontage of Pickett Road in front of the U.S. Post Office facility, located just south of the site.

It should be noted that, the mid-block crosswalk located across from the U.S. Post Office facility essentially serves the customers of the post office who park in the church parking lot and walk to-and-from the post office (the Post Office currently has a parking agreement with the Church). With the proposed redevelopment of the Metro Church site, the pedestrian traffic is anticipated to be negligible. As such, the mid-block crosswalk may or may not be needed in the future.

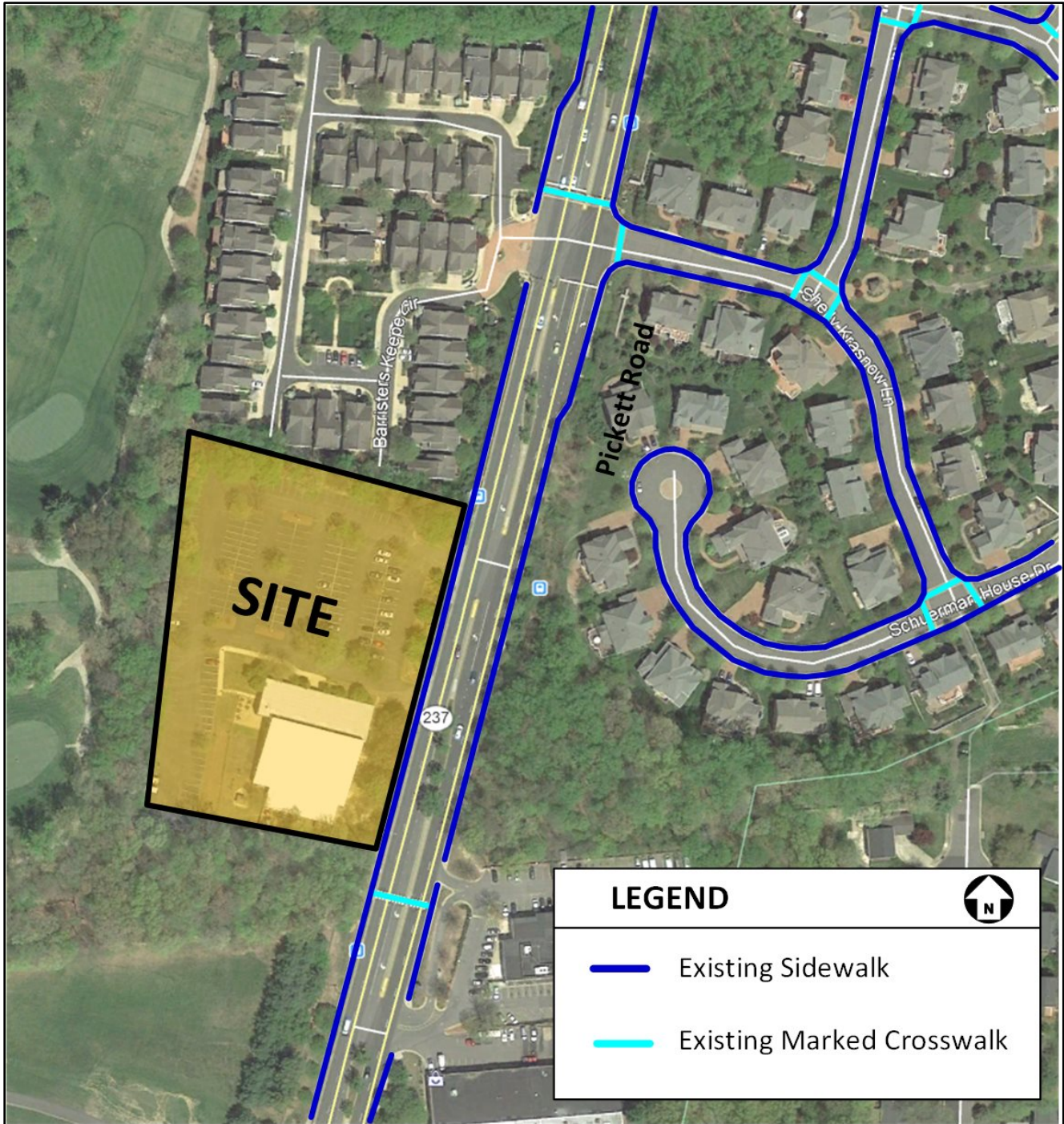


Figure 2: Existing Pedestrian Facilities in the Vicinity of the Site

Existing Public Transit Facilities

The subject site is served by the City of Fairfax's City University Energysaver (CUE) Bus "Green 1" and "Green 2" routes. The two routes provide service between Vienna/Fairfax-GMU Metrorail Station and George Mason University. The route travels north-south along Pickett Road (Rte. 237) with two northbound and 2 southbound bus stops. There is a bus shelter approximately 100' north of the relocated north site entrance for the southbound route. A bus shelter for the northbound route is located approximately 700' from the relocated north site entrance. Two other bus stops – one for each direction (without shelters) are located approximately 170' south of the relocated right-in/right-out entrance along Pickett Road (Rte. 237).

The bus stops also serve WMATA's metrobus route 29N which provides connection between the Vienna/Fairfax-GMU Metrorail Station and King Street- Old Town Station in Alexandria, VA.

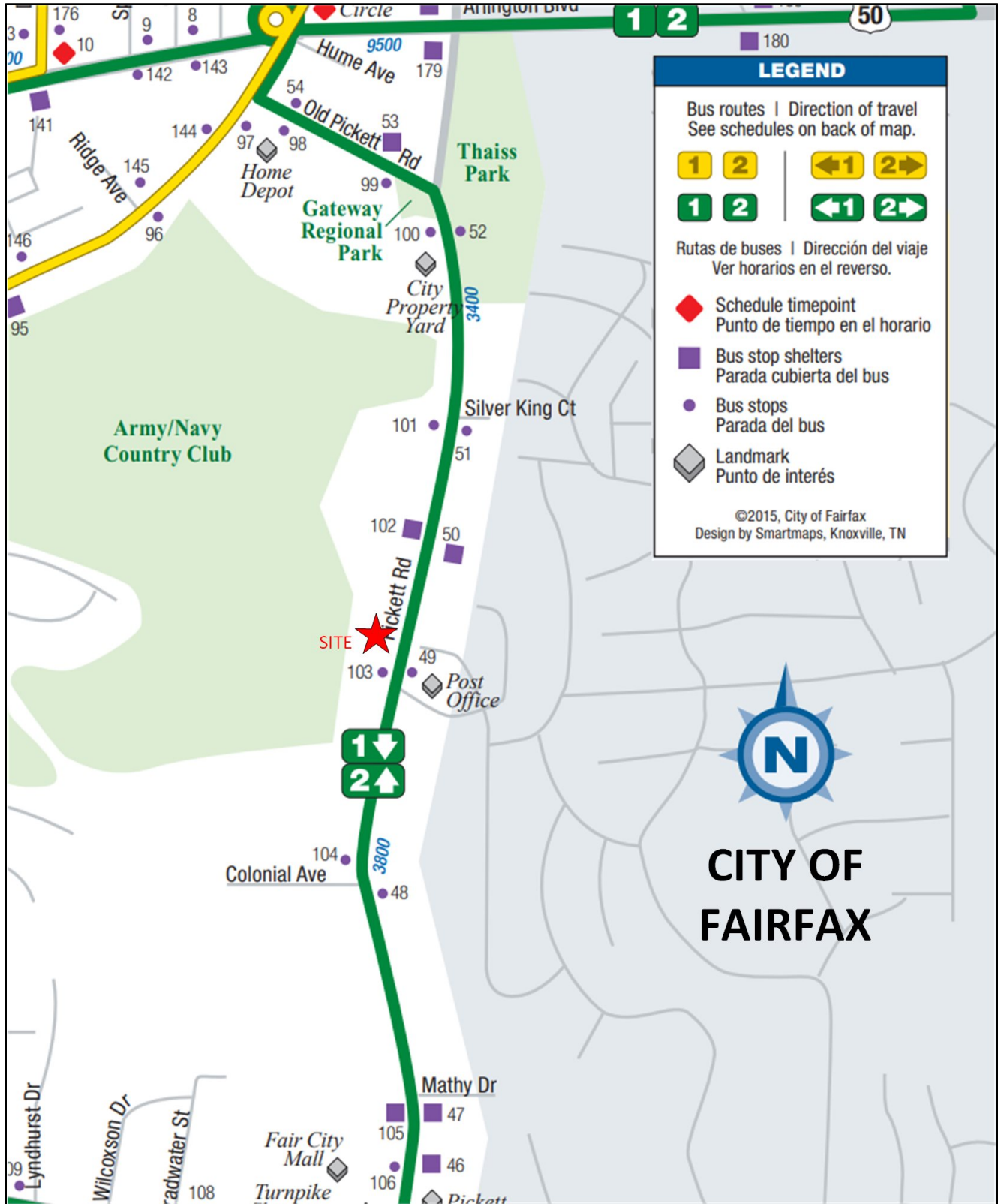


Figure 3: CUE Bus Routes along Pickett Road

Existing (2019) Conditions Traffic Volumes

Turning movement counts at the existing church entrances were conducted on October 16, 2019 between the hours of 6:00 AM to 9:00 AM and 4:00 PM to 7:00 PM. The raw traffic count data is included in Appendix A. The volumes were balanced between the two intersections. The existing (2019) conditions traffic volumes at the study intersection are illustrated on Figure 4 below.

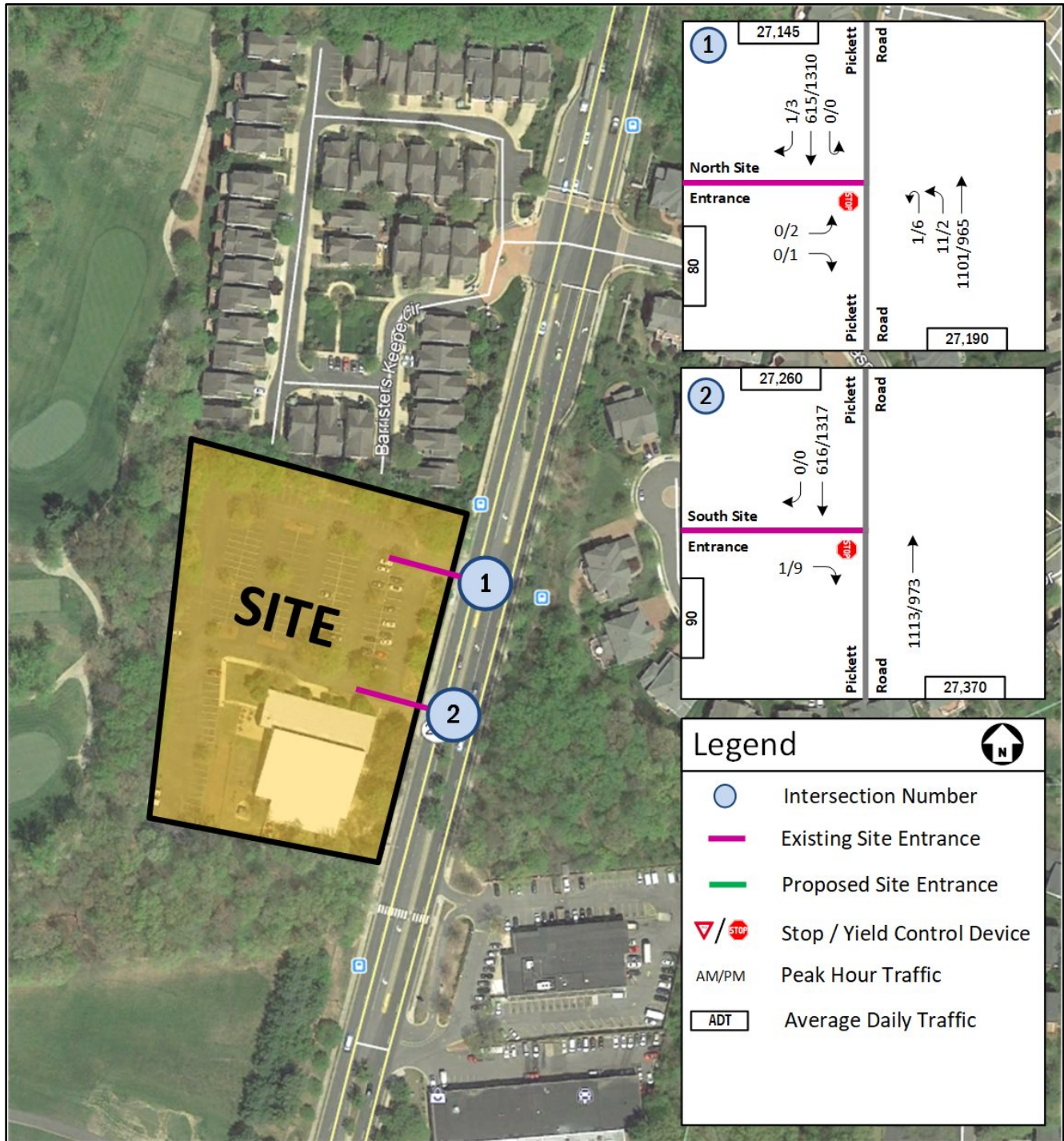


Figure 4: Existing (2019) Conditions Traffic Volumes

Future Conditions Without Development (2022)

As mentioned previously, the proposed development is anticipated to be developed by 2022. A growth rate of 1.0% (compounded annually) was applied to the existing (2019) conditions through traffic volumes along Pickett Road to account for regional growth for the three years between 2019 and 2022. The growth volumes are shown on Figure 5 below. The existing (2019) conditions traffic volumes and the growth volumes were combined to derive the future conditions without development (2022) traffic volumes and are shown on Figure 6.

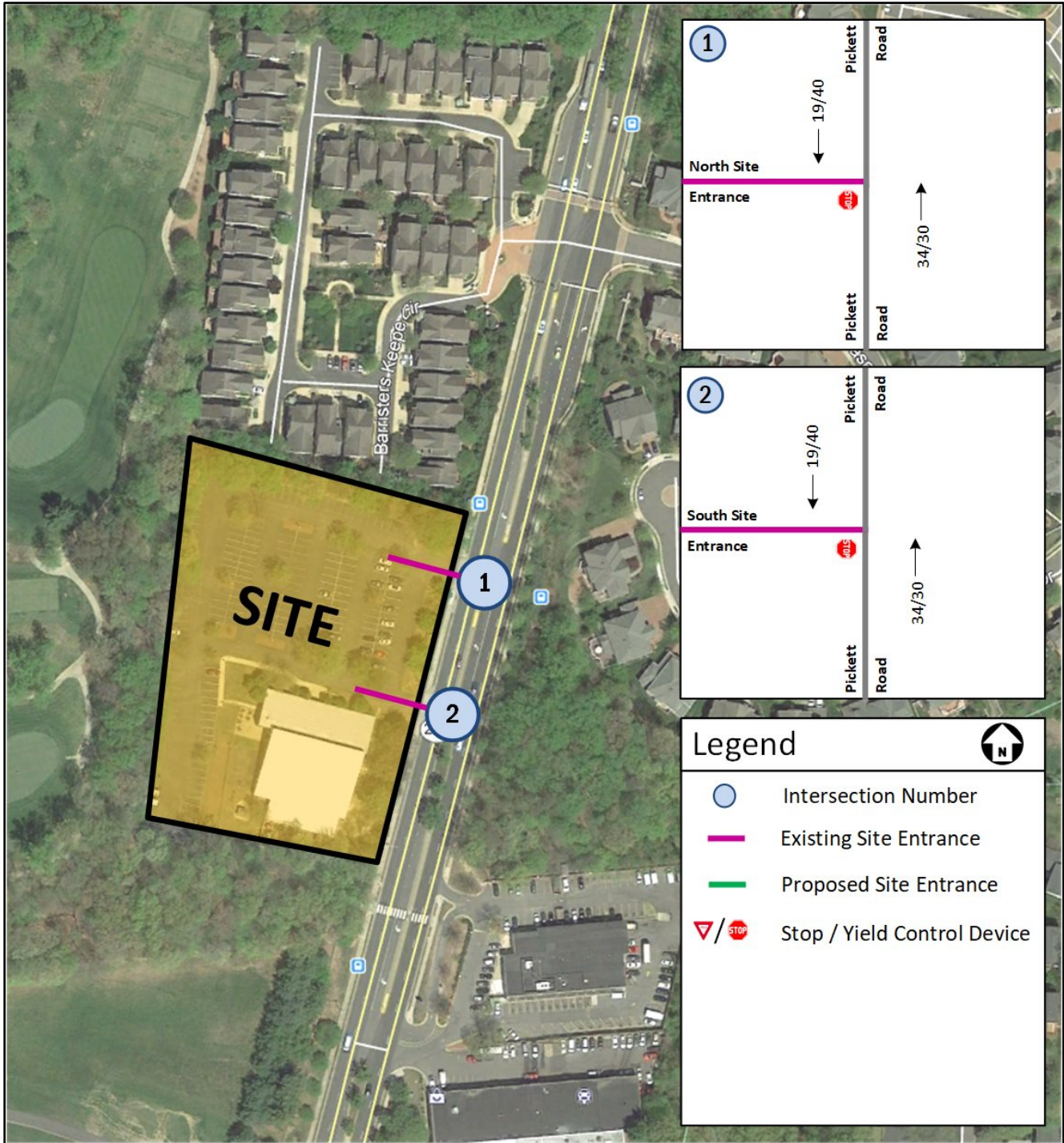


Figure 5: 2022 Growth Volumes

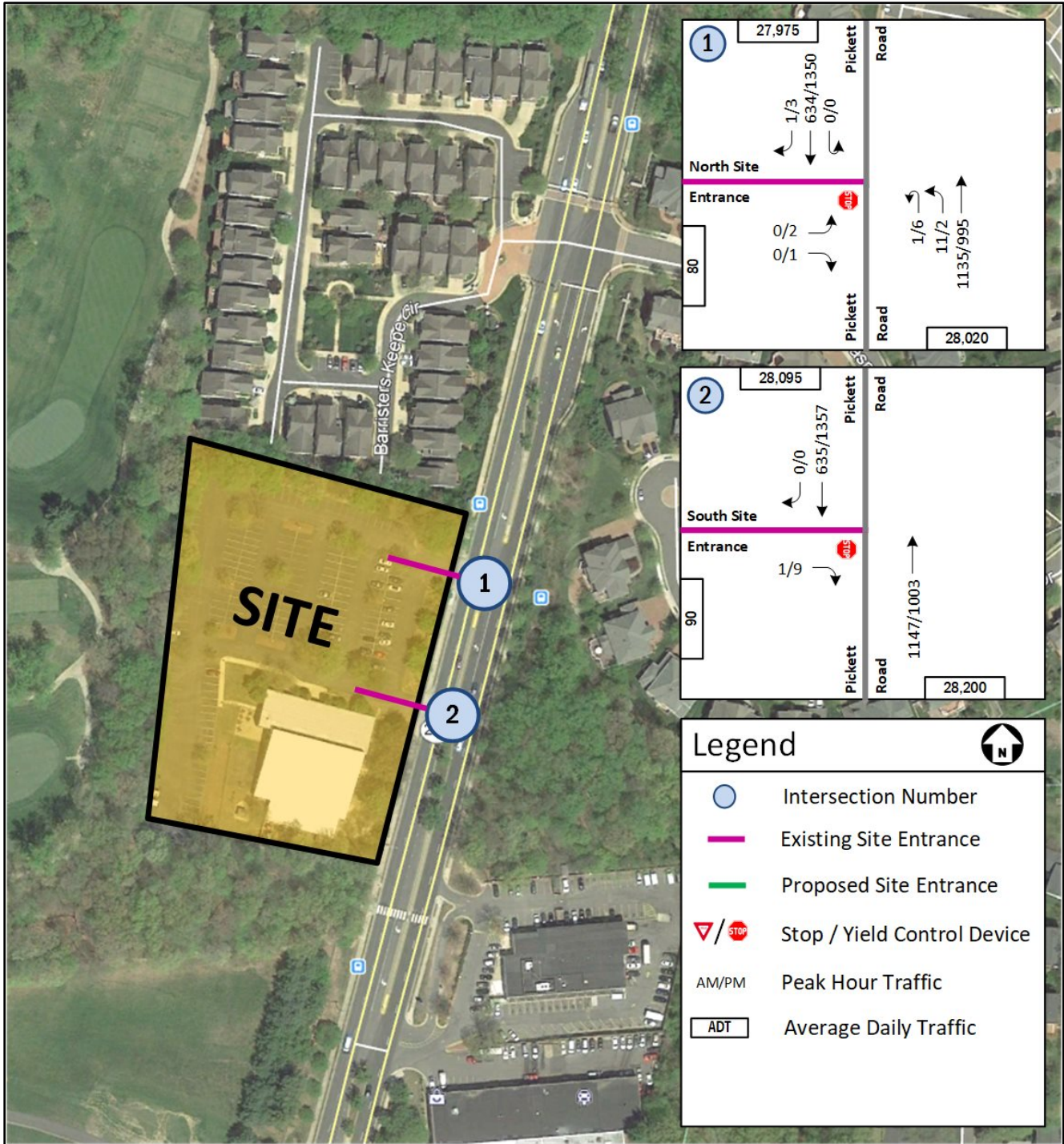


Figure 6: Future Conditions (2022) without Development Traffic Volumes

Future Conditions with Development (2022)

Trips generated by the proposed residential development were derived based on the methodology outlined in the Institute of Transportation Engineers’ (ITE’s) Trip Generation Manual, 10th Edition publication. Table 1 below shows a comparison of the trips generated by the existing Metro Church and the trips anticipated to be generated by the proposed residential development.

Table 1: Trip Generation Comparison

Land Use	ITE Code	Size	----- Week day -----						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Existing Use									
Metro Church (Traffic Counts at Site Driveways)*			12	1	13	5	12	17	170
Proposed Use									
Multifamily Housing (Low-Rise)	220	52 DU	6	20	26	21	12	33	352
New External Trips (Proposed Trips - Existing Trips)			-6	19	13	16	0	16	182

* Trips for the existing Metro Church were obtained from turning movement counts collected at site driveways. The weekday daily trips were calculated as 10 times the PM peak hour trips.

Based on the table above, the proposed residential development is anticipated to generate approximately 13 new external trips during a typical weekday morning peak hour, 16 new trips during afternoon peak hour and 182 new external daily trips on a typical weekday.

Since the site is currently occupied, the existing trips at the site access locations were first removed from the roadway network, before the trips generated by the proposed development were added to the network. The existing trips removed are shown on Figure 7.

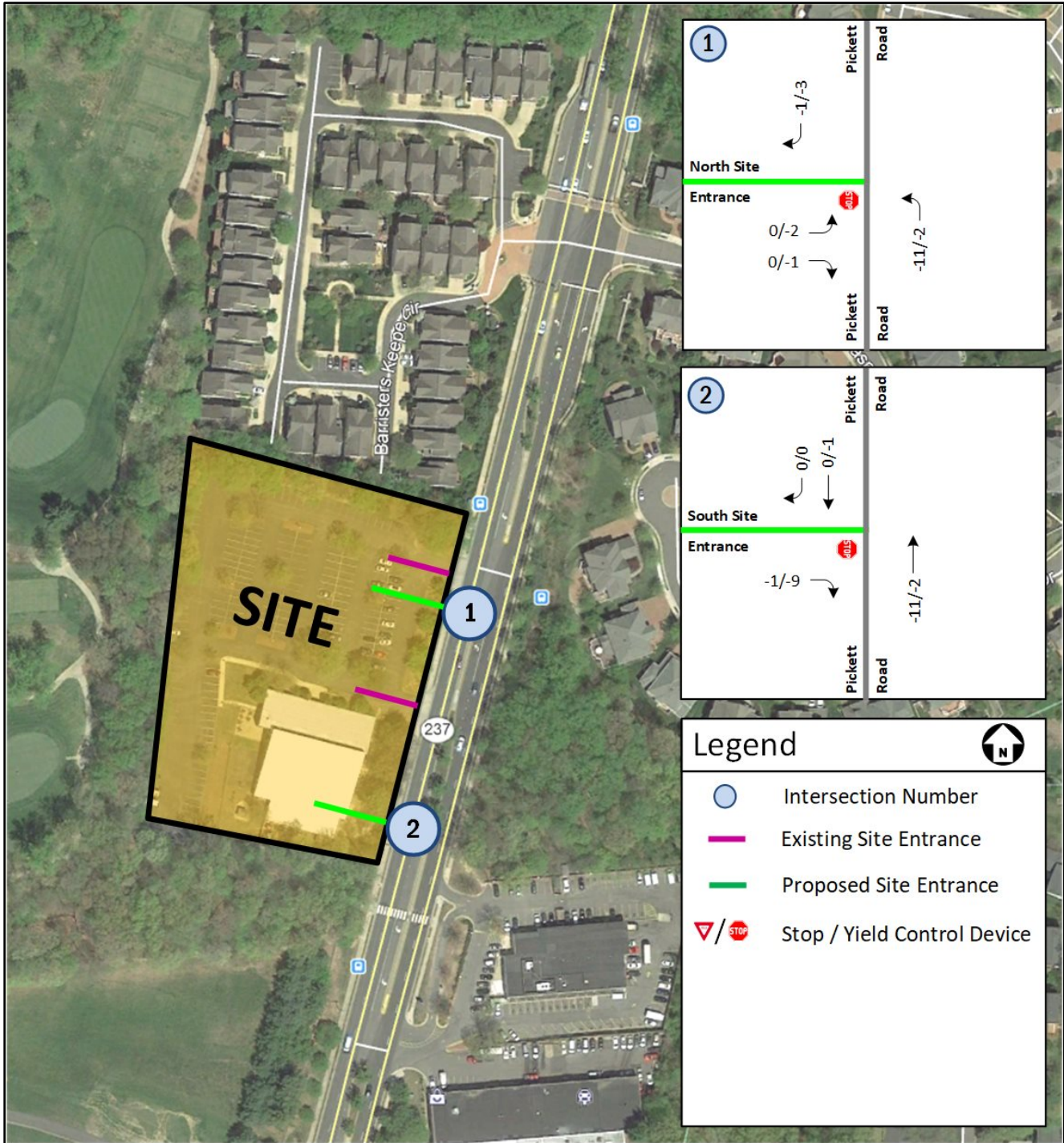


Figure 7: Removal of Existing Church Trips from Site Driveways

It was assumed that approximately 50% of the site generated trips would travel to and from the north, with the remaining 50% from the south along Pickett Road (Rte. 237). This distribution was utilized to assign site generated trips to the roadway network for the proposed site. The site generated trips at the study intersections are shown on Figure 8.

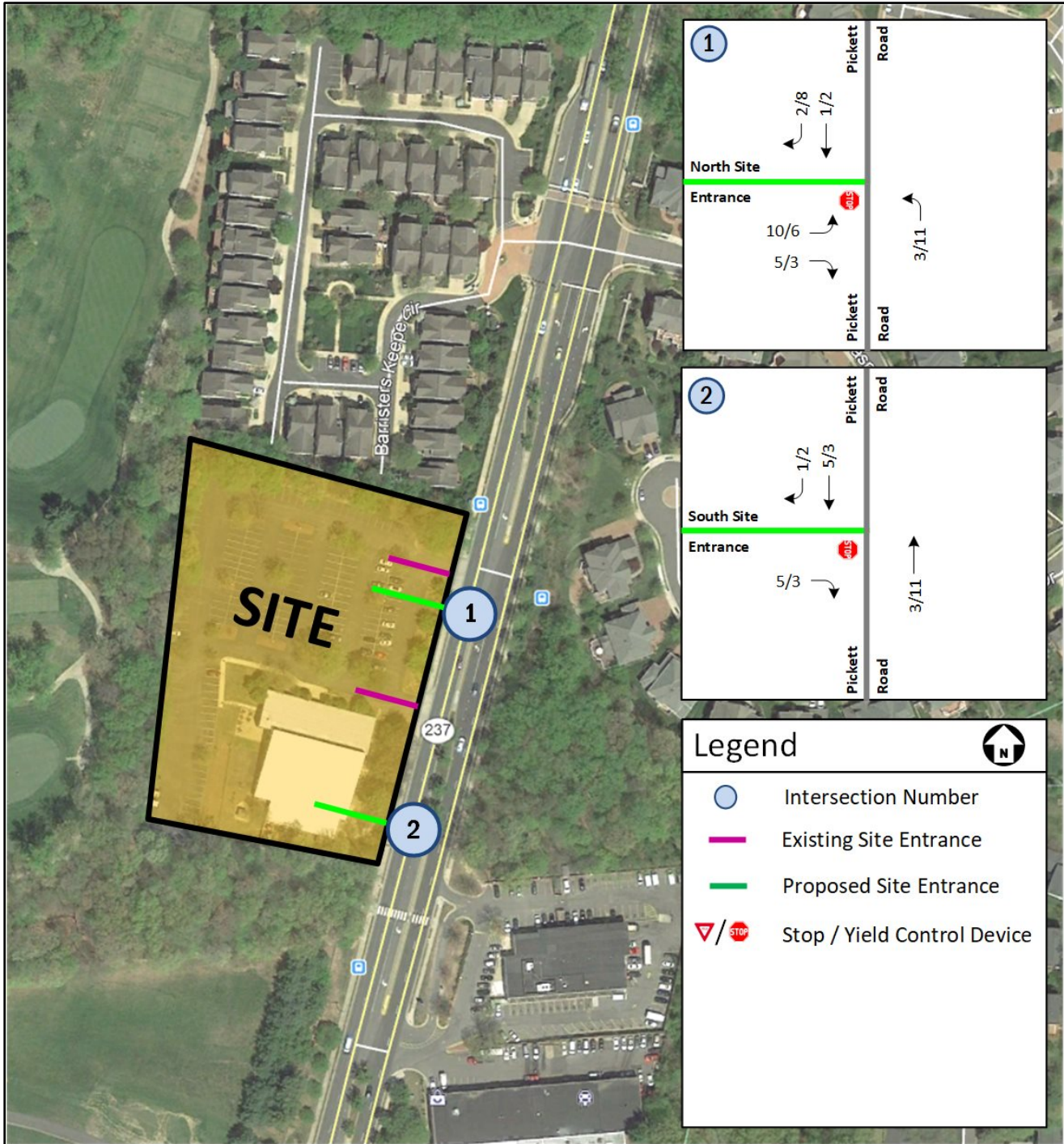


Figure 8: Site Generated Trips

The future conditions without development (2022) traffic volumes, the removal of trips generated by the existing church and trips generated by the proposed residential development were combined to obtain the future conditions with development (2022) traffic volumes at the study intersection and are illustrated graphically on Figure 9.

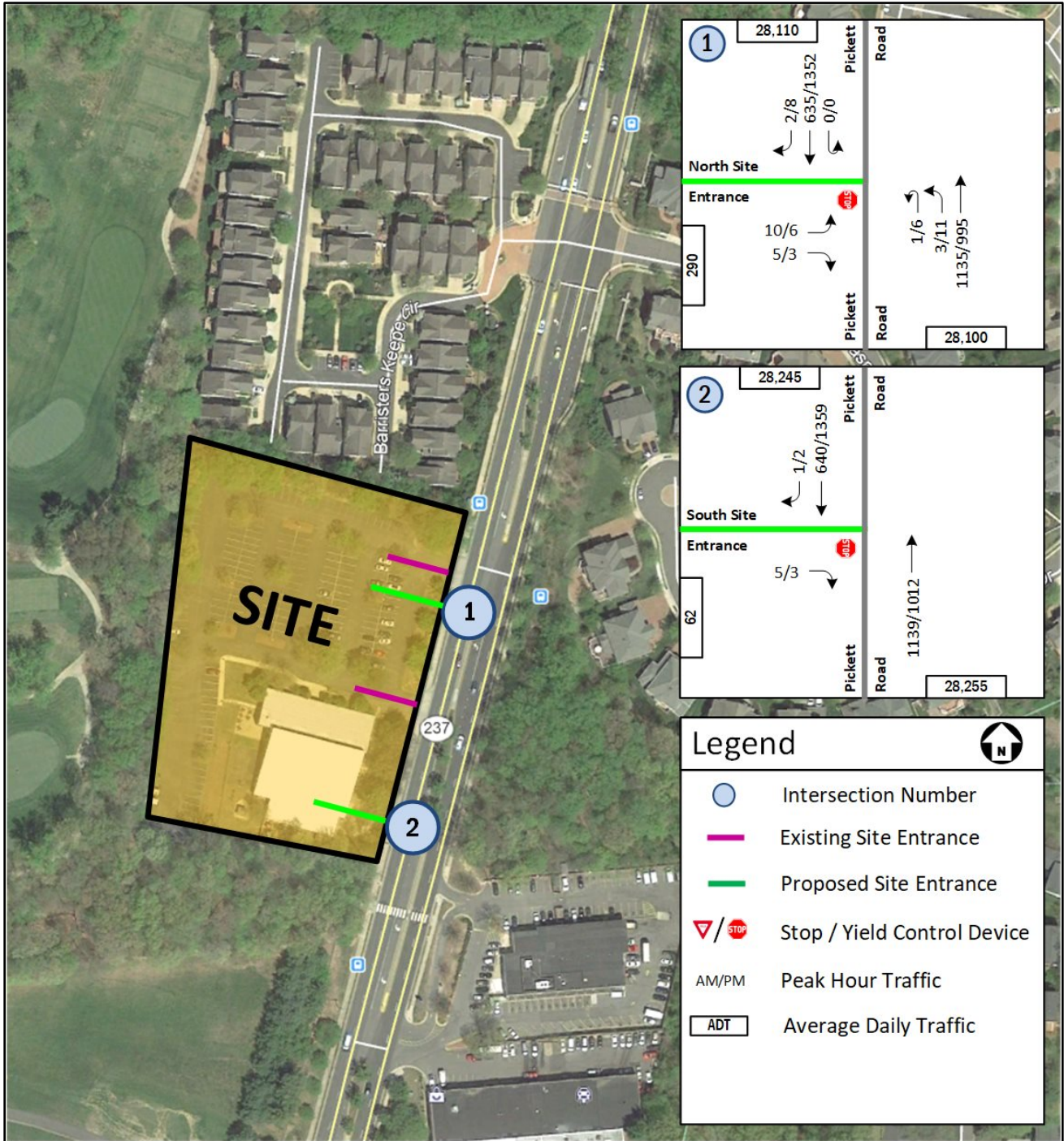


Figure 9: Future with Development (2022) Traffic Volumes

Existing, Future without, and Future with Development (2022) - Capacity Analysis

Capacity analysis was conducted at the study intersections for the weekday morning and afternoon peak hours for the following scenarios:

- Existing (2019) conditions (Includes traffic generated by the existing Church)
- Future conditions without development (2022) (Includes traffic generated by the existing Church and increase in traffic due to regional growth)
- Future conditions with development (2022) (Includes existing (2019) traffic, increase in traffic due to regional growth, removal of traffic generated by the existing Church and the trips generated by the proposed development)

Synchro, version 10 was used to analyze the study intersections based on the Highway Capacity Manual (HCM) methodology. The peak hour factors, by intersection were obtained from the 2019 traffic count data collected at the study intersections. The heavy vehicle percentages were also determined from the existing traffic counts. The results of the intersection capacity and queuing analyses are presented in Table 2 for the existing (2019) conditions, in Table 3 for future conditions without development (2022) and in Table 4 for the future conditions with development (2022) and are expressed in level of service (LOS), delay (seconds per vehicle) and 95th percentile queues expressed in feet. The detailed capacity analysis worksheets are included in Appendix B.

Table 2: Existing (2019) Conditions Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) ^[1]	AM Peak Hour			PM Peak Hour		
			LOS	Delay	95th % Queue	LOS	Delay	95th % Queue
			(s/veh)	(s/veh)	(ft.)	(s/veh)	(s/veh)	(ft.)
1	Pickett Road and North Site Entrance (full-movement access)							
	Eastbound Approach		A	0		F	51.3	
	Eastbound Left/Right ^[2]		A	0	0	F	51.3	3
	Northbound Approach							
	Northbound Left/U-turn	155	A	9.1	0	C	21.8	3
	Southbound Approach							
	Southbound U-turn	120	A	0	0	A	0	0
2	Pickett Road and South Entrance (Right-in/Right-out access)							
	Eastbound Approach		B	10.3		B	14.5	
	Eastbound Right		B	10.3	0	B	14.5	3

Notes:

^[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

^[2] The delay and LOS associated with the eastbound left/right movement during the afternoon peak hour is primarily caused by the exiting left turning vehicles that have to wait to find gaps simultaneously along northbound and southbound Pickett Road (Rte. 237) to enter the intersection.

Table 3: Future Conditions without Development (2022) Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) ^[1]	AM Peak Hour			PM Peak Hour		
			LOS	Delay	95th % Queue	LOS	Delay	95th % Queue
			(s/veh)	(s/veh)	(ft.)	(s/veh)	(s/veh)	(ft.)
1	Pickett Road and North Site Entrance (full-movement access)							
	Eastbound Approach		A	0		F	55.8	
	Eastbound Left/Right ^[2]		A	0	0	F	55.8	3
	Northbound Approach	155	A	9.2	0	C	23	3
	Southbound Approach	120	A	0	0	A	0	0
2	Pickett Road and South Entrance (Right-in/Right-out access)							
	Eastbound Approach		B	10.4		B	14.8	
	Eastbound Right		B	10.4	0	B	14.8	3

Notes:

^[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

^[2] The delay and LOS associated with the eastbound left/right movement during the afternoon peak hour is primarily caused by the exiting left turning vehicles that have to wait to find gaps simultaneously along northbound and southbound Pickett Road (Rte. 237) to enter the intersection.

Table 4: Future Conditions with Development (2022) Capacity Analysis Results

No.	Intersection (Movement)	Effective Storage Length (ft.) ^[1]	AM Peak Hour			PM Peak Hour		
			LOS	Delay	95th % Queue	LOS	Delay	95th % Queue
			(s/veh)	(s/veh)	(ft.)	(s/veh)	(s/veh)	(ft.)
1	Pickett Road and North Site Entrance (full-movement access)							
	Eastbound Approach		C	23.4		F	64.4	
	Eastbound Left/Right ^[2]		C	23.4	5	F	64.4	10
	Northbound Approach	155	A	9.6	0	C	18.1	5
	Southbound Approach	120	A	0	0	A	0	0
2	Pickett Road and South Entrance (Right-in/Right-out access)							
	Eastbound Approach		B	10.5		B	14.6	
	Eastbound Right		B	10.5	0	B	14.6	0

Notes:

^[1] Effective storage length is based on the storage length plus one-half of the taper length per TOSAM guidelines.

^[2] The delay and LOS associated with the eastbound left/right movement during the afternoon peak hour is primarily caused by the exiting left turning vehicles that have to wait to find gaps simultaneously along northbound and southbound Pickett Road (Rte. 237) to enter the intersection.

The north site entrance currently consists of a northbound turn lane with a storage length of approximately 100' and a taper of approximately 70'. Similarly, a southbound left turn lane with a storage length of approximately 100' and taper length of approximately 50' also currently exists at the intersection. The 95th percentile queue results for the north site entrance under the future conditions with development (2022) indicate that the northbound left turning queues and queueing due to

southbound U-turns at the north site access would be shorter than one standard car length, and would continue to be accommodated within the available storage lengths with no spillbacks to the adjacent intersections. Similarly, there are, no significant queueing anticipated for the eastbound left/right movement at the north site entrance.

Of note, a Church typically experiences its heaviest traffic during its Sunday service times. With the proposed residential development replacing the Church, it is anticipated that the Sunday traffic at the site entrance locations would be reduced significantly.

Turn-Lane Warrant Assessment

Left and right turn lane warrants are based on VDOT's Road Design Manual (RDM), Appendix F. The future with development (2022) conditions traffic volumes, illustrated on Figure 9, were evaluated to determine the need for a left and right turn lane at the proposed full-movement entrance and the right-in/right-out entrance along Pickett Road.

Left Turn Lane Warrant

Warrants for left-turn storage lanes on four-lane roadways at unsignalized intersections are based on Figure 3-3 in Appendix F of VDOT's RDM. The figure provides a graphical representation for determining the necessity of a left turn lane by comparing the advancing volumes of a given approach and the respective opposing volumes.

Table 5 below summarizes the volumes utilized in the evaluation of left turn warrants for the morning and afternoon peak hours at the north site entrance. Figure 10 below represents Figure 3-3 per VDOT's Appendix F with respect to a northbound left turn lane at the north site entrance location for the morning and afternoon peak hours.

Table 5: Future with Development Volumes for Left Turn Assessment

Study Period	Left Turning Volumes (VPH)	Advancing Volume (VPH)	Opposing Volumes (VPH)
North Site (Full-movement) Entrance – Intersection 1			
TF AM 2022	4	1139	637
TF PM 2022	17	1012	1360

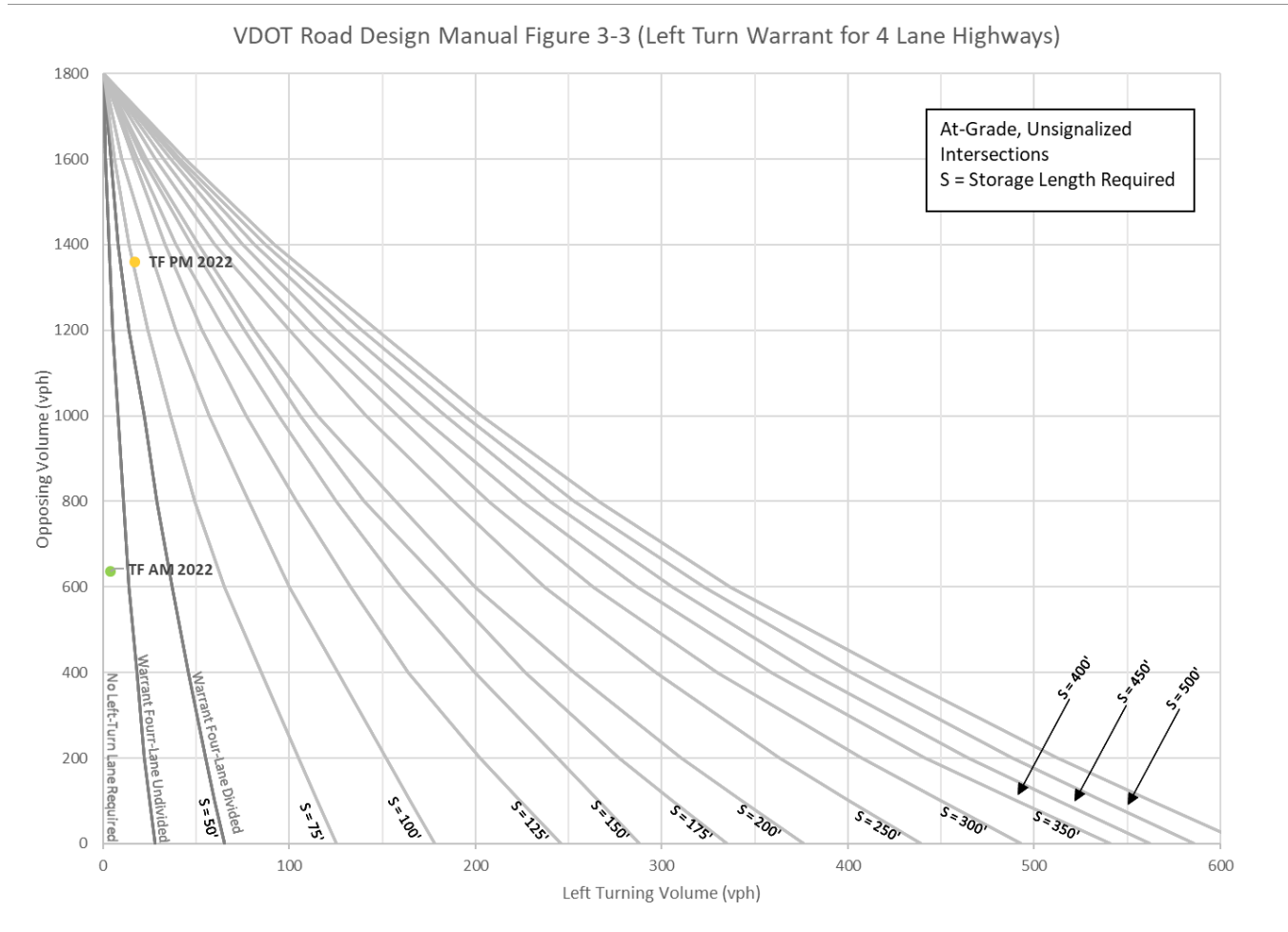


Figure 10: Northbound Left Turn Lane Assessment for the Morning Peak Hour at Proposed North Site Entrance

As can be seen from Figure 10, a left turn lane along Pickett Road and turning into the north site entrance would be warranted during the afternoon peak hour only. Such a turn lane would require a minimum storage length of 75'. Based on VDOT's RDM Appendix F Table 3-1, a taper length with a minimum of 100' would also be required. Thus, an effective storage length (measured as storage plus one half taper) of approximately 125' would be required at this location. A left turn lane with approximately 100' storage length and 70' taper currently exists at this location. Thus, an effective storage length of approximately 135' is currently available for vehicles to stack at this location which is 10' over the required effective storage length by VDOT. With the relocation of the site entrance (50' feet south of existing north site entrance), the storage length and the taper length would be maintained. Therefore, no change is proposed to the storage and taper lengths of this left turn lane (other than what is proposed) with the subject redevelopment. A shorter taper than the VDOT standard for turn lanes is not uncommon along Pickett Road. As such, no change is proposed to the existing northbound left turn lane with the redevelopment. However, a design waiver may be required to be submitted to VDOT in support of maintaining the short taper.

A southbound left turn lane with approximately 100' storage length and 50' taper currently exists along Pickett Road at the intersection. With no site access to a development located west of Pickett Road, this lane is currently utilized as a dedicated u-turn lane or as an emergency vehicle staging location. With no u-turns permitted at the signalized intersection of Pickett

Road and Shelly Krasnow Lane/Barristers Keep Court, the median break at the location allows for southbound U-turns, especially for emergency and law enforcement services. The southbound bay is planned to be extended by 50’ to accommodate approximately 150’ of storage length, providing an effective storage length of 175’.

Right Turn Lane Warrant

Warrants for right-turn storage lanes on four-lane roadway at intersections are based on Figure 3-27 in Appendix F of VDOT’s RDM. This figure provides a graphical representation for determining the necessity of a right turn lane by comparing the total volumes of a given approach with their respective right turn volumes. Table 6 below represents RDM Appendix F Figure 3-26 with respect to southbound right turn movements at each of the two proposed site entrances along Pickett Road (Rte. 237).

Table 6: Future with Development Volumes for Right Turn Assessment

Study Scenario	Approach Volume	Right Turn Volume
North Site (Full-movement) Entrance – Intersection 1		
TF AM 2022	637	2
TF PM 2022	1360	8
North Site (RIRO) Entrance – Intersection 2		
TF AM 2022	641	1
TF PM 2022	1361	2

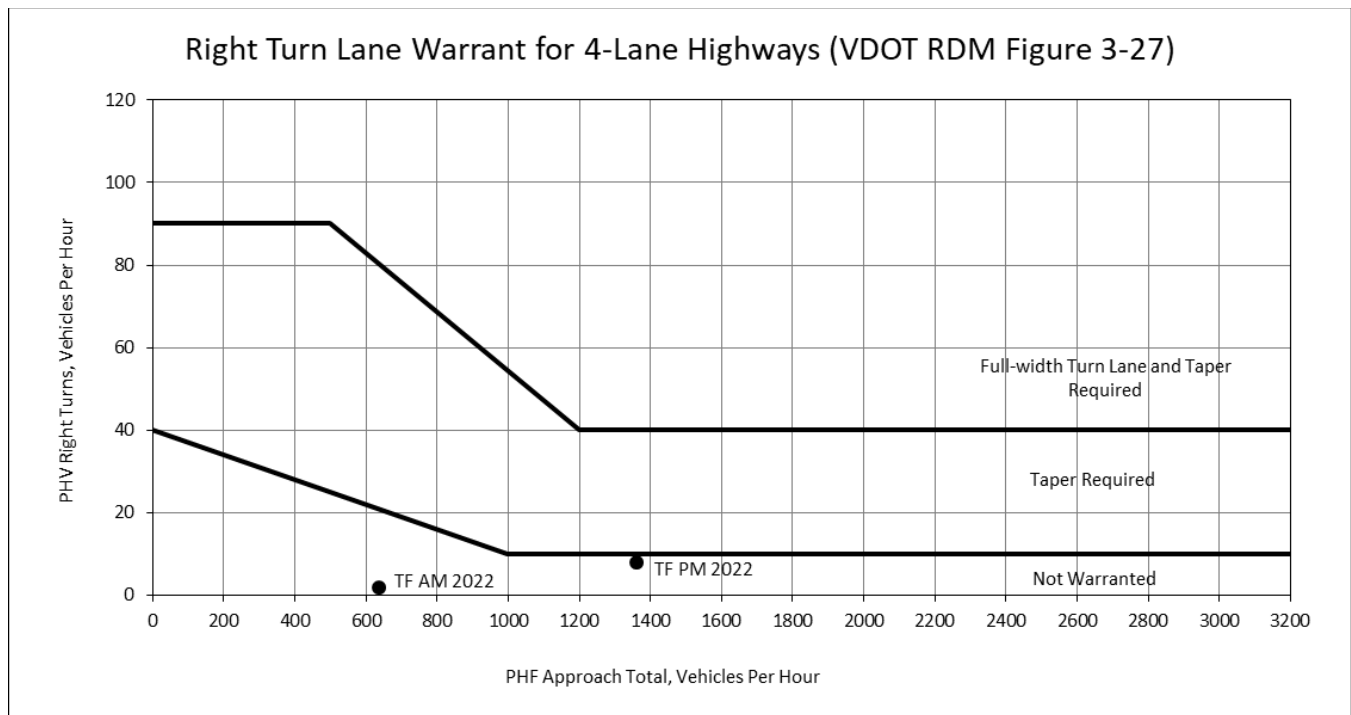


Figure 11: Southbound Right Turn Lane Assessment for Proposed North Site Entrance

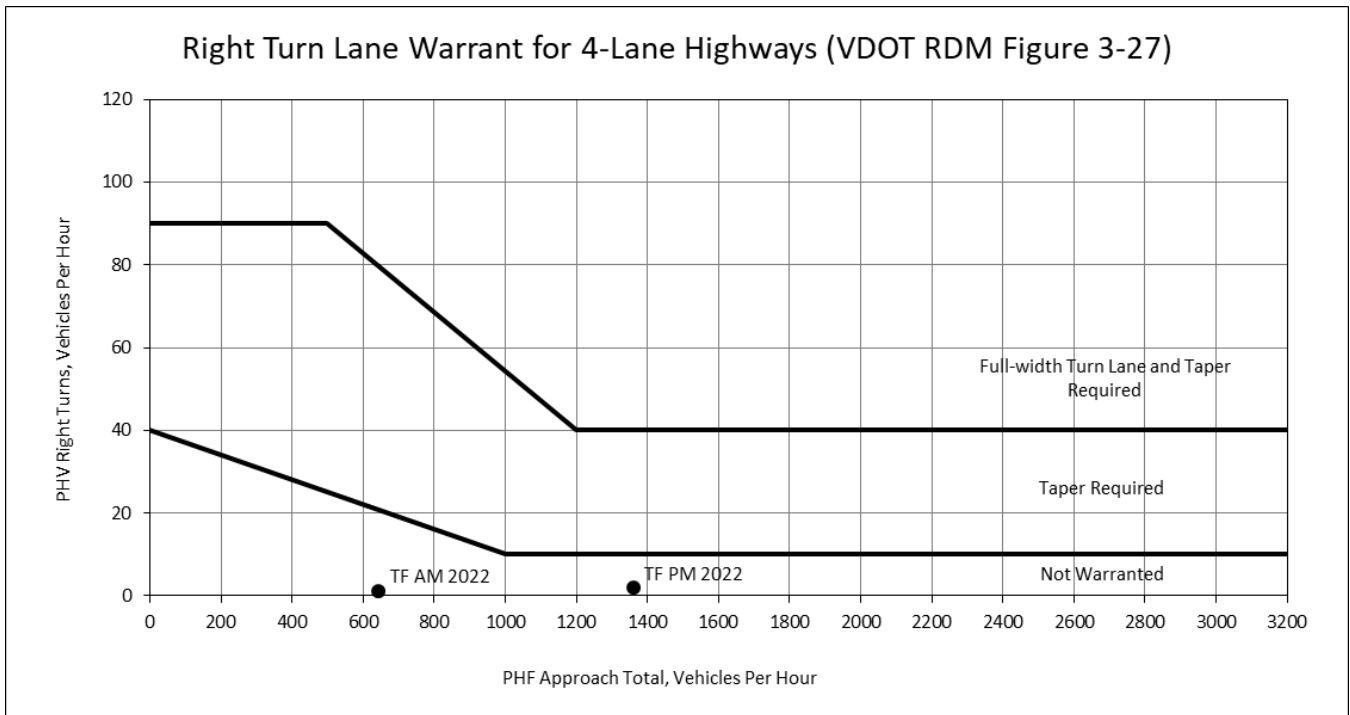


Figure 12: Southbound Right Turn Lane Assessment for Proposed South Site Entrance

As can be seen from Figure 11 and Figure 12 above, a southbound right turn lane along Pickett Road would not be warranted at either of the proposed the site entrance locations, from a volume stand-point.

Intersection Spacing Assessment (Based on VDOT’s Access Management Guidelines)

As mentioned previously, Pickett Road (Rte. 237) is classified as a minor arterial between Main Street (Rte. 236) and Arlington boulevard (Rte. 50) and has a posted speed limit of 35 mph in the vicinity of the subject site.

The guidelines for intersection spacings are specified in VDOT’s Roadway Design Manual (RDM), Appendix F, Table 2-2, and are based on a roadway’s speed limits and functional classification. Table 7 below summarizes the VDOT intersection spacing criteria per Table 2-2 of VDOT’s Appendix F that would be required along Pickett Road. Figure 13 represents the existing (2019) conditions intersection spacings graphically.

Table 7: VDOT RDM Intersection Spacing Requirements Along Pickett Road

Roadway in Study Area	Route Number	Highway Functional Class	Legal Speed Limit (mph)	Minimum Centerline to Centerline Spacing (Feet)			
				Signalized Intersection to other Signalized Intersection	Unsignalized Intersection & Full Median Crossover to Signalized or Unsignalized Intersection & Full Median Crossover	Spacing From Full Access Entrance or Directional Median to Other Full Access Entrance and Any Intersection or Median Crossover	Partial Access One or Two Way Entrance to Any Type of Entrance, Intersection, or Median Crossover
Pickett Road	237	Minor Arterial	35	1050	660	470	250



Figure 13: Existing (2019) Conditions Intersection Spacing with respect to Existing Site Entrance Locations

As can be seen from Figure 13 above, minimum intersection spacing requirements are not currently met between the two site access locations along Pickett Road (Rte. 237). Similarly, the spacing is also not currently met with respect to the signalized intersection of Pickett Road and Shelly Krasnow Lane/Barristers Keep Court. However, the intersection spacing is met with respect to the north site access and the full-median break at the U.S. Post Office facility entrance.

As has been mentioned previously, the existing site entrances are planned to be shifted with the proposed redevelopment. The north site access is proposed to be shifted approximately 50' south from its existing location. Similarly, the south site entrance is proposed to be shifted by approximately 150' south of its existing location. Figure 14 below graphically illustrates the change in intersection spacing under the future conditions with development (2022).



Figure 14: Proposed Intersection Spacing under Future Conditions with Development (2022)

As can be seen from Figure 14 above, with the proposed relocation of the site access, the separation between the two site entrance location would increase by approximately 100', and would meet VDOT's minimum spacing criteria under the future conditions with development (2022).

The spacing between the north site entrance and the signalized intersection of Pickett Road and Shelly Krasnow Lane/Barristers Keep Court would increase by 50' with the proposed relocation but would continue to fall short of meeting VDOT's spacing criteria. As such, an Access Management Exception (AME) may be required to be submitted to VDOT for the north site entrance location. However, even with the relocation of the entrances, the intersection spacing between the two full-median crossovers (north site entrance and U.S. Post Office entrance) would continue to be satisfied. Table 8 below provides a summary of the intersection spacings with respect to the site entrance locations under the existing (2019) and future with development (2022) conditions.

Table 8: Summary of Intersection Spacing at Site Entrance Locations

Intersection	Type of Traffic Control	Adjacent Intersection	Type of Traffic Control	Posted Speed (mph)	Measured Distance (ft.)	Required Distance (ft.)	Met the Standard (Yes/No)
Existing (2019) Conditions							
North Site (Full-movement) Entrance	Stop-Control	Towards North Pickett Road and Shelly Krasnow Lane/Barristers Keep Court	Signal Control	35	400	470	No
		Towards South South Site (RIRO) Entrance	Stop Control (RIRO) Entrance	35	167	250	No
		U.S. Post Office (Full-movement) Entrance	Stop Control (Full-access)	35	580	470	Yes
South Site (RIRO) Entrance	Stop-Control	Towards North North Site (Full-movement) Entrance	Stop Control (Full-access)	35	167	250	No
Future with Development (2022) Conditions							
North Site (Full-movement) Entrance	Stop-Control	Towards North Pickett Road and Shelly Krasnow Lane/Barristers Keep Court	Signal Control	35	450	470	No
		Towards South South Site (RIRO) Entrance	Stop Control (RIRO) Entrance	35	267	250	Yes
		U.S. Post Office (Full-movement) Entrance	Stop Control (Full-access)	35	530	470	Yes
South Site (RIRO) Entrance	Stop-Control	Towards North North Site (Full-movement) Entrance	Stop Control (Full-access)	35	267	250	Yes

Intersection Sight Distance

The VDOT [Road Design Manual](#) (RDM) includes requirements for intersection sight distance in Appendix F. For a roadway with a design speed of 35 mph, the required sight distance to the left (in order to turn right) is 415 feet, while the required sight distance to the right (in order to turn left) is 480 feet. The Road Design Manual permits the use of the legal speed if the design speed is unavailable. Sight distance profile exhibits for each site entrance have been included in Appendix C.

Based on the sight distance profiles (included in the appendix), the sight distance to the right (SDR) - turning left from the north site entrance - would be adequate. Similarly, the required intersection sight distance triangle for the sight distance to the left (SDL) - turning right from the north site entrance - would be adequate. However, to provide a clear sight distance the existing vegetation may be required to be trimmed in a manner to not obstruct the view of the drivers exiting the entrance.

Similarly, drivers turning right from the south site entrance would have clear sight distance provided no vegetation or other obstacles are placed along the property's frontage surrounding the site entrance locations.

Conclusion

The proposed redevelopment of the Metro Church site at 3500 Pickett Road in the City Of Fairfax is planned to consist of approximately 52 townhomes. The development is anticipated to generate approximately 13 new trips during a typical weekday morning peak hour, 16 new trips during afternoon peak hour and 182 new daily trips on a typical weekday.

This traffic impact assessment supports the following conclusions:

- Typically, a Church experiences its heaviest traffic during its Sunday service times. With the proposed residential development, the Sunday traffic is anticipated to reduce significantly.
- Based on the 95th percentile queue results for the future conditions with development (2022) at the north site entrance, the northbound and southbound queues are anticipated to be accommodated within the available storage bays, causing no queue spillbacks along Pickett Road (Rte. 237).
- No significant queueing is anticipated due to the exiting traffic at either of the proposed site entrance locations.
- With the proposed redevelopment, the northbound left turn lane at the north site entrance is proposed to be modified and this turn lane would maintain the same effective storage length as existing which is approximately 135'. It should be noted that VDOT requires an effective storage length of 125'. Thus, the northbound left turn lane would continue to be 10' over the required effective storage length.
- The southbound left turn lane at the north site entrance is proposed to be extended by approximately 50', increasing the effective storage length to 175'.
- Southbound right turn lanes are not warranted at either of the proposed site entrance locations from a volume-standpoint. Based on the capacity analysis results, with no queuing issues at the site entrances, such a right turn lane would also not be warranted from a capacity stand-point.
- With the proposed shift in site access locations, an AME may be required to be submitted to VDOT for the spacing between the relocated north site entrance and the signalized intersection of Pickett Road and Shelly Krasnow Lane/Barristers Keep Court.
- Based on the proposed site entrance locations, the north site entrance would have the required 480' of sight distance to the right. Each of the site entrance locations would also have the required 415' of sight distance to the left. However, the existing vegetation may have to be trimmed to provide a clear line of sight without obstruction. Similarly, placement of any vegetation along the site's Pickett Road frontage would have to be in a manner as to not obstruct exiting drivers view at the south site entrance.

TECHNICAL APPENDIX

TABLE OF CONTENTS

Appendix A: 2019 Traffic Counts

Appendix B: Capacity Analysis Worksheets

Appendix C: Sight Distance Profile Exhibits

Appendix A: 2019 Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pickett Rd & Metro Church Entrance N
 City: Fairfax
 Control: No Control

Project ID: 19-11135-001
 Date: 10/16/2019

Total

NS/EW Streets:	Pickett Rd				Pickett Rd				Metro Church Entrance N				Metro Church Entrance N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
6:00 AM	1	84	0	0	0	51	0	0	0	0	1	0	0	0	0	0	137
6:15 AM	1	88	0	0	0	45	0	1	0	0	0	0	0	0	0	0	135
6:30 AM	0	140	0	0	0	63	0	0	0	0	0	0	0	0	0	0	203
6:45 AM	1	161	0	0	0	82	1	0	0	0	0	0	0	0	0	0	245
7:00 AM	0	221	0	0	0	91	0	1	0	0	0	0	0	0	0	0	313
7:15 AM	2	275	0	0	0	118	1	0	0	0	0	0	0	0	0	0	396
7:30 AM	5	295	0	0	0	145	1	0	0	0	0	0	0	0	0	0	446
7:45 AM	9	289	0	0	0	160	1	0	0	0	0	0	0	0	0	0	459
8:00 AM	1	287	0	1	0	122	0	0	0	0	0	0	0	0	0	0	411
8:15 AM	0	255	0	0	0	148	0	0	0	0	0	0	0	0	0	0	403
8:30 AM	1	270	0	0	0	181	0	0	0	0	0	0	0	0	0	0	452
8:45 AM	1	251	0	0	0	198	0	0	0	0	0	0	0	0	0	0	450
TOTAL VOLUMES :	22	2616	0	1	0	1404	4	2	0	0	1	0	0	0	0	0	4050
APPROACH %'s :	0.83%	99.13%	0.00%	0.04%	0.00%	99.57%	0.28%	0.14%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	11	1101	0	1	0	611	1	0	0	0	0	0	0	0	0	0	1725
PEAK HR FACTOR :	0.306	0.952	0.000	0.250	0.000	0.844	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.940
	0.934				0.845				0.375								
PM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	1	205	0	1	0	313	0	0	0	0	0	0	0	0	0	0	520
4:15 PM	1	267	0	1	0	261	0	0	1	0	0	0	0	0	0	0	531
4:30 PM	2	267	0	3	0	326	0	1	0	0	1	0	0	0	0	0	600
4:45 PM	0	237	0	1	0	314	0	0	1	0	1	0	0	0	0	0	554
5:00 PM	1	246	0	2	0	313	0	0	0	0	0	0	0	0	0	0	562
5:15 PM	0	229	0	3	0	332	1	0	0	0	0	0	0	0	0	0	565
5:30 PM	1	253	0	0	0	348	2	0	1	0	0	0	0	0	0	0	605
5:45 PM	2	235	0	0	0	301	0	0	1	0	1	0	0	0	0	0	540
6:00 PM	1	234	0	2	0	307	1	0	0	0	0	0	0	0	0	0	545
6:15 PM	0	209	0	3	0	297	0	0	0	0	0	0	0	0	0	0	509
6:30 PM	0	258	0	1	0	264	0	0	0	0	0	0	0	0	0	0	523
6:45 PM	1	195	0	1	0	263	0	0	0	0	0	0	0	0	0	0	460
TOTAL VOLUMES :	10	2835	0	18	0	3639	4	1	4	0	3	0	0	0	0	0	6514
APPROACH %'s :	0.35%	99.02%	0.00%	0.63%	0.00%	99.86%	0.11%	0.03%	57.14%	0.00%	42.86%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	965	0	6	0	1307	3	0	2	0	1	0	0	0	0	0	2286
PEAK HR FACTOR :	0.500	0.954	0.000	0.500	0.000	0.939	0.375	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.945
	0.958				0.936				0.375								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pickett Rd & Metro Church Entrance N
City: Fairfax
Control: No Control

Project ID: 19-11135-001
Date: 10/16/2019

HT

NS/EW Streets:	Pickett Rd				Pickett Rd				Metro Church Entrance N				Metro Church Entrance N				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
6:00 AM	1	14	0	0	0	1	0	0	0	0	1	0	0	0	0	0	17
6:15 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0	0	18
6:45 AM	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	0	18	0	0	0	13	0	0	0	0	0	0	0	0	0	0	31
7:15 AM	0	9	0	0	0	13	0	0	0	0	0	0	0	0	0	0	22
7:30 AM	1	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	23
7:45 AM	0	15	0	0	0	14	0	0	0	0	0	0	0	0	0	0	29
8:00 AM	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13
8:15 AM	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	20
8:45 AM	0	11	0	0	0	18	0	0	0	0	0	0	0	0	0	0	29
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	132	0	0	0	117	0	0	0	0	1	0	0	0	0	0	252
PEAK HR :	07:45 AM - 08:45 AM				0				0				0				TOTAL
PEAK HR VOL :	0	42	0	0	0	35	0	0	0	0	0	0	0	0	0	0	77
PEAK HR FACTOR :	0.000	0.700	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.664
	0.700				0.625												
PM	1 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	20
4:15 PM	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0	0	18
4:30 PM	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	14
4:45 PM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15
5:15 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
6:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
6:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
6:45 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	57	0	0	0	82	0	0	0	0	0	0	0	0	0	0	139
PEAK HR :	04:45 PM - 05:45 PM				0				0				0				TOTAL
PEAK HR VOL :	0	14	0	0	0	29	0	0	0	0	0	0	0	0	0	0	43
PEAK HR FACTOR :	0.00	0.700	0.000	0.000	0.000	0.725	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.717
	0.700				0.725												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Pickett Rd & Metro Church Entrance S
City: Fairfax
Control: No Control

Project ID: 19-11135-002
Date: 10/16/2019

HT

NS/EW Streets:	Pickett Rd				Pickett Rd				Metro Church Entrance S				Metro Church Entrance S				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	17
6:15 AM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0	0	18
6:45 AM	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	0	18	0	0	0	13	0	0	0	0	0	0	0	0	0	0	31
7:15 AM	0	9	0	0	0	13	0	0	0	0	0	0	0	0	0	0	22
7:30 AM	0	12	0	0	0	11	0	0	0	0	0	0	0	0	0	0	23
7:45 AM	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0	0	28
8:00 AM	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	14
8:15 AM	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	20
8:45 AM	0	11	0	0	0	18	0	0	0	0	0	0	0	0	0	0	29
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	134	0	0	0	118	0	0	0	0	0	0	0	0	0	0	252
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	42	0	0	0	35	0	0	0	0	0	0	0	0	0	0	77
PEAK HR FACTOR :	0.000	0.700	0.000	0.000	0.000	0.673	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.688
	0.700				0.673												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	20
4:15 PM	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0	0	18
4:30 PM	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	14
5:15 PM	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9
6:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
6:30 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
6:45 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	57	0	0	0	82	0	0	0	0	0	0	0	0	0	0	139
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	14	0	0	0	28	0	0	0	0	0	0	0	0	0	0	42
PEAK HR FACTOR :	0.00	0.700	0.000	0.000	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.700				0.778												

Appendix B: Capacity Analysis Worksheets

Intersection								
Int Delay, s/veh	0.1							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	Y			3	↑↑	□	↑↑	
Traffic Vol, veh/h	0	0	1	11	1101	0	615	1
Future Vol, veh/h	0	0	1	11	1101	0	615	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	135	-	125	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	4	0	6	0
Mvmt Flow	0	0	1	12	1171	0	654	1

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1267	328	655	655	0	1171	0
Stage 1	655	-	-	-	-	-	-
Stage 2	612	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.1	-	6.4	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.2	-	2.5	-
Pot Cap-1 Maneuver	163	674	559	942	-	262	-
Stage 1	484	-	-	-	-	-	-
Stage 2	509	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	161	674	891	891	-	262	-
Mov Cap-2 Maneuver	161	-	-	-	-	-	-
Stage 1	477	-	-	-	-	-	-
Stage 2	509	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	891	-	-	262	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-	-
HCM Control Delay (s)	9.1	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	1	0	1113	616	0
Future Vol, veh/h	0	1	0	1113	616	0
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	0	1	0	1172	648	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	324	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	678	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	678	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	678	-	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Control Delay (s)	-	10.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection								
Int Delay, s/veh	0.2							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↵			↵	↑↑	↵	↑↑	
Traffic Vol, veh/h	2	1	6	2	965	0	1310	3
Future Vol, veh/h	2	1	6	2	965	0	1310	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	135	-	125	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	4	0	6	0
Mvmt Flow	2	1	6	2	1027	0	1394	3

Major/Minor	Minor2	Major1		Major2				
Conflicting Flow All	1926	699	1397	1397	0	1027	-	0
Stage 1	1396	-	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	60	387	188	496	-	324	-	-
Stage 1	198	-	-	-	-	-	-	-
Stage 2	560	-	-	-	-	-	-	-
Platoon blocked, %					-	-	-	-
Mov Cap-1 Maneuver	58	387	223	223	-	324	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-	-	-
Stage 1	190	-	-	-	-	-	-	-
Stage 2	560	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	51.3	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	223	-	81	324	-	-
HCM Lane V/C Ratio	0.038	-	0.039	-	-	-
HCM Control Delay (s)	21.8	-	51.3	0	-	-
HCM Lane LOS	C	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	973	1317	0
Future Vol, veh/h	0	9	0	973	1317	0
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	0	9	0	1024	1386	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	693	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	390	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	390	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	390	-	-
HCM Lane V/C Ratio	-	0.024	-	-
HCM Control Delay (s)	-	14.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection								
Int Delay, s/veh	0.1							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	Y			Y	↑↑	Y	↑↑	
Traffic Vol, veh/h	0	0	1	11	1135	0	634	1
Future Vol, veh/h	0	0	1	11	1135	0	634	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	155	-	120	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	4	0	6	0
Mvmt Flow	0	0	1	12	1207	0	674	1

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1305	338	676	675	0	1207	0
Stage 1	675	-	-	-	-	-	-
Stage 2	630	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.1	-	6.4	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.2	-	2.5	-
Pot Cap-1 Maneuver	154	664	542	926	-	249	-
Stage 1	473	-	-	-	-	-	-
Stage 2	498	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	152	664	874	874	-	249	-
Mov Cap-2 Maneuver	152	-	-	-	-	-	-
Stage 1	466	-	-	-	-	-	-
Stage 2	498	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	874	-	-	249	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-	-
HCM Control Delay (s)	9.2	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	1	0	1147	635	0
Future Vol, veh/h	0	1	0	1147	635	0
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	0	1	0	1207	668	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	334	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	668	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	668	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	668	-	-
HCM Lane V/C Ratio	-	0.002	-	-
HCM Control Delay (s)	-	10.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection								
Int Delay, s/veh	0.2							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↵			↵	↑↑	↵	↑↑	
Traffic Vol, veh/h	2	1	6	2	995	0	1350	3
Future Vol, veh/h	2	1	6	2	995	0	1350	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	135	-	125	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	4	0	6	0
Mvmt Flow	2	1	6	2	1059	0	1436	3

Major/Minor	Minor2	Major1		Major2				
Conflicting Flow All	1984	720	1439	1439	0	1059	-	0
Stage 1	1438	-	-	-	-	-	-	-
Stage 2	546	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	55	375	176	478	-	310	-	-
Stage 1	188	-	-	-	-	-	-	-
Stage 2	550	-	-	-	-	-	-	-
Platoon blocked, %					-	-	-	-
Mov Cap-1 Maneuver	53	375	209	209	-	310	-	-
Mov Cap-2 Maneuver	53	-	-	-	-	-	-	-
Stage 1	180	-	-	-	-	-	-	-
Stage 2	550	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	55.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	209	-	74	310	-	-
HCM Lane V/C Ratio	0.041	-	0.043	-	-	-
HCM Control Delay (s)	23	-	55.8	0	-	-
HCM Lane LOS	C	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	9	0	1003	1357	0
Future Vol, veh/h	0	9	0	1003	1357	0
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	0	9	0	1056	1428	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	714	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	378	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	378	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	378	-	-
HCM Lane V/C Ratio	-	0.025	-	-
HCM Control Delay (s)	-	14.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection								
Int Delay, s/veh	0.2							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↔			↔	↑↑	↔	↑↑	
Traffic Vol, veh/h	10	5	1	3	1135	0	635	2
Future Vol, veh/h	10	5	1	3	1135	0	635	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	135	-	175	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	4	0	6	0
Mvmt Flow	11	5	1	3	1207	0	676	2

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	1289	339	678	678	0	1207	- 0
Stage 1	677	-	-	-	-	-	-
Stage 2	612	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.1	-	6.4	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.2	-	2.5	-
Pot Cap-1 Maneuver	158	663	541	923	-	249	-
Stage 1	472	-	-	-	-	-	-
Stage 2	509	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	157	663	782	782	-	249	-
Mov Cap-2 Maneuver	157	-	-	-	-	-	-
Stage 1	470	-	-	-	-	-	-
Stage 2	509	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	782	-	211	249	-	-
HCM Lane V/C Ratio	0.005	-	0.076	-	-	-
HCM Control Delay (s)	9.6	-	23.5	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	5	0	1139	640	1
Future Vol, veh/h	0	5	0	1139	640	1
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	0	5	0	1199	674	1

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	338	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	664	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	664	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	664	-	-
HCM Lane V/C Ratio	-	0.008	-	-
HCM Control Delay (s)	-	10.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection								
Int Delay, s/veh	0.4							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↵			↵	↑↑	↵	↑↑	
Traffic Vol, veh/h	6	3	6	11	995	0	1352	8
Future Vol, veh/h	6	3	6	11	995	0	1352	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	135	-	175	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	4	0	6	0
Mvmt Flow	6	3	6	12	1059	0	1438	9

Major/Minor	Minor2	Major1		Major2				
Conflicting Flow All	2009	724	1447	1447	0	1059	-	0
Stage 1	1443	-	-	-	-	-	-	-
Stage 2	566	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	4.1	-	6.4	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	2.2	-	2.5	-	-
Pot Cap-1 Maneuver	53	373	174	474	-	310	-	-
Stage 1	187	-	-	-	-	-	-	-
Stage 2	537	-	-	-	-	-	-	-
Platoon blocked, %					-	-	-	-
Mov Cap-1 Maneuver	50	373	294	294	-	310	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-	-	-
Stage 1	176	-	-	-	-	-	-	-
Stage 2	537	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	64.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	294	-	70	310	-	-
HCM Lane V/C Ratio	0.062	-	0.137	-	-	-
HCM Control Delay (s)	18.1	-	64.4	0	-	-
HCM Lane LOS	C	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0	-	-

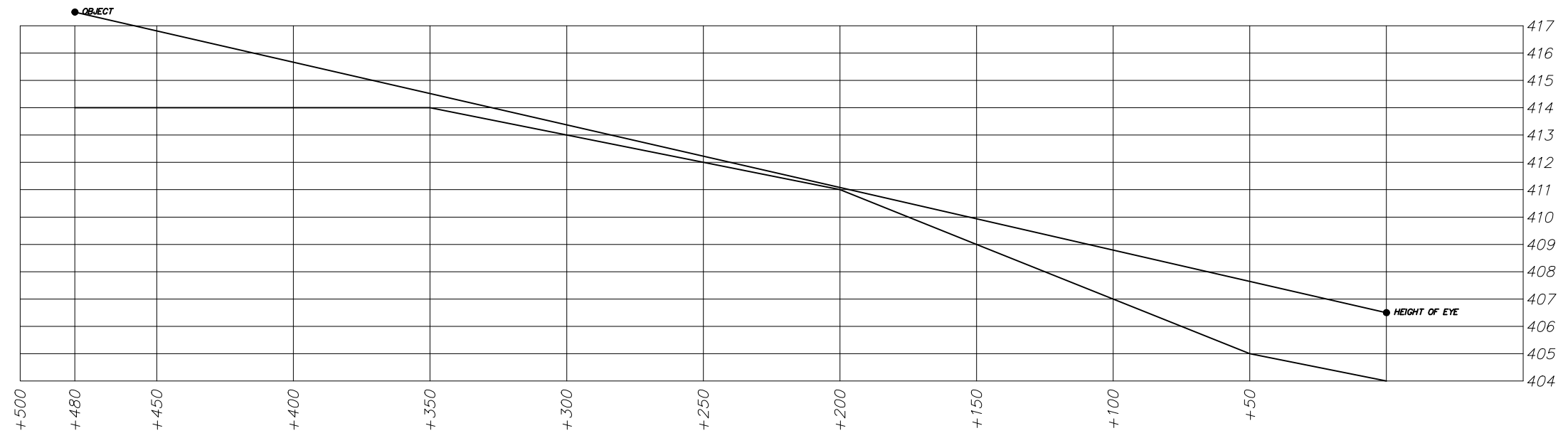
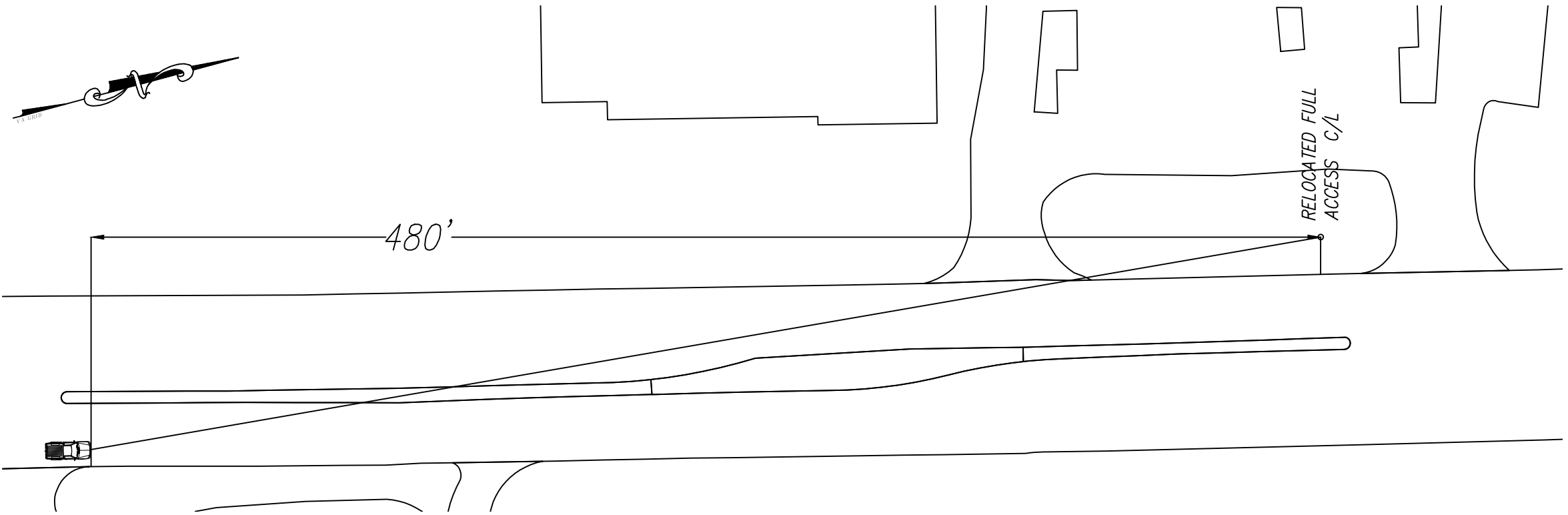
Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	3	0	1012	1359	2
Future Vol, veh/h	0	3	0	1012	1359	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	0	3	0	1065	1431	2

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	717	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-
Pot Cap-1 Maneuver	0	377	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	377	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

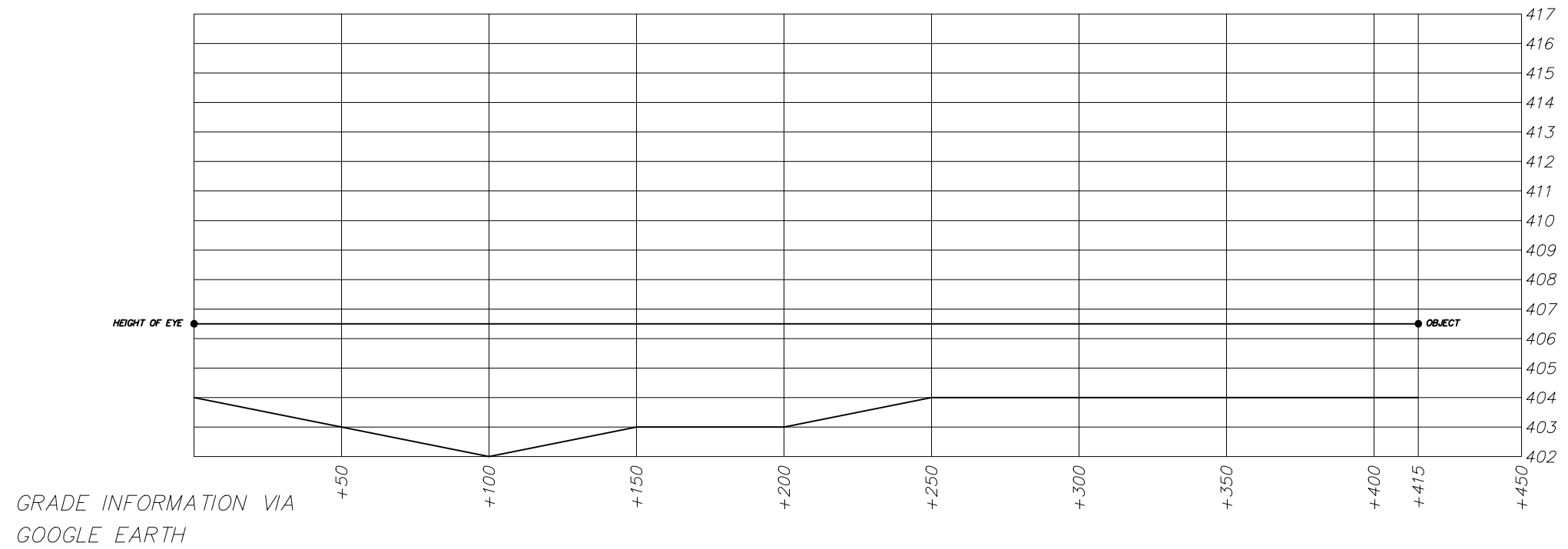
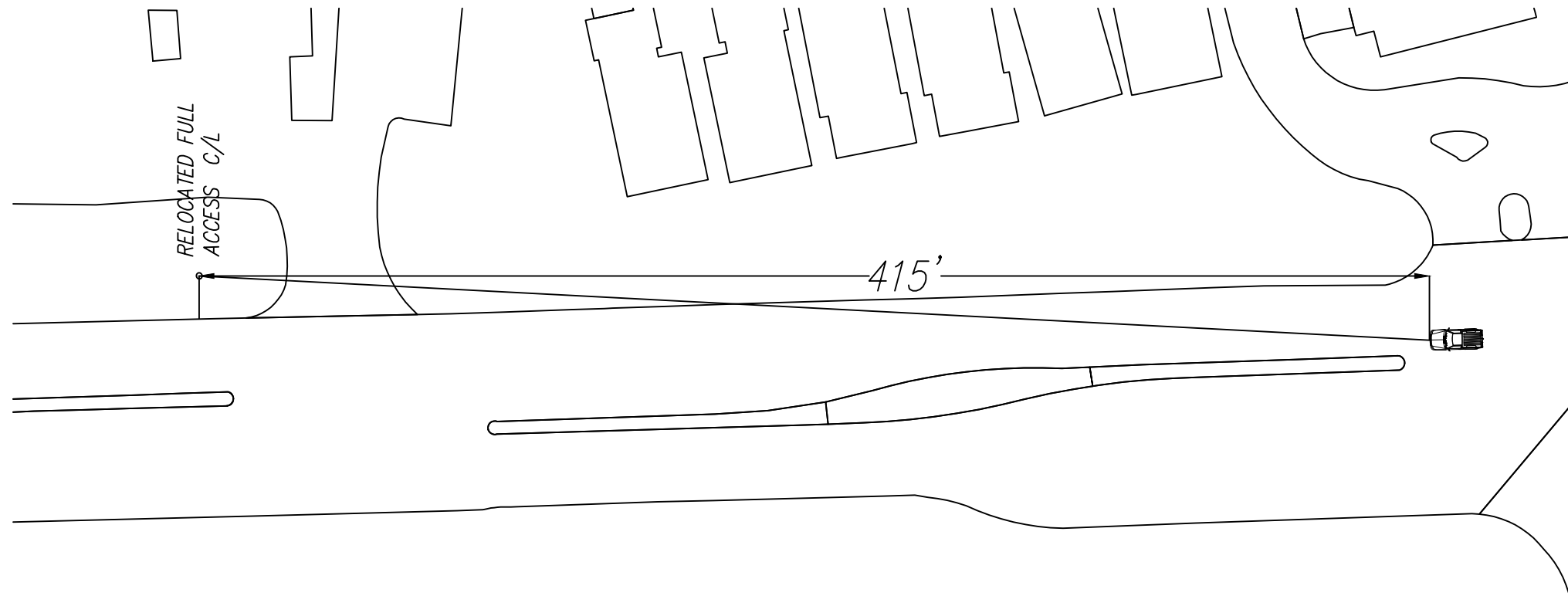
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	377	-	-
HCM Lane V/C Ratio	-	0.008	-	-
HCM Control Delay (s)	-	14.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Appendix C: Sight Distance Profile Exhibits

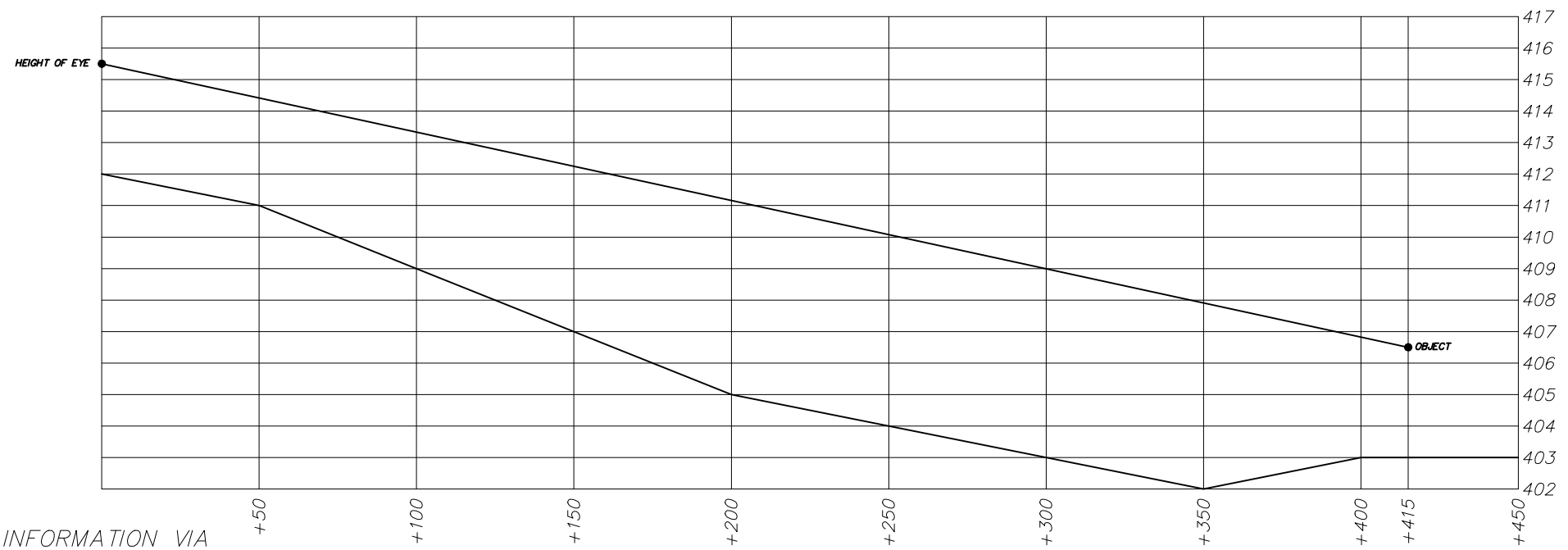
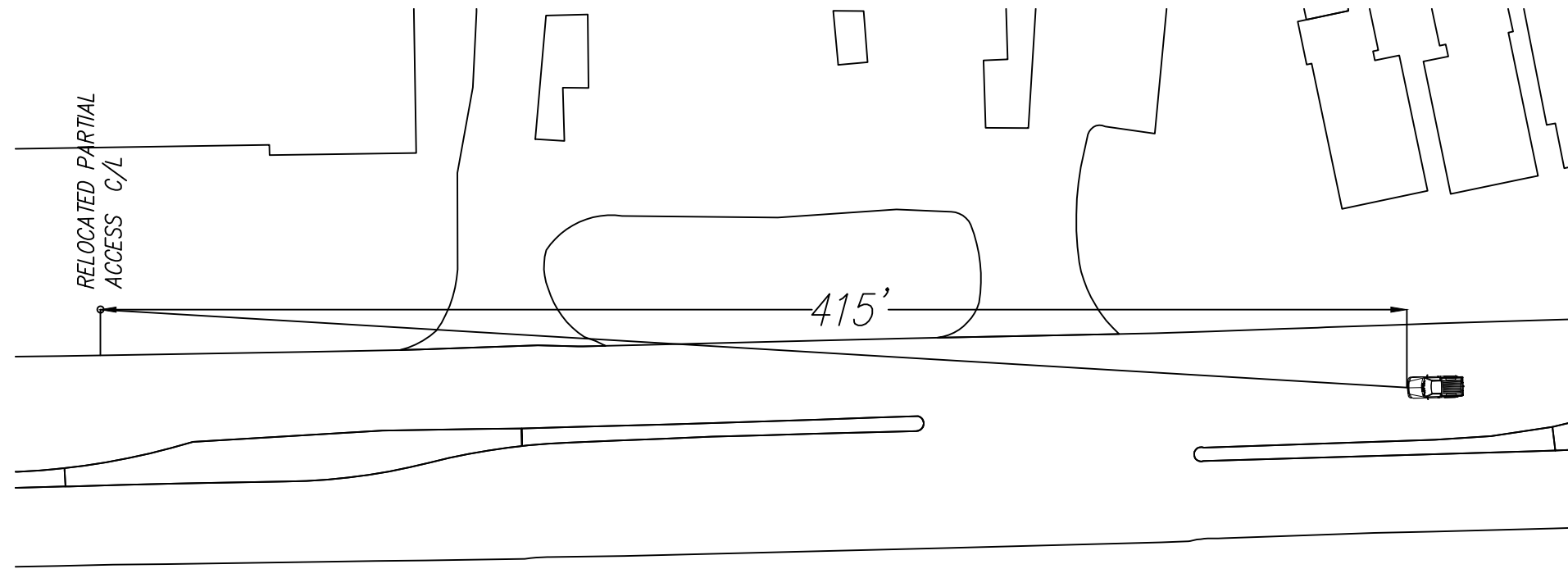


GRADE INFORMATION VIA
GOOGLE EARTH

[SCALE: 1"=50']



[SCALE: 1"=50']



GRADE INFORMATION VIA
GOOGLE EARTH

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