

 **TRAFFIC IMPACT ANALYSIS**

GAGES CROSSING

JURISDICTION: CITY OF BURLINGTON

Prepared for:
Landed Gentry Homes and Communities
504 E Fairhaven Avenue
Burlington, WA 98233

Prepared by:

Kimley»»Horn

July 2023
090222333
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1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. has been retained to provide a traffic impact analysis for the proposed Gages Crossing Development (Development) to address impacts to the City of Burlington (City). The Development is proposed to consist of 89 single-family attached residential units. The site is located along the west side of S Pine Street, south of E Rio Vista Avenue. A site vicinity map is included in **Figure 1**. The site is currently occupied with two single-family detached units that will be removed. A site plan has been provided in **Appendix A**.

Brad Lincoln, responsible for this report, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of the Institute of Transportation Engineers (ITE).

2. METHODOLOGY

The trip generation calculations for the Development have been performed using data from the ITE *Trip Generation Manual, 11th Edition (2021)*. Intersection analysis has been performed for the following study intersections:

1. S Pine Street at E Sharon Avenue – Two-Way Stop-Controlled
2. S Anacortes Street at E Sharon Avenue – Two-Way Stop-Controlled
3. S Pine Street at E Rio Vista Avenue – Two-Way Stop-Controlled

The intersection analysis has been performed using count data collected in December 2022. The existing channelization, intersection peak-hour factors, and intersection heavy vehicle factors from the existing turning movement counts have been utilized for the intersection analysis.

The peak-hour level of service (LOS) analysis calculations were completed using the *Synchro 11.1, Build 2* software. This software applies the operational analysis methodology of the *Highway Capacity Manual (HCM) 6th Edition*. Traffic congestion is generally measured in terms of level of service. Road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service at two-way stop-controlled intersections is based on the average delay of the worst approach. The level of service at signalized and all-way stop-controlled intersections is based on the average delay for all approaches. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values. The level of service criteria is summarized in **Table 1**.

Table 1: Level of Service Criteria for Intersections

Level of Service ¹	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays	>50	>80

The City’s level of service standard is LOS D for all streets including WSDOT roadways.

¹ **Source:** *Highway Capacity Manual 6th Edition*.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e., vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.



GAGES CROSSING
CITY OF BURLINGTON

FIGURE 1: SITE VICINITY MAP

STUDY INTERSECTIONS

1. S PINE ST @ E SHARON AVE
2. S ANACORTES ST @ E SHARON AVE
3. S PINE ST @ E RIO VISTA AVE

LEGEND:



DEVELOPMENT SITE



STUDY INTERSECTION

3. TRIP GENERATION

The trip generation calculations for the Development are based on the average trip generation rates for ITE Land Use Code (LUC) 215, Single-Family Attached Housing, for the proposed units and ITE LUC 210, Single-Family Detached Housing, for the existing unit that will be removed. The trip generation calculations for the Development are summarized in **Table 2**.

Table 2: Trip Generation Summary

Land Use	Size	Average Daily Trips (ADTs)	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
ITE LUC 215, Single-Family Attached	89 Units	641	13	30	43	29	22	51
ITE LUC 210, Single-Family Detached (Removed)	-2 Units	-19	0	-1	-1	-1	-1	-2
TOTAL		622	13	29	42	28	21	49

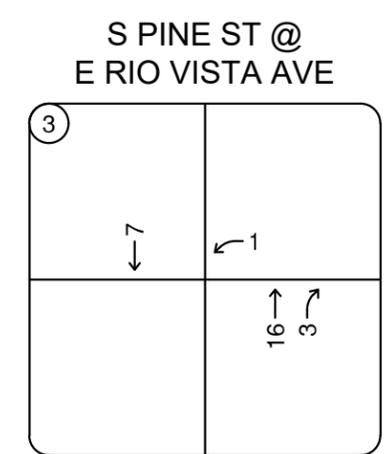
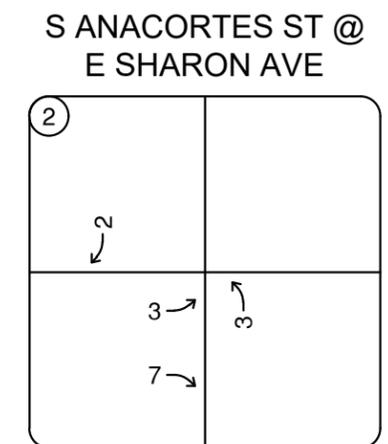
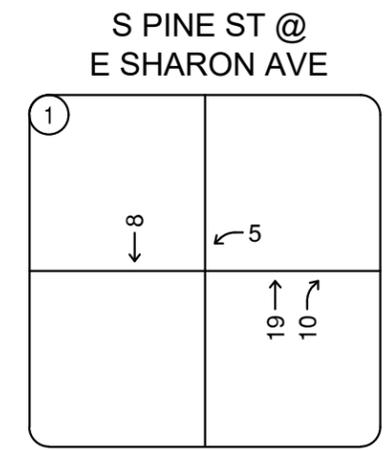
The Development is anticipated to generate approximately 622 new ADTs with approximately 42 new AM peak-hour trips and approximately 49 new PM peak-hour trips after credit for the existing single-family units have been applied. The trip generation calculations are provided in **Appendix B**.

4. TRIP DISTRIBUTION

The distribution of trips generated by the Development is based on previously approved traffic studies conducted in the site vicinity.

- 75% to and from the north
 - 55% to and from the north along S Pine Street
 - 20% to and from the north along S Anacortes Street
- 25% to and from the south along S Anacortes Street

Detailed trip distributions for the AM peak-hour and PM peak-hour are shown in **Figure 2** and **Figure 3**, respectively.



LEGEND:

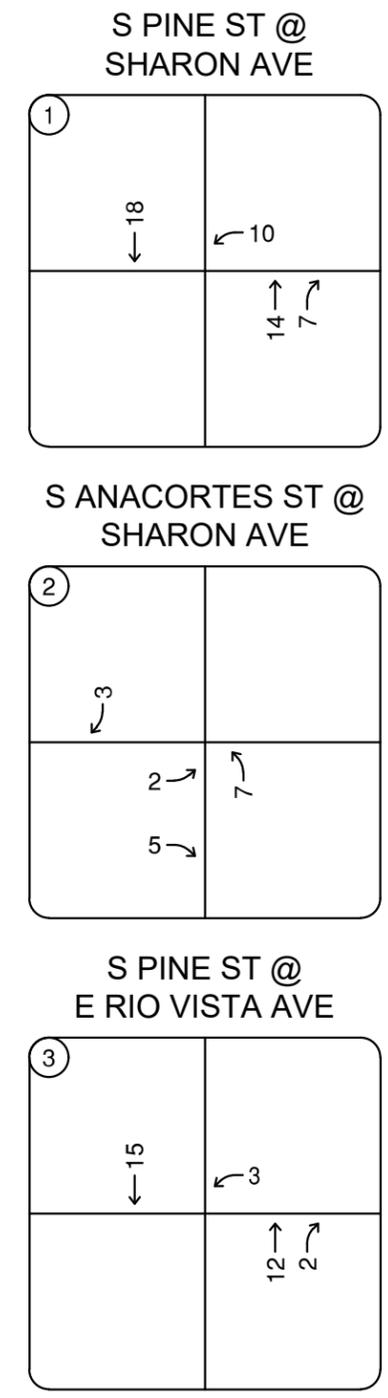
ⓧ TRIP DISTRIBUTION %

AWDT AM ← PEAK NEW DAILY TRAFFIC NEW PEAK-HOUR TRIPS

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FIGURE 2: DEVELOPMENT TRIP DISTRIBUTION - AM PEAK-HOUR





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FIGURE 3: DEVELOPMENT TRIP DISTRIBUTION - PM PEAK-HOUR

LEGEND:

(XX) TRIP DISTRIBUTION %

AWDT PM ← → PEAK NEW DAILY TRAFFIC NEW PEAK-HOUR TRIPS



5. COLLISION ANALYSIS

The WSDOT collision data for the study intersections was reviewed from January 1, 2020 through December 31, 2022, representing three full years of reported collision data. There were no collisions reported at the study intersections during this three-year period. A map of the reported collisions in the vicinity of the Development are provided in **Appendix C**.

6. LEVEL OF SERVICE ANALYSIS

The scope of the level of service analysis performed as part of this report is based on detailed scoping discussions with City staff. Level of service at the following intersections has been analyzed for the weekday AM and PM peak-hours:

1. S Pine Street at E Sharon Avenue
2. S Anacortes Street at E Sharon Avenue
3. S Pine Street at E Rio Vista Avenue

Level of service for each of the study intersections was performed for the 2022 existing, 2033 baseline, and 2033 future with development conditions. A horizon year of 2033 was utilized due to the count date being within a month of 2023.

6.1. Turning Movement Calculations

The 2022 existing turning movements at the study intersections are based on data collected by the independent traffic count firm Traffic Data Gathering in December 2022. The 2022 existing volumes at the study intersections are shown in **Figure 4**. The count data and turning movement sheets have been provided in **Appendix D**.

6.2. 2022 Existing Conditions

The existing level of service analysis is based on data collected in December 2022. The existing level of service at the study intersections is summarized in **Table 3**.

Table 3: 2022 Existing Intersection Level of Service Summary

Intersection	Control	Peak-Hour	2023 Existing Conditions	
			LOS	Delay
1. S Pine Street at E Sharon Avenue	Two-way Stop Control	AM	A	9.0 sec
		PM	A	8.7 sec
2. S Anacortes Street at E Sharon Avenue	Two-way Stop Control	AM	A	9.9 sec
		PM	B	11.9 sec
3. S Pine Street at E Rio Vista Avenue	Two-way Stop Control	AM	A	9.3 sec
		PM	A	9.2 sec

All of the study intersections currently operate at acceptable LOS B or better. The existing intersection level of service calculations are included in the **Appendix E**.

6.3. 2033 Baseline Turning Movements

The 2033 baseline volumes have been calculated using a 2.0% annually compounding growth rate applied to the 2022 existing traffic volumes. The growth rate is based on prior analysis performed within the City. The 2033 baseline turning movements at the study intersections are shown in **Figure 5**.

6.4. 2033 Baseline Conditions

The 2033 baseline Level of Service operations and intersection controls for the study intersections are summarized in **Table 4**.

Table 4: 2029 Baseline Intersection Level of Service Summary

Intersection	Control	Peak-Hour	2023 Existing Conditions		2033 Baseline Conditions	
			LOS	Delay	LOS	Delay
1. S Pine Street at E Sharon Avenue	Two-way Stop Control	AM	A	9.0 sec	A	9.1 sec
		PM	A	8.7 sec	A	8.8 sec
2. S Anacortes Street at E Sharon Avenue	Two-way Stop Control	AM	A	9.9 sec	B	10.4 sec
		PM	B	11.9 sec	B	13.2 sec
3. S Pine Street at E Rio Vista Avenue	Two-way Stop Control	AM	A	9.3 sec	A	9.3 sec
		PM	A	9.2 sec	A	9.2 sec

All of the study intersections will continue to operate at acceptable LOS B or better during the 2033 baseline condition. The baseline intersection level of service calculations are included in the **Appendix E**.

6.5. 2033 Future with Development Conditions

The 2033 future with development turning movement volumes have been calculated by adding the trips generated by the Development to the 2033 baseline volumes. The 2033 future with development volumes are shown in **Figure 6**. The operations of the study intersections under the 2033 baseline and 2033 future with development conditions is summarized in **Table 5**.

Table 5: 2022 Existing Intersection Level of Service Summary

Intersection	Control	Peak-Hour	2022 Existing Conditions		2033 Baseline Conditions		2033 Future with Development Conditions	
			LOS	Delay	LOS	Delay	LOS	Delay
1. S Pine Street at E Sharon Avenue	Two-way Stop Control	AM	A	9.0 sec	A	9.1 sec	A	9.3 sec
		PM	A	8.7 sec	A	8.8 sec	A	9.0 sec
2. S Anacortes Street at E Sharon Avenue	Two-way Stop Control	AM	A	9.9 sec	B	10.4 sec	B	11.3 sec
		PM	B	11.9 sec	B	13.2 sec	B	13.4 sec
3. S Pine Street at E Rio Vista Avenue	Two-way Stop Control	AM	A	9.3 sec	A	9.3 sec	A	9.5 sec
		PM	A	9.2 sec	A	9.2 sec	A	9.5 sec

The level of service analysis shows that the study intersections will operate at LOS B or better under the 2033 future with development conditions. The future with development intersection level of service calculations are included in the **Appendix E**.



S PINE ST @ SHARON AVE

①	↓ 1(7) ↘ 1(0) → 2(1) ↙ 0(1)	↖ 2(2) ← 0(1) ↗ 1(6) ↑ 6(4) ↘ 3(2)
---	--------------------------------------	--

S ANACORTES ST @ SHARON AVE

②	↓ 0(2) ↓ 220(192) ↘ 2(1)	↖ 1(1) ← 0(1) ↗ 0(1) ↑ 1(7) ↑ 104(270) ↘ 1(2)
---	--------------------------------	--

S PINE ST @ E RIO VISTA AVE

③	↓ 0(2) ↓ 1(13) ↘ 1(0)	↖ 1(3) ← 1(7) ↗ 0(1) ↑ 1(0) ↑ 10(9) ↘ 2(0)
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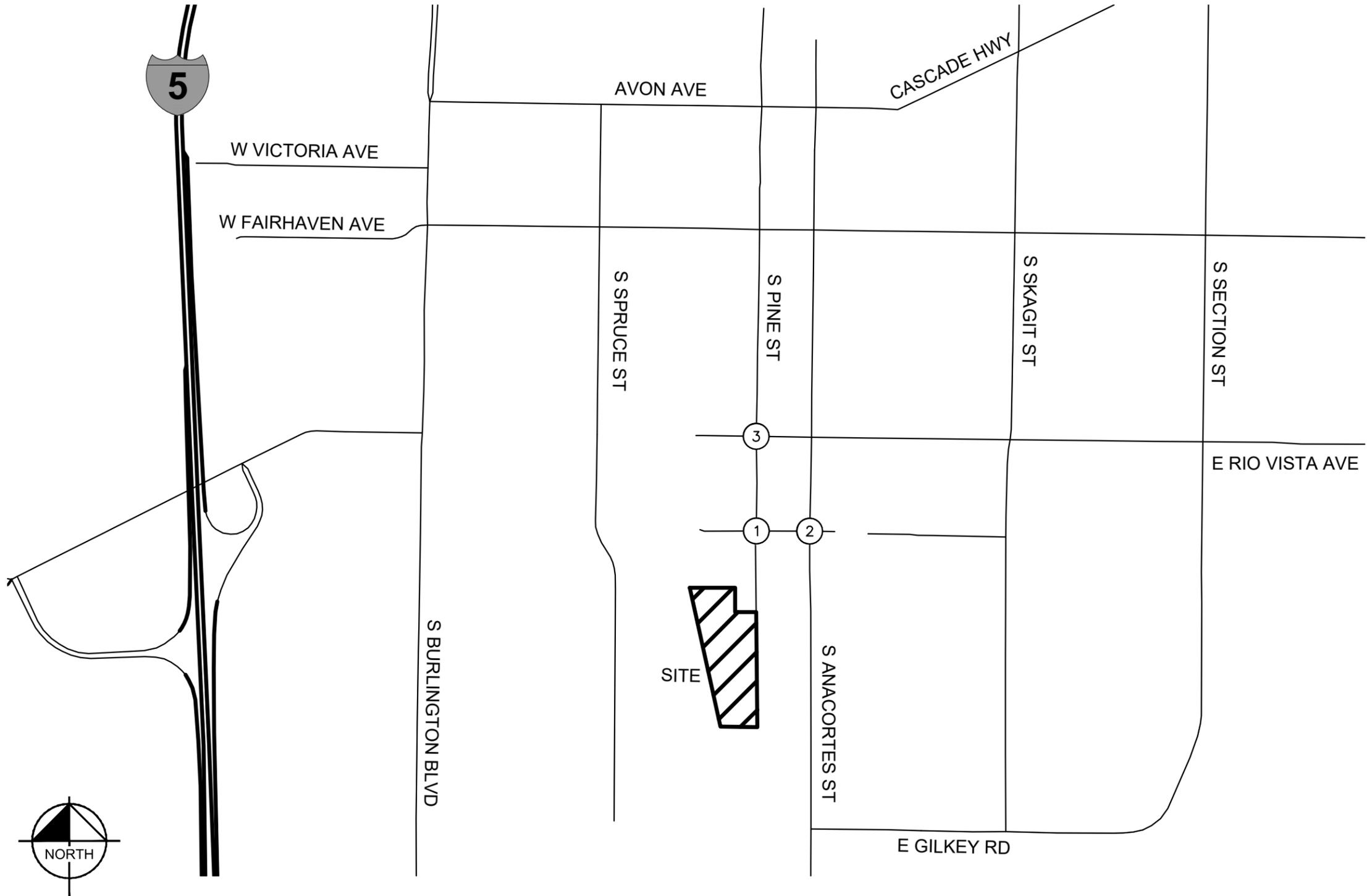
FIGURE 4: 2022 EXISTING TURNING MOVEMENT VOLUMES

LEGEND:

⊗ STUDY INTERSECTION

xx(xx) → AM(PM) PEAK-HOUR TURNING MOVEMENT VOLUMES





S PINE ST @ SHARON AVE

①	↓ 1(9) ↘ 1(0) → 2(1) ↙ 0(1)	↖ 2(2) ← 0(1) ↗ 1(7) ↗ 7(5) ↘ 4(2)
---	--------------------------------------	--

S ANACORTES ST @ SHARON AVE

②	↓ 0(2) ↓ 274(239) ↘ 2(1)	↖ 1(1) ← 0(1) ↗ 0(1) ↗ 1(9) ↘ 129(336) ↘ 1(2)
---	--------------------------------	--

S PINE ST @ E RIO VISTA AVE

③	↓ 0(2) ↘ 1(16) ↙ 1(0)	↖ 1(4) ← 1(9) ↗ 0(1) ↗ 1(0) ↘ 12(11) ↘ 2(0)
---	-----------------------------	--



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FIGURE 5: 2033 BASELINE TURNING MOVEMENT VOLUMES

LEGEND:

⊗ STUDY INTERSECTION

xx(xx) → AM(PM) PEAK-HOUR TURNING MOVEMENT VOLUMES





S PINE ST @ SHARON AVE

①	<p>← 9(27)</p> <p>1(0) →</p> <p>2(1) →</p> <p>0(1) →</p>	<p>↖ 2(2)</p> <p>← 0(1)</p> <p>↗ 6(17)</p> <p>↖ 26(19)</p> <p>↗ 14(9)</p>
---	--	---

S ANACORTES ST @ SHARON AVE

②	<p>↖ 2(5)</p> <p>← 274(239)</p> <p>↗ 2(1)</p>	<p>↖ 1(1)</p> <p>← 0(1)</p> <p>↗ 0(1)</p> <p>↖ 4(16)</p> <p>↗ 129(336)</p> <p>↖ 1(2)</p>
---	---	--

S PINE ST @ E RIO VISTA AVE

③	<p>↖ 0(2)</p> <p>← 8(31)</p> <p>↗ 1(0)</p>	<p>↖ 1(4)</p> <p>← 1(9)</p> <p>↗ 1(4)</p> <p>↖ 1(0)</p> <p>↗ 28(23)</p> <p>↖ 5(2)</p>
---	--	---



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CITY OF BURLINGTON**

FIGURE 6: 2033 FUTURE WITH DEVELOPMENT TRIPS TURNING MOVEMENT VOLUMES

LEGEND:

⊗ STUDY INTERSECTION

xx(xx) → AM(PM) PEAK-HOUR TURNING MOVEMENT VOLUMES



7. STREET CONSTRUCTION

All of the internal roadways will be constructed per the newly adopted (May 22, 2023) Burlington Municipal Code (BMC) 17.85.150, Alternative Street Design Standards.

The City has determined that S Pine Street will need to be improved from its existing condition. As part of constructing the Development, S Pine Street will be improved from the southern terminus, north to Sharon Avenue with curb and gutter on the east side and curb, gutter, sidewalk and on-street parking on the west side. Additionally, the travel lanes will be improved to conform to Access Street standards set in BMC 12.28.150.D. This will allow for connectivity from the Development to the City's street network. Additionally, a raised sidewalk will be constructed along the south side of Sharon Avenue from S Pine Street to S Anacortes Street to conform with safe walk route requirements.

8. TRAFFIC IMPACT FEES

The City assesses a traffic impact fee of \$2,665 per PM peak-hour trip. The Development is anticipated to generate 49 PM peak-hour trips. The traffic impact fees for the Development should therefore be \$130,585.00, after credit is taken for the removal of the two existing single-family homes that will be demolished. Additionally, BMC 15.12.080, Credits, provides for a credit against the amount of the impact fees for off-site improvements. Therefore, the Development will additionally receive credit for the improvements (north of the Development) to S. Pine Street and Sharon Avenue.

9. CONCLUSIONS

The Development is anticipated to generate 622 new ADTs with approximately 42 new AM peak-hour trips and 49 new PM peak-hour trips. All study intersections will operate at LOS B or better with the Development. This level of service is acceptable based on the City standards and the WSDOT Development Services Manual. The Development will have traffic impact fees of \$130,585.00 to the City, adjusted for impact fee credits noted above in Section 8.

APPENDIX A
SITE PLAN

APPENDIX B
TRIP GENERATION

Gages Crossing
KH #090222333

Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)

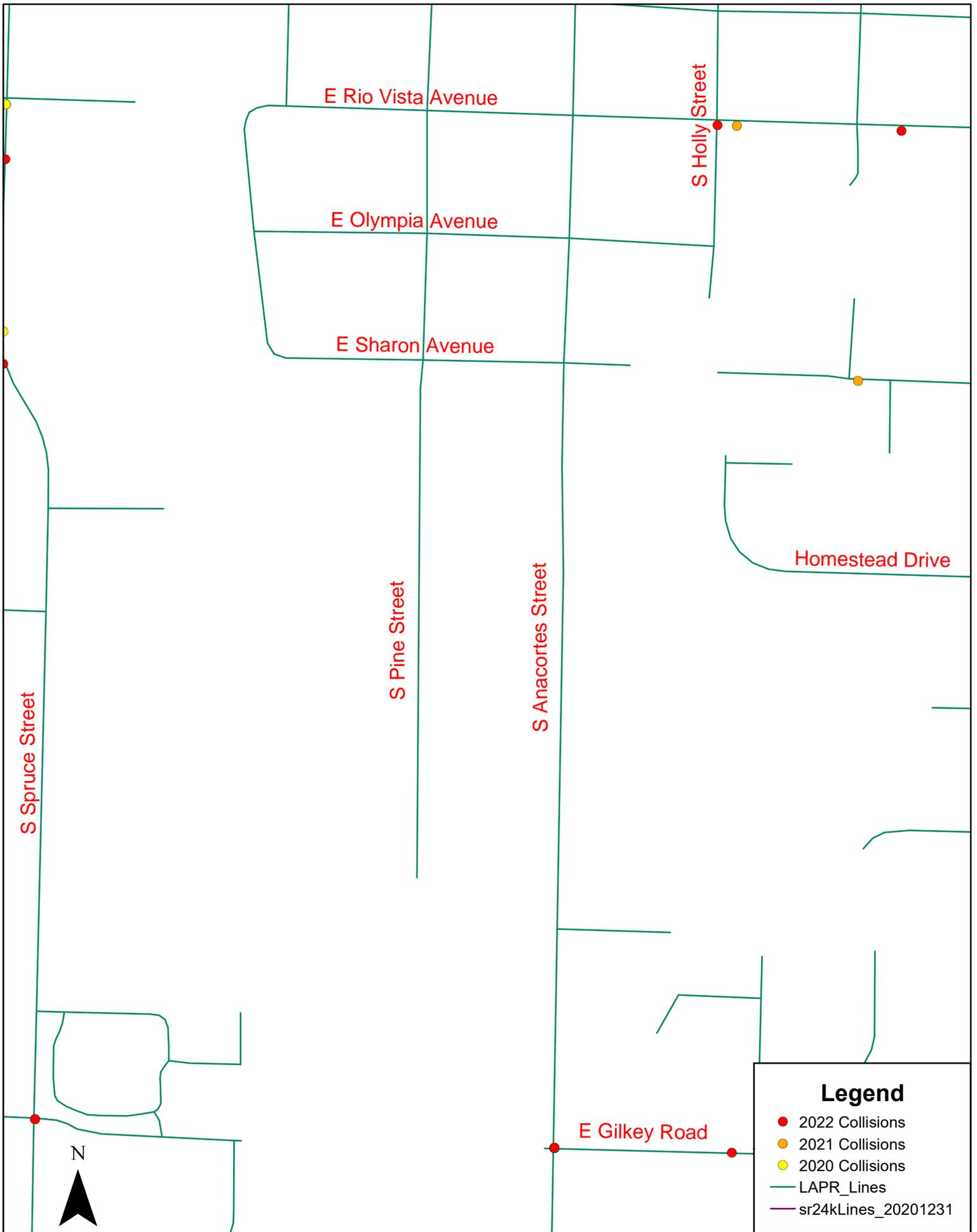
LAND USES	VARIABLE	ITE LU code	Gross Trips				Internal Crossover		NET EXTERNAL TRIPS BY TYPE							
			Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	IN BOTH DIRECTIONS		DIRECTIONAL ASSIGNMENTS					
									TOTAL	PASS-BY	DIVERTED LINK	NEW	PASS-BY	DIVERTED LINK	NEW	
									% of Ext. Trips	In+Out (Total)	In	Out	In	Out	In	Out
Single-Family Attached	89 units	215	7.20	50%	50%	641	0%	0	0%	641	0	0	0	0	321	320
Single-Family Detached (Removed)	-2 units	210	9.43	50%	50%	-19	0%	0	0%	-19	0	0	0	0	-10	-9
Total						622	0	0		622	0	0	0	0	311	311

Gages Crossing
KH #090222333

**Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM
(a.k.a.): Weekday AM Peak Hour**

LAND USES	VARIABLE	ITE LU code	Trip Rate	Gross Trips			Internal Crossover		NET EXTERNAL TRIPS BY TYPE								
				Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	IN BOTH DIRECTIONS		DIRECTIONAL ASSIGNMENTS						
									TOTAL	PASS-BY	DIVERTED LINK	NEW	PASS-BY	DIVERTED LINK	NEW		
				% IN	% OUT	In+Out (Total)	% of Gross Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In	Out	In	Out	In	Out	
Single-Family Attached	89 units	215	0.48	31%	69%	43	0%	0	0%	0	0	0	0	0	0	0	0
Single-Family Detached (Removed)	-2 units	210	0.70	26%	74%	-1	0%	0	0%	0	0	0	0	0	0	0	-1
Total						42		0		0	0	0	0	0	0	0	42

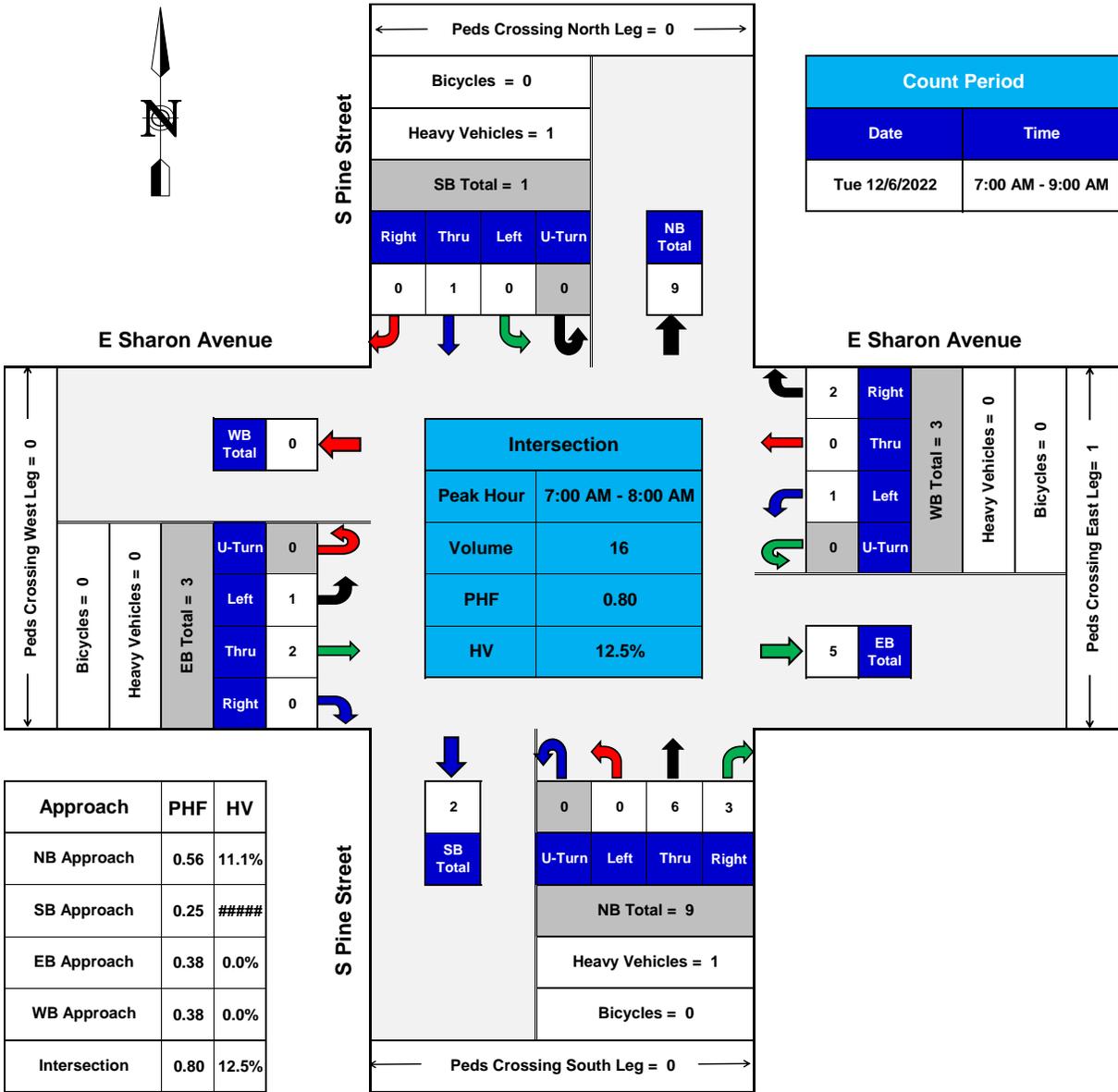
APPENDIX C
COLLISION MAP



0 0.025 0.05 0.1 Miles

APPENDIX D
EXISTING COUNT DATA AND TURNING MOVEMENTS

**S Pine Street @ E Sharon Avenue
Burlington, WA**

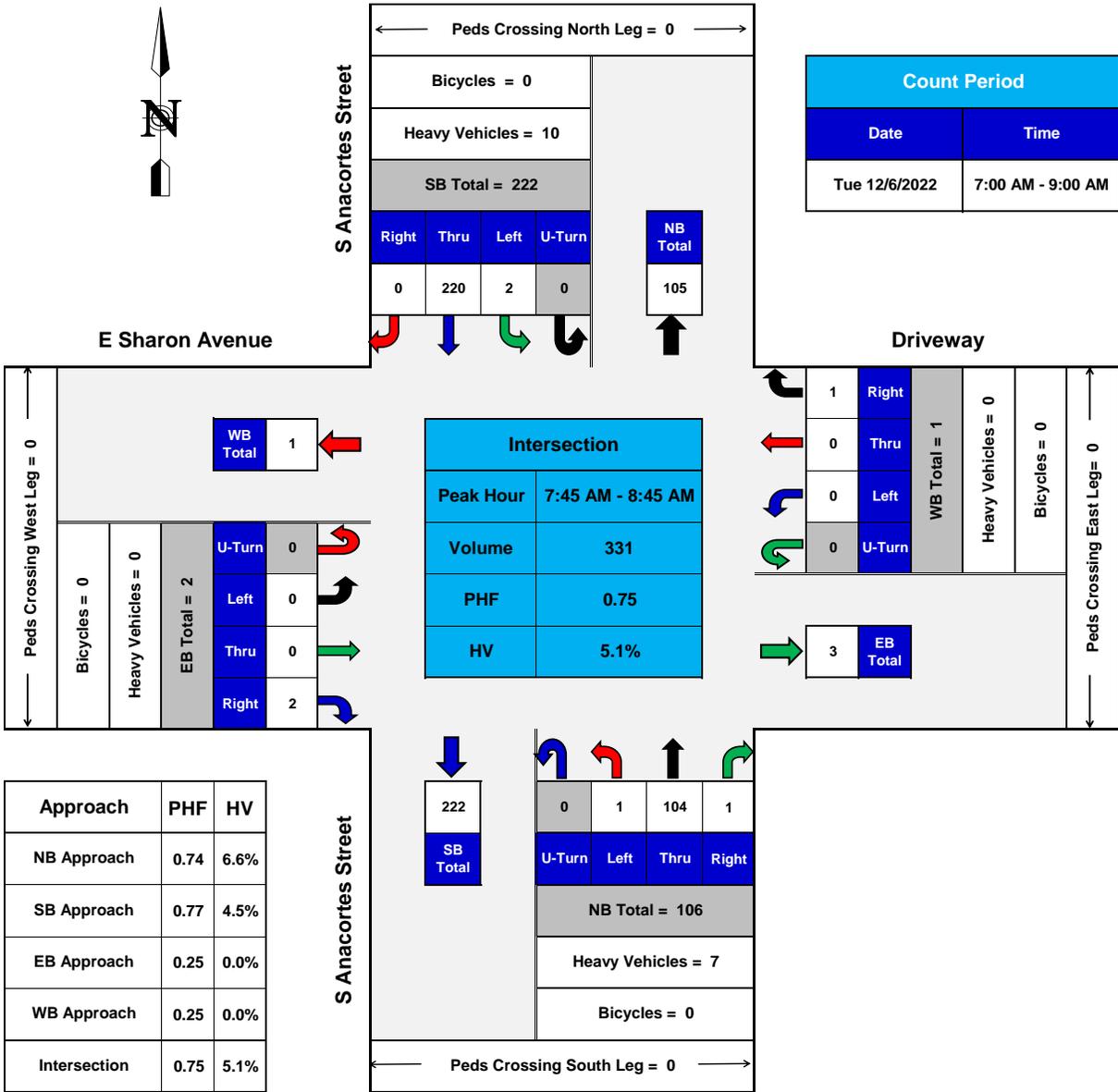


PHF = Peak Hour Factor
HV = Heavy Vehicles

**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



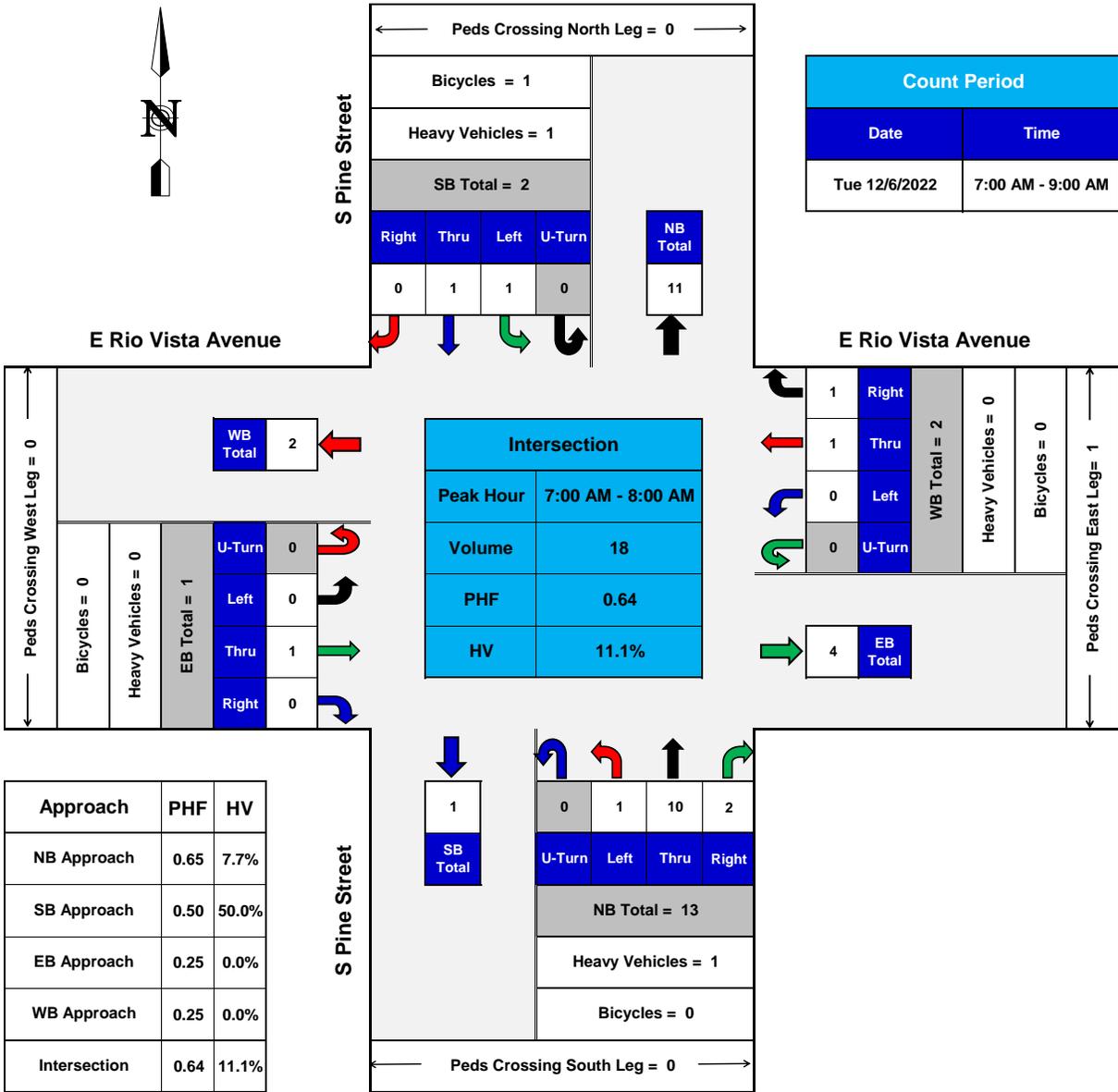
**S Anacortes Street @ E Sharon Avenue
Burlington, WA**



**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



S Pine Street @ E Rio Vista Avenue Burlington, WA

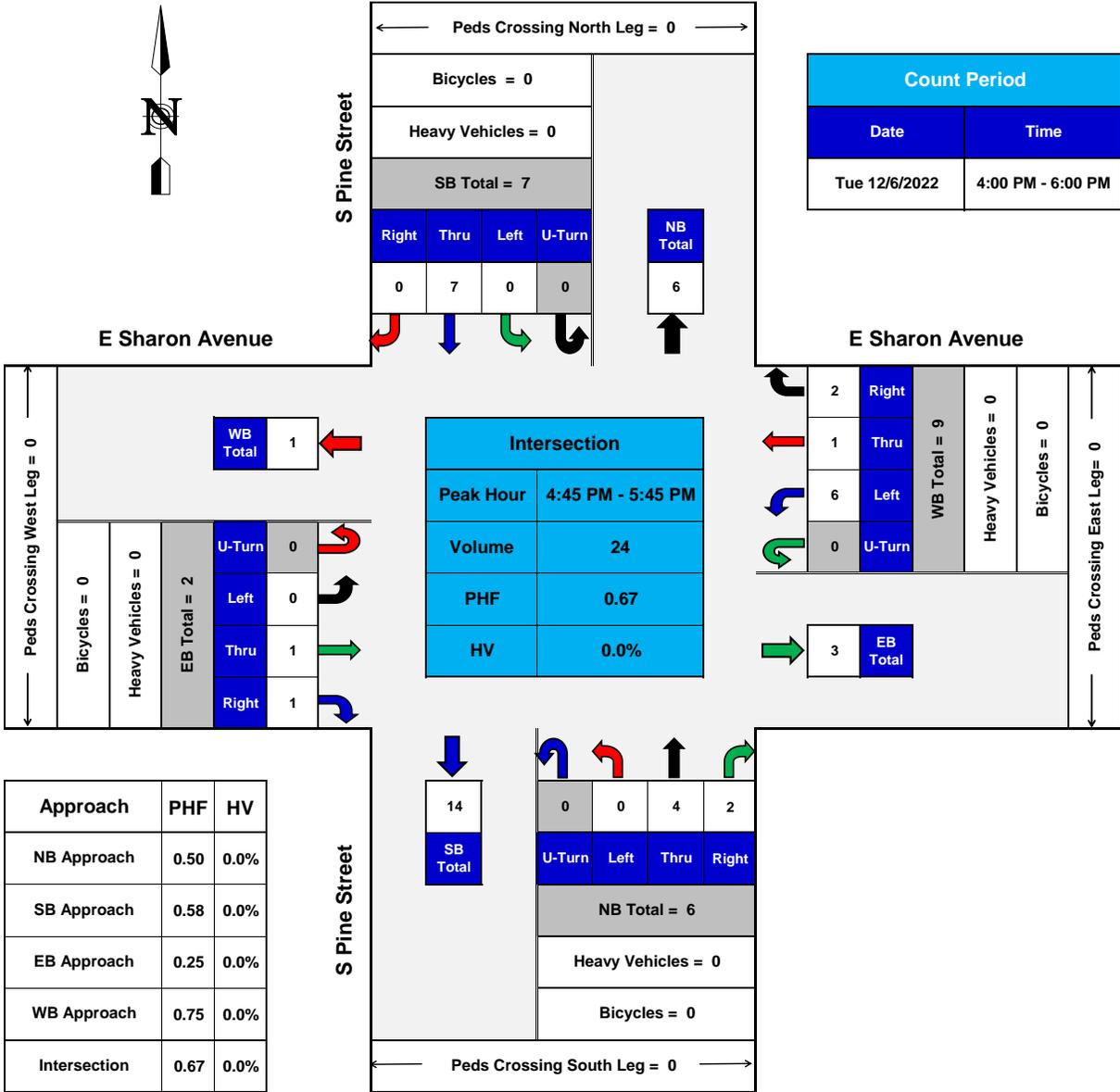


PHF = Peak Hour Factor
HV = Heavy Vehicles

TURNING MOVEMENTS DIAGRAM PEAK HOUR SUMMARY



**S Pine Street @ E Sharon Avenue
Burlington, WA**

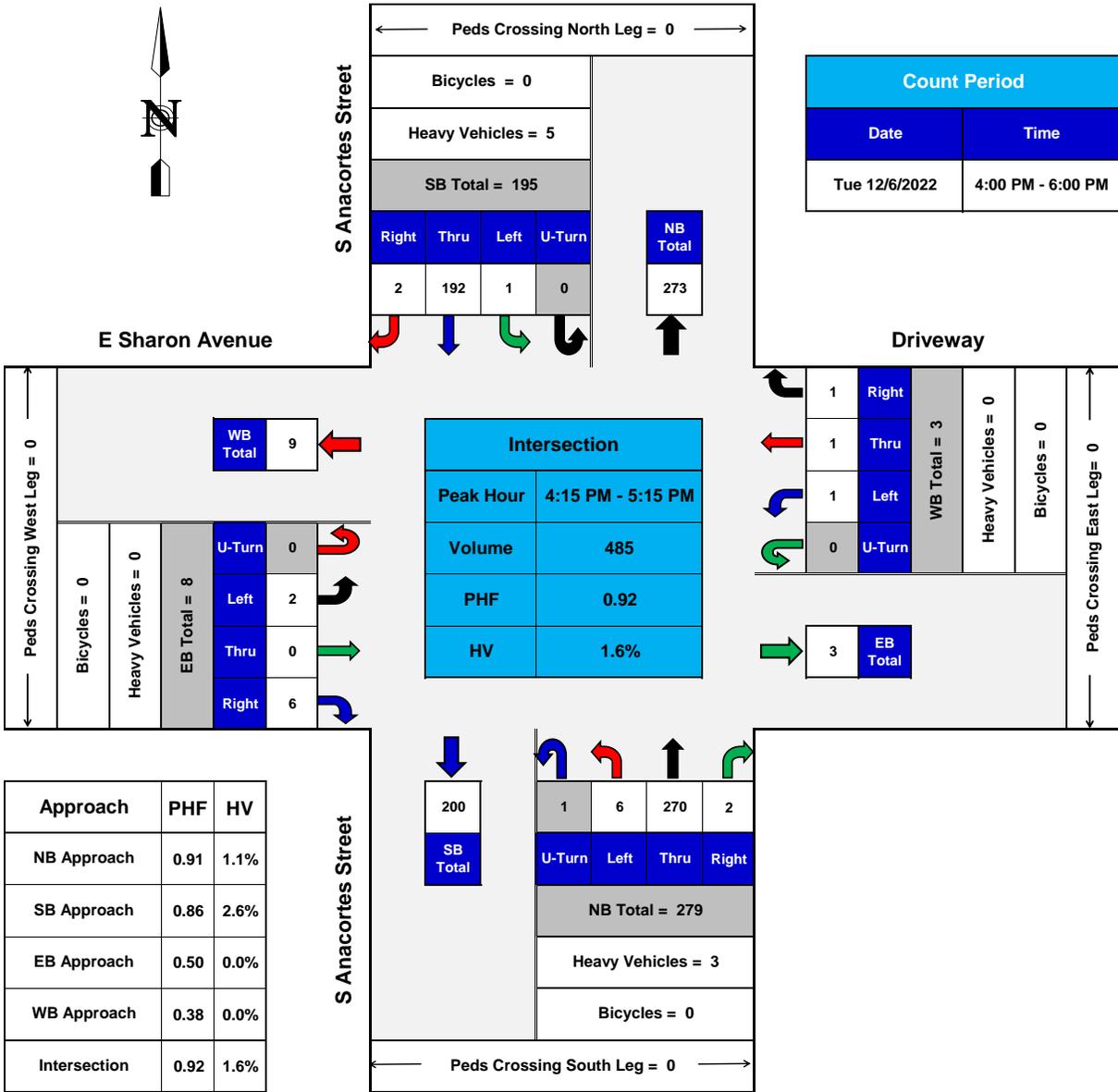


PHF = Peak Hour Factor
HV = Heavy Vehicles

**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



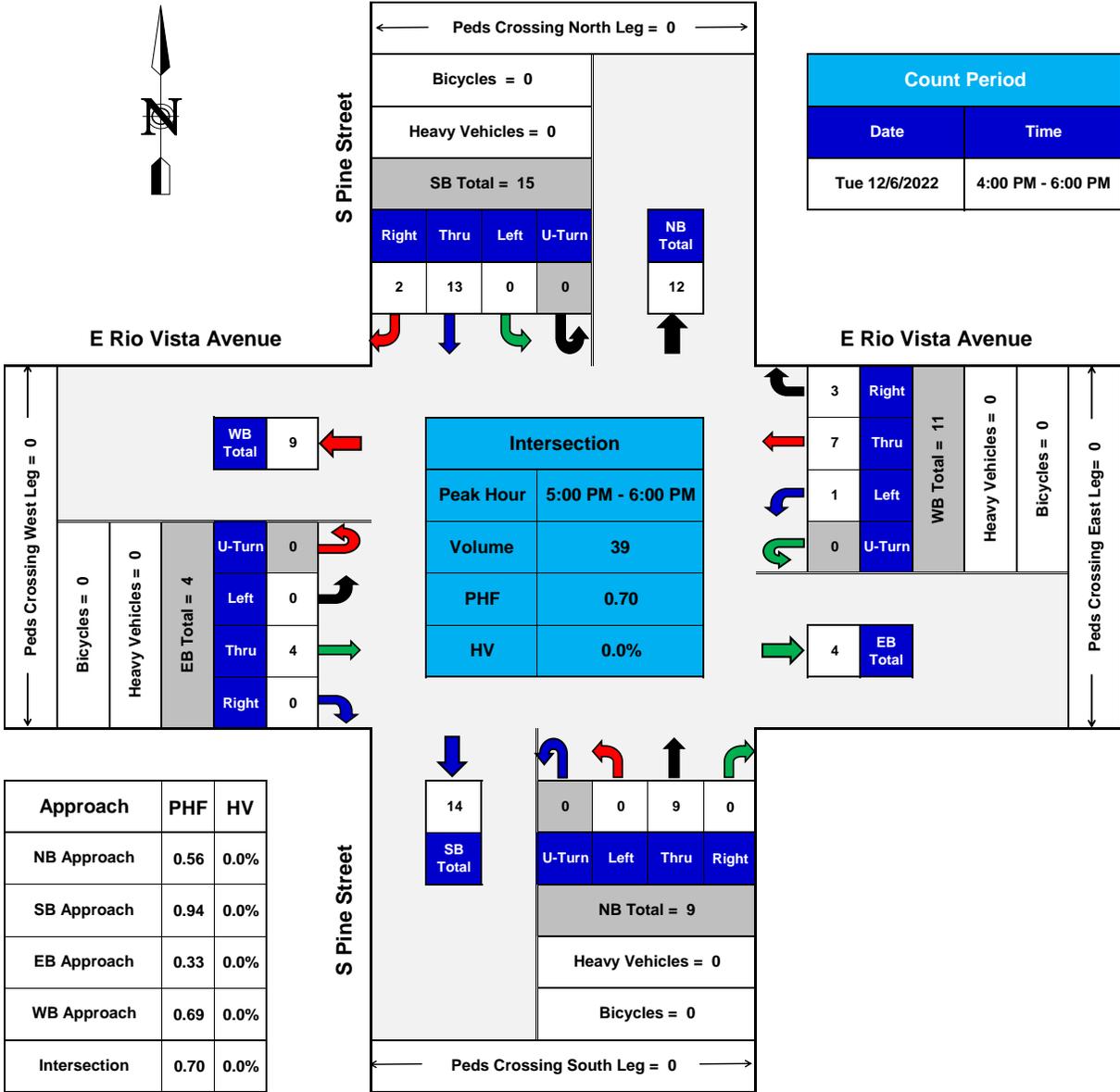
**S Anacortes Street @ E Sharon Avenue
Burlington, WA**



**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



**S Pine Street @ E Rio Vista Avenue
Burlington, WA**



**TURNING MOVEMENTS DIAGRAM
PEAK HOUR SUMMARY**



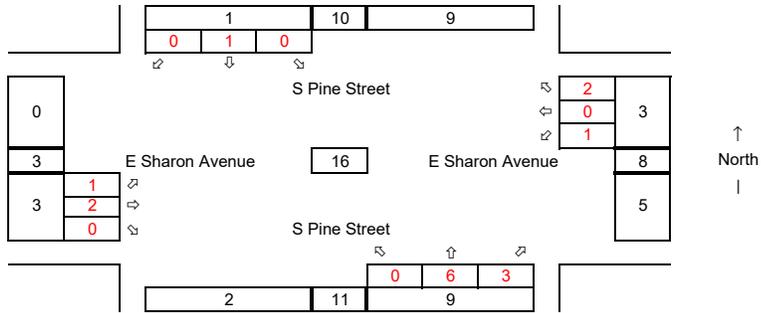
Synchro ID: 1

Existing

Average Weekday
AM Peak-Hour

Year: 12/6/2022

Data Source: TDG



Future without Development

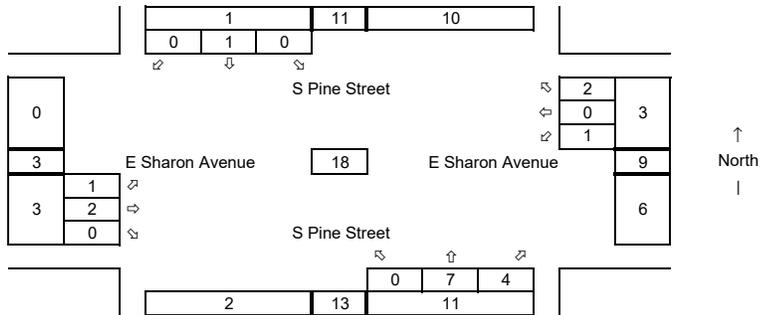
Average Weekday
AM Peak-Hour

Year: 2033

Growth Rate = 2.0%

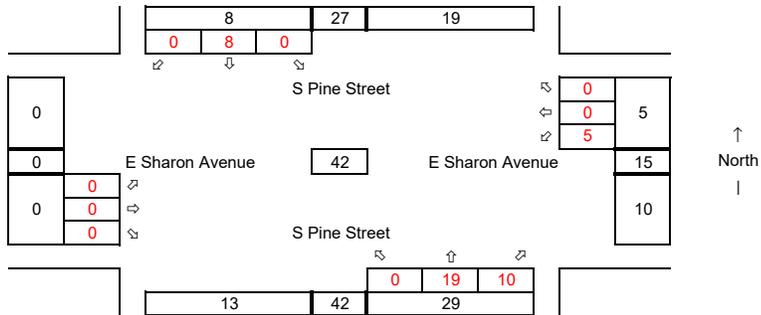
Years of Growth = 11

Total Growth = 1.2434



Total Development Trips

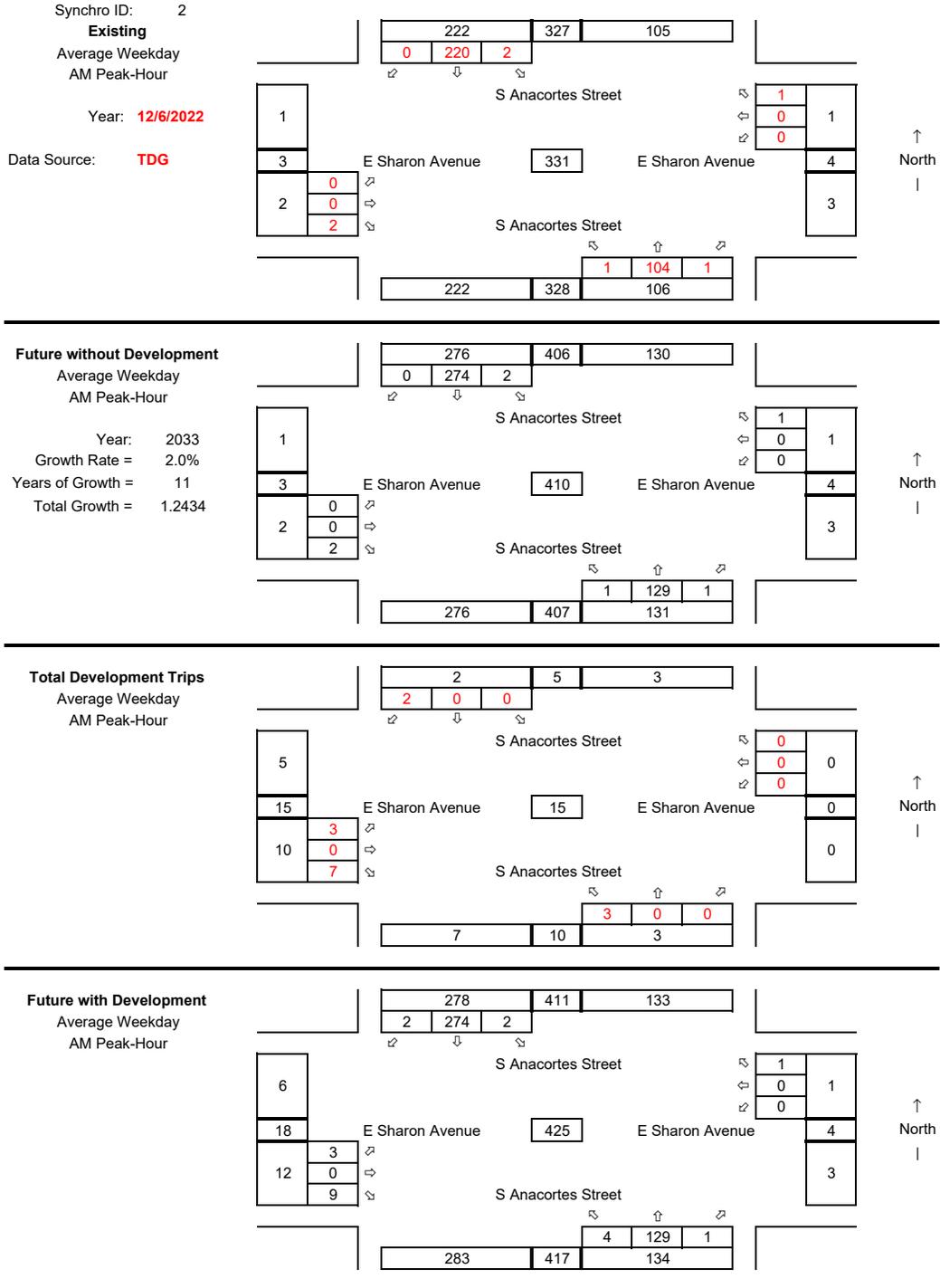
Average Weekday
AM Peak-Hour



Future with Development

Average Weekday
AM Peak-Hour





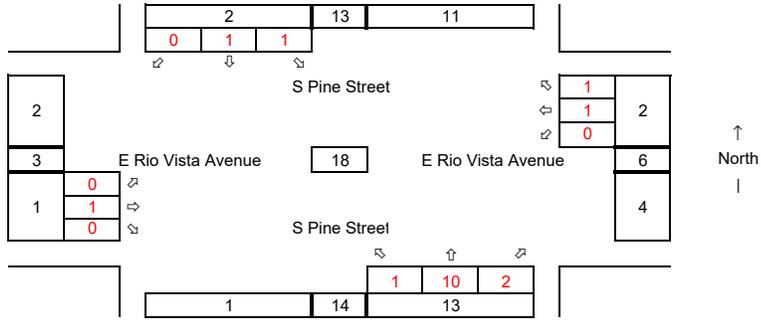
Synchro ID: 3

Existing

Average Weekday
AM Peak-Hour

Year: 12/6/2022

Data Source: TDG



Future without Development

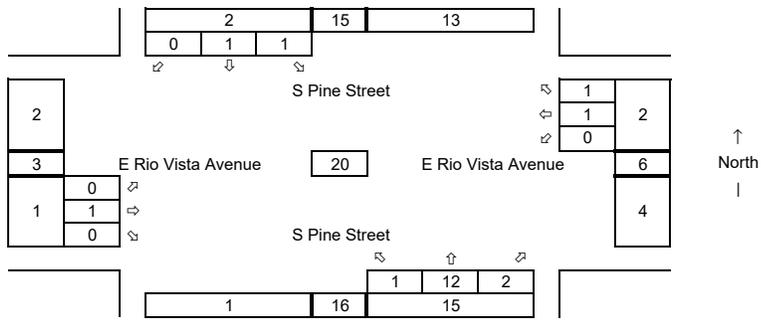
Average Weekday
AM Peak-Hour

Year: 2033

Growth Rate = 2.0%

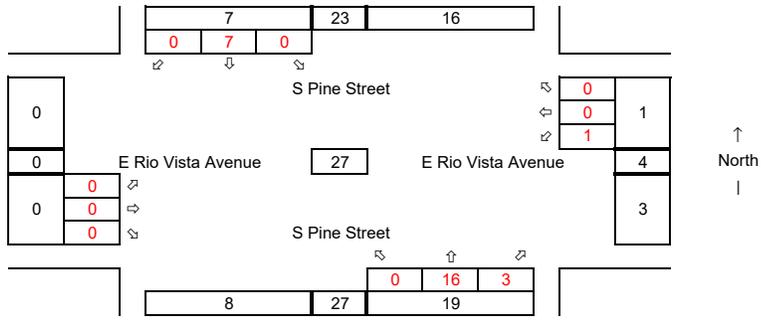
Years of Growth = 11

Total Growth = 1.2434



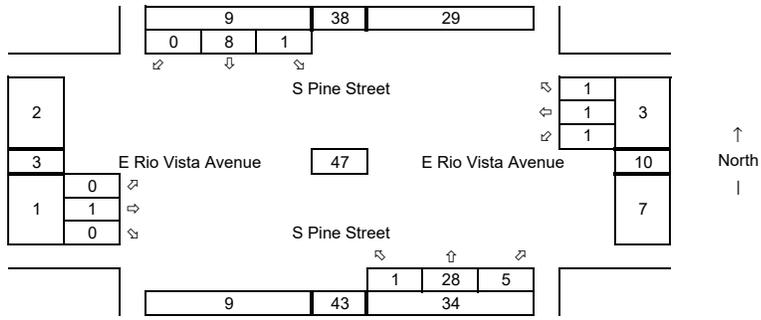
Total Development Trips

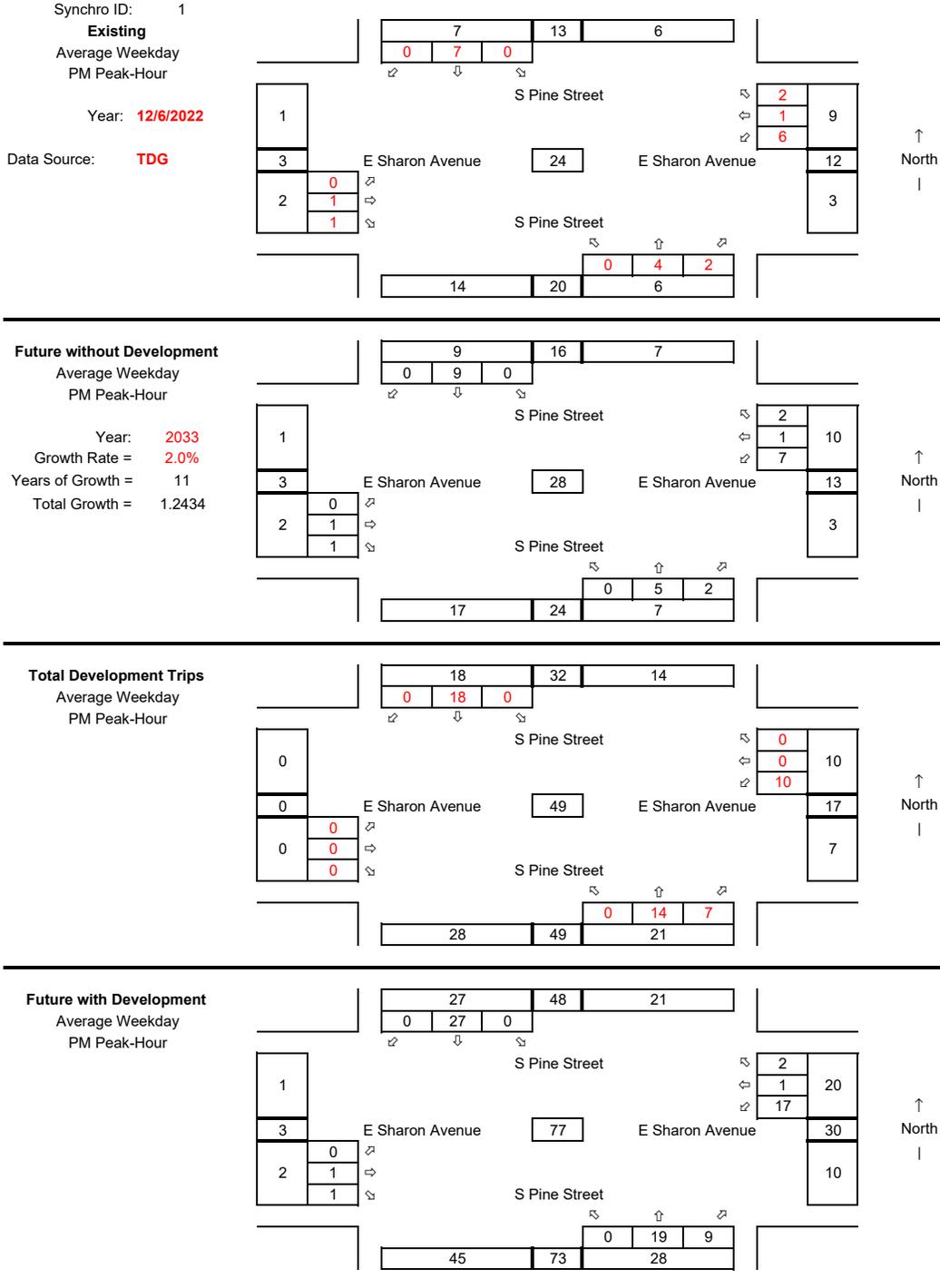
Average Weekday
AM Peak-Hour

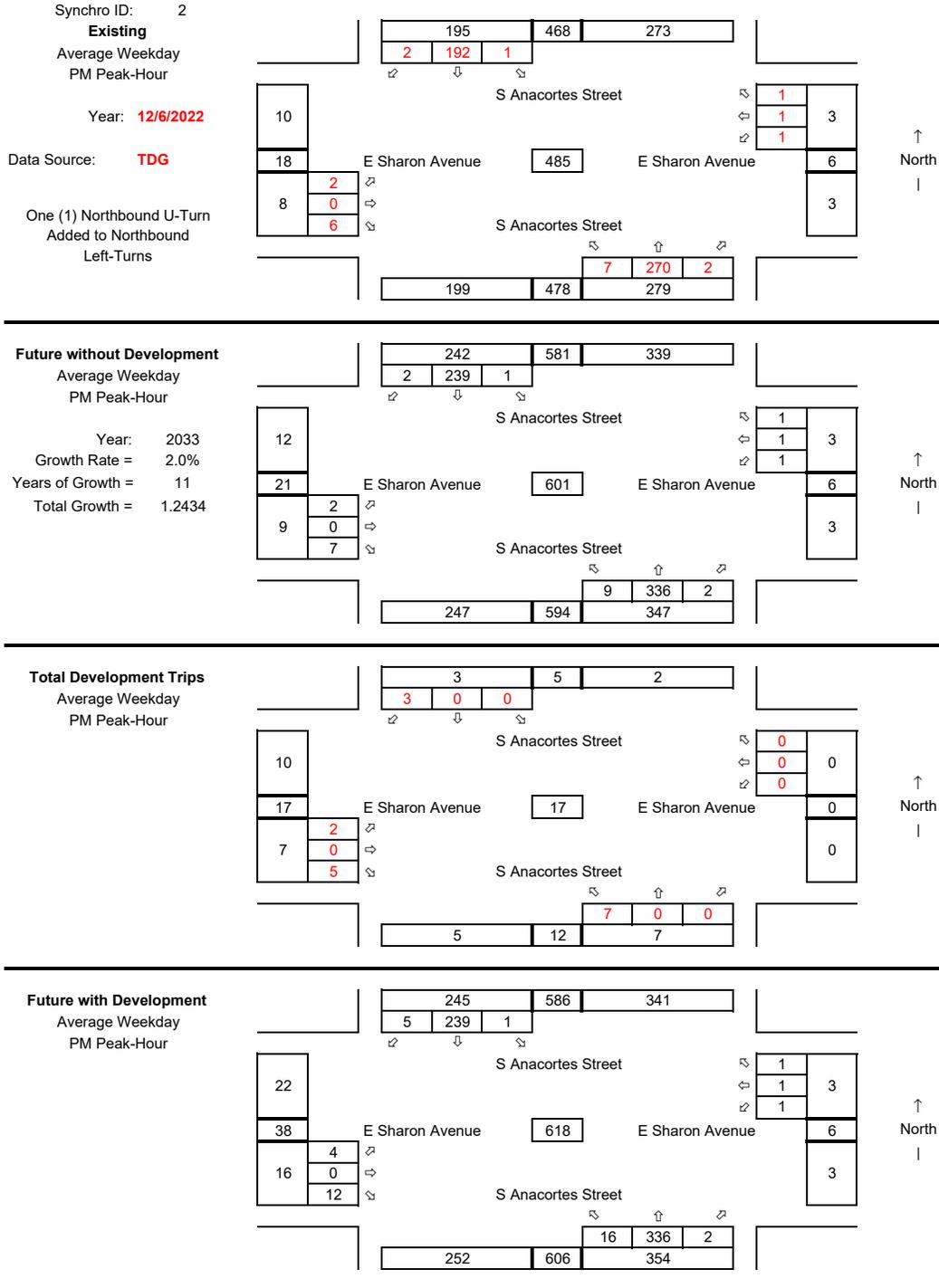


Future with Development

Average Weekday
AM Peak-Hour







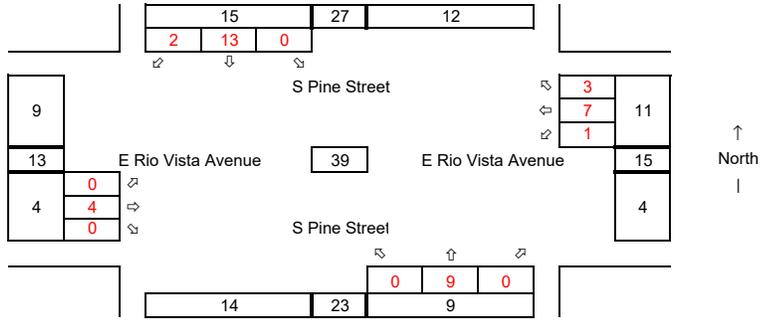
Synchro ID: 3

Existing

Average Weekday
PM Peak-Hour

Year: 12/6/2022

Data Source: TDG



Future without Development

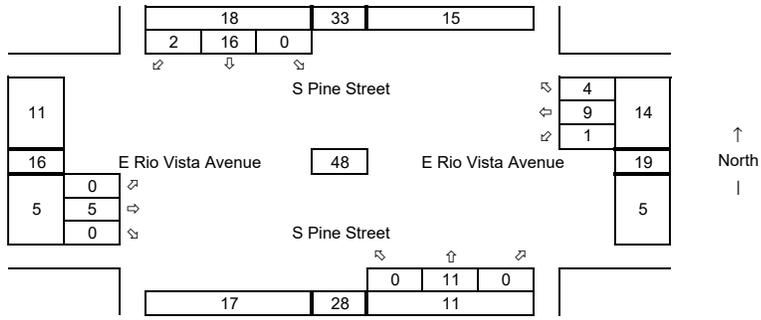
Average Weekday
PM Peak-Hour

Year: 2033

Growth Rate = 2.0%

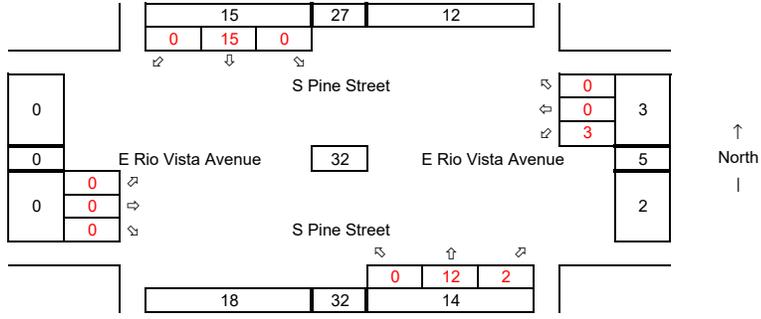
Years of Growth = 11

Total Growth = 1.2434



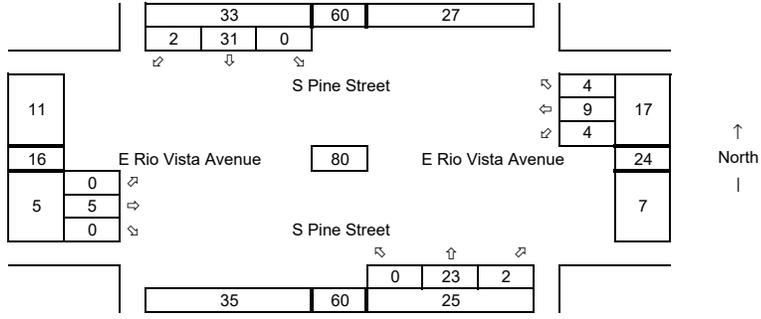
Total Development Trips

Average Weekday
PM Peak-Hour



Future with Development

Average Weekday
PM Peak-Hour



APPENDIX E
LEVEL OF SERVICE CALCULATIONS

HCM 6th TWSC
1: S Pine Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	2	0	1	0	2	0	6	3	0	1	0
Future Vol, veh/h	1	2	0	1	0	2	0	6	3	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	1	3	0	1	0	3	0	8	4	0	1	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	13	14	1	14	12	11	1	0	0	13	0	0
Stage 1	1	1	-	11	11	-	-	-	-	-	-	-
Stage 2	12	13	-	3	1	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.23	6.63	6.33	4.23	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.617	4.117	3.417	2.317	-	-	2.317	-	-
Pot Cap-1 Maneuver	976	859	1052	975	861	1039	1552	-	-	1537	-	-
Stage 1	994	874	-	982	865	-	-	-	-	-	-	-
Stage 2	981	863	-	992	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	974	858	1052	972	860	1038	1552	-	-	1536	-	-
Mov Cap-2 Maneuver	974	858	-	972	860	-	-	-	-	-	-	-
Stage 1	994	874	-	981	864	-	-	-	-	-	-	-
Stage 2	979	862	-	989	874	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		8.6		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	893	1015	1536	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.004	-	-	-
HCM Control Delay (s)	0	-	-	9	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
 2: S Anacortes Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	0	0	1	1	104	1	2	220	0
Future Vol, veh/h	0	0	2	0	0	1	1	104	1	2	220	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	3	0	0	1	1	139	1	3	293	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	441	441	293	443	441	140	293	0	0	140	0	0
Stage 1	299	299	-	142	142	-	-	-	-	-	-	-
Stage 2	142	142	-	301	299	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	521	506	739	520	506	900	1252	-	-	1425	-	-
Stage 1	703	661	-	854	774	-	-	-	-	-	-	-
Stage 2	854	774	-	702	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	518	504	739	516	504	900	1252	-	-	1425	-	-
Mov Cap-2 Maneuver	518	504	-	516	504	-	-	-	-	-	-	-
Stage 1	702	659	-	853	773	-	-	-	-	-	-	-
Stage 2	852	773	-	697	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	9	0.1	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	739	900	1425	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.001	0.002	-	-
HCM Control Delay (s)	7.9	0	-	9.9	9	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
 3: S Pine Street & E Rio Vista Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	0	0	1	1	1	10	2	1	1	0
Future Vol, veh/h	0	1	0	0	1	1	1	10	2	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	0	2	0	0	2	2	2	16	3	2	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	30	30	2	30	29	19	2	0	0	20	0	0
Stage 1	6	6	-	23	23	-	-	-	-	-	-	-
Stage 2	24	24	-	7	6	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.21	6.61	6.31	4.21	-	-	4.21	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.599	4.099	3.399	2.299	-	-	2.299	-	-
Pot Cap-1 Maneuver	956	845	1056	956	847	1034	1563	-	-	1539	-	-
Stage 1	993	873	-	972	858	-	-	-	-	-	-	-
Stage 2	971	858	-	992	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	952	842	1056	952	844	1033	1563	-	-	1538	-	-
Mov Cap-2 Maneuver	952	842	-	952	844	-	-	-	-	-	-	-
Stage 1	992	872	-	970	856	-	-	-	-	-	-	-
Stage 2	967	856	-	989	872	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		8.9		0.6		3.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	842	929	1538	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.003	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.3	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
1: S Pine Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	1	2	0	1	0	2	0	7	4	0	1	0
Future Vol, veh/h	1	2	0	1	0	2	0	7	4	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	1	3	0	1	0	3	0	9	5	0	1	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	14	16	1	16	14	13	1	0	0	15	0	0
Stage 1	1	1	-	13	13	-	-	-	-	-	-	-
Stage 2	13	15	-	3	1	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.23	6.63	6.33	4.23	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.617	4.117	3.417	2.317	-	-	2.317	-	-
Pot Cap-1 Maneuver	975	857	1052	972	859	1036	1552	-	-	1534	-	-
Stage 1	994	874	-	980	863	-	-	-	-	-	-	-
Stage 2	980	861	-	992	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	973	856	1052	969	858	1035	1552	-	-	1533	-	-
Mov Cap-2 Maneuver	973	856	-	969	858	-	-	-	-	-	-	-
Stage 1	994	874	-	979	862	-	-	-	-	-	-	-
Stage 2	978	860	-	989	874	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		8.6		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	892	1012	1533	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.004	-	-	-
HCM Control Delay (s)	0	-	-	9.1	8.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
2: S Anacortes Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	2	0	0	1	1	129	1	2	274	0
Future Vol, veh/h	0	0	2	0	0	1	1	129	1	2	274	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	3	0	0	1	1	172	1	3	365	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	546	546	365	548	546	173	365	0	0	173	0	0
Stage 1	371	371	-	175	175	-	-	-	-	-	-	-
Stage 2	175	175	-	373	371	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	444	441	673	443	441	863	1177	-	-	1386	-	-
Stage 1	643	614	-	820	749	-	-	-	-	-	-	-
Stage 2	820	749	-	642	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	442	439	673	440	439	863	1177	-	-	1386	-	-
Mov Cap-2 Maneuver	442	439	-	440	439	-	-	-	-	-	-	-
Stage 1	642	612	-	819	748	-	-	-	-	-	-	-
Stage 2	818	748	-	638	612	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		9.2		0.1		0.1	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1177	-	-	673	863	1386	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.002	0.002	-	-
HCM Control Delay (s)	8.1	0	-	10.4	9.2	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
3: S Pine Street & E Rio Vista Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	0	0	1	1	1	12	2	1	1	0
Future Vol, veh/h	0	1	0	0	1	1	1	12	2	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	0	2	0	0	2	2	2	19	3	2	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	33	33	2	33	32	22	2	0	0	23	0	0
Stage 1	6	6	-	26	26	-	-	-	-	-	-	-
Stage 2	27	27	-	7	6	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.21	6.61	6.31	4.21	-	-	4.21	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.599	4.099	3.399	2.299	-	-	2.299	-	-
Pot Cap-1 Maneuver	952	842	1056	952	843	1030	1563	-	-	1536	-	-
Stage 1	993	873	-	969	856	-	-	-	-	-	-	-
Stage 2	968	855	-	992	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	948	839	1056	948	840	1029	1563	-	-	1535	-	-
Mov Cap-2 Maneuver	948	839	-	948	840	-	-	-	-	-	-	-
Stage 1	992	872	-	967	854	-	-	-	-	-	-	-
Stage 2	964	853	-	989	872	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		8.9		0.5		3.7	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1563	-	-	839	925	1535	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.003	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.3	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
1: S Pine Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	0	6	0	2	0	26	14	0	9	0
Future Vol, veh/h	1	2	0	6	0	2	0	26	14	0	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	1	3	0	8	0	3	0	33	18	0	11	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	55	63	11	56	54	43	11	0	0	52	0	0
Stage 1	11	11	-	43	43	-	-	-	-	-	-	-
Stage 2	44	52	-	13	11	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.23	6.63	6.33	4.23	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.617	4.117	3.417	2.317	-	-	2.317	-	-
Pot Cap-1 Maneuver	916	807	1039	915	816	997	1539	-	-	1486	-	-
Stage 1	982	865	-	944	838	-	-	-	-	-	-	-
Stage 2	943	830	-	980	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	913	806	1039	912	815	996	1539	-	-	1485	-	-
Mov Cap-2 Maneuver	913	806	-	912	815	-	-	-	-	-	-	-
Stage 1	982	865	-	943	837	-	-	-	-	-	-	-
Stage 2	941	829	-	977	865	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		8.9		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1539	-	-	839	932	1485	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.011	-	-	-
HCM Control Delay (s)	0	-	-	9.3	8.9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
2: S Anacortes Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	0	9	0	0	1	4	129	1	2	274	2
Future Vol, veh/h	3	0	9	0	0	1	4	129	1	2	274	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	4	0	12	0	0	1	5	172	1	3	365	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	556	556	367	562	557	173	368	0	0	173	0	0
Stage 1	373	373	-	183	183	-	-	-	-	-	-	-
Stage 2	183	183	-	379	374	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	437	435	672	433	435	863	1174	-	-	1386	-	-
Stage 1	642	613	-	812	743	-	-	-	-	-	-	-
Stage 2	812	743	-	637	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	434	432	672	423	432	863	1174	-	-	1386	-	-
Mov Cap-2 Maneuver	434	432	-	423	432	-	-	-	-	-	-	-
Stage 1	639	611	-	808	739	-	-	-	-	-	-	-
Stage 2	807	739	-	624	610	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		9.2		0.2		0.1	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1174	-	-	591	863	1386	-	-
HCM Lane V/C Ratio	0.005	-	-	0.027	0.002	0.002	-	-
HCM Control Delay (s)	8.1	0	-	11.3	9.2	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 6th TWSC
 3: S Pine Street & E Rio Vista Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	0	1	1	1	1	28	5	1	8	0
Future Vol, veh/h	0	1	0	1	1	1	1	28	5	1	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	0	2	0	2	2	2	2	44	8	2	13	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	71	74	13	71	70	49	13	0	0	53	0	0
Stage 1	17	17	-	53	53	-	-	-	-	-	-	-
Stage 2	54	57	-	18	17	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.61	6.31	7.21	6.61	6.31	4.21	-	-	4.21	-	-
Critical Hdwy Stg 1	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.61	-	6.21	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.099	3.399	3.599	4.099	3.399	2.299	-	-	2.299	-	-
Pot Cap-1 Maneuver	899	799	1042	899	804	995	1549	-	-	1497	-	-
Stage 1	980	864	-	937	833	-	-	-	-	-	-	-
Stage 2	936	830	-	978	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	895	797	1042	895	802	994	1549	-	-	1496	-	-
Mov Cap-2 Maneuver	895	797	-	895	802	-	-	-	-	-	-	-
Stage 1	979	863	-	935	831	-	-	-	-	-	-	-
Stage 2	932	828	-	975	863	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.1		0.2		0.8	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1549	-	-	797	890	1496	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.005	0.001	-	-
HCM Control Delay (s)	7.3	0	-	9.5	9.1	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
1: S Pine Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	1	6	1	2	0	4	2	0	7	0
Future Vol, veh/h	0	1	1	6	1	2	0	4	2	0	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	1	9	1	3	0	6	3	0	10	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	19	10	19	18	8	10	0	0	9	0	0
Stage 1	10	10	-	8	8	-	-	-	-	-	-	-
Stage 2	10	9	-	11	10	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	998	879	1077	1000	880	1080	1623	-	-	1624	-	-
Stage 1	1016	891	-	1019	893	-	-	-	-	-	-	-
Stage 2	1016	892	-	1015	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	994	879	1077	997	880	1080	1623	-	-	1624	-	-
Mov Cap-2 Maneuver	994	879	-	997	880	-	-	-	-	-	-	-
Stage 1	1016	891	-	1019	893	-	-	-	-	-	-	-
Stage 2	1011	892	-	1012	891	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	8.7			8.7			0			0		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1623	-	-	968	999	1624	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.013	-	-	-
HCM Control Delay (s)	0	-	-	8.7	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
 2: S Anacortes Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	6	1	1	1	7	270	2	1	192	2
Future Vol, veh/h	2	0	6	1	1	1	7	270	2	1	192	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	7	1	1	1	8	293	2	1	209	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	523	523	210	526	523	294	211	0	0	295	0	0
Stage 1	212	212	-	310	310	-	-	-	-	-	-	-
Stage 2	311	311	-	216	213	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	465	459	830	462	459	745	1360	-	-	1266	-	-
Stage 1	790	727	-	700	659	-	-	-	-	-	-	-
Stage 2	699	658	-	786	726	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	461	455	830	456	455	745	1360	-	-	1266	-	-
Mov Cap-2 Maneuver	461	455	-	456	455	-	-	-	-	-	-	-
Stage 1	784	726	-	695	654	-	-	-	-	-	-	-
Stage 2	692	653	-	779	725	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		11.9		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	692	523	1266	-	-
HCM Lane V/C Ratio	0.006	-	-	0.013	0.006	0.001	-	-
HCM Control Delay (s)	7.7	0	-	10.3	11.9	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
 3: S Pine Street & E Rio Vista Avenue

GAGES CROSSING

Intersection

Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	0	1	7	3	0	9	0	0	13	2
Future Vol, veh/h	0	4	0	1	7	3	0	9	0	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	6	0	1	10	4	0	13	0	0	19	3

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	41	34	21	37	35	13	22	0	0	13	0	0
Stage 1	21	21	-	13	13	-	-	-	-	-	-	-
Stage 2	20	13	-	24	22	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	968	863	1062	973	861	1073	1607	-	-	1619	-	-
Stage 1	1003	882	-	1013	889	-	-	-	-	-	-	-
Stage 2	1004	889	-	999	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	955	863	1062	968	861	1073	1607	-	-	1619	-	-
Mov Cap-2 Maneuver	955	863	-	968	861	-	-	-	-	-	-	-
Stage 1	1003	882	-	1013	889	-	-	-	-	-	-	-
Stage 2	989	889	-	993	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	863 920	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.007 0.017	-	-	-
HCM Control Delay (s)	0	-	-	9.2 9	0	-	-
HCM Lane LOS	A	-	-	A A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1	0	-	-

HCM 6th TWSC
1: S Pine Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	1	7	1	2	0	5	2	0	9	0
Future Vol, veh/h	0	1	1	7	1	2	0	5	2	0	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	1	10	1	3	0	7	3	0	13	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	24	23	13	23	22	9	13	0	0	10	0	0
Stage 1	13	13	-	9	9	-	-	-	-	-	-	-
Stage 2	11	10	-	14	13	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	993	874	1073	994	876	1079	1619	-	-	1623	-	-
Stage 1	1013	889	-	1017	892	-	-	-	-	-	-	-
Stage 2	1015	891	-	1011	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	989	874	1073	991	876	1079	1619	-	-	1623	-	-
Mov Cap-2 Maneuver	989	874	-	991	876	-	-	-	-	-	-	-
Stage 1	1013	889	-	1017	892	-	-	-	-	-	-	-
Stage 2	1010	891	-	1008	889	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	8.8		8.7			0			0		
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1619	-	-	963	994	1623	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.015	-	-	-
HCM Control Delay (s)	0	-	-	8.8	8.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
 2: S Anacortes Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	0	7	1	1	1	9	336	2	1	239	2
Future Vol, veh/h	2	0	7	1	1	1	9	336	2	1	239	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	8	1	1	1	10	365	2	1	260	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	650	650	261	653	650	366	262	0	0	367	0	0
Stage 1	263	263	-	386	386	-	-	-	-	-	-	-
Stage 2	387	387	-	267	264	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	382	388	778	380	388	679	1302	-	-	1192	-	-
Stage 1	742	691	-	637	610	-	-	-	-	-	-	-
Stage 2	637	610	-	738	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	377	384	778	373	384	679	1302	-	-	1192	-	-
Mov Cap-2 Maneuver	377	384	-	373	384	-	-	-	-	-	-	-
Stage 1	735	690	-	631	604	-	-	-	-	-	-	-
Stage 2	628	604	-	730	689	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		13.2		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1302	-	-	629	444	1192	-	-
HCM Lane V/C Ratio	0.008	-	-	0.016	0.007	0.001	-	-
HCM Control Delay (s)	7.8	0	-	10.8	13.2	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
 3: S Pine Street & E Rio Vista Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	5	0	1	9	4	0	11	0	0	16	2
Future Vol, veh/h	0	5	0	1	9	4	0	11	0	0	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	7	0	1	13	6	0	16	0	0	23	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	51	41	25	44	42	16	26	0	0	16	0	0
Stage 1	25	25	-	16	16	-	-	-	-	-	-	-
Stage 2	26	16	-	28	26	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	953	855	1057	963	854	1069	1601	-	-	1615	-	-
Stage 1	998	878	-	1009	886	-	-	-	-	-	-	-
Stage 2	997	886	-	994	878	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	937	855	1057	957	854	1069	1601	-	-	1615	-	-
Mov Cap-2 Maneuver	937	855	-	957	854	-	-	-	-	-	-	-
Stage 1	998	878	-	1009	886	-	-	-	-	-	-	-
Stage 2	977	886	-	986	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	855	914	1615	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.022	-	-	-
HCM Control Delay (s)	0	-	-	9.2	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 6th TWSC
1: S Pine Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	1	17	1	2	0	19	9	0	27	0
Future Vol, veh/h	0	1	1	17	1	2	0	19	9	0	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	1	25	1	3	0	28	13	0	40	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	77	81	40	76	75	35	40	0	0	41	0	0
Stage 1	40	40	-	35	35	-	-	-	-	-	-	-
Stage 2	37	41	-	41	40	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	917	813	1037	919	819	1044	1583	-	-	1581	-	-
Stage 1	980	866	-	986	870	-	-	-	-	-	-	-
Stage 2	984	865	-	979	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	913	813	1037	916	819	1044	1583	-	-	1581	-	-
Mov Cap-2 Maneuver	913	813	-	916	819	-	-	-	-	-	-	-
Stage 1	980	866	-	986	870	-	-	-	-	-	-	-
Stage 2	980	865	-	976	866	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	9			9			0			0		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1583	-	-	911	922	1581	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.032	-	-	-
HCM Control Delay (s)	0	-	-	9	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 6th TWSC
 2: S Anacortes Street & E Sharon Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	0	12	1	1	1	16	336	2	1	239	5
Future Vol, veh/h	4	0	12	1	1	1	16	336	2	1	239	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	13	1	1	1	17	365	2	1	260	5

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	666	666	263	671	667	366	265	0	0	367	0	0
Stage 1	265	265	-	400	400	-	-	-	-	-	-	-
Stage 2	401	401	-	271	267	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	373	380	776	370	380	679	1299	-	-	1192	-	-
Stage 1	740	689	-	626	602	-	-	-	-	-	-	-
Stage 2	626	601	-	735	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	367	374	776	359	374	679	1299	-	-	1192	-	-
Mov Cap-2 Maneuver	367	374	-	359	374	-	-	-	-	-	-	-
Stage 1	728	688	-	616	592	-	-	-	-	-	-	-
Stage 2	614	591	-	722	687	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	11.1		13.4			0.4		0			
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1299	-	-	607	433	1192	-	-
HCM Lane V/C Ratio	0.013	-	-	0.029	0.008	0.001	-	-
HCM Control Delay (s)	7.8	0	-	11.1	13.4	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 6th TWSC
3: S Pine Street & E Rio Vista Avenue

GAGES CROSSING

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	5	0	4	9	4	0	23	2	0	31	2
Future Vol, veh/h	0	5	0	4	9	4	0	23	2	0	31	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	7	0	6	13	6	0	33	3	0	44	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	90	82	46	84	82	35	47	0	0	36	0	0
Stage 1	46	46	-	35	35	-	-	-	-	-	-	-
Stage 2	44	36	-	49	47	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	812	1029	908	812	1044	1573	-	-	1588	-	-
Stage 1	973	861	-	986	870	-	-	-	-	-	-	-
Stage 2	975	869	-	969	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	885	812	1029	902	812	1044	1573	-	-	1588	-	-
Mov Cap-2 Maneuver	885	812	-	902	812	-	-	-	-	-	-	-
Stage 1	973	861	-	986	870	-	-	-	-	-	-	-
Stage 2	955	869	-	961	860	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.5			9.2			0			0		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1573	-	-	812	879	1588	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.028	-	-	-
HCM Control Delay (s)	0	-	-	9.5	9.2	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-