

F.S.M. Traffic Study Guidelines (12/07)
Checklist for Application Acceptance
Page 1 of 4

Loudoun County Virginia
Office of Transportation Services

Nov. 14, 2008 Study, By Kimley-Horn

Application Name: Carson Green Road Church Date: 12/5/08
Application Type: Resurf Reviewer: Doug R. Phully
of Guidelines Satisfied: 13 of 13
Accept or Reject: Accept Comment: _____

- (1) **Study Area:** Roadways internal or adjacent to the development site shall be included in the traffic study. The study area should be defined at the scoping meeting and as a guideline should include other external roads to the extent that the project's generated traffic is anticipated to exceed 10 percent of the road's current/existing traffic volumes (at the time of application).

Does Study Meet Guidelines? yes Comments: See Figure 3 for study area intersections
See Introduction (page 1) and Regional Site Map / Figure 1

- (2) **Traffic Count Locations:** Traffic counts are required on the adjacent roads, the adjacent intersections beyond the project's frontage on adjacent roads in the study area. The AM/PM peak period traffic counts shall not be more than twelve (12) months old at the time of the application submission. Twenty-four (24) hour weekday traffic counts are also required for roadway segments.

Does Study Meet Guidelines? yes Comments: See Figure 3 (page 6)
See Also Table 3
All intersections included

- (3) **Trip Generation:** As a general guide to vehicle trip generation, the latest edition of the Institute of Transportation Engineer's (I.T.E.). Trip Generation Report shall be used. These rates may be supplemented by additional information provided by the County. If the applicant chooses to use different rates, they shall be documented and agreed to at the scoping meeting prior to their use in the traffic analyses. Primary trip reductions associated with passby trips and methodologies for trip reductions associated with passby trips shall be discussed and agreed upon at the scoping meeting.

Does Study Meet Guidelines? yes Comments: See Tables 1 + 2 on page 3. See pages 3 + 4

- (4) **Traffic Volume Projections:** The traffic study shall include an agreed upon build out year and provide existing and projected traffic volumes, with and without the subject project, for Average Daily Traffic (ADT), as well as AM and PM peak hours. The peak hour of the project/individual land use(s) (as given in the ITE Trip Generation Report) should be added to the corresponding AM/PM existing peak hour of the adjacent roadway traffic volumes (to show the worst case scenario), if the peak hour of the project/individual land use(s) for the generator is greater than the peak hour of the adjacent roadway (per ITE Trip Generation Report). The existing peak hour of traffic on the roads adjacent to the subject project site shall be identified. These traffic volumes shall be provided at roadway intersections and commercial or private accessways/entrances.

Does Study Meet Guidelines? yes Comments: See Figures 3, 4, 5, 6

2010 opening

- (5) **LOS Analysis:** : Level of Service (LOS) calculations for existing and projected conditions, with and without the subject project, for highway segments, intersection legs, and entrances shall be provided. Calculations shall be in accordance with the Highway Capacity Manual (HCM) and/or the Highway Capacity Software (HCS), or as may be agreed at the scoping meeting. Traffic volumes and LOS information shall be provided for each phase of development, to include conditions at date of project completion. ~~Projections shall also be made for date of completion plus ten (10) years or to an agreed upon forecast year.~~ not required

Does Study Meet Guidelines? yes Comments: See Table 3 for the existing, background and total future traffic

- (6) **Minimum Roadway/Intersection LOS Standards:** Recommendations for phased improvements to the road network links in order to maintain an acceptable LOS (minimum LOS "D") shall be provided. For each phase up to and including buildout, a minimum approach and overall LOS "D" at intersections shall apply.

Does Study Meet Guidelines? yes Comments: See page 10 for conclusions

(7) **Background Traffic Assumptions:** Assumptions which determine projected background traffic, including through traffic growth rate to be applied on roadway links, shall be confirmed at the scoping meeting. The sources for determining future traffic projections will include one or more of the following:

- The Loudoun County Growth Summary or similar documents from Loudoun County.
- The Loudoun County transportation model which incorporates COG's Cooperative Forecasts for Loudoun County.
- Approved developments in the vicinity of the proposed development.

Specific other approved development names and respective development square footage or residential units in the study shall be provided.

Does Study Meet Guidelines? yes Comments: No growth assumed as agreed to
See page 4 of the study

(8) **Traffic/Trip Distribution:** Directional trip distribution information shall be provided for project entrances and collector and arterial intersections within the study area for the phases and categories (e.g., residential, office, retail, industrial and institutional) of development.

Does Study Meet Guidelines? yes Comments: See Figure 5 (page 8)

(9) **LOS Calculations Assumptions:** Traffic counts and LOS worksheets and projected traffic volume LOS analyses, using agreed upon analysis techniques, including existing AM/PM peak hour signal timing, shall be included as a part of the traffic study.

Does Study Meet Guidelines? yes Comments: See the Appendix for Traffic Counts and LOS Analysis

(10) **Mode Choice:** Modal split information shall be provided for the phases of the analysis, with sources of information identified (e.g., COG model).

Does Study Meet Guidelines? yes Comments: N.A.

- (11) **Safety Locations**: Road safety hazards, as identified by the ISTEA set-aside funding criteria and/or as identified by the County at the scoping meeting, within the study area shall be analyzed for all roadway links and intersections in the traffic study.

Does Study Meet Guidelines? yes Comments: See page 1

- (12) **Traffic Mitigation Measures**: If trip reduction factors are used in the study, measures necessary to implement the reduction must be specified, with supporting documentation.

Does Study Meet Guidelines? yes Comments: N.A.

- (13) **Bicycle & Pedestrian Accommodations**: When bicycle and pedestrian accommodations are used to reduce anticipated traffic volumes, a description of the physical and functional characteristics of the proposed bicycle and pedestrian accommodations shall be provided. If such separate bicycle accommodations (e.g., striped lanes or multi-purpose trails) are anticipated, they shall also be identified. A description of the functional characteristics shall be provided to identify the transportation options that these accommodations provide (e.g., pedestrian access to retail center, safe bicycle route to elementary school, inter-parcel connections to adjacent neighborhoods, access to W&OD trail, etc.)

Does Study Meet Guidelines? Yes Comments: N.A.



MEMORANDUM

To: George Phillips
Loudoun County Office of Transportation Services

From: Edward Y. Papazian, P.E. *EYP*
Kaitlyn J. Weatherton, EIT *KW*
Kimley-Horn and Associates, Inc.

Date: November 14, 2008

Subject: Cedar Green Road Rezoning, Sterling, VA
Traffic Analysis

■
Suite 400
13221 Woodland Park Rd
Herndon, Virginia
20171

Introduction

This memorandum serves as a traffic analysis for the proposed rezoning of 2.86 acres along Cedar Green Road near Shaw Road in Sterling, Virginia. The property is currently zoned R-4 and is proposed to be rezoned to the I-zone. The proposed development on the property is to be a church with 9,600 square feet of floor area and with a sanctuary containing 420 seats.

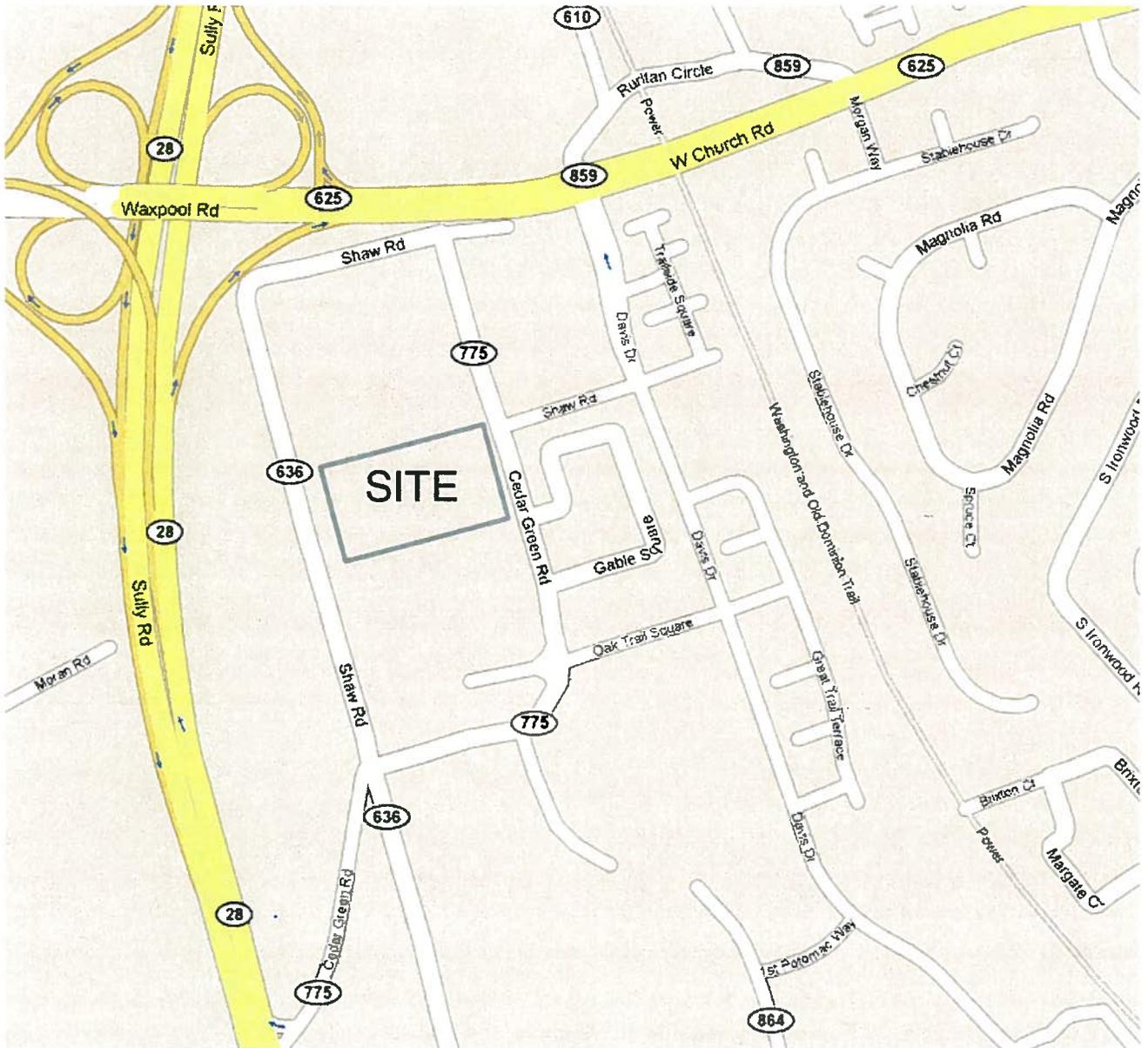
The following sections of this memorandum demonstrate that the proposed rezoning for the proposed church will result in fewer weekday peak hour trips than the existing zoning. The proposed activity levels at the church will have no adverse impact on the area roadways. Also, the vehicle access drive will operate in a safe and efficient manner.

Site Location and Area Setting

The property is located along the west side of Cedar Green Road just south of Shaw Road in Sterling (see Figure 1). The property consists of two parcels each containing 1.43 acres. The property is in the R-4 zone. It is proposed to be rezoned to the I-zone. The proposed development in the I-zone consists of a church with 9,600 square feet of floor area and a sanctuary containing 420 seats. The church will be used primarily for Sunday services. There will be no weekday activities, such as schools, pre-school, or daycare that will result in commuter peak hour traffic.

Cedar Green Road along the property has a 37 foot wide cross section. It has a painted center line that permits a single travel lane in each direction. There is a parking lane on the east side of the road that is 9 feet wide. The northbound travel lane is 17 feet wide while the southbound lane of Cedar Green Road is 11 feet wide.

The horizontal alignment of Cedar Green Road is straight. There is little change in the vertical alignment. There are no obstructions along Cedar Green Road in the area of the proposed driveway. As a result, there are no safety hazards in the area of the property.



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KHA Project # 110219000

Regional Site Map

Cedar Green Road Rezoning
Sterling, VA

Figure

1

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Commuter Peak Hour Traffic Comparison

A commuter peak hour trip generation comparison was conducted between the existing zoning and the proposed use of a church on the property under the I-zone.

The existing zoning of the property is R-4. This permits one single family detached residential unit for each 10,000 square feet of land area. Based on 2.86 acres, this results in a maximum of 12 single family homes.

The proposed church will consist of 9600 square feet of floor area and up to 420 seats in the sanctuary.

The *ITE Trip Generation Report, 7th Edition* was used to calculate peak hour trips. Trips for 12 residential units were calculated using the average trip generation rates for single family units. The trips for the church were calculated using the average trip rates applied to the size of the church building. Weekday peak hour trip generation rates are only available based on the size of the building. Trip rates for weekdays based on the number of seats are not available. Table 1 shows the peak hour trip generation comparison.

Use	Land Use Code	AM Peak Hour			PM Peak Hour		
		In	Out	Two-Way	In	Out	Two-Way
Existing Zoning -12 Single Family Detached Units	210	2	7	9	8	4	12
Proposed Zoning 9,600 SF Church	560	4	3	7	3	3	6

These figures show that the proposed rezoning to permit a church on the property will result in fewer trips in both the AM and PM peak hours than would occur under the current R-4 zone. As a result, the proposed rezoning and the church will have no adverse impact on the area road network. On this basis, a traffic study of weekday peak hour traffic conditions is not needed.

Sunday Analysis

The peak traffic activity at the church will occur on Sunday. Trips were calculated for the Sunday peak hour of church activity using the equations based on the number of seats as shown in the ITE Trip Generation report. The resulting trip generation figures are shown below.

	In	Out	Two-Way
420 Seats	139	129	268

While the current program for the church includes only a single Sunday service, the calculations contained in the Trip Generation report were utilized to allow for the possibility of multiple services in the future.

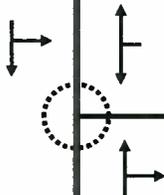
Use of the trip generation equation based on the number of seats results in the most conservative estimate of Sunday peak hour trips.

A traffic evaluation of Sunday conditions was performed at the intersection of Cedar Green Road and Shaw Road and at the driveway entrance along Cedar Green Road. Figure 2 is a site location map that shows these intersections and the lane designations. This evaluation was conducted in the following manner.

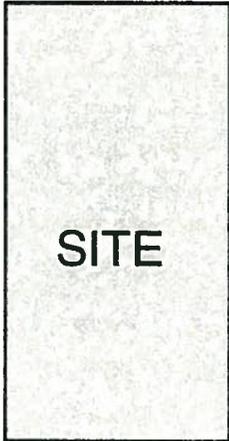
1. Turning movement traffic counts were conducted at the intersection of Cedar Green Road and Shaw Road from 9:00 AM to 1:00 PM. The peak traffic hour was observed to be from 12:00 Noon to 1:00 PM. Figure 3 shows these peak hour traffic counts. The traffic count summaries are contained in the Appendix.
2. The horizon year for the study is 2010. In order to estimate future traffic, the existing volumes were increased using a growth rate of 2 percent per year. The resulting background peak hour traffic volumes for year 2010 are shown on Figure 4.
3. The trips generated by the church were assigned to the area roadways based on estimates of parishioners' residences, the roadway alignment in the area, and the existing traffic count volumes. These trips were assigned based on 20 percent traveling to and from the north on Shaw Road, 20 percent traveling to and from the east on Shaw Road, and 60 percent traveling to and from the south on Cedar Green Road. These distributions and the trip assignments are depicted on Figure 5 and were agreed upon by the Loudoun County Office of Transportation Services.
4. The church trips were added to background traffic volumes to result in total future traffic volumes. These volumes for the Shaw Road and Cedar Green Road intersection and at the proposed driveway for the church are shown on Figure 6.
5. Capacity analyses were conducted at these intersections for existing, background, and total future volumes using Synchro Software Package, which utilizes methodologies in the Highway Capacity Manual (2000 Edition) for signalized and unsignalized intersections. The results of the capacity analyses are summarized in Table 3 for the study area intersections. Both intersections operate at a level of service A, and all approaches operate at level of service B or better. The summary output sheets are contained in the Appendix.



Shaw Road



Shaw Road



Driveway

Cedar Green Road

Legend:

 - Study Intersection



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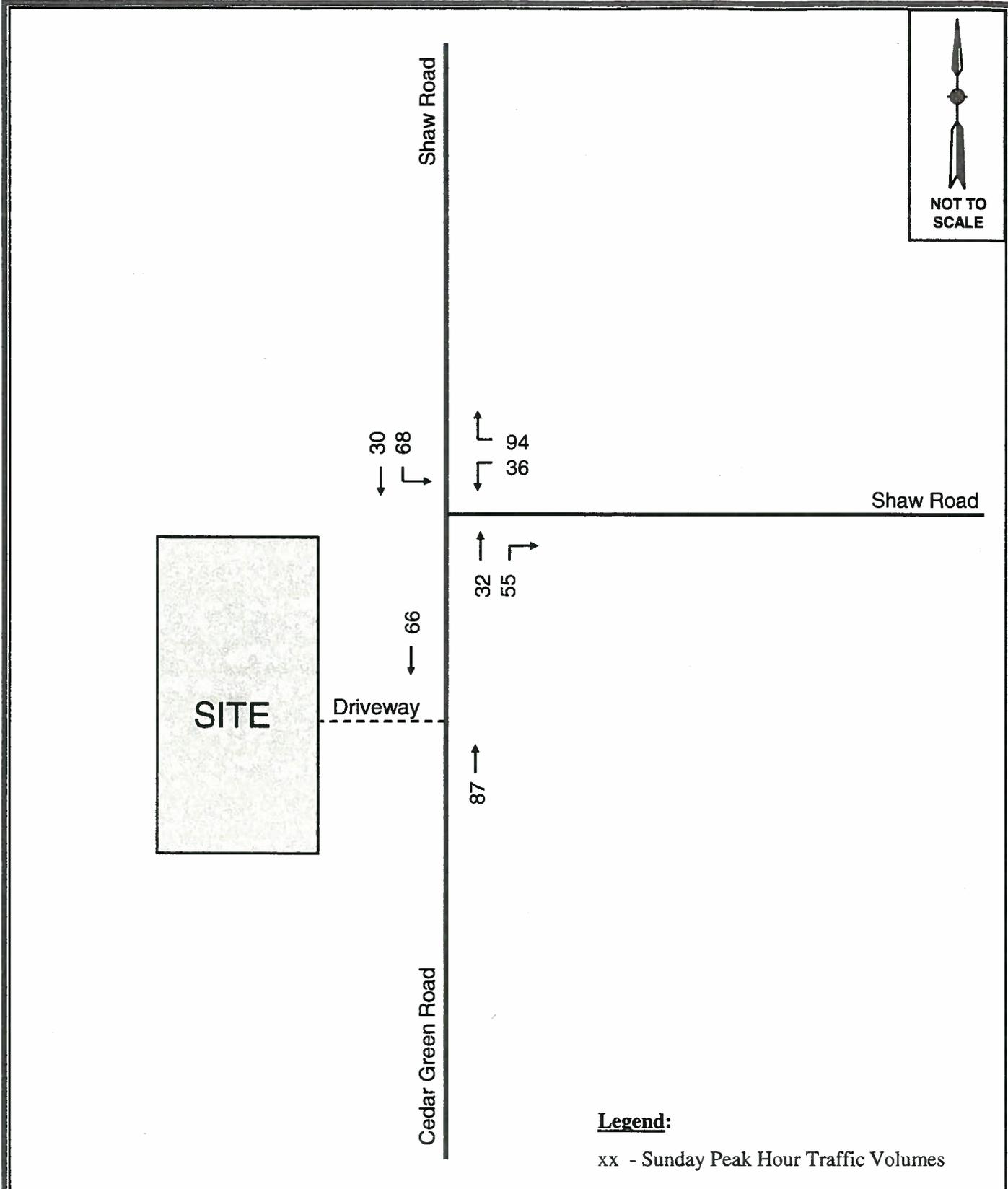
KHA Project # 110219000

Site Location Map

Cedar Green Road Rezoning
Sterling, VA

Figure

2
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Legend:

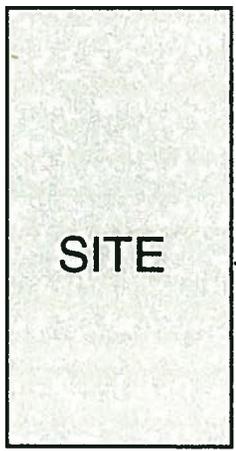
xx - Sunday Peak Hour Traffic Volumes



Shaw Road

Cedar Green Road

Shaw Road



Driveway

31
71

98
37

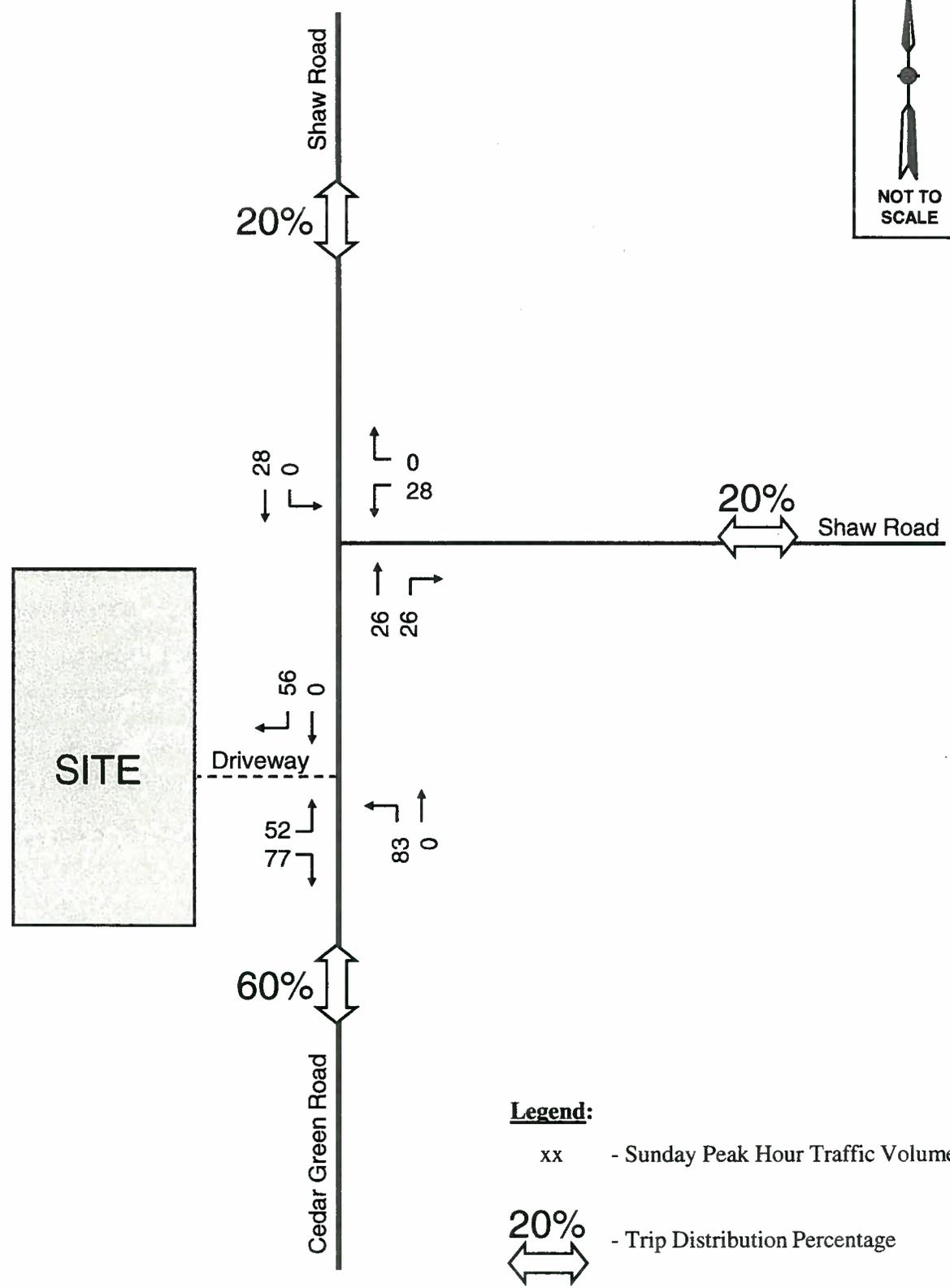
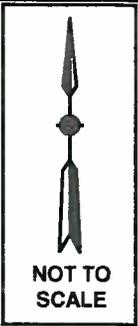
33
57

68

90

Legend:

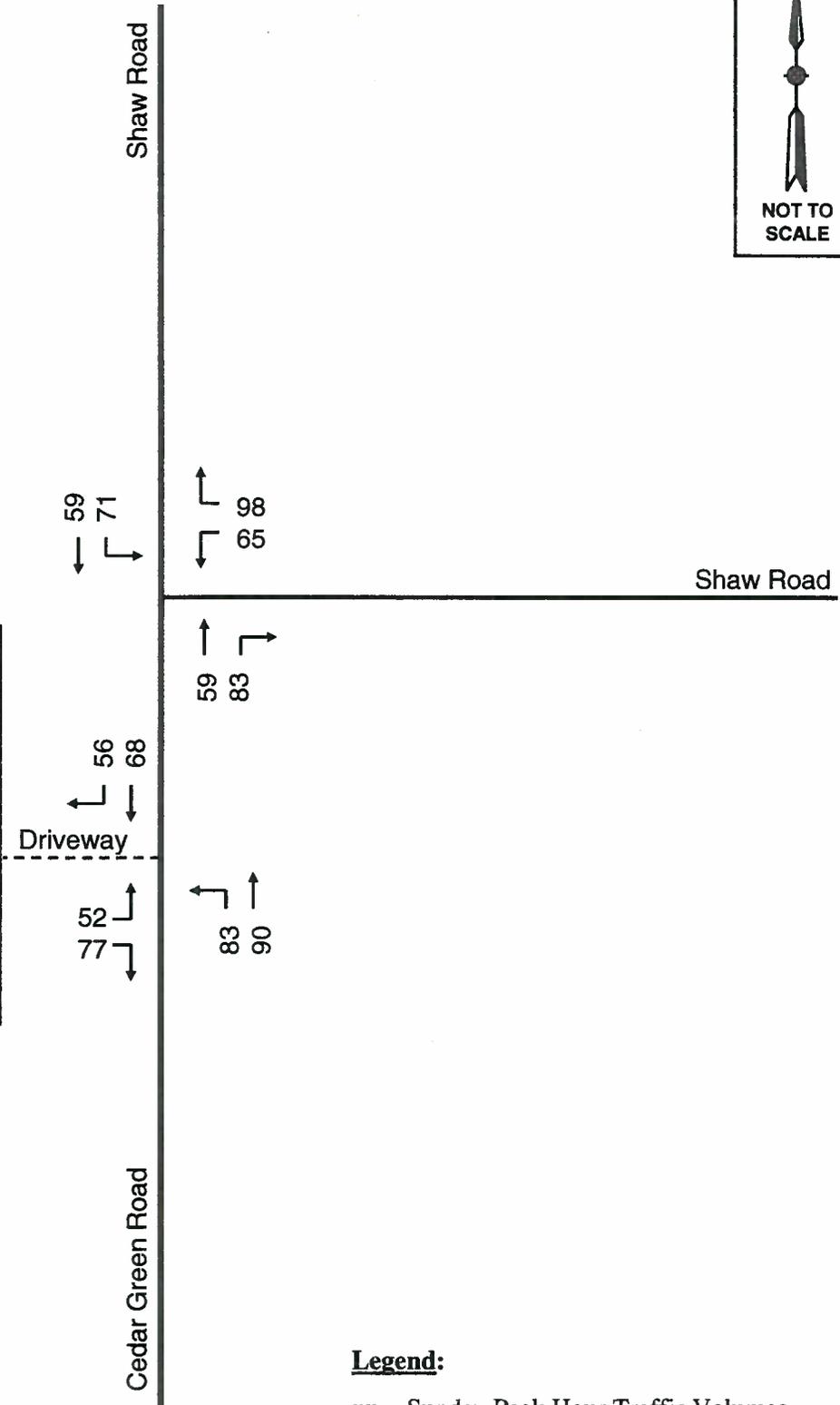
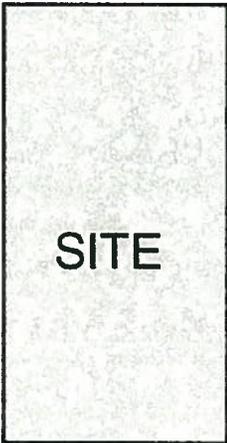
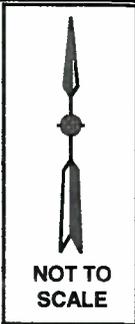
xx - Sunday Peak Hour Traffic Volumes



Legend:

xx - Sunday Peak Hour Traffic Volumes

20% - Trip Distribution Percentage



Legend:

xx - Sunday Peak Hour Traffic Volumes



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KHA Project # 110219000

**Total Future Sunday Peak
Hour Traffic Volumes**

Cedar Green Road Rezoning
Sterling, VA

Figure

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Table 3			
Level of Service Summary at Study Intersections			
(LOS/sec of delay per vehicle)			
Intersection	Existing 2008	Background 2010	Total Future 2010
<i>Cedar Green Road and Shaw Road</i>			
Northbound (Cedar Green Road)	A (0.0)	A (0.0)	A (0.0)
Southbound (Shaw Road)	A (5.3)	A (5.4)	A (4.4)
Westbound (Shaw Road)	A (9.8)	A (9.8)	B (10.9)
Overall Intersection	A (5.7)	A (5.7)	A (5.4)
<i>Cedar Green Road and Church Driveway</i>			
Northbound (Cedar Green Road)	-	-	A (3.9)
Southbound (Cedar Green Road)	-	-	A (0.0)
Eastbound (Church Driveway)	-	-	B (10.8)
Overall Intersection	-	-	A (4.9)

Conclusions

Based on these analyses, it is concluded that the proposed rezoning to permit a church on the property will result in fewer peak hour trips than the permitted density under the existing zoning.

The traffic generated by the church at the time of Sunday services can be easily accommodated on the surrounding roadways. The levels of traffic service will be A and B on Sunday at the site driveway and at the nearby intersection.

There are no road safety hazards in the area of the property. As a result, the vehicle access system will operate in a safe and efficient manner.

APPENDIX



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Intersection Turning Movement Count Summary

Intersection: Cedar Green Road and Shaw Road

Date Counted: September 21, 2008
Day of Week: Sunday
Weather: Sunny

Jurisdiction: Loudoun County
Counted by: KJW

Start Time	Southbound (Cedar Green Road)					Westbound (Shaw Road)					Northbound (Cedar Green Road)					Eastbound (N/A)					Veh. Total
	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	
9:00 AM	3	0	0	0	3	6	0	3	0	9	0	6	4	0	10	0	0	0	0	0	22
9:15 AM	2	0	0	0	2	5	0	3	0	8	0	4	12	0	16	0	0	0	0	0	26
9:30 AM	3	1	0	0	4	4	0	7	0	11	0	4	6	0	10	0	0	0	0	0	25
9:45 AM	4	1	0	0	5	4	0	9	0	13	0	6	9	0	17	0	0	0	0	0	35
10:00 AM	8	3	0	0	11	5	0	11	0	16	0	11	7	0	18	0	0	0	0	0	45
10:15 AM	8	1	0	0	9	9	0	10	1	19	0	11	12	0	23	0	0	0	0	0	51
10:30 AM	10	1	0	0	11	6	0	16	0	22	0	5	5	0	10	0	0	0	0	0	43
10:45 AM	16	3	0	0	19	10	0	19	3	29	0	9	10	2	19	0	0	0	0	0	67
11:00 AM	15	10	0	0	25	6	0	17	2	23	0	4	13	0	17	0	0	0	0	0	65
11:15 AM	13	2	0	0	15	9	0	32	2	41	0	4	18	1	22	0	0	0	0	0	76
11:30 AM	10	1	0	0	11	6	0	18	4	24	0	2	10	0	12	0	0	0	0	0	47
11:45 AM	23	1	0	0	24	7	0	14	1	21	0	13	16	1	29	0	0	0	0	0	74
12:00 PM	13	4	0	0	17	5	0	25	1	30	0	10	11	0	21	0	0	0	0	0	68
12:15 PM	11	6	0	0	19	14	0	17	1	31	0	6	13	0	21	0	0	0	0	0	71
12:30 PM	23	6	0	0	31	10	0	27	4	37	0	4	20	0	24	0	0	0	0	0	92
12:45 PM	21	10	0	0	31	7	0	25	2	32	0	10	11	0	21	0	0	0	0	0	84

Hourly Totals (Start Time)

9:00 AM	12	2	0	0	14	19	0	22	0	41	0	22	31	0	53	0	0	0	0	0	108
9:15 AM	17	5	0	0	22	18	0	30	0	48	0	27	34	0	61	0	0	0	0	0	131
9:30 AM	23	6	0	0	29	22	0	37	1	59	0	34	34	0	68	0	0	0	0	0	156
9:45 AM	30	6	0	0	36	24	0	46	1	70	0	35	33	0	68	0	0	0	0	0	174
10:00 AM	42	6	0	0	50	30	0	56	4	86	0	36	34	2	70	0	0	0	0	0	206
10:15 AM	49	15	0	0	64	31	0	62	6	93	0	29	40	2	69	0	0	0	0	0	226
10:30 AM	54	16	0	0	70	31	0	84	7	115	0	22	46	3	68	0	0	0	0	0	253
10:45 AM	54	16	0	0	70	31	0	86	11	117	0	19	51	3	70	0	0	0	0	0	257
11:00 AM	61	14	0	0	75	28	0	61	9	109	0	23	57	2	80	0	0	0	0	0	264
11:15 AM	59	8	0	0	67	27	0	69	6	116	0	29	55	2	84	0	0	0	0	0	267
11:30 AM	57	14	0	0	71	32	0	74	7	106	0	33	50	1	83	0	0	0	0	0	260
11:45 AM	70	21	0	0	91	38	0	83	7	119	0	35	60	1	95	0	0	0	0	0	305
12:00 PM	68	30	0	0	98	36	0	94	8	130	0	32	55	0	67	0	0	0	0	0	315

Peak Hour (Start Time)

12:00 PM	68	30	0	0	98	36	0	94	8	130	0	32	55	0	67	0	0	0	0	0	315
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HCM Unsignalized Intersection Capacity Analysis
 1: Shaw Road & Cedar Green Road

Existing Sunday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		A	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	36	94	32	55	68	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	102	35	60	74	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245	65			95	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245	65			95	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	90			95	
cM capacity (veh/h)	707	999			1499	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	141	95	107			
Volume Left	39	0	74			
Volume Right	102	60	0			
cSH	897	1700	1499			
Volume to Capacity	0.16	0.06	0.05			
Queue Length 95th (ft)	14	0	4			
Control Delay (s)	9.8	0.0	5.3			
Lane LOS	A		A			
Approach Delay (s)	9.8	0.0	5.3			
Approach LOS	A					
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			26.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Shaw Road & Cedar Green Road

Background Sunday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑		↕	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	37	98	33	57	71	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	107	36	62	77	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	255	67			98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	255	67			98	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	89			95	
cM capacity (veh/h)	696	997			1495	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	147	98	111			
Volume Left	40	0	77			
Volume Right	107	62	0			
cSH	891	1700	1495			
Volume to Capacity	0.16	0.06	0.05			
Queue Length 95th (ft)	15	0	4			
Control Delay (s)	9.8	0.0	5.4			
Lane LOS	A		A			
Approach Delay (s)	9.8	0.0	5.4			
Approach LOS	A					
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			27.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Shaw Road & Cedar Green Road

Total Future Sunday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P		A	
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	65	98	59	83	71	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	107	64	90	77	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	328	109			154	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328	109			154	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	89			95	
cM capacity (veh/h)	631	944			1426	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	177	154	141			
Volume Left	71	0	77			
Volume Right	107	90	0			
cSH	788	1700	1426			
Volume to Capacity	0.22	0.09	0.05			
Queue Length 95th (ft)	22	0	4			
Control Delay (s)	10.9	0.0	4.4			
Lane LOS	B		A			
Approach Delay (s)	10.9	0.0	4.4			
Approach LOS	B					
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			34.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: Site Driveway & Cedar Green Road

Total Future Sunday



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	52	77	83	90	68	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	84	90	98	74	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	383	104	135			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	383	104	135			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	91	94			
cM capacity (veh/h)	581	950	1450			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	140	188	135			
Volume Left	57	90	0			
Volume Right	84	0	61			
cSH	757	1450	1700			
Volume to Capacity	0.19	0.06	0.08			
Queue Length 95th (ft)	17	5	0			
Control Delay (s)	10.8	3.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.8	3.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			33.9%	ICU Level of Service	A	
Analysis Period (min)			15			