addendum 6

# SYNCHRONICITY DEVELOPMENT PLANNERS


# TRAFFIC IMPACT STUDY – R3

**JULY 2025- REV NOV 2025**

# PROPOSED NIETGEDACHT EXTENSION 4

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| | |
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| | **TITLE OF REPORT:**<br><br>**TRAFFIC IMPACT STUDY: PROPOSED NIETGEDACHT EXTENSION 4 REV 3** |
| Report File Name: | P 22_25/TIA/Nietgedacht Extension 4 |
| Client: | Synchronocity Development Planners. |


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# EXECUTIVE SUMMARY

## ABSTRACT

The proposed development on Portion 39 of the farm Nietgedacht, to be known as Nietgedacht Extension 4, aims to establish a spiritual sanctuary and place of worship, complemented by a range of supporting land uses.

Synchronicity Development Planning is currently preparing a formal township application to secure all necessary statutory approvals. The development will include an integrated educational facility comprising a church and college, with associated amenities such as a bookshop and coffee shop. Commercial elements include warehouse and storage facilities, while special uses will accommodate on-site staff housing, administrative offices, a clinic, and a cafeteria for use by staff, students, and church members.

The site is strategically located adjacent to Nietgedacht Extension 3 and accessible via Southernwoods Road under the jurisdiction of City of Johannesburg.

As part of the planning process, a traffic impact study is being undertaken in accordance with TMH 16 requirements to assess and manage the development's impact on local traffic infrastructure.

## RECOMMENDATIONS

Based on the conclusions that have been derived from this study (refer section 12), the following are recommended:

- That the development be supported from a traffic engineering point of view;
- That the following intersections be upgraded in accordance with section 8 of this report:
    - Southernwoods / R114 Intersection.
- That Southerwoods /R114 intersection be upgraded in accordance with Section 8, figure 2 of this report.
- Access to the development be provided in accordance with the relevant township layout plan.
- The security gate / boom shall be opened and left in the open position for any event at the spiritual sanctuary until the event has started;

- At least 735 parking bay need to be indicated on the site development plan (currently 736 parking bays has been indicated which is sufficient).

- Apart from the above, the provision of at least three bus parking spaces is proposed

- Two accesses will be provided, both should be 7.0m wide.

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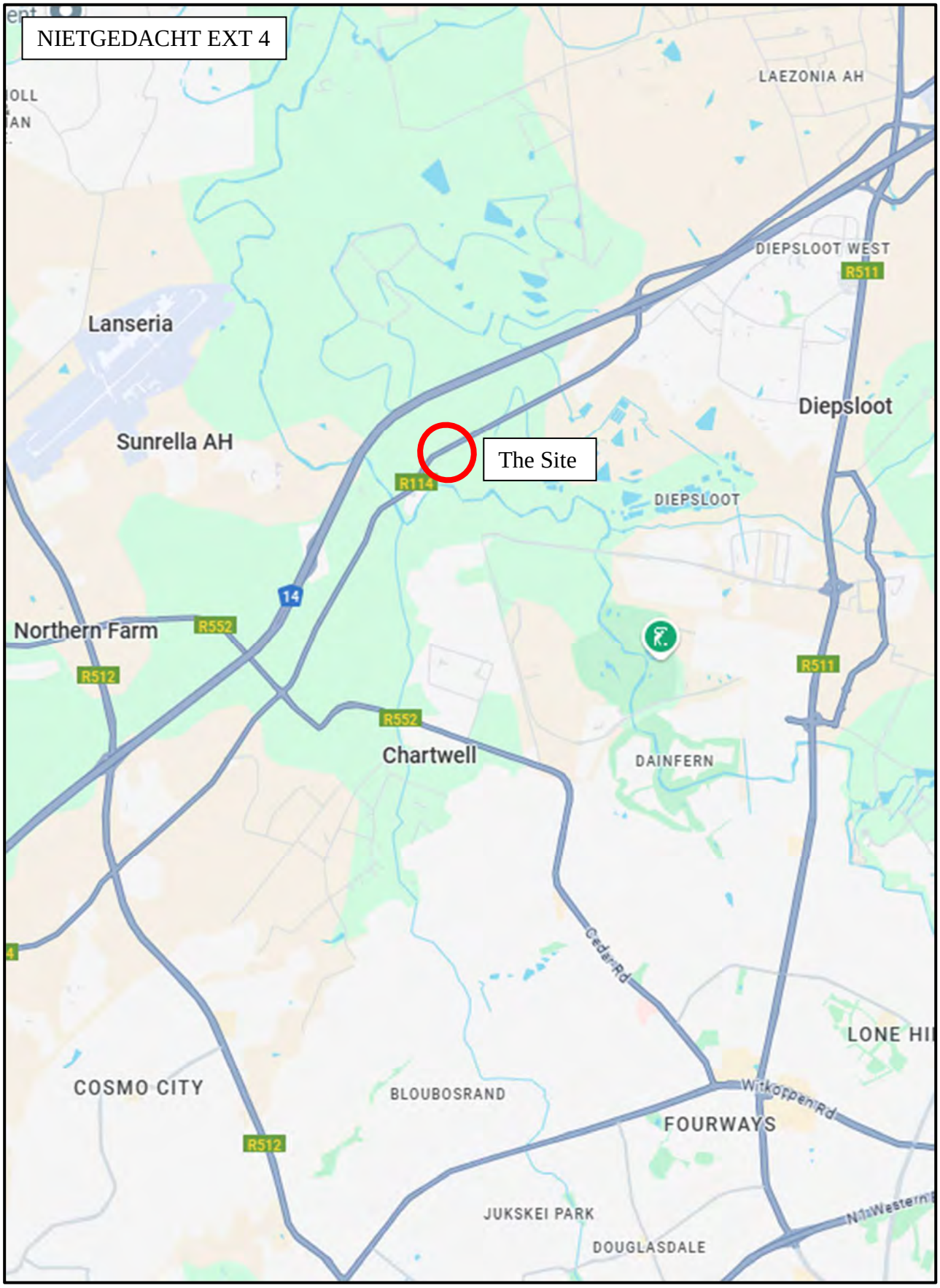
# LOCALITY PLAN



# 1. INTRODUCTION

## 1.1 BACKGROUND

Client is desirous to establish a place of worship (spiritual sanctuary) on Portion 39 of the farm Nietgedacht 535-JQ, to be known as Nietgedacht Extension 4.

A formal township application is currently being prepared by Synchronicity Development Planning in order to obtain the necessary statutory approvals required for the commencement of this development.

It is currently anticipated that the development will consist of the following:

- Educational
    - A single structure will incorporate the church and college. Associated uses to be specified include the book shop & coffee shop.
- Commercial:
    - Warehouse & Storage;
- Special:
    - Residential use for staff employed on the property associated with the school, church and agricultural use (three units).
    - Offices, associated with the management of the property, the church and college
    - Clinic (with associated offices) – open to the staff, personnel, church members and students
    - Cafeteria / restaurant – this will be a facility that will be available to staff, personnel, church members and students

Note that structures are currently located on the site. These existing structures will be utilized for some of the above-mentioned land uses. The church will accommodate approximately 2,625 people.

The applicable site is being bordered along the northern boundary by the Nietgedacht Extension 3 township, Portions 38/535 Nietgedacht and Southernwoods Road along the eastern boundary.

Access to the development will be provided via an existing access from Southernwoods Road, which sorts under the jurisdiction of the City of Johannesburg.

The compilation of a traffic impact study is a requirement in accordance with TMH 16 (South African Traffic Impact and Site Traffic Assessment Manual), hence this study.

## 1.2 PURPOSE OF THIS STUDY

The primarily purpose of this study is to ensure that the access and external road infrastructure to the development is appropriate, safe and will be able to accommodate the anticipated traffic demand in a safe and efficient manner.

The study is done in order to ensure that an acceptable level of service is maintained at all times. In the event that un-acceptable intersection levels of service are expected, mitigation measures are proposed accordingly.

## 1.3 STUDY AREA & SCOPE OF THE REPORT

### 1.3.1 Intersections Evaluated

The study area is limited to an analysis of the following intersections:

Experience from similar traffic studies, observations during peak hours, and the development's location suggest that its traffic will affect these intersections.

- Southernwoods Road and R114, and
- Southernwoods Road and the Access to the Development.

### 1.3.2 Design Peak Hours

The critical peak hour, from a road capacity perspective, is defined as the period during which traffic volumes are at their highest—either due to the proposed development generating its maximum traffic demand, or due to the combined impact of existing street traffic and traffic associated with the development.

According to the Committee of Transport Officials (COTO), as outlined in TMH 17: South African Trip Data Manual (Version 1.01, September 2013), for a place of public worship such as a church hosting weekend services, the critical peak period typically occurs during the Sunday peak hour.

### 1.3.3 Peak Hour Factors

The following peak hour factors (PHF) were used in the capacity analysis and level-of- service (LOS) calculations:

- Base year – deduced from the traffic counts.
- Base year with development traffic added: 0.90
- Horizon year (2030) signalised intersections: 0.95

## 1.3 TRAFFIC NOMENCLATURE

Traffic nomenclature used in this report includes the following:

Vph : Vehicles per hour

Pcu : Passenger car unit

Kph : Kilometres per hour

V/C : Volume to capacity ratio

LOS : Level of service

According to the Highway Capacity Manual, the LOS is defined according to the following table:

**TABLE 1: LEVEL OF SERVICE**

LEVEL-OF-SERVICE CRITERIA FOR PRIORITY INTERSECTIONS & ROUNDABOUTS

| Level of Service | Average Control Delay (S/veh) |
|---|---|
| A | 0-10 |
| B | >10-15 |
| C | >15-25 |
| D | >25-35 |
| E | >35-50 |
| F | >50 |

LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

| LOS | Control Delay per Vehicle (s/veh) |
|---|---|
| A | 0-10 |
| B | >10-20 |
| C | >20-35 |
| D | >35-55 |
| E | >55-80 |
| F | >80 |

Table 1 indicates the levels of services as A to F, of which A is the best and F is the worst level of service.

An explanation of the respective levels of services is as follows:
Level of Service A: Free flowing traffic with a volume to capacity ratio between 0 to 0.1

Level of Service B: Low stable flow with a volume to capacity ratio between 0.1 to 0.3

Level of Service C: High stable flow with a volume to capacity ratio between 0.3 to 0.7

Level of Service D: Approaching unstable flow with a volume to capacity ratio between 0.7 to 1.0

Level of Service E: Unstable flow with a volume to capacity ratio of 1.0

Level of Service F: Forced flow

Intersections or lanes with a Level of Service E or F should be upgraded as soon as possible.

# 2. METHODOLOGY

The methodology undertaken in conducting this study was as follow:

- Discussion of the project with the Client;
- Study of background information & other reports compiled to date;
- Sourcing of information such as:
    - Roads Master Plan of the municipality.
    - Roads GIS of Gautrans.
    - Previous traffic impact study compiled by others.
    - Site development plan.
- Conduct Sunday traffic counts from 07h00 – 16h00 in order to determine the existing 2025 background traffic volumes.
- Conduct weekday morning (06h00 to 09h00am); afternoon (15h00 to 18h00) and Sunday peak hour traffic counts in order to determine the existing background traffic volumes. Traffic counts has been conducted as follow:
    - Traffic surveys have been undertaking by means of a CCTV camera recording of each intersection;
    - The recorded videos have been manual counted in office on the sample sheets provided from this office at 15 min intervals (06:00am – 09:00am and 15:00pm – 18:00pm one weekday only);
    - 3 leg intersections consist of 6 movements through the intersection;
    - 4 leg intersections consist of 12 movements through the intersection;
    - Volumes are classified into light vehicles (LV) and heavy vehicles (HV)
    - Light vehicles are passenger cars, light delivery vehicles, bakkies, kombis and motorcycles;
    - Heavy vehicles all others.
- Analyse the existing intersection levels of service. The Traffix for Windows as well as Sidra Intersection 5.0 software package was used to determine the existing levels of service, V/C ratios and the total delay experienced at the analysed intersections. Analysis performed is based on the method dictated in the Highway Capacity Manual;

- Determine the number of trips that will be generated by the development. Trip generation was calculated by using trip generation rates for typical land uses, with specific reference to the South African Trip Data Manual (TMH 17);

- The land uses and areas has been adopted from the site development plan which has been compiled by others;

- Determine the trip distribution, using the existing trip distribution pattern of the area.

- Determine the impact of the proposed development on the adjacent road network during peak traffic hour periods for both the 2025 as well as future year 2030 development scenarios.

- Propose mitigation measures if applicable.

- All of the above to be included in a single volume report, for approval by the local authority & Roads Authority.

# 3. TRAFFIC STATUS QUO

## 3.1 EXISTING PEAK HOUR TRAFFIC VOLUMES

Traffic surveys were conducted during the weekday of Wednesday 25 June, Thursday 26 June 2025 and Sunday 29 June 2025 and Thursday 14 August 2025.

The peak hour traffic counts were conducted during the following times:

- Morning: 06:00 to 09:00 am (Thursday 14 August 2025);
- Afternoon: 15:00 – 18:00 pm (Wednesday 25 June 2025);
- Sunday: 07:00 – 16:00 (Sunday 29 June 2025).

The weather was sunny and pleasant with no adverse weather conditions experienced during the counting days. Normal Traffic flow phenomena were observed during all of the counting days.

The following information was deduced from the traffic counts:

**TABLE 2: PEAK HOUR TRAFFIC COUNTS**

| Intersection | 2025 Count | Peak hour | Peak hour Factor |
|---|---|---|---|
| AM PEAK HOUR | | | |
| Southernwoods Rd / R114 | 833 | 6:30 – 7:30 | 0.92 |
| Southernwoods / Access | 48 | 08:00 – 09:00 | 0.75 |
| PM PEAK HOUR | | | |
| Southernwoods Rd / R114 | 1023 | 16:30 – 17:30 | 0.97 |
| Southernwoods / Access | 47 | 16:30 – 17:30 | 0.69 |
| SUNDAY | | | |
| Southernwoods Rd / R114 | 642 | 10:45 – 11:45 | 0.97 |
| Southernwoods / Access | 95 | 07:00 – 08:00 | 0.88 |

The observed traffic volumes are shown in Appendix A to this report.

# 4. ANALYSIS: EXISTING SCENARIO 2025

## 4.1 AM AND PM: PEAK ANALYSIS

It was found from the development trip generation that the Sunday trip generation is significantly higher than the weekday am and pm trip generation.

Since all the land uses associated with this development are related and subservient uses to the church (Sunday church), the weekday trip generation is insignificant. Irrespective the latter, the weekday pm level of service has been tested in order to ensure that the LOS is not worse than the analysed Sunday peak hour.

The Traffix for Windows as well as Sidra Intersection 5.0 software package was used to determine the existing levels of service, V/C ratios and the total delay experienced at the analysed intersections. Analysis performed is based on the method dictated in the Highway Capacity Manual.

It is evident from table 3 below that all of the analysed intersections are currently (2025) operating at acceptable levels of service.

No intersection upgrading is therefore required to accommodate the existing 2025 background traffic demand prior to development (Sunday).

**TABLE 3: PEAK HOUR EXISTING LEVELS OF SERVICE (2025)**

| INTER-SECTION | LEVELS OF SERVICE AND DELAY (s) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Int |
| | L | S | R | L | S | R | L | S | R | L | S | R | LOS |
| **WEEKDAY AM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | B | B | B | A | A | A | A | A | A | B |
| | n/a | n/a | n/a | 14.6 | 14.6 | 14.6 | 0 | 0 | 0 | 0 | 0 | 8.3 | 14.6 |
| Southernwoods / Access | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.8 | n/a | n/a | n/a | 8.8 |
| **WEEKDAY PM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | C | C | C | A | A | A | A | A | A | C |
| | n/a | n/a | n/a | 20.4 | 20.4 | 20.4 | 0 | 0 | 0 | 0 | 0 | 8.8 | 20.4 |
| Southernwoods / Access | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8.8 | n/a | n/a | n/a | 8.8 |
| **SUNDAY** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | B | B | B | A | A | A | A | A | A | B |
| | n/a | n/a | n/a | 13.1 | 13.1 | 13.1 | 0 | 0 | 0 | 0 | 0 | 8.2 | 13.1 |
| Southernwoods / Access | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 8.9 | 8.9 | 8.9 | n/a | n/a | n/a | 8.9 |

# 5. TRIP GENERATION & TRIP DISTRIBUTION

The Developer is currently in process to obtain the necessary statutory approvals in order to develop a place of worship (spiritual sanctuary) on Portion 39 of the farm Nietgedacht 535 – JQ, Also known as Nietgedacht Extension 04

A formal township application is currently being prepared by Synchronicity Development Planning in order to obtain the necessary statutory approvals required for the commencement of this development.

It is currently anticipated that the development will consist of the following:

- Spiritual Centre (net prayer / mediation area: 2941 $m^2$.
- Educational (Bible College)
    - A single structure will incorporate the church and college. Associated uses to be specified include the book shop & coffee shop.
- Commercial:
    - Warehouse & Storage;
- Special:
    - Residential use for staff employed on the property associated with the school, church and agricultural use (three units).
    - Offices, associated with the management of the property, the church and college
    - Clinic (with associated offices) – open to the staff, personnel, church members and students
    - Cafeteria / restaurant – this will be a facility that will be available to staff, personnel, church members and students

## 5.1 DEVELOPMENT TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT TO THE ROAD NETWORK

### 5.1 TRIP GENERATION

The typical trip generation for the applicable land uses were taken from the South African Trip Data Manual Version 1.0 (TMH 17) and adjusted in accordance with table 3.2 of the TMH 17 where applicable. The anticipated trip generation of the proposed development is depicted in table 4 below.

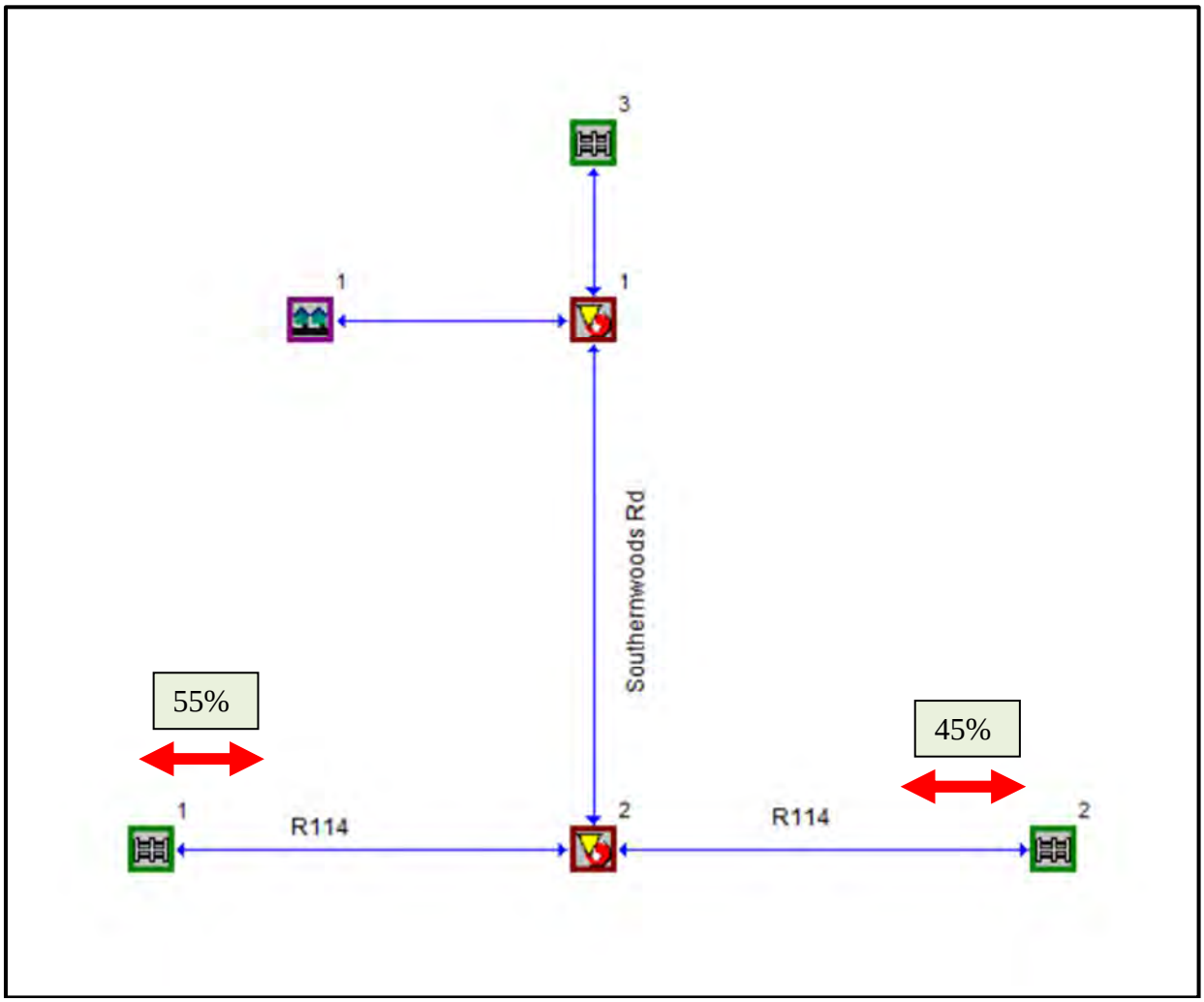
**TABLE 4 : DEVELOPMENT TRIP GENERATION**

| Land Use | Unit | Quant | Rate /100m$^2$ | Trips | Mixed Use / Low Veh Owners | Red Trips | DIRECTIONAL SPLIT | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | IN | OUT |
| **WEEKDAY AM TRIP GENERATION** | | | | | | | | |
| Spiritual Centre (Church) | Seats | 2625 | 0.05 | 131 | 50% | 66 | 36.09 | 29.53 |
| Warehouse | Units | 500 | 0.5 | 3 | 0% | 3 | 1.50 | 1.00 |
| Care Taker / Staff Residence | Units | 4 | 1.0 | 4 | 0% | 4 | 1.00 | 3.00 |
| Students (bible college) | No | 500 | 0.2 | 100 | 0% | 100 | 80.00 | 50.00 |
| **TOTAL** | | | | | | **172** | **119** | **84** |
| **WEEKDAY PM TRIP GENERATION** | | | | | | | | |
| Spiritual Centre (Church) | Seats | 2625 | 0.05 | 131 | 50% | 66 | 32.81 | 32.81 |
| Warehouse | Units | 500 | 0.50 | 3 | 0% | 3 | 1.13 | 1.38 |
| Care Taker / Staff Residence | Units | 4 | 1.0 | 4 | 0% | 4 | 2.80 | 1.20 |
| Students (bible college) | No | 500 | 0.20 | 100 | 0% | 100 | 30.00 | 70.00 |
| **TOTAL** | | | | | | **172** | **67** | **105** |
| **SUNDAY TRIP GENERATION** | | | | | | | | |
| Spiritual Centre (Church) | Seats | 2625 | 0.65 | 1706 | 40% | 1024 | 563.06 | 460.69 |
| Warehouse | Units | 500 | 0.00 | 0 | 0% | 0 | 0.00 | 0.00 |
| Care Taker / Staff Residence | Units | 4 | 0.5 | 2 | 0% | 2 | 1.00 | 1.00 |
| Students (bible college) | No | 500 | | | | 0 | 0.00 | 0.00 |
| **TOTAL** | | | | | | **1026** | **564** | **462** |

## 5.2 TRIP DISTRIBUTION

The trip distribution was deduced from the existing traffic counts. The development trips are expected to distribute in accordance with figure 1 below.

**FIGURE 1: TRAFFIX ROAD NETWORK & TRIP DISTRIBUTION**




The anticipated trip generation and distribution as per this section was added to the existing background traffic (as per section 3) and analysed as such. The aforesaid analysis is included in sections 6 & 7 of this report.

# 6. BASE YEAR ANALYSIS WITH DEVELOPMENT (2025)

The trips that are expected to be generated by this mixed-use development (refer paragraph 5.1.1) was assigned to the existing background traffic and distributed in accordance with paragraph 5.1.2 and analysed as such. A peak hour factor of 0.90 has been used in the analysis.

Since all the land uses associated with this development are related and subservient uses to the church (Sunday church), the weekday trip generation is insignificant. Irrespective the latter, the weekday am and pm level of service has been tested in order to ensure that the LOS is not worse than the analysed Sunday peak hour.

It is evident from table 5 below that the Southerwoods / R114 intersection is expected to be operating at an un-acceptable level of service F after development completion during the Sunday peak hour traffic.

The contents of item 1.3.2 (***"The critical peak hour, from a road capacity perspective, is defined as the period during which traffic volumes are at their highest—either due to the proposed development generating its maximum traffic demand, or due to the combined impact of existing street traffic and traffic associated with the development")*** is indeed found to be the Sunday peak hour.

Irrespective the above, due to the locality of the school, the am traffic at the intersection of Souternwoods Rd / R114 has also been counted, analysed and the results included in this report.

**TABLE 5 : PEAK HOUR LEVELS OF SERVICE WITH DEVELOPMENT (2025)**

| INTER-SECTION | LEVELS OF SERVICE AND DELAY (s) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Int |
| | L | S | R | L | S | R | L | S | R | L | S | R | LOS |
| **WEEKDAY AM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | C | C | C | A | A | A | A | A | A | C |
| | n/a | n/a | n/a | 22 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 8.7 | 22 |
| Southernw / Access (s) | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.7 | n/a | n/a | n/a | 9.7 |
| Southernw / Access (n) | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | n/a | n/a | n/a | 9.2 |
| **WEEKDAY PM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | E | E | E | A | A | A | A | A | A | E |
| | n/a | n/a | n/a | 37.6 | 37.6 | 37.6 | 0 | 0 | 0 | 0 | 0 | 9.1 | 37.6 |
| Southernw / Access (s) | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.6 | n/a | n/a | n/a | 9.6 |

| INTER-SECTION | LEVELS OF SERVICE AND DELAY (s) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Int |
| | L | S | R | L | S | R | L | S | R | L | S | R | LOS |
| Southernw / Access (n) | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | n/a | n/a | n/a | 9.2 |
| **SUNDAY** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | F | F | F | A | A | A | A | A | B | F |
| | n/a | n/a | n/a | +500 | +500 | +500 | 0 | 0 | 0 | 0 | 0 | 11.6 | +500 |
| Southernw / Access (s) | A | A | A | A | A | A | D | D | D | n/a | n/a | n/a | D |
| | 0 | 0 | 0 | 0 | 0 | 0 | 34.5 | 34.5 | 34.5 | n/a | n/a | n/a | 34.5 |
| Southernw / Access (n) | A | A | A | A | A | A | B | B | B | n/a | n/a | n/a | B |
| | 0 | 0 | 0 | 0 | 0 | 0 | 11.7 | 11.7 | 11.7 | n/a | n/a | n/a | 11.7 |

# 7. HORIZON YEAR ANALYSIS (2030)

A five-year horizon analysis has been conducted in order to determine the longer-term sustainability of the road's infrastructure. A 3.5 % traffic background growth has been assumed for analysis purposes.

## 7.1 HORIZON YEAR (2030) INTERSECTION ANALYSIS

No latent rights developments which impact the study area is applicable.

A conservative 3.5% background traffic growth rate has nevertheless been assumed in order to allow for possible latent rights developments that may impact the study area.

It is evident from table 6 below that all of the analysed intersections are expected to be operating at un-acceptable levels of service and will need to be upgraded prior to development completion. .

**TABLE 6 : HORIZON YEAR LEVELS OF SERVICE (2030)**

| INTER-SECTION | LEVELS OF SERVICE AND DELAY (s) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Int |
| | L | S | R | L | S | R | L | S | R | L | S | R | LOS |
| **WEEKDAY AM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | D | D | D | A | A | A | A | A | A | D |
| | n/a | n/a | n/a | 28.8 | 28.8 | 28.8 | 0 | 0 | 0 | 0 | 0 | 9.0 | 28.8 |
| Southernw / Access S | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.8 | n/a | n/a | n/a | 9.8 |
| Southernw / Access N | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | n/a | n/a | n/a | 9.2 |
| **WEEKDAY PM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | F | F | F | A | A | A | A | A | A | F |
| | n/a | n/a | n/a | 72.9 | 72.9 | 72.9 | 0 | 0 | 0 | 0 | 0 | 9.6 | 72.9 |
| Southernw / Access S | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.7 | n/a | n/a | n/a | 9.7 |
| Southernw / Access N | A | A | A | A | A | A | A | A | A | n/a | n/a | n/a | A |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9.2 | n/a | n/a | n/a | 9.2 |
| **SUNDAY** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | F | F | F | A | A | A | A | A | B | F |
| | n/a | n/a | n/a | +500 | +500 | +500 | 0 | 0 | 0 | 0 | 0 | 11.6 | +500 |
| Southernw / Access S | A | A | A | A | A | A | D | D | D | n/a | n/a | n/a | D |
| | 0 | 0 | 0 | 0 | 0 | 0 | 34.6 | 34.6 | 34.6 | n/a | n/a | n/a | 34.6 |
| Southerw / Access N | A | A | A | A | A | A | B | B | B | n/a | n/a | n/a | B |
| | 0 | 0 | 0 | 0 | 0 | 0 | 11.4 | 11.4 | 11.4 | n/a | n/a | n/a | 11.4 |

# 8. INTERSECTION UPGRADING

According to the ***Manual for Traffic Impact Studies*** (Report RR93/635) published by the Department of Transport, developers are required to mitigate the traffic impact of any proposed development under the following circumstances:

- When the Level of Service (LOS) of any element within the facility drops below LOS D;
- When the volume-to-capacity (V/C) ratio exceeds 0.95 at signalised intersections or 0.85 at priority-controlled intersections; and
- When the development contributes at least 2% to the sum of the critical lane volumes for the affected element.

Furthermore, the manual stipulates that in areas where the background traffic is already at LOS E or worse—or where the V/C ratio already exceeds 0.95 for signalised intersections or 0.85 for priority-controlled intersections—the existing (pre-development) Level of Service must be maintained or improved when the proposed development is included.

Based on these criteria and the intersection analysis tabled further above, the following has been found to be applicable:

The existing Southernwoods Rd / R114 intersection must be upgraded by the developer as follow:

## 8.1 SOUTHERNWOODS / R114 INTERSECTION (Refer Figure 2 below)

### 8.1.1 Immediate upgrading (as soon as possible- Prior to development Completion)

This intersection is currently (2025) operating at an acceptable level of service during all of the analysed pm peak periods.

The existing (2025) level of service is however expected to deteriorate to a LOS F during the Sunday peak period with the addition of development traffic.

It is consequently advised that the intersection be upgraded as follow:

- Convert the intersection to a Butterfly Type of intersection
- Provide as westbound right turn auxiliary lane- 25m excluding tapers;
- Provide an eastbound left turn deceleration lane- 60m long excluding tapers.
- Provide and eastbound acceleration lane taper – 60m long.
- Provide a southbound left turn lane – 40m long.

8.1.2 Intersection upgrading prior to the horizon year 2030

No further intersection upgrading other than the above is required. Note however that the existing intersection locality is temporarily by nature. The existing R114 road (K52) will be re-aligned in future towards the north. This existing intersection will therefore become redundant at that point in time.

The proposed intersection upgrading "temporarily" is depicted in figure 2 below and the future re-aligned K52 locality is depicted in figure 3 further below.

**FIGURE 2 : R114 / SOUTHERNWOODS INTERSECTION UPGRADING**

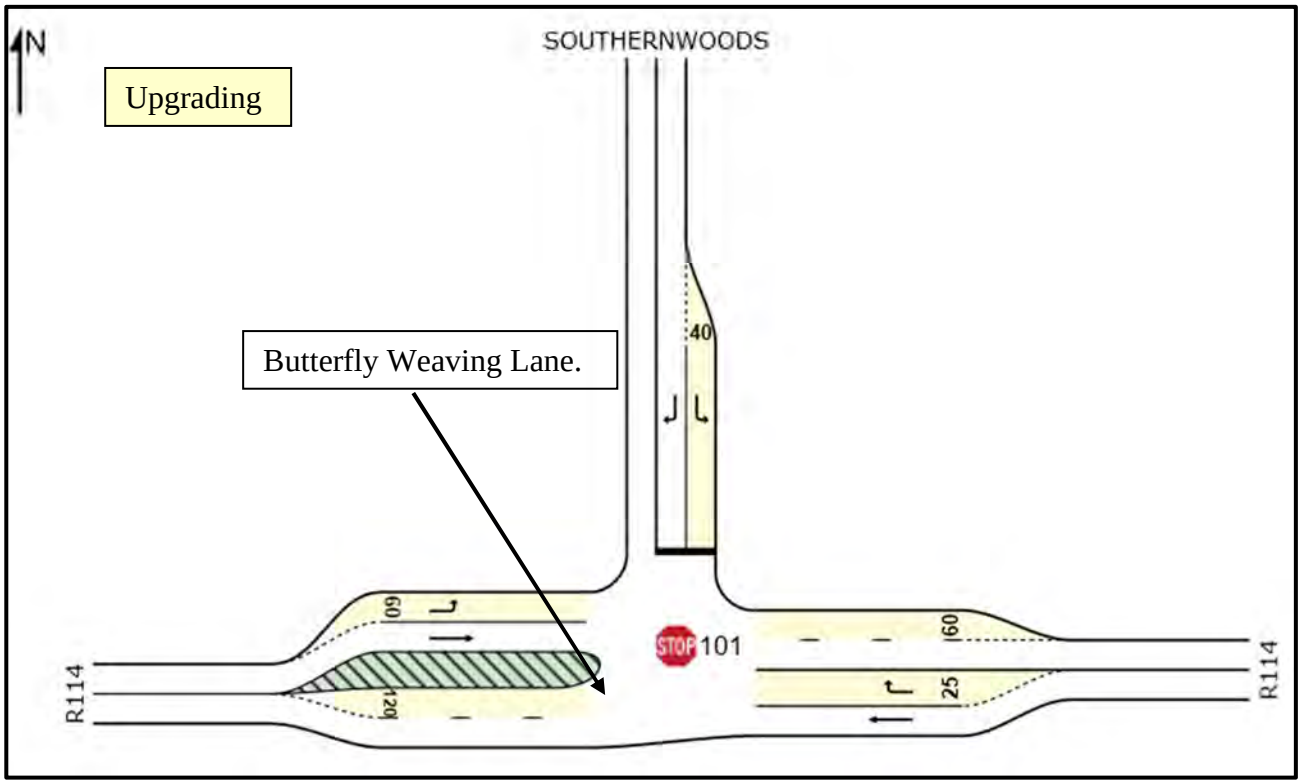
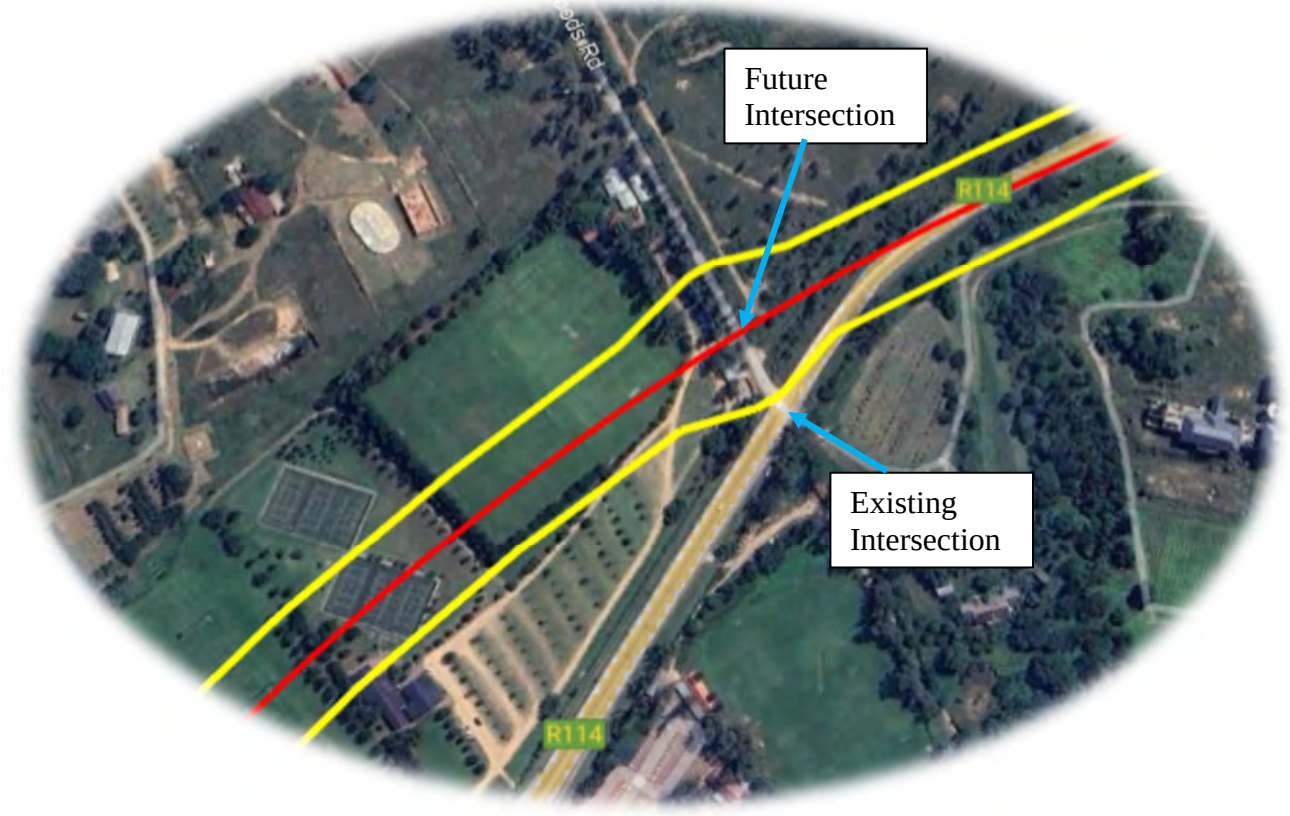


**FIGURE 3: K52 LOCALITY**




## 8.2 UPGRADED INTERSECTION ANALYSIS

The upgraded intersection proposals as contained in section 8.1 above has been analysed of which the results are tabled in table 7 below.

It is evident from table 7 below that the proposed upgraded intersection will yield sufficient capacity to accommodate the horizon year 2030 expected traffic demand.

**TABLE 7: UPGRADED INTERSECTION ANALYSIS: 2030 HORIZON YEAR**

| INTER-SECTION | LEVELS OF SERVICE AND DELAY (s) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Int |
| | L | S | R | L | S | R | L | S | R | L | S | R | LOS |
| **WEEKDAY AM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | B | B | B | A | A | A | A | A | A | B |
| | n/a | n/a | n/a | 11.7 | 11.7 | 11.7 | 0 | 0 | 0 | 0 | 0 | 8.9 | 11.7 |
| **WEEKDAY PM** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | B | B | B | A | A | A | A | A | A | B |
| | n/a | n/a | n/a | 13.3 | 13.3 | 13.3 | 0 | 0 | 0 | 0 | 0 | 9.4 | 13.3 |
| **SUNDAY** | | | | | | | | | | | | | |
| Southernwoods Rd / R114 | n/a | n/a | n/a | C | C | C | A | A | A | A | A | B | C |
| | n/a | n/a | n/a | 24.9 | 24.9 | 24.9 | 0 | 0 | 0 | 0 | 0 | 11.7 | 24.9 |

# 9. ACCESS INTERSECTIONS

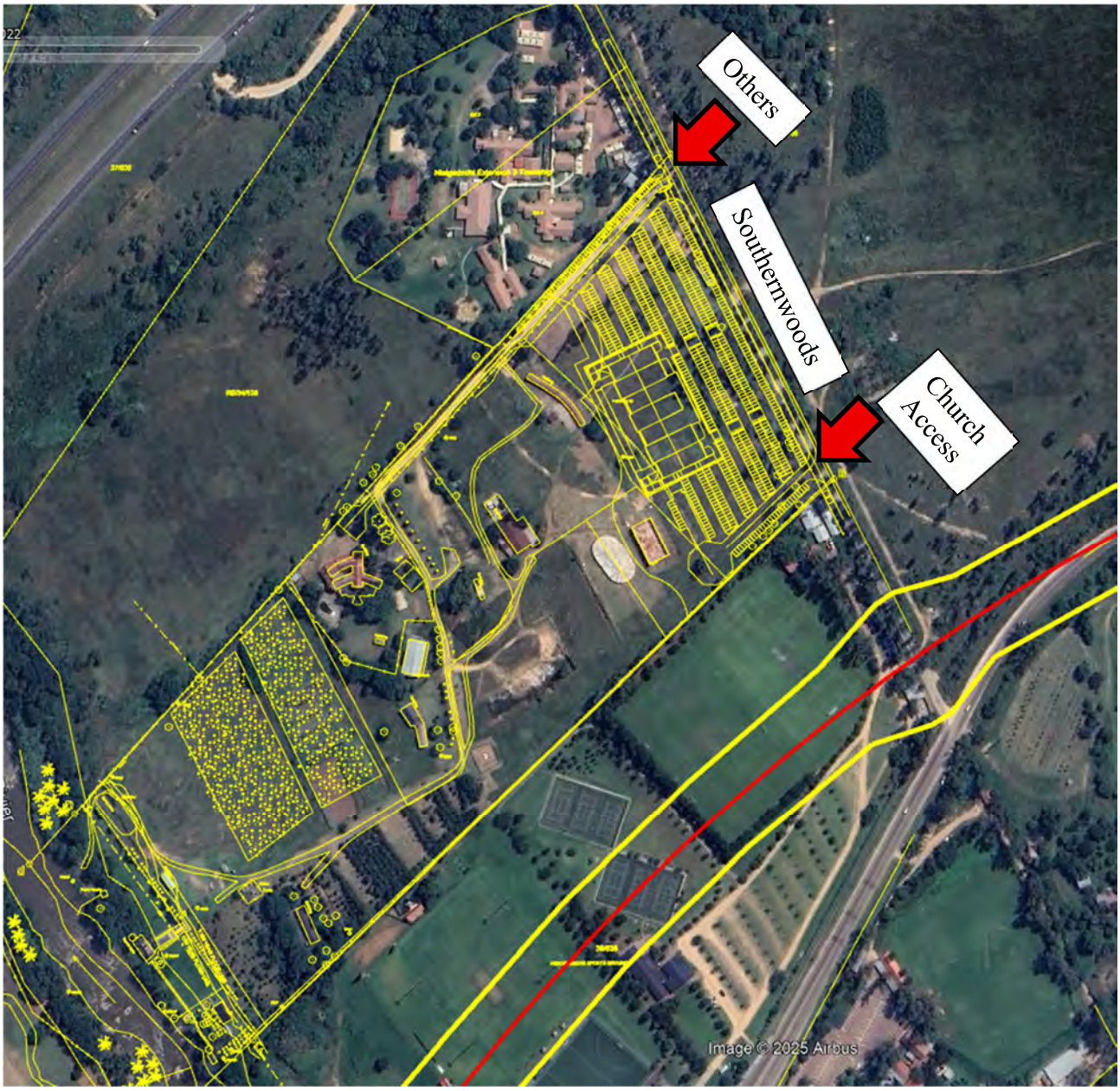
## 9.1 ACCESS TO DEVELOPMENT - REFER ANNEXURE C

Access to the development will be provided at two localities as follow:

- Access to the church within close proximity to the property southern boundary.
- Access to staff accommodation etc as well as church within close proximity to the property northern boundary.

The above-mentioned access locality is depicted in figure 4 further below.

**FIGURE 4 : DEVELOPMENT ACCESS LOCALITIES**




A trip distribution of 50 / 50 has been assigned between the two accesses.

## 9.2 ACCESS ROAD WIDTH

Both of the access roads will be ingress as well as egress traffic flow.

A access road width of 7.0m wide is proposed accordingly.

## 9.3 ACCESS INTERSECTION CAPACITY

The access intersection capacity has been analysed in previous sections and is tabled in tables 5 and 6

## 9.4 ACCESS INTERSECTION SIGHT DISTANCES

Southernwoods Rd is subject to low vehicular speed and both shoulder and stopping sight distances are in order.

# 10. PUBLIC TRANSPORTATION

Public transport is this area is mainly provided by means of mini-bus taxis and private transportation companies.

It is expected that some of the people will arrive at the Sunday sermons by means of public transportation in the form of private busses and taxis.

Ample space is available on the site where busses and taxis can be parked during the Sunday service. Also refer the site development (compiled by others)..

A Demarcated safe pedestrian walkway facility will be provided between the above-mentioned taxi / bus parking area  and the spiritual sanctuary building.

# 11. SITE TRAFFIC ASSESMENT

11.1 Provision of Parking (Supply)

- The following parking standard requirements in terms of TMH 16 Vol 2 will be applicable:
  - Bay Depth: 5.0m
  - Parking Width: 2.5m
  - Aisle Width: 7.5m

11.2 Parking Demand

- A parking ratio of 25 / 100m$^2$ is applicable for parking at spiritual sanctuaries if no seating is provided.
- It is expected that some of the delegates may arrive by means of taxi or bus which may reduce the parking demand to some limited extent.
- The above phenomenon was however excluded from this calculation.
- The Net prayer / meditation area measures 2941 m$^2$
- The parking demand calculation is tabled in table 8 below.

**TABLE 8: PARKING DEMAND CALCULATION**

| Mode of transport | Area /No | Perc / Mode | Parking Ratio | Park Demand |
|---|---|---|---|---|
| Nietgedacht Extension 04 | | | | |
| Church | 2941 | 100.00% | 25/100m$^2$ | 735 |
| College | 728 seats, 13 Class rooms, 13 Admin Staff | 100.00% | 0.4/seat, 1 /class & 1/admin | 318 |
| PARKING REQUIRED | | | | 735 |

An amount of 736 parking bays have been provided on the latest site development plan which is sufficient parking supply.

Apart from the above, the provision of at least three bus parking spaces is proposed.

11.3 On Site Manoeuvrability

- All roadways and Aisle widths are of acceptable width and in order;
- Safe pedestrian walkways have been allowed from the and within the parking area which will not only enhance pedestrian safety, but also traffic flow in that structure and order is provided.

11.4 Access Control

Access Control is applicable. Note that the Sunday traffic demand is expected to be too high for any form of access control for the Sunday service event.

The security gate / boom shall be opened and left in the open position for any event at the spiritual sanctuary until the event has started.

# 12. CONCLUSIONS & RECOMMENDATIONS

## 12.1 CONCLUSIONS

It has been found that:

- All of the analysed intersections are currently (2025) operating at an acceptable level of service prior to development;
- The trip generation of the development is expected to be as follow:
  - 172 AM trips (119 in; 84 out);
  - 172 PM (67; 205)
  - 1026 Sunday trips (564 in; 462 out);
- The critical peak hour is indeed found to be the Sunday peak hour.
- The following intersections are expected to be operating at an un-acceptable level of service with the addition of the development traffic demand after development completion:
  - Southernwoods / R114 Intersection;
- The upgrading of the above intersection (converted to a butterfly type of intersection) in accordance with section 8, figure 2 of this report will sufficiently mitigate the existing and expected future delays at this intersection;
- The above-mentioned proposed upgrading will still yield sufficient capacity by the horizon year 2030;
- The development access intersection is expected to be operating at an acceptable level of service by the horizon year 2030;
- Sufficient shoulder and Stopping sight distances do exist at the proposed (existing) access intersection;
- At least 735 parking bays shall be provided (736 has been indicated on the SDP).
- Two accesses will be provided, both should be 7.0m wide.

## 12.2 RECOMMENDATIONS

Based on the conclusions that have been derived from this study, the following are recommended:

- That the development be supported from a traffic engineering point of view;
- That the following intersections be upgraded in accordance with section 8 of this report:
    - Southernwoods / R114 Intersection.
- That Southerwoods /R114 intersection be upgraded in accordance with Section 8, figure 2 of this report.
- Access to the development be provided in accordance with the relevant township layout plan.
- The security gate / boom shall be opened and left in the open position for any event at the spiritual sanctuary until the event has started;
- At least 735 parking bay need to be indicated on the site development plan (currently 736 parking bays has been indicated which is sufficient).
- Apart from the above, the provision of at least three bus parking spaces is proposed
- Two accesses will be provided, both should be 7.0m wide.

## REFERENCES


1. Akcelik & Associates (Pty) Ltd, 2002, **aaSIDRA- Signalised and Unsignalised Intersection Design Research Aid- Version 2.1.**

2. Committee of State Road Authorities, 1988, **TRH 17 Geometric design of Rural Roads,** National Department of Transport, Pretoria.

3. Committee of Transportation Officials, 2012, **South African Trip Data Manual,** TMH17, National Roads Agency Limited, Pretoria.

4. Dowling Associates Inc, 1997, **Traffic for Windows Version 8.0**

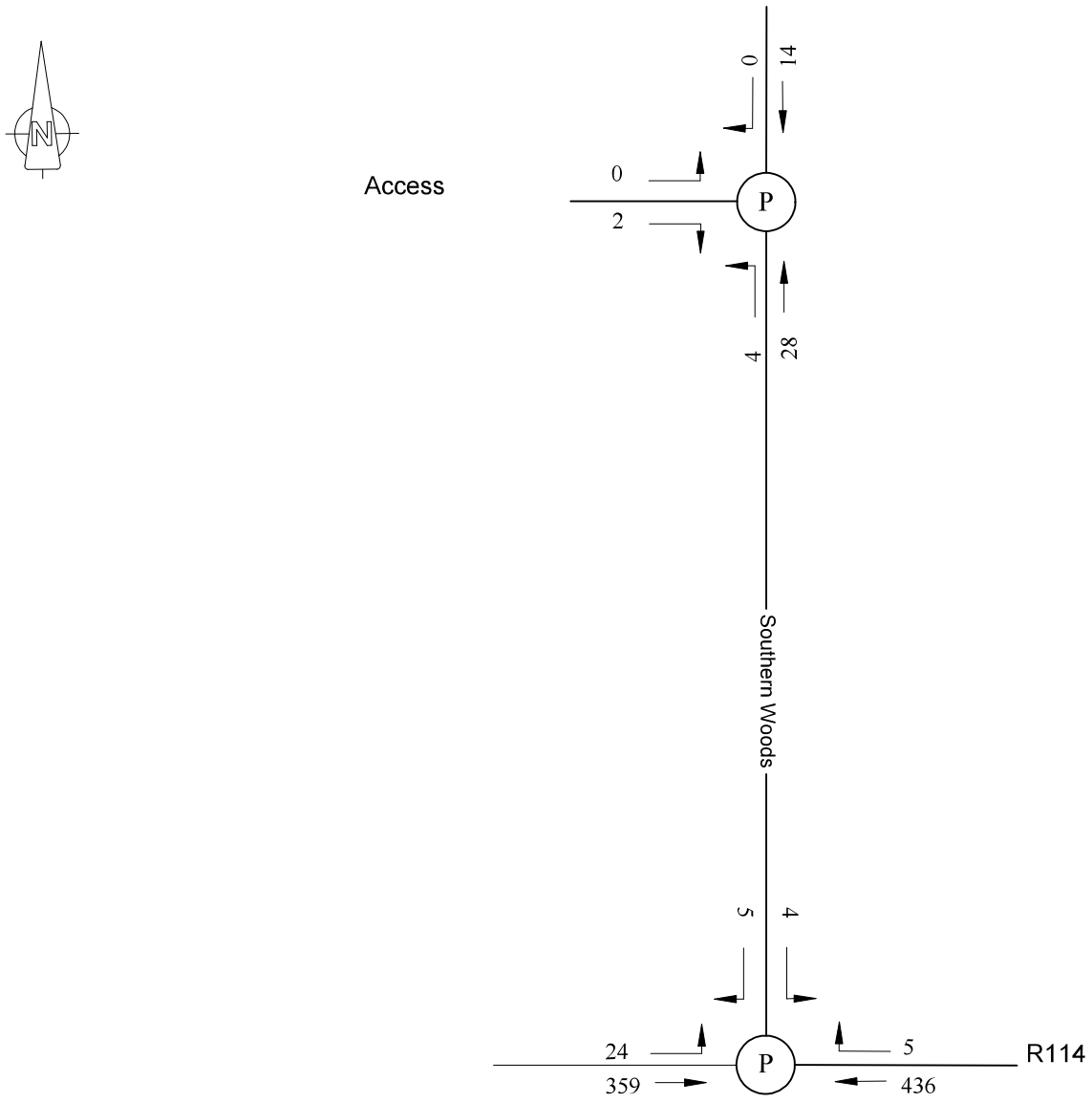
5. National Department of Transport, 1995, **Manual for Traffic Impact Studies,** Research Report PR 93/635, BKS (Pty) Ltd, Pretoria.

6. South African National Roads Agency Limited, 2002, **Geometric Design Guidelines,** Version 1.0, CSIR, Pretoria.

7. Transportation Research Board, **Highway Capacity Manual,** Washington D.C.

# ANNEXURE A: TRAFFIC VOLUMES

# ANNEXURE B: ANALYSIS



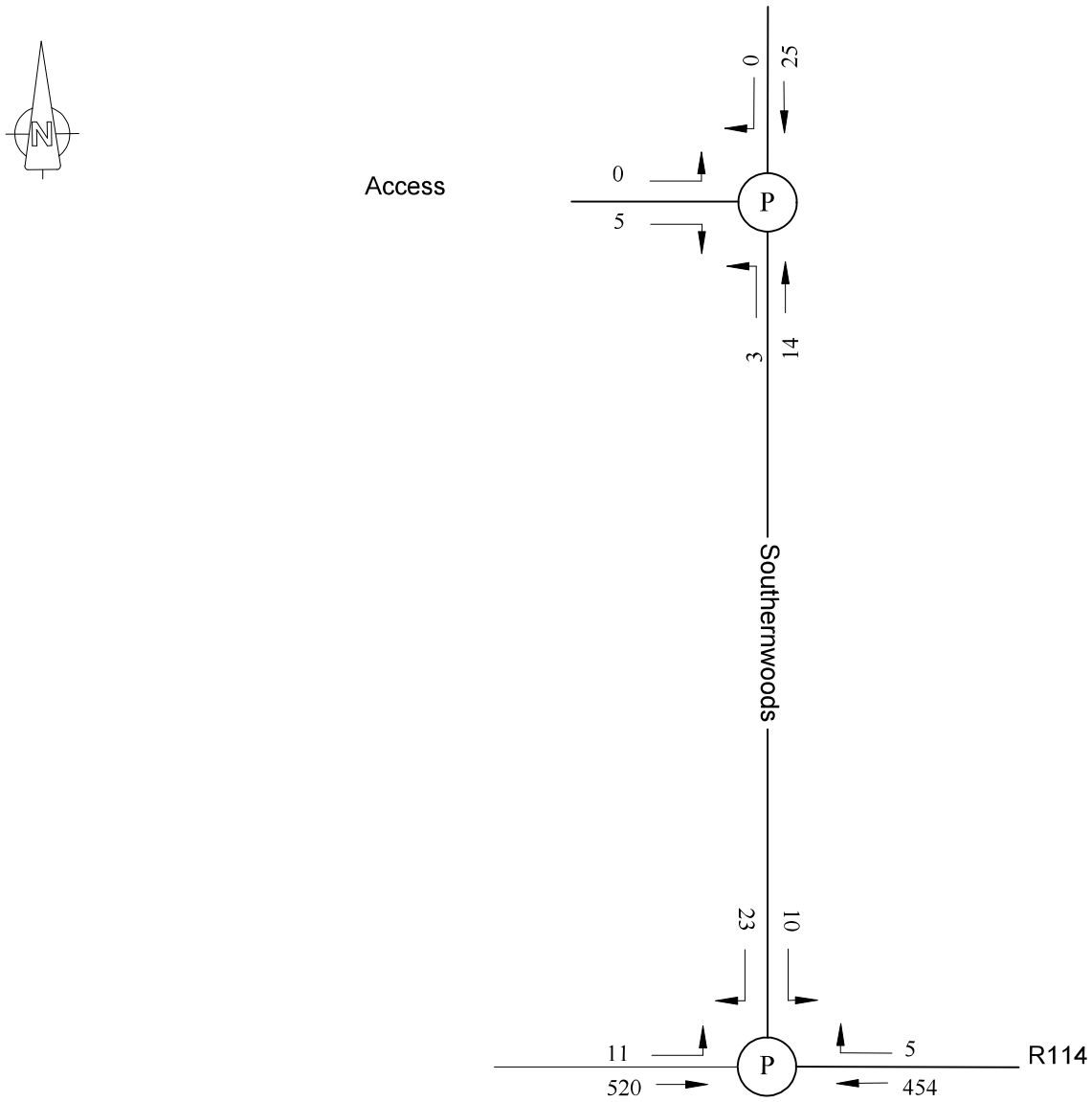

P: PRIORITY CONTROL

R: ROUNDABOUT

S: SIGNAL

4: 4 WAY STOP

| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | AM BACKGROUND TRAFFIC VOLUMES 2025 |
|---|---|---|



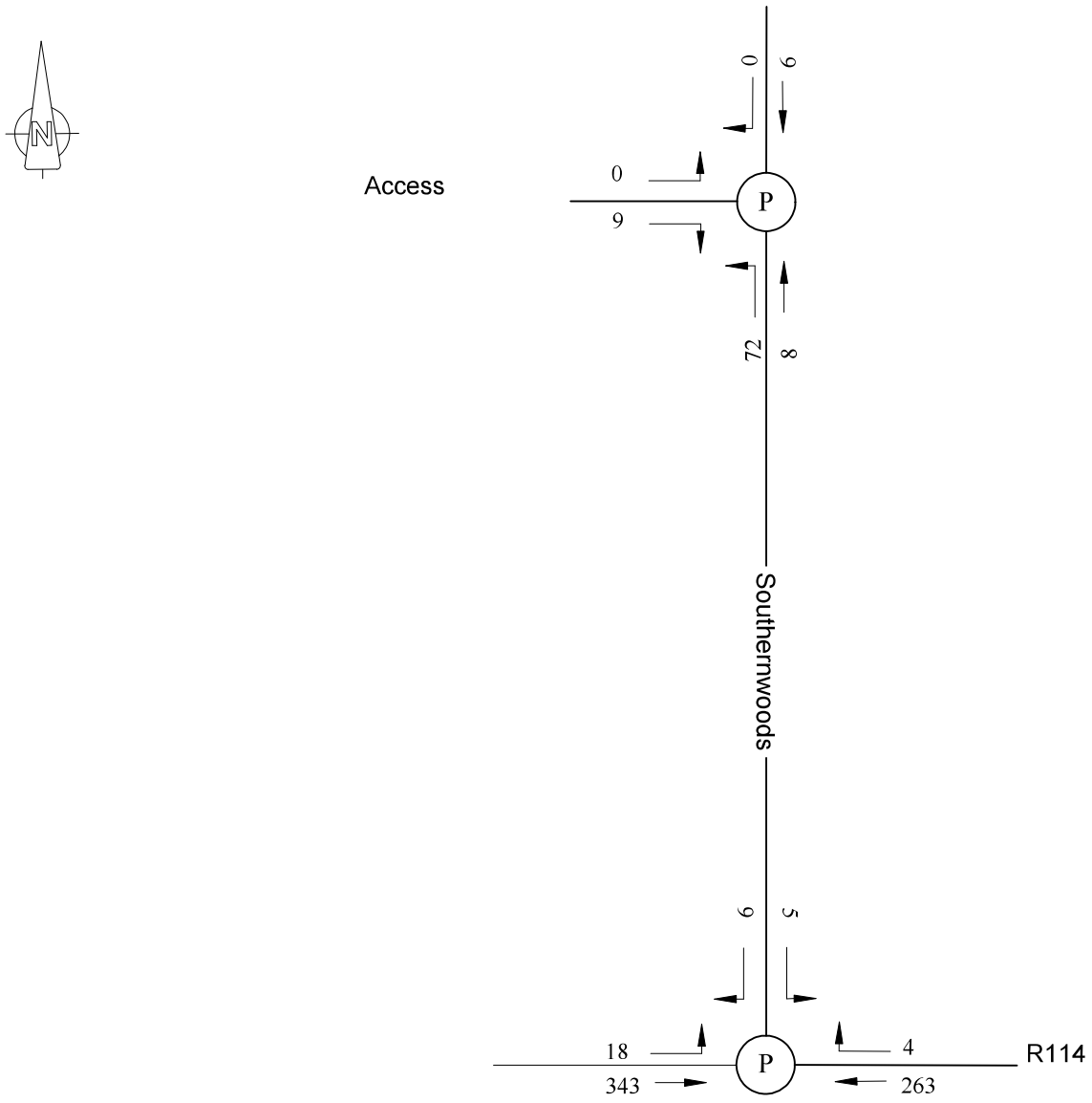

P: PRIORITY CONTROL

R: ROUNDABOUT

S: SIGNAL

4: 4 WAY STOP

| | | |
|---|---|---|
| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | PM BACKGROUND TRAFFIC VOLUMES 2025 |



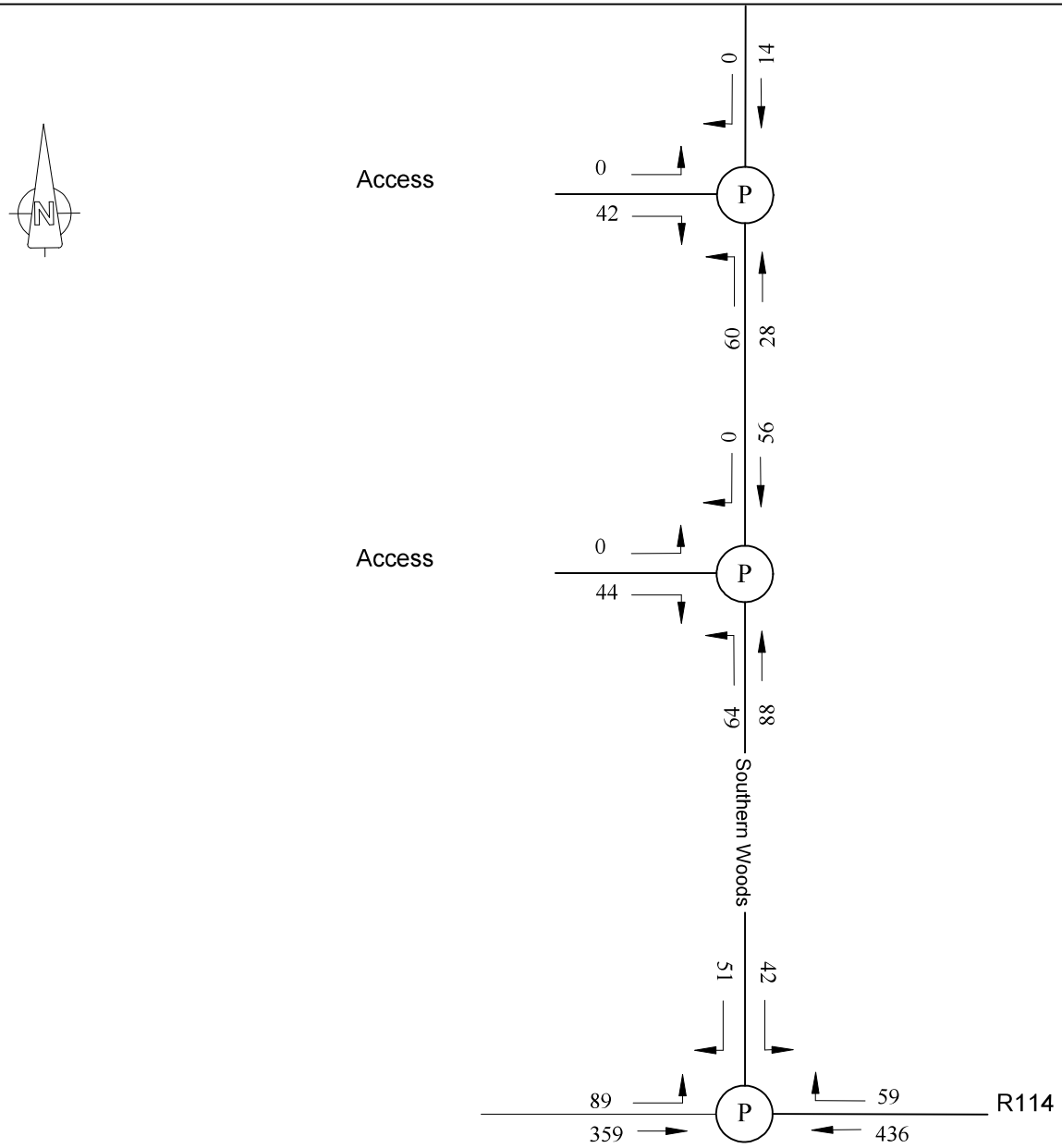

P: PRIORITY CONTROL

R: ROUNDABOUT

S: SIGNAL

4: 4 WAY STOP

| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXT 04 | SUNDAY BACKGROUND TRAFFIC VOLUMES 2025 |
|---|---|---|



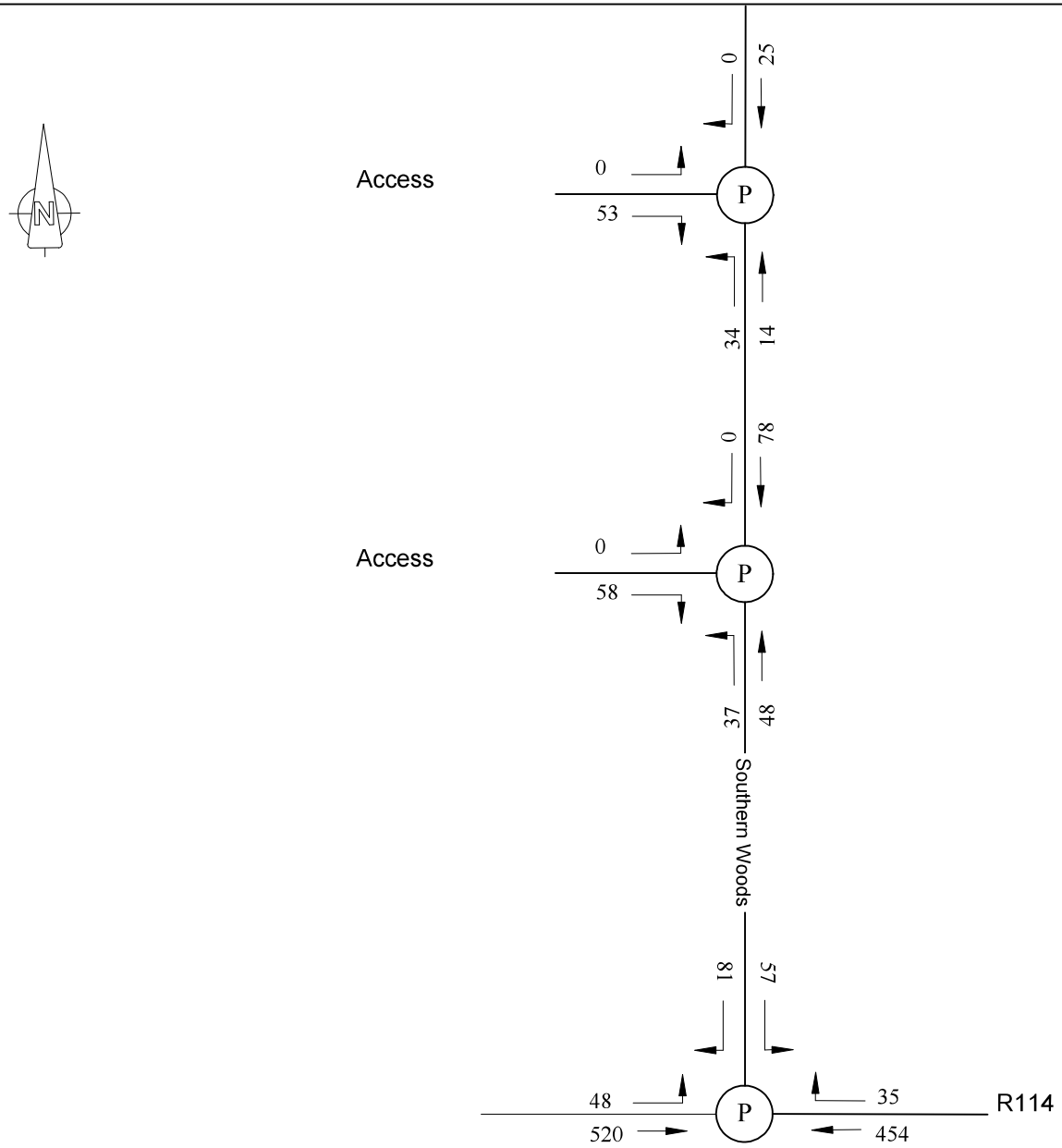

P: PRIORITY CONTROL

R: ROUNDABOUT

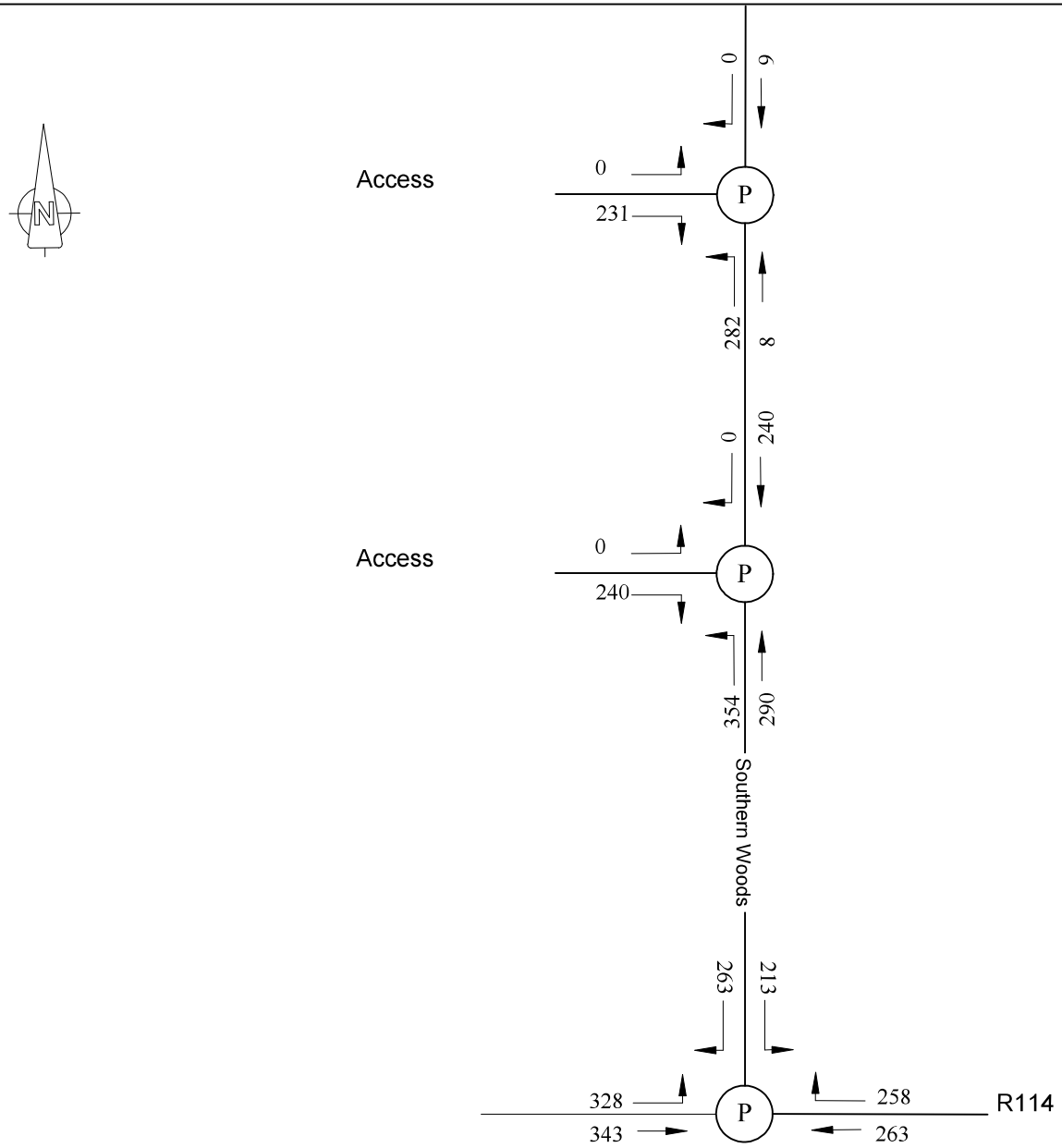
S: SIGNAL

4: 4 WAY STOP

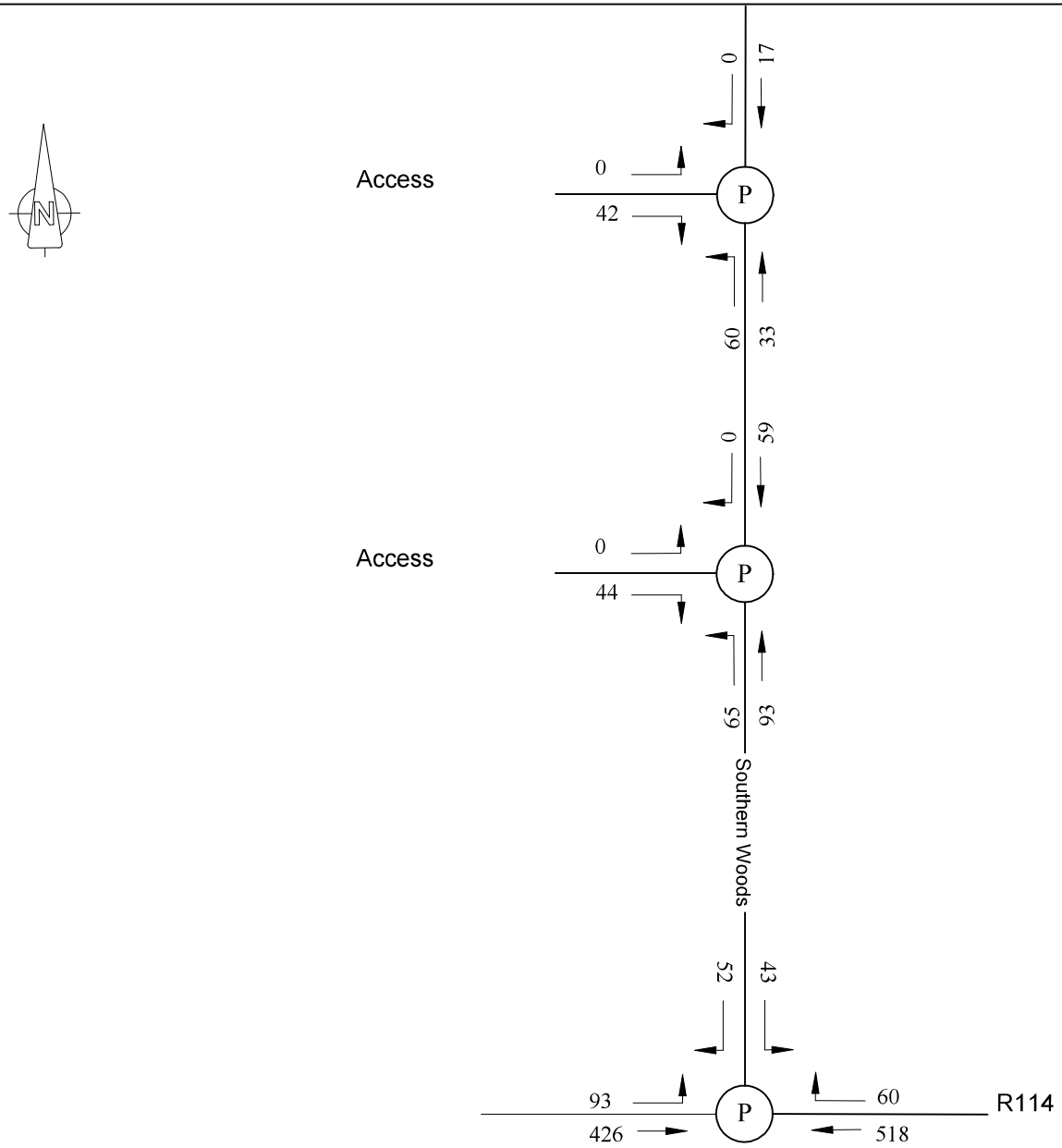
| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | AM WITH DEVELOPMENT TRAFFIC VOLUMES 2025 |
|---|---|---|




| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | PM WITH DEVELOPMENT TRAFFIC VOLUMES 2025 |
|---|---|---|




| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | SUNDAY WITH DEV TRAFFIC VOLUMES |
|---|---|---|



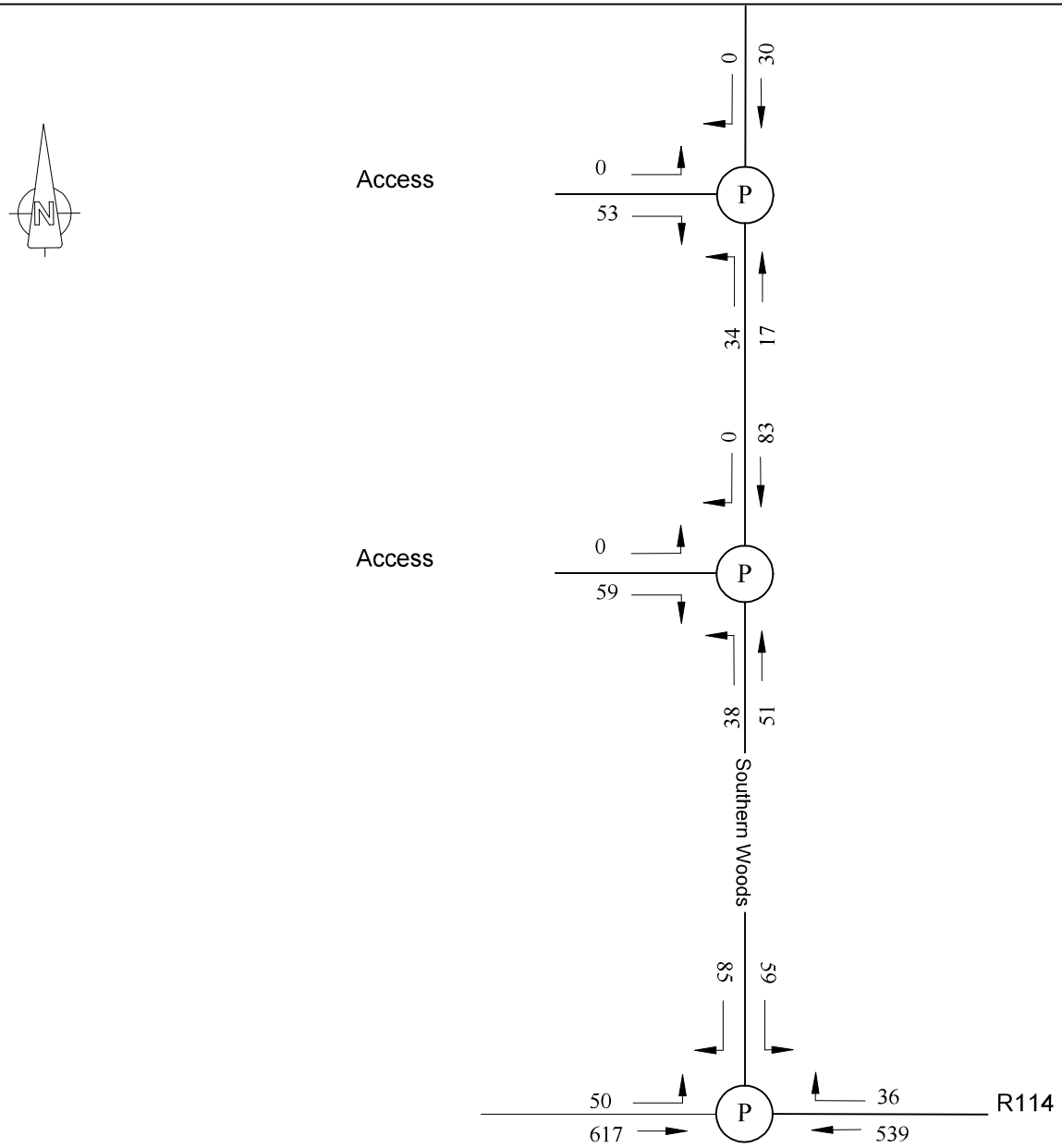

P: PRIORITY CONTROL

R: ROUNDABOUT

S: SIGNAL

4: 4 WAY STOP

| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | AM HORIZON YEAR 2030 TRAFFIC VOLUMES |
|---|---|---|



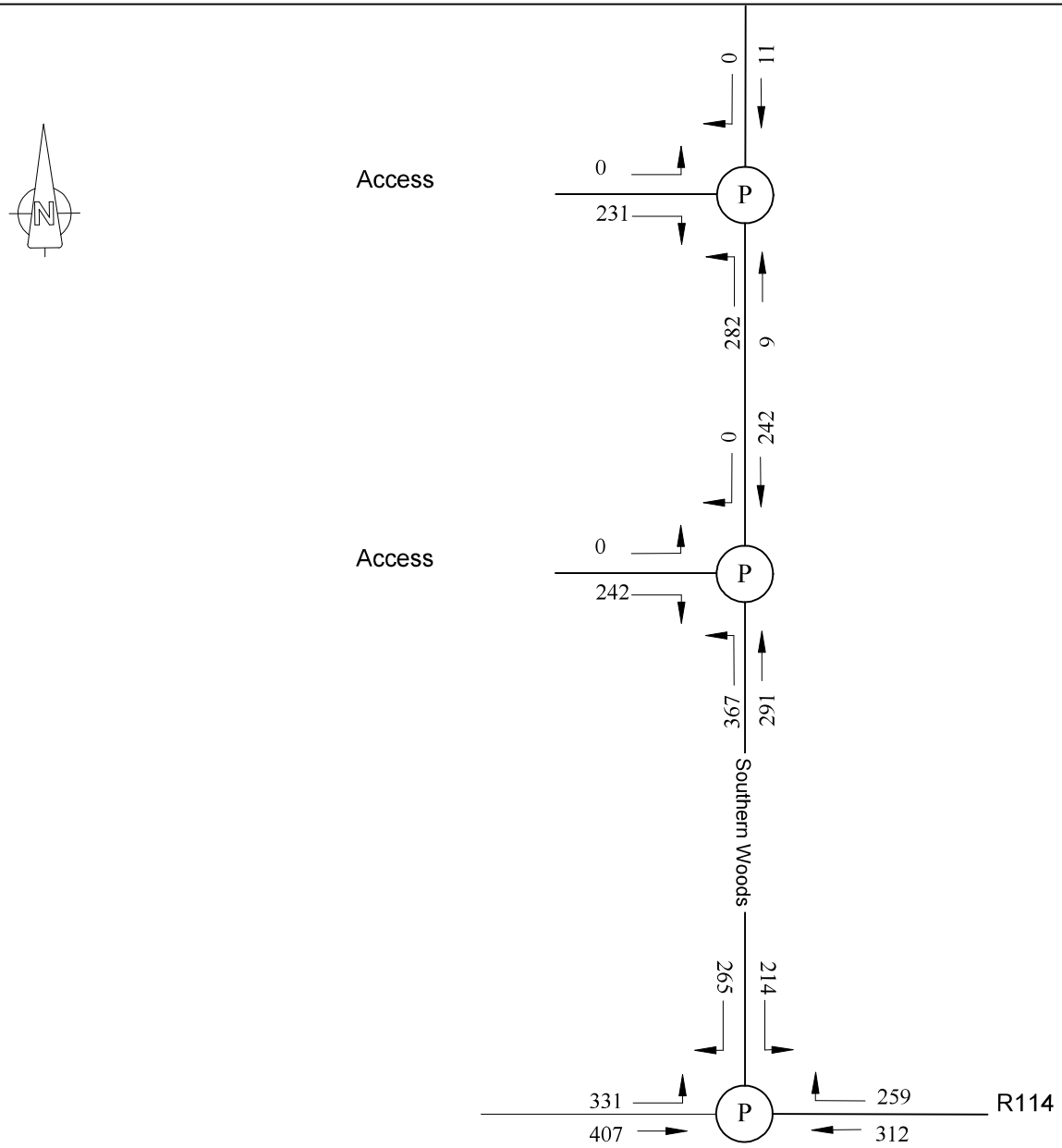

P: PRIORITY CONTROL

R: ROUNDABOUT

S: SIGNAL

4: 4 WAY STOP

| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | PM HORIZON YEAR 2030 TRAFFIC VOLUMES |
|---|---|---|




P: PRIORITY CONTROL

R: ROUNDABOUT

S: SIGNAL

4: 4 WAY STOP

| HAMATINO CONSULTING ENGINEERS | NIETGEDACHT EXTENSION 4 | SUNDAY HORIZON YEAR 2030 TRAFFIC VOLUMES |
|---|---|---|

**AM 2025 BACKGROUND**



Scenario Report

| | |
|---|---|
| Scenario: | AM |
| Command: | Default Command |
| Volume: | AM |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | AM |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Turning Movement Report
am

| Volume | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Volume |
| #1 | | | | | | | | | | | | | |
| Base | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 48 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 48 |
| #2 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | 833 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | 833 |

## Link Volume Report
am

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 | | | | | | | | | | | | | |
| Base | 32 | 16 | 48 | 14 | 28 | 42 | 2 | 4 | 6 | 0 | 0 | 0 | 96 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 32 | 16 | 48 | 14 | 28 | 42 | 2 | 4 | 6 | 0 | 0 | 0 | 96 |
| #2 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 9 | 29 | 38 | 383 | 441 | 824 | 441 | 363 | 804 | 1666 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 9 | 29 | 38 | 383 | 441 | 824 | 441 | 363 | 804 | 1666 |



## Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 2 | | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 | A | 8.8 | 0.000 | A | 8.8 | 0.000 | + 0.000 D/V |
| # 2 | B | 14.6 | 0.000 | B | 14.6 | 0.000 | + 0.000 D/V |



Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[ 8.8]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 0 | 0 0 | | 0 0 1 | 0 0 | | 0 0 0 | 0 1 | | 0 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 4 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 4 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 49 | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 941 | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 941 | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.8 | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour



Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[ 8.8]

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | Uncontrolled | | | | | | Uncontrolled | | | | | | Stop Sign | | | | | | Stop Sign | | | | | |
| Lefts: | Include | | | | | | Include | | | | | | Include | | | | | | Include | | | | | |
| Lanes: | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | | | | | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | | | |
| Initial Bse: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | | | | | | | | | |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| Initial Fut: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | | | | | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | | | | | | | | | |
| PHF Volume: | 4 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | | | | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| FinalVolume: | 4 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | | | | | | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | | | | | | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | | | | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 49 | xxxx | xxxx | xxxxx | | | | | | | | | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 941 | xxxx | xxxx | xxxxx | | | | | | | | | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 941 | xxxx | xxxx | xxxxx | | | | | | | | | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx | | | | | | | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx | | | | | | | | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.8 | xxxxx | xxxx | xxxxx | | | | | | | | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | | | | | | | | | |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | | | | | | | | | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | | | | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | | | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | | | | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | | | | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | | | | | | | | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | | | | | | | | | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 14.6]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 0 | 0 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| Initial Bse: | 0 | 0 | 0 | 4 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | | |
| PHF Volume: | 0 | 0 | 0 | 4 0 | 6 | 27 | 399 | 0 | 0 | 484 | 6 | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| FinalVolume: | 0 | 0 | 0 | 4 0 | 6 | 27 | 399 | 0 | 0 | 484 | 6 | | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 6.6 | 6.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 4.1 | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 412 908 | 908 | xxxx | xxxx | xxxxx | xxxx | xxxx | 426 | | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 623 267 | 296 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1092 | | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 623 266 | 295 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1092 | | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 0.00 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.3 | | | | | |
| LOS by Move: | * | * | * | * * | * | * | * | * | * | * | A | | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx 385 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1 | | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx 0.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 0.0 | | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx 14.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.3 | | | | | |
| Shared LOS: | * | * | * | * B | * | * | * | * | * | * | A | | | | | |
| ApproachDel: | xxxxxx | | | 14.6 | | xxxxxx | | | xxxxxx | | | | | | | |
| ApproachLOS: | * | | | B | | * | | | * | | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 14.6]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 6 | 27 | 399 | 0 | 0 | 484 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 6 | 27 | 399 | 0 | 0 | 484 | 6 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 412 | 908 | 908 | xxxx | xxxx | xxxxx | xxxx | xxxx | 426 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 623 | 267 | 296 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1092 |
| Move Cap.: | xxxx | xxxx | xxxxx | 623 | 266 | 295 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1092 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | 0.00 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.3 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | A |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 385 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1 |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 0.0 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 14.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.3 |
| Shared LOS: | * | * | * | * | B | * | * | * | * | * | * | A |
| ApproachDel: | xxxxxx | | | 14.6 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | B | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | | 010000 | 001000 | 000010 | 000000 |
| 2 | | 000000 | 000001 | 010000 | 000100 |

Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | 0.0 xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.1 0.1 0.1 | xxxx xxxx xxxx | xxxx 0.0 0.0 |



Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | 0.0 xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.1 0.1 0.1 | xxxx xxxx xxxx | xxxx 0.0 0.0 |

**PM 2025 BACKGROUND**



Scenario Report

| | |
|---|---|
| Scenario: | PM |
| Command: | Default Command |
| Volume: | PM |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | PM |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Turning Movement Report
pm

| Volume | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Volume |
| #1 | | | | | | | | | | | | | |
| Base | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 47 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 47 |
| #2 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | 1023 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | 1023 |

Link Volume Report
pm

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 | | | | | | | | | | | | | |
| Base | 17 | 30 | 47 | 25 | 14 | 39 | 5 | 3 | 8 | 0 | 0 | 0 | 94 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 17 | 30 | 47 | 25 | 14 | 39 | 5 | 3 | 8 | 0 | 0 | 0 | 94 |
| #2 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 33 | 16 | 49 | 531 | 477 | 1008 | 459 | 530 | 989 | 2046 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 33 | 16 | 49 | 531 | 477 | 1008 | 459 | 530 | 989 | 2046 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| 2 | | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 |

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 | A | 8.8 | 0.000 | A | 8.8 | 0.000 | + 0.000 D/V |
| # 2 | C | 20.4 | 0.000 | C | 20.4 | 0.000 | + 0.000 D/V |



Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 8.8]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 0 | 0 0 | | 0 0 1 | 0 0 | | 0 0 0 | 0 1 | | 0 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 14 | 0 | | 0 25 | 0 | | 0 0 | 5 | | 0 0 | 0 | |
| Growth Adj: | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | |
| Initial Bse: | 3 14 | 0 | | 0 25 | 0 | | 0 0 | 5 | | 0 0 | 0 | |
| User Adj: | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | |
| PHF Adj: | 0.90 0.90 | 0.90 | | 0.90 0.90 | 0.90 | | 0.90 0.90 | 0.90 | | 0.90 0.90 | 0.90 | |
| PHF Volume: | 3 16 | 0 | | 0 28 | 0 | | 0 0 | 6 | | 0 0 | 0 | |
| Reduct Vol: | 0 0 | 0 | | 0 0 | 0 | | 0 0 | 0 | | 0 0 | 0 | |
| FinalVolume: | 3 16 | 0 | | 0 28 | 0 | | 0 0 | 6 | | 0 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | 6.5 | | xxxxx xxxx | xxxxx | |
| FollowUpTim: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | 3.6 | | xxxxx xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | 45 | | xxxx xxxx | xxxxx | |
| Potent Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | 945 | | xxxx xxxx | xxxxx | |
| Move Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | 945 | | xxxx xxxx | xxxxx | |
| Volume/Cap: | xxxx xxxx | xxxx | | xxxx xxxx | xxxx | | xxxx xxxx | 0.01 | | xxxx xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | 0.0 | | xxxx xxxx | xxxxx | |
| Control Del: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | 8.8 | | xxxxx xxxx | xxxxx | |
| LOS by Move: | * * | * | | * * | * | | * * | A | | * * | * | |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | |
| SharedQueue: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | |
| Shrd ConDel: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | |
| Shared LOS: | * * | * | | * * | * | | * * | * | | * * | * | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Pedestrian Walk Speed: 1.20 meters/sec
Time Period: 0.25 hour



Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 8.8]

| Approach: | North Bound | | | | | | | South Bound | | | | | | | East Bound | | | | | | | West Bound | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | | T | | R | | | L | | T | | R | | | L | | T | | R | | | L | | T | | R | | |
| Control: | Uncontrolled | | | | | | | Uncontrolled | | | | | | | Stop Sign | | | | | | | Stop Sign | | | | | | |
| Lefts: | | Include | | | | | | | Include | | | | | | | Include | | | | | | | Include | | | | | |
| Lanes: | 0 | 1 | 0 | 0 | 0 | | | 0 | 0 | 1 | 0 | 0 | | | 0 | 0 | 0 | 0 | 1 | | | 0 | 0 | 0 | 0 | 0 | | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | | 14 | | 0 | | | 0 | | 25 | | 0 | | | 0 | | 0 | | 5 | | | 0 | | 0 | | 0 | | |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | |
| Initial Bse: | 3 | | 14 | | 0 | | | 0 | | 25 | | 0 | | | 0 | | 0 | | 5 | | | 0 | | 0 | | 0 | | |
| Added Vol: | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | |
| PasserByVol: | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | |
| Initial Fut: | 3 | | 14 | | 0 | | | 0 | | 25 | | 0 | | | 0 | | 0 | | 5 | | | 0 | | 0 | | 0 | | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | |
| PHF Adj: | 0.90 | 0.90 | | 0.90 | | 0.90 | 0.90 | | 0.90 | | 0.90 | | 0.90 | 0.90 | | 0.90 | | 0.90 | | 0.90 | 0.90 | | 0.90 | | 0.90 | | |
| PHF Volume: | 3 | | 16 | | 0 | | | 0 | | 28 | | 0 | | | 0 | | 0 | | 6 | | | 0 | | 0 | | 0 | | |
| Reduct Vol: | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | | 0 | | 0 | | 0 | | |
| FinalVolume: | 3 | | 16 | | 0 | | | 0 | | 28 | | 0 | | | 0 | | 0 | | 6 | | | 0 | | 0 | | 0 | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | xxxx | | 6.5 | | xxxxx | | xxxx | | | xxxxx | | xxxx | | xxxxx | | |
| FollowUpTim: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | xxxx | | 3.6 | | xxxxx | | xxxx | | | xxxxx | | xxxx | | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | 45 | | | xxxx | xxxx | | xxxxx | | | | | | |
| Potent Cap.: | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | 945 | | | xxxx | xxxx | | xxxxx | | | | | | |
| Move Cap.: | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | 945 | | | xxxx | xxxx | | xxxxx | | | | | | |
| Volume/Cap: | xxxx | xxxx | | xxxx | | | xxxx | xxxx | | xxxx | | | xxxx | xxxx | | 0.01 | | | xxxx | xxxx | | xxxx | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | 0.0 | | | xxxx | xxxx | | xxxxx | | | | | | |
| Control Del: | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | 8.8 | | | xxxxx | xxxx | | xxxxx | | | | | | |
| LOS by Move: | * | | * | | * | | * | | * | | * | | * | * | | A | | | * | | * | | * | | | | | |
| Movement: | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | | | | |
| Shared Cap.: | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | xxxxx | | | xxxx | xxxx | | xxxxx | | | | | | |
| SharedQueue: | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | xxxxx | xxxx | | xxxxx | | | | | | |
| Shared LOS: | * | | * | | * | | * | | * | | * | | * | * | | * | | | * | | * | | * | | | | | |
| ApproachDel: | xxxxxx | | | | | | xxxxxx | | | | | | 8.8 | | | | | | xxxxxx | | | | | | | | | |
| ApproachLOS: | * | | | | | | * | | | | | | A | | | | | | * | | | | | | | | | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[ 20.4]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 0 | 0 | 0 | 0 | 0 1! | 0 | 0 | 0 | 1 0 | 0 | 0 | 0 | 0 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 10 | 0 | 23 | | 11 | 520 | 0 | | 0 | 454 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 10 | 0 | 23 | | 11 | 520 | 0 | | 0 | 454 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 0 | 0 | 0 | | 11 | 0 | 26 | | 12 | 578 | 0 | | 0 | 504 | 6 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 11 | 0 | 26 | | 12 | 578 | 0 | | 0 | 504 | 6 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.3 | 6.6 | 6.5 | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 4.2 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.4 | 4.1 | 3.6 | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 2.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 584 | 1099 | 1099 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 590 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 497 | 205 | 227 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 947 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 497 | 204 | 226 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 947 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.02 | 0.00 | 0.11 | | xxxx | xxxx | xxxx | | xxxx | xxxx | 0.01 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 0.0 | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 8.8 | |
| LOS by Move: | * | * | * | | * | * | * | | * | * | * | | * | * | A | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | 270 | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 1 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | 0.5 | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.0 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | 20.4 | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 8.8 | |
| Shared LOS: | * | * | * | | * | C | * | | * | * | * | | * | * | A | |
| ApproachDel: | xxxxxx | | | | 20.4 | | xxxxxx | | | | xxxxxx | | | | | |
| ApproachLOS: | * | | | | C | | * | | | | * | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[ 20.4]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 11 | 0 | 26 | 12 | 578 | 0 | 0 | 504 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 11 | 0 | 26 | 12 | 578 | 0 | 0 | 504 | 6 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 584 | 1099 | 1099 | xxxx | xxxx | xxxxx | xxxx | xxxx | 590 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 497 | 205 | 227 | xxxx | xxxx | xxxxx | xxxx | xxxx | 947 |
| Move Cap.: | xxxx | xxxx | xxxxx | 497 | 204 | 226 | xxxx | xxxx | xxxxx | xxxx | xxxx | 947 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.02 | 0.00 | 0.11 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.8 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | A |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 270 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1 |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 0.0 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 20.4 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.8 |
| Shared LOS: | * | * | * | * | C | * | * | * | * | * | * | A |
| ApproachDel: | xxxxxx | | | 20.4 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | C | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | | 010000 | 001000 | 000010 | 000000 |
| 2 | | 000000 | 000001 | 010000 | 000100 |

Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | 0.0 xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.5 0.5 0.5 | xxxx xxxx xxxx | xxxx 0.0 0.0 |



Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | 0.0 xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.5 0.5 0.5 | xxxx xxxx xxxx | xxxx 0.0 0.0 |

**SUNDAY BACKGROUND**



Scenario Report

| | |
|---|---|
| Scenario: | SUND |
| Command: | Default Command |
| Volume: | SUND |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | SUND |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Turning Movement Report
Sund

| Volume | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Volume |
| #1 | | | | | | | | | | | | | |
| Base | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 98 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 98 |
| #2 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | 642 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | 642 |

Link Volume Report
Sund

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 | | | | | | | | | | | | | |
| Base | 80 | 18 | 98 | 9 | 8 | 17 | 9 | 72 | 81 | 0 | 0 | 0 | 196 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 80 | 18 | 98 | 9 | 8 | 17 | 9 | 72 | 81 | 0 | 0 | 0 | 196 |
| #2 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 14 | 22 | 36 | 361 | 272 | 633 | 267 | 348 | 615 | 1284 |
| Added | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 14 | 22 | 36 | 361 | 272 | 633 | 267 | 348 | 615 | 1284 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 2 | | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 |

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 | A | 8.9 | 0.000 | A | 8.9 | 0.000 | + 0.000 D/V |
| # 2 | B | 13.1 | 0.000 | B | 13.1 | 0.000 | + 0.000 D/V |



Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[ 8.9]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 0 | 0 0 | | 0 0 1 | 0 0 | | 0 0 0 | 0 1 | | 0 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 80 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 80 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 59 | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 928 | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 928 | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.9 | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Pedestrian Walk Speed: 1.20 meters/sec
Time Period: 0.25 hour



Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[ 8.9]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | | L | T | R | | L | T | R | | L | T | R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 80 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 80 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 59 | xxxx | xxxx | xxxxx | | | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 928 | xxxx | xxxx | xxxxx | | | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 928 | xxxx | xxxx | xxxxx | | | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 | xxxx | xxxx | xxxx | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx | | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.9 | xxxxx | xxxx | xxxxx | | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | | | |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | | | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | | | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[ 13.1]

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | Stop Sign | | | | | | Stop Sign | | | | | | Uncontrolled | | | | | | Uncontrolled | | | | | |
| Lefts: | Include | | | | | | Include | | | | | | Include | | | | | | Include | | | | | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 1! | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | | | | | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | | | |
| Initial Bse: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | | | | | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | | | | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | | | | | | | | | |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 10 | 20 | 381 | 0 | 0 | 292 | 4 | | | | | | | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | |
| FinalVolume: | 0 | 0 | 0 | 6 | 0 | 10 | 20 | 381 | 0 | 0 | 292 | 4 | | | | | | | | | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | | | | | | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | | | | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 391 | 692 | 692 | xxxx | xxxx | xxxxx | xxxx | xxxx | 401 | | | | | | | | | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 640 | 357 | 398 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1115 | | | | | | | | | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 640 | 356 | 397 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1115 | | | | | | | | | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | 0.00 | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | | | | | | | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | | | | | | | | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.2 | | | | | | | | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | A | | | | | | | | | | | | |
| Movement: | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | | LT | - | LTR | - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 459 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1 | | | | | | | | | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 0.0 | | | | | | | | | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 13.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.2 | | | | | | | | | | | | |
| Shared LOS: | * | * | * | * | B | * | * | * | * | * | * | A | | | | | | | | | | | | |
| ApproachDel: | xxxxxx | | | 13.1 | | | xxxxxx | | | xxxxxx | | | | | | | | | | | | | | |
| ApproachLOS: | * | | | B | | | * | | | * | | | | | | | | | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| HevVeh: | 10% | | | | | | 10% | | | | | | 10% | | | | | | 10% | | | | | |
| Grade: | 0% | | | | | | 0% | | | | | | 0% | | | | | | 0% | | | | | |
| Peds/Hour: | 0 | | | | | | 0 | | | | | | 0 | | | | | | 0 | | | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | | | 3.66 meters | | | | | | 3.66 meters | | | | | | 3.66 meters | | | | | |
| Time Period: 0.25 hour | | | | | | | | | | | | | | | | | | | | | | | | |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[ 13.1]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 10 | 20 | 381 | 0 | 0 | 292 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 6 | 0 | 10 | 20 | 381 | 0 | 0 | 292 | 4 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 391 | 692 | 692 | xxxx | xxxx | xxxxx | xxxx | xxxx | 401 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 640 | 357 | 398 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1115 |
| Move Cap.: | xxxx | xxxx | xxxxx | 640 | 356 | 397 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1115 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | 0.00 | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.2 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | A |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 459 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1 |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 0.0 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 13.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.2 |
| Shared LOS: | * | * | * | * | B | * | * | * | * | * | * | A |
| ApproachDel: | xxxxxx | | | 13.1 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | B | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | | 010000 | 001000 | 000010 | 000000 |
| 2 | | 000000 | 000001 | 010000 | 000100 |

Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | 0.0 xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.1 0.1 0.1 | xxxx xxxx xxxx | xxxx 0.0 0.0 |



Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | 0.0 xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.1 0.1 0.1 | xxxx xxxx xxxx | xxxx 0.0 0.0 |

**AM WITH DEVELOPMENT**



Scenario Report

| | |
|---|---|
| Scenario: | AM |
| Command: | Default Command |
| Volume: | AM |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | AM |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Trip Generation Report

Forecast for am

| Zone # | Subzone | Amount | Units | Rate In | Rate Out | Trips In | Trips Out | Total Trips | % Of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | nooitg | 100.00 | church | 1.19 | 0.84 | 119 | 84 | 203 | 100.0 |
| Zone 1 Subtotal | | | | | | 119 | 84 | 203 | 100.0 |
| TOTAL | | | | | | 119 | 84 | 203 | 100.0 |

Trip Distribution Report

Percent Of Trips def

| Zone | To Gates 1 | 2 |
|---|---|---|
| 1 | 55.0 | 45.0 |



Turning Movement Report
am

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 48 |
| Added | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 204 |
| Total | 64 | 88 | 0 | 0 | 56 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 252 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | 833 |
| Added | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 | 203 |
| Total | 0 | 0 | 0 | 42 | 0 | 51 | 89 | 359 | 0 | 0 | 436 | 59 | 1036 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Added | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 102 |
| Total | 60 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 144 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| Total | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |

Link Volume Report
am

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 32 | 16 | 48 | 14 | 28 | 42 | 2 | 4 | 6 | 0 | 0 | 0 | 96 |
| Added | 120 | 84 | 204 | 42 | 60 | 102 | 42 | 60 | 102 | 0 | 0 | 0 | 408 |
| Total | 152 | 100 | 252 | 56 | 88 | 144 | 44 | 64 | 108 | 0 | 0 | 0 | 504 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 9 | 29 | 38 | 383 | 441 | 824 | 441 | 363 | 804 | 1666 |
| Added | 0 | 0 | 0 | 84 | 119 | 203 | 65 | 46 | 111 | 54 | 38 | 92 | 406 |
| Total | 0 | 0 | 0 | 93 | 148 | 241 | 448 | 487 | 935 | 495 | 401 | 896 | 2072 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 28 | 14 | 42 | 14 | 28 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| Added | 60 | 42 | 102 | 0 | 0 | 0 | 42 | 60 | 102 | 0 | 0 | 0 | 204 |
| Total | 88 | 56 | 144 | 14 | 28 | 42 | 42 | 60 | 102 | 0 | 0 | 0 | 288 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 42 | 60 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 42 | 102 | 204 |
| Total | 42 | 60 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 42 | 102 | 204 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| 3 | Southerwood A | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Volume Report
Future Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 64 | 88 | 0 | 0 | 56 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 42 | 0 | 51 | 89 | 359 | 0 | 0 | 436 | 59 |
| 3 | Southerwood A | 60 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |



Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Southernwood / Access South | A | 8.8 | 0.000 | A | 10.0 | 0.000 | + 1.119 D/V |
| # 2 R114 / Southernwood | B | 11.6 | 0.000 | B | 13.1 | 0.000 | + 1.462 D/V |
| # 3 Southerwood Access North | A | 0.0 | 0.000 | A | 9.2 | 0.000 | + 9.204 D/V |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[ 8.8]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 4 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 4 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 33 | xxxx | 49 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1018 | xxxx | 941 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1018 | xxxx | 941 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.00 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.8 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[ 10.0]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| Added Vol: | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 64 | 88 | 0 | 0 | 56 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 71 | 98 | 0 | 0 | 62 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 71 | 98 | 0 | 0 | 62 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 133 | xxxx | 196 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 895 | xxxx | 775 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 895 | xxxx | 775 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.06 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 10.0 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 10.0 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[ 11.6]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 0 | 0 | 0 | 4 | 0 | 6 | 27 | 399 | 0 | 0 | 484 | 6 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 4 | 0 | 6 | 27 | 399 | 0 | 0 | 484 | 6 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 399 | xxxx | 894 | xxxx | xxxx | xxxxx | xxxx | xxxx | 426 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 634 | xxxx | 495 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1092 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 634 | xxxx | 494 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1092 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | xxxx | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.0 | xxxx | 0.0 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 10.7 | xxxx | 12.4 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.3 | | | | |
| LOS by Move: | * | * | * | B | * | B | * | * | * | * | * | A | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 11.6 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | B | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[ 13.1]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 1 0 0 | 0 1 | | 1 0 1 | 0 0 | | 0 0 1 | 0 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| Added Vol: | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 42 | 0 | 51 | 89 | 359 | 0 | 0 | 436 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 0 | 0 | 47 | 0 | 57 | 99 | 399 | 0 | 0 | 484 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 47 | 0 | 57 | 99 | 399 | 0 | 0 | 484 | 66 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 399 | xxxx | 1014 | xxxx | xxxx | xxxxx | xxxx | xxxx | 498 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 634 | xxxx | 449 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1026 |
| Move Cap.: | xxxx | xxxx | xxxxx | 634 | xxxx | 427 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1026 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.07 | xxxx | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.2 | xxxx | 0.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 |
| Control Del: | xxxxx | xxxx | xxxxx | 11.1 | xxxx | 14.7 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.7 |
| LOS by Move: | * | * | * | B | * | B | * | * | * | * | * | A |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 13.1 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | B | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 31 | 47 | 47 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1020 | 830 | 943 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1020 | 830 | 943 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | 0.00 | 0.00 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 0 | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: A[ 9.2]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 67 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 67 | 31 | 0 | 0 | 16 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 80 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 903 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 903 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.05 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.2 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Turning Movement By Zone Report
am

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.4,V/C=0.000)][Future(LOS=A,Del=1.7,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 48 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 48 |
| Zn 1 | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 204 |
| Added | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 204 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 64 | 88 | 0 | 0 | 56 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 252 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 64 | 88 | 0 | 0 | 56 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 252 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| [Base(LOS=B,Del=0.1,V/C=0.000)][Future(LOS=B,Del=1.2,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | 833 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | 833 |
| Zn 1 | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 | 203 |
| Added | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 | 203 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 0 | 42 | 0 | 51 | 89 | 359 | 0 | 0 | 436 | 59 | 1036 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 0 | 42 | 0 | 51 | 89 | 359 | 0 | 0 | 436 | 59 | 1036 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.7,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Zn 1 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 102 |
| Added | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 102 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 60 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 144 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 60 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 144 |
| #4 | | | | | | | | | | | | | |
| [Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=F,Del=OVRFLW,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zn 1 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| Added | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |



Project Trips Report
am

| Node | Intersection | Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Zone #1: nooitg | | | | | | | | | | | | | |
| 1 | Southernwood | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 |
| 3 | Southerwood A | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |

## Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | Southernwood / Access South | 010000 | 001000 | 100010 | 000000 |
| 2 | R114 / Southernwood | 000000 | 100010 | 101000 | 001010 |
| 3 | Southerwood Access North | 010000 | 001000 | 000010 | 000000 |



## Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 0.0 | xxxx 0.0 | xxxx xxxx xxxx | xxxx xxxx 0.0 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx |

Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.2 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.2 xxxx 0.5 | xxxx xxxx xxxx | xxxx xxxx 0.2 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.2 | xxxx xxxx xxxx |

**PM WITH DEVELOPMENT**



Scenario Report

| | |
|---|---|
| Scenario: | PM |
| Command: | Default Command |
| Volume: | PM |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | PM |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Trip Generation Report

Forecast for pm

| Zone # | Subzone | Amount | Units | Rate In | Rate Out | Trips In | Trips Out | Total Trips | % Of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | nooitg | 100.00 | church | 0.67 | 1.05 | 67 | 105 | 172 | 100.0 |
| Zone 1 Subtotal | | | | | | 67 | 105 | 172 | 100.0 |
| TOTAL | | | | | | 67 | 105 | 172 | 100.0 |

Trip Distribution Report

Percent Of Trips def

| Zone | To Gates 1 | 2 |
|---|---|---|
| 1 | 55.0 | 45.0 |



Turning Movement Report
pm

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 47 |
| Added | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 174 |
| Total | 37 | 48 | 0 | 0 | 78 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 221 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | 1023 |
| Added | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | 172 |
| Total | 0 | 0 | 0 | 57 | 0 | 81 | 48 | 520 | 0 | 0 | 454 | 35 | 1195 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Added | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 87 |
| Total | 34 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 126 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| Total | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |

Link Volume Report
pm

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 17 | 30 | 47 | 25 | 14 | 39 | 5 | 3 | 8 | 0 | 0 | 0 | 94 |
| Added | 68 | 106 | 174 | 53 | 34 | 87 | 53 | 34 | 87 | 0 | 0 | 0 | 348 |
| Total | 85 | 136 | 221 | 78 | 48 | 126 | 58 | 37 | 95 | 0 | 0 | 0 | 442 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 33 | 16 | 49 | 531 | 477 | 1008 | 459 | 530 | 989 | 2046 |
| Added | 0 | 0 | 0 | 105 | 67 | 172 | 37 | 58 | 95 | 30 | 47 | 77 | 344 |
| Total | 0 | 0 | 0 | 138 | 83 | 221 | 568 | 535 | 1103 | 489 | 577 | 1066 | 2390 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 14 | 25 | 39 | 25 | 14 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Added | 34 | 53 | 87 | 0 | 0 | 0 | 53 | 34 | 87 | 0 | 0 | 0 | 174 |
| Total | 48 | 78 | 126 | 25 | 14 | 39 | 53 | 34 | 87 | 0 | 0 | 0 | 252 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 53 | 34 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 53 | 87 | 174 |
| Total | 53 | 34 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 53 | 87 | 174 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 |
| 3 | Southerwood A | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Volume Report
Future Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 37 | 48 | 0 | 0 | 78 | 0 | 0 | 0 | 58 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 57 | 0 | 81 | 48 | 520 | 0 | 0 | 454 | 35 |
| 3 | Southerwood A | 34 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |



Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Southernwood / Access South | A | 8.8 | 0.000 | A | 9.8 | 0.000 | + 0.984 D/V |
| # 2 R114 / Southernwood | B | 13.6 | 0.000 | C | 15.6 | 0.000 | + 1.949 D/V |
| # 3 Southerwood Access North | A | 0.0 | 0.000 | A | 9.2 | 0.000 | + 9.160 D/V |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 8.8]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 3 | 16 | 0 | 0 | 28 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 3 | 16 | 0 | 0 | 28 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 17 | xxxx | 45 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1039 | xxxx | 945 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1039 | xxxx | 945 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.01 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.8 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.8 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[ 9.8]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 | 0 1 | 0 0 | 1 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Added Vol: | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 37 | 48 | 0 | 0 | 78 | 0 | 0 | 0 | 58 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 41 | 53 | 0 | 0 | 87 | 0 | 0 | 0 | 64 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 41 | 53 | 0 | 0 | 87 | 0 | 0 | 0 | 64 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 74 | xxxx | 161 | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 966 | xxxx | 812 | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 966 | xxxx | 812 | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.08 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.3 | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.8 | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.8 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[ 13.6]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 10 | 0 | 23 | | 11 | 520 | 0 | | 0 | 454 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 10 | 0 | 23 | | 11 | 520 | 0 | | 0 | 454 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 0 | 0 | 0 | | 11 | 0 | 26 | | 12 | 578 | 0 | | 0 | 504 | 6 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 11 | 0 | 26 | | 12 | 578 | 0 | | 0 | 504 | 6 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.3 | xxxx | 4.5 | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.4 | xxxx | 3.6 | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 578 | xxxx | 1093 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 590 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 501 | xxxx | 420 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 947 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 501 | xxxx | 418 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 947 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.02 | xxxx | 0.06 | | xxxx | xxxx | xxxx | | xxxx | xxxx | 0.01 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.1 | xxxx | 0.2 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 0.0 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 12.3 | xxxx | 14.2 | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.8 | | |
| LOS by Move: | * | * | * | | B | * | B | | * | * | * | | * | * | A | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 13.6 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | B | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[ 15.6]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | | | | |
| Added Vol: | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 0 | 0 | 0 | 57 | 0 | 81 | 48 | 520 | 0 | 0 | 454 | 35 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 0 | 0 | 0 | 63 | 0 | 90 | 53 | 578 | 0 | 0 | 504 | 39 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 63 | 0 | 90 | 53 | 578 | 0 | 0 | 504 | 39 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 578 | xxxx | 1160 | xxxx | xxxx | xxxxx | xxxx | xxxx | 631 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 501 | xxxx | 397 | xxxx | xxxx | xxxxx | xxxx | xxxx | 914 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 501 | xxxx | 384 | xxxx | xxxx | xxxxx | xxxx | xxxx | 914 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.13 | xxxx | 0.23 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.4 | xxxx | 0.9 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.1 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 13.2 | xxxx | 17.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.1 | | | | |
| LOS by Move: | * | * | * | B | * | C | * | * | * | * | * | A | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 15.6 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | C | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 16 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 16 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 16 | 43 | 43 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1041 | 833 | 947 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1041 | 833 | 947 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | 0.00 | 0.00 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 0 | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: A[ 9.2]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 34 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 38 | 16 | 0 | 0 | 28 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 38 | 16 | 0 | 0 | 28 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 62 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 924 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 924 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.06 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.2 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Turning Movement By Zone Report
pm

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.9,V/C=0.000)][Future(LOS=A,Del=2.6,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 47 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 47 |
| Zn 1 | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 174 |
| Added | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 174 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 37 | 48 | 0 | 0 | 78 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 221 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 37 | 48 | 0 | 0 | 78 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 221 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| [Base(LOS=B,Del=0.4,V/C=0.000)][Future(LOS=C,Del=1.8,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | 1023 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | 1023 |
| Zn 1 | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | 172 |
| Added | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | 172 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 0 | 57 | 0 | 81 | 48 | 520 | 0 | 0 | 454 | 35 | 1195 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 0 | 57 | 0 | 81 | 48 | 520 | 0 | 0 | 454 | 35 | 1195 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.0,V/C=0.000)][Future(LOS=A,Del=3.9,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Zn 1 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 87 |
| Added | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 87 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 34 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 126 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 34 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 126 |
| #4 | | | | | | | | | | | | | |
| [Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=F,Del=OVRFLW,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zn 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| Added | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |



Project Trips Report
pm

| Node | Intersection | Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Zone #1: nooitg | | | | | | | | | | | | | |
| 1 | Southernwood | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 |
| 3 | Southerwood A | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |

## Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | Southernwood / Access South | 010000 | 001000 | 100010 | 000000 |
| 2 | R114 / Southernwood | 000000 | 100010 | 101000 | 001010 |
| 3 | Southerwood Access North | 010000 | 001000 | 000010 | 000000 |



## Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 0.1 | xxxx 0.2 xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx |

Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.3 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 0.4 | xxxx 0.9 | xxxx xxxx xxxx | xxxx xxxx 0.1 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.2 | xxxx xxxx xxxx |

**SUNDAY WITH DEVELOPMENT**



Scenario Report

| | |
|---|---|
| Scenario: | SUND |
| Command: | Default Command |
| Volume: | SUND |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | SUND |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Trip Generation Report

Forecast for Sund

| Zone # | Subzone | Amount | Units | Rate In | Rate Out | Trips In | Trips Out | Total Trips | % Of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | nooitg | 100.00 | church | 5.64 | 4.62 | 564 | 462 | 1026 | 100.0 |
| Zone 1 Subtotal | | | | | | 564 | 462 | 1026 | 100.0 |
| TOTAL | | | | | | 564 | 462 | 1026 | 100.0 |

Trip Distribution Report

Percent Of Trips def

| Zone | To Gates 1 | 2 |
|---|---|---|
| 1 | 55.0 | 45.0 |



Turning Movement Report
Sund

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 98 |
| Added | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| Total | 354 | 290 | 0 | 0 | 240 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 1124 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | 642 |
| Added | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| Total | 0 | 0 | 0 | 213 | 0 | 263 | 328 | 343 | 0 | 0 | 263 | 258 | 1668 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Added | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| Total | 282 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 530 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| Total | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |

Link Volume Report
Sund

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 80 | 18 | 98 | 9 | 8 | 17 | 9 | 72 | 81 | 0 | 0 | 0 | 196 |
| Added | 564 | 462 | 1026 | 231 | 282 | 513 | 231 | 282 | 513 | 0 | 0 | 0 | 2052 |
| Total | 644 | 480 | 1124 | 240 | 290 | 530 | 240 | 354 | 594 | 0 | 0 | 0 | 2248 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 14 | 22 | 36 | 361 | 272 | 633 | 267 | 348 | 615 | 1284 |
| Added | 0 | 0 | 0 | 462 | 564 | 1026 | 310 | 254 | 564 | 254 | 208 | 462 | 2052 |
| Total | 0 | 0 | 0 | 476 | 586 | 1062 | 671 | 526 | 1197 | 521 | 556 | 1077 | 3336 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 8 | 9 | 17 | 9 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Added | 282 | 231 | 513 | 0 | 0 | 0 | 231 | 282 | 513 | 0 | 0 | 0 | 1026 |
| Total | 290 | 240 | 530 | 9 | 8 | 17 | 231 | 282 | 513 | 0 | 0 | 0 | 1060 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 231 | 282 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 231 | 513 | 1026 |
| Total | 231 | 282 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 231 | 513 | 1026 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 |
| 3 | Southerwood A | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Volume Report
Future Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 354 | 290 | 0 | 0 | 240 | 0 | 0 | 0 | 240 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 213 | 0 | 263 | 328 | 343 | 0 | 0 | 263 | 258 |
| 3 | Southerwood A | 282 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |



Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/Veh | Base V/C | Future LOS | Future Del/Veh | Future V/C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Southernwood / Access South | A | 8.9 | 0.000 | E | 41.6 | 0.000 | +32.718 D/V |
| # 2 R114 / Southernwood | B | 11.0 | 0.000 | F | 72.5 | 0.000 | +61.530 D/V |
| # 3 Southerwood Access North | A | 0.0 | 0.000 | B | 11.7 | 0.000 | +11.658 D/V |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[ 8.9]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 80 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 80 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 49 | xxxx | 59 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 997 | xxxx | 928 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 997 | xxxx | 928 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.01 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.9 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: E[ 41.6]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | | | |
| Added Vol: | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 354 | 290 | 0 | 0 | 240 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 393 | 322 | 0 | 0 | 267 | 0 | 0 | 0 | 267 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 393 | 322 | 0 | 0 | 267 | 0 | 0 | 0 | 267 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 519 | xxxx | 786 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 541 | xxxx | 350 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 541 | xxxx | 350 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.76 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 6.1 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 41.6 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | E | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 41.6 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | E | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 11.0]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 10 | 20 | 381 | 0 | 0 | 292 | 4 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 6 | 0 | 10 | 20 | 381 | 0 | 0 | 292 | 4 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 381 | xxxx | 682 | xxxx | xxxx | xxxxx | xxxx | xxxx | 401 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 649 | xxxx | 589 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1115 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 649 | xxxx | 587 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1115 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | xxxx | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.0 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 10.6 | xxxx | 11.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.2 | | | | |
| LOS by Move: | * | * | * | B | * | B | * | * | * | * | * | A | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 11.0 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | B | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 20.7 Worst Case Level Of Service: F[ 72.5]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | |
| Added Vol: | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 0 | 0 | 0 | 213 | 0 | 263 | 328 | 343 | 0 | 0 | 263 | 258 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 0 | 0 | 0 | 237 | 0 | 292 | 364 | 381 | 0 | 0 | 292 | 287 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 237 | 0 | 292 | 364 | 381 | 0 | 0 | 292 | 287 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 381 | xxxx | 1247 | xxxx | xxxx | xxxxx | xxxx | xxxx | 746 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 649 | xxxx | 369 | xxxx | xxxx | xxxxx | xxxx | xxxx | 827 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 649 | xxxx | 270 | xxxx | xxxx | xxxxx | xxxx | xxxx | 827 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.36 | xxxx | 1.08 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.35 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 1.7 | xxxx | 12.0 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1.6 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 13.7 | xxxx | 120.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 11.6 | | | | |
| LOS by Move: | * | * | * | B | * | F | * | * | * | * | * | B | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 72.5 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | F | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 9 | 19 | 19 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1050 | 859 | 978 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1050 | 859 | 978 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | 0.00 | 0.00 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 0 | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[ 11.7]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 282 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 313 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 313 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 176 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 796 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 796 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.32 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1.4 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 11.7 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | B | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 11.7 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | B | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Turning Movement By Zone Report
Sund

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.8,V/C=0.000)][Future(LOS=E,Del=8.9,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 98 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 98 |
| Zn 1 | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| Added | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 354 | 290 | 0 | 0 | 240 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 1124 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 354 | 290 | 0 | 0 | 240 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 1124 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| [Base(LOS=B,Del=0.2,V/C=0.000)][Future(LOS=F,Del=20.7,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | 642 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | 642 |
| Zn 1 | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| Added | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 0 | 213 | 0 | 263 | 328 | 343 | 0 | 0 | 263 | 258 | 1668 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 0 | 213 | 0 | 263 | 328 | 343 | 0 | 0 | 263 | 258 | 1668 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.0,V/C=0.000)][Future(LOS=B,Del=5.1,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Zn 1 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| Added | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 282 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 530 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 282 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 530 |
| #4 | | | | | | | | | | | | | |
| [Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=F,Del=OVRFLW,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| InitBs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zn 1 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| Added | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |



Project Trips Report
Sund

| Node | Intersection | Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Zone #1: nooitg | | | | | | | | | | | | | |
| 1 | Southernwood | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 |
| 3 | Southerwood A | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |

## Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | Southernwood / Access South | 010000 | 001000 | 100010 | 000000 |
| 2 | R114 / Southernwood | 000000 | 100010 | 101000 | 001010 |
| 3 | Southerwood Access North | 010000 | 001000 | 000010 | 000000 |



## Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 0.0 | xxxx 0.1 | xxxx xxxx xxxx | xxxx xxxx 0.0 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx |

Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 6.1 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 1.7 | xxxx 12.0 xxxx | xxxx xxxx xxxx | xxxx xxxx 1.6 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx 1.4 xxxx | xxxx xxxx xxxx |

**AM HORIZON YEAR 2030**



Scenario Report

| | |
|---|---|
| Scenario: | AM |
| Command: | Default Command |
| Volume: | AM |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | AM |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Trip Generation Report

Forecast for am

| Zone # | Subzone | Amount | Units | Rate In | Rate Out | Trips In | Trips Out | Total Trips | % Of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | nooitg | 100.00 | church | 1.19 | 0.84 | 119 | 84 | 203 | 100.0 |
| Zone 1 Subtotal | | | | | | 119 | 84 | 203 | 100.0 |
| TOTAL | | | | | | 119 | 84 | 203 | 100.0 |

Trip Distribution Report

Percent Of Trips def

| Zone | To Gates 1 | 2 |
|---|---|---|
| 1 | 55.0 | 45.0 |



Turning Movement Report
am

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 5 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 57 |
| Added | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 204 |
| Total | 65 | 93 | 0 | 0 | 59 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 261 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 5 | 0 | 6 | 28 | 426 | 0 | 0 | 518 | 6 | 989 |
| Added | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 | 203 |
| Total | 0 | 0 | 0 | 43 | 0 | 52 | 93 | 426 | 0 | 0 | 518 | 60 | 1192 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 0 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Added | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 102 |
| Total | 60 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 152 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| Total | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |

Link Volume Report
am

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 38 | 19 | 57 | 17 | 33 | 50 | 2 | 5 | 7 | 0 | 0 | 0 | 114 |
| Added | 120 | 84 | 204 | 42 | 60 | 102 | 42 | 60 | 102 | 0 | 0 | 0 | 408 |
| Total | 158 | 103 | 261 | 59 | 93 | 152 | 44 | 65 | 109 | 0 | 0 | 0 | 522 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 11 | 34 | 45 | 455 | 523 | 978 | 523 | 431 | 954 | 1978 |
| Added | 0 | 0 | 0 | 84 | 119 | 203 | 65 | 46 | 111 | 54 | 38 | 92 | 406 |
| Total | 0 | 0 | 0 | 95 | 153 | 248 | 520 | 569 | 1089 | 577 | 469 | 1046 | 2384 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 33 | 17 | 50 | 17 | 33 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Added | 60 | 42 | 102 | 0 | 0 | 0 | 42 | 60 | 102 | 0 | 0 | 0 | 204 |
| Total | 93 | 59 | 152 | 17 | 33 | 50 | 42 | 60 | 102 | 0 | 0 | 0 | 304 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 42 | 60 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 42 | 102 | 204 |
| Total | 42 | 60 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 42 | 102 | 204 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 5 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 5 | 0 | 6 | 28 | 426 | 0 | 0 | 518 | 6 |
| 3 | Southerwood A | 0 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Volume Report
Future Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 65 | 93 | 0 | 0 | 59 | 0 | 0 | 0 | 44 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 43 | 0 | 52 | 93 | 426 | 0 | 0 | 518 | 60 |
| 3 | Southerwood A | 60 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |



Impact Analysis Report
Level Of Service

| | Intersection | Base LOS | Base Del/Veh | Base V/C | Future LOS | Future Del/Veh | Future V/C | Change in |
|---|---|---|---|---|---|---|---|---|
| # 1 | Southernwood / Access South | A | 8.9 | 0.000 | A | 9.9 | 0.000 | + 1.061 D/V |
| # 2 | R114 / Southernwood | B | 12.2 | 0.000 | B | 13.8 | 0.000 | + 1.609 D/V |
| # 3 | Southerwood Access North | A | 0.0 | 0.000 | A | 9.2 | 0.000 | + 9.215 D/V |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[ 8.9]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 0 | 1 | 0 0 | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Growth Adj: | 1.19 1.19 | 1.19 | | 1.19 1.19 | 1.19 | | 1.19 1.19 | 1.19 | | 1.19 1.19 | 1.19 | |
| Initial Bse: | 5 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| User Adj: | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | |
| PHF Adj: | 0.95 0.95 | 0.95 | | 0.95 0.95 | 0.95 | | 0.95 0.95 | 0.95 | | 0.95 0.95 | 0.95 | |
| PHF Volume: | 5 | 35 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | 35 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 6.3 xxxx | | 6.5 | xxxxx xxxx | xxxxx | |
| FollowUpTim: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 3.4 xxxx | | 3.6 | xxxxx xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | 37 xxxx | | 55 | xxxx xxxx | xxxxx | |
| Potent Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | 1012 xxxx | | 933 | xxxx xxxx | xxxxx | |
| Move Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | 1012 xxxx | | 933 | xxxx xxxx | xxxxx | |
| Volume/Cap: | xxxx xxxx | xxxx | | xxxx xxxx | xxxx | | 0.00 xxxx | | 0.00 | xxxx xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | | 0.0 | xxxx xxxx | xxxxx | |
| Control Del: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | | 8.9 | xxxxx xxxx | xxxxx | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | |
| SharedQueue: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | |
| Shrd ConDel: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[ 9.9]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 0 | 0 | 0 | 0 | 0 | 1 0 | 0 | 1 | 0 | 0 0 | 1 | 0 | 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 5 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | | | |
| Added Vol: | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 65 | 93 | 0 | 0 | 59 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 68 | 98 | 0 | 0 | 62 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 68 | 98 | 0 | 0 | 62 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 132 | xxxx | 194 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 896 | xxxx | 777 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 896 | xxxx | 777 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.06 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.9 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.9 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[ 12.2]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 0 0 | | | 1 0 0 0 1 | | | 1 0 1 0 0 | | | 0 0 1 0 1 | | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 | 0 | 0 | 5 | 0 | 6 | 28 | 426 | 0 | 0 | 518 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 0 | 0 | 5 | 0 | 6 | 30 | 449 | 0 | 0 | 545 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 5 | 0 | 6 | 30 | 449 | 0 | 0 | 545 | 6 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 449 | xxxx | 1006 | xxxx | xxxx | xxxxx | xxxx | xxxx | 479 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 594 | xxxx | 452 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1043 |
| Move Cap.: | xxxx | xxxx | xxxxx | 594 | xxxx | 450 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1043 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | xxxx | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.0 | xxxx | 0.0 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 |
| Control Del: | xxxxx | xxxx | xxxxx | 11.1 | xxxx | 13.1 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.5 |
| LOS by Move: | * | * | * | B | * | B | * | * | * | * | * | A |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 12.2 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | B | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[ 13.8]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 1 | 0 0 0 | 1 | 1 | 0 1 | 0 0 | 0 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 | 0 | 0 | 5 | 0 | 6 | 28 | 426 | 0 | 0 | 518 | 6 |
| Added Vol: | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 43 | 0 | 52 | 93 | 426 | 0 | 0 | 518 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 0 | 0 | 45 | 0 | 55 | 98 | 449 | 0 | 0 | 545 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 45 | 0 | 55 | 98 | 449 | 0 | 0 | 545 | 63 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 449 | xxxx | 1120 | xxxx | xxxx | xxxxx | xxxx | xxxx | 547 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 594 | xxxx | 411 | xxxx | xxxx | xxxxx | xxxx | xxxx | 983 |
| Move Cap.: | xxxx | xxxx | xxxxx | 594 | xxxx | 391 | xxxx | xxxx | xxxxx | xxxx | xxxx | 983 |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.08 | xxxx | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.2 | xxxx | 0.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 |
| Control Del: | xxxxx | xxxx | xxxxx | 11.6 | xxxx | 15.7 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.9 |
| LOS by Move: | * | * | * | B | * | C | * | * | * | * | * | A |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 13.8 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | B | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 33 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 35 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 35 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | 35 | 52 | 52 | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | 1015 | 824 | 936 | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | 1015 | 824 | 936 | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | 0.00 | 0.00 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * * | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 0 | xxxxx | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * * | * | * | * | * | * | * | * | * | * | * | |
| ApproachDel: | xxxxxx | | xxxxxx | | | xxxxxx | | | xxxxxx | | | |
| ApproachLOS: | * | | * | | | * | | | * | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[ 9.2]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 63 | 35 | 0 | 0 | 17 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 63 | 35 | 0 | 0 | 17 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 84 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 898 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 898 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.05 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.2 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Turning Movement By Zone Report
am

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.4,V/C=0.000)][Future(LOS=A,Del=1.7,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 4 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 48 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 5 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 57 |
| Zn 1 | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 204 |
| Added | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 204 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 65 | 93 | 0 | 0 | 59 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 261 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 65 | 93 | 0 | 0 | 59 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 261 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| [Base(LOS=B,Del=0.1,V/C=0.000)][Future(LOS=B,Del=1.1,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 4 | 0 | 5 | 24 | 359 | 0 | 0 | 436 | 5 | 833 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 5 | 0 | 6 | 28 | 426 | 0 | 0 | 518 | 6 | 989 |
| Zn 1 | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 | 203 |
| Added | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 | 203 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 0 | 43 | 0 | 52 | 93 | 426 | 0 | 0 | 518 | 60 | 1192 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 0 | 43 | 0 | 52 | 93 | 426 | 0 | 0 | 518 | 60 | 1192 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.0,V/C=0.000)][Future(LOS=A,Del=2.5,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 28 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Zn 1 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 102 |
| Added | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 102 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 60 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 152 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 60 | 33 | 0 | 0 | 17 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 152 |
| #4 | | | | | | | | | | | | | |
| [Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=F,Del=OVRFLW,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zn 1 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| Added | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 102 |



Project Trips Report
am

| Node | Intersection | Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Zone #1: nooitg | | | | | | | | | | | | | |
| 1 | Southernwood | 60 | 60 | 0 | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 38 | 0 | 46 | 65 | 0 | 0 | 0 | 0 | 54 |
| 3 | Southerwood A | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 |

## Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | Southernwood / Access South | 010000 | 001000 | 100010 | 000000 |
| 2 | R114 / Southernwood | 000000 | 100010 | 101000 | 001010 |
| 3 | Southerwood Access North | 010000 | 001000 | 000010 | 000000 |



## Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 0.0 | xxxx 0.0 | xxxx xxxx xxxx | xxxx xxxx 0.0 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx |

Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.2 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.2 xxxx 0.5 | xxxx xxxx xxxx | xxxx xxxx 0.2 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.2 | xxxx xxxx xxxx |

**PM HORIZON YEAR 2030**



Scenario Report

| | |
|---|---|
| Scenario: | PM |
| Command: | Default Command |
| Volume: | PM |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | PM |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Trip Generation Report

Forecast for pm

| Zone # | Subzone | Amount | Units | Rate In | Rate Out | Trips In | Trips Out | Total Trips | % Of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | nooitg | 100.00 | church | 0.67 | 1.05 | 67 | 105 | 172 | 100.0 |
| Zone 1 Subtotal | | | | | | 67 | 105 | 172 | 100.0 |
| TOTAL | | | | | | 67 | 105 | 172 | 100.0 |

Trip Distribution Report

Percent Of Trips def

| Zone | To Gates 1 | 2 |
|---|---|---|
| 1 | 55.0 | 45.0 |



Turning Movement Report
pm

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 4 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 56 |
| Added | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 174 |
| Total | 38 | 51 | 0 | 0 | 83 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 230 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 12 | 0 | 27 | 13 | 617 | 0 | 0 | 539 | 6 | 1214 |
| Added | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | 172 |
| Total | 0 | 0 | 0 | 59 | 0 | 85 | 50 | 617 | 0 | 0 | 539 | 36 | 1386 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 0 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Added | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 87 |
| Total | 34 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 133 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| Total | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |

Link Volume Report
pm

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 20 | 36 | 56 | 30 | 17 | 46 | 6 | 4 | 9 | 0 | 0 | 0 | 112 |
| Added | 68 | 106 | 174 | 53 | 34 | 87 | 53 | 34 | 87 | 0 | 0 | 0 | 348 |
| Total | 88 | 142 | 230 | 83 | 51 | 133 | 59 | 38 | 96 | 0 | 0 | 0 | 460 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 39 | 19 | 58 | 630 | 566 | 1196 | 545 | 629 | 1174 | 2429 |
| Added | 0 | 0 | 0 | 105 | 67 | 172 | 37 | 58 | 95 | 30 | 47 | 77 | 344 |
| Total | 0 | 0 | 0 | 144 | 86 | 230 | 667 | 624 | 1291 | 575 | 676 | 1251 | 2773 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 17 | 30 | 46 | 30 | 17 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| Added | 34 | 53 | 87 | 0 | 0 | 0 | 53 | 34 | 87 | 0 | 0 | 0 | 174 |
| Total | 51 | 83 | 133 | 30 | 17 | 46 | 53 | 34 | 87 | 0 | 0 | 0 | 267 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 53 | 34 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 53 | 87 | 174 |
| Total | 53 | 34 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 53 | 87 | 174 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 4 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 12 | 0 | 27 | 13 | 617 | 0 | 0 | 539 | 6 |
| 3 | Southerwood A | 0 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Volume Report
Future Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 38 | 51 | 0 | 0 | 83 | 0 | 0 | 0 | 59 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 59 | 0 | 85 | 50 | 617 | 0 | 0 | 539 | 36 |
| 3 | Southerwood A | 34 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |



Impact Analysis Report
Level Of Service

| | Intersection | Base LOS | Base Del/Veh | Base V/C | Future LOS | Future Del/Veh | Future V/C | Change in |
|---|---|---|---|---|---|---|---|---|
| # 1 | Southernwood / Access South | A | 8.9 | 0.000 | A | 9.8 | 0.000 | + 0.934 D/V |
| # 2 | R114 / Southernwood | B | 14.8 | 0.000 | C | 17.1 | 0.000 | + 2.367 D/V |
| # 3 | Southerwood Access North | A | 0.0 | 0.000 | A | 9.2 | 0.000 | + 9.170 D/V |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[ 8.9]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 | 0 1 | 0 0 | 1 | 0 | 0 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 4 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 4 | 17 | 0 | 0 | 31 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 4 | 17 | 0 | 0 | 31 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 19 | xxxx | 51 | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1036 | xxxx | 939 | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1036 | xxxx | 939 | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.01 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.9 | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 8.9 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: A[ 9.8]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 1 | 0 0 | 0 | 1 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 4 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | | | | |
| Added Vol: | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 38 | 51 | 0 | 0 | 83 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 40 | 53 | 0 | 0 | 87 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 40 | 53 | 0 | 0 | 87 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 73 | xxxx | 160 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 967 | xxxx | 813 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 967 | xxxx | 813 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.08 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.8 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.8 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 14.8]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 10 | 0 | 23 | | 11 | 520 | 0 | | 0 | 454 | 5 | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | | 1.19 | 1.19 | 1.19 | | 1.19 | 1.19 | 1.19 | | 1.19 | 1.19 | 1.19 | |
| Initial Bse: | 0 | 0 | 0 | | 12 | 0 | 27 | | 13 | 617 | 0 | | 0 | 539 | 6 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 0 | 0 | | 12 | 0 | 29 | | 14 | 650 | 0 | | 0 | 567 | 6 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 12 | 0 | 29 | | 14 | 650 | 0 | | 0 | 567 | 6 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.3 | xxxx | 4.5 | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.4 | xxxx | 3.6 | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 650 | xxxx | 1229 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 663 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 455 | xxxx | 374 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 889 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 455 | xxxx | 372 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 889 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.03 | xxxx | 0.08 | | xxxx | xxxx | xxxx | | xxxx | xxxx | 0.01 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.1 | xxxx | 0.2 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 0.0 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 13.1 | xxxx | 15.5 | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.1 | | |
| LOS by Move: | * | * | * | | B | * | C | | * | * | * | | * | * | A | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 14.8 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | B | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[ 17.1]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 0 | 0 | 0 | 12 | 0 | 27 | 13 | 617 | 0 | 0 | 539 | 6 | | | | |
| Added Vol: | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 0 | 0 | 0 | 59 | 0 | 85 | 50 | 617 | 0 | 0 | 539 | 36 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 0 | 0 | 0 | 62 | 0 | 90 | 53 | 650 | 0 | 0 | 567 | 38 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 62 | 0 | 90 | 53 | 650 | 0 | 0 | 567 | 38 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 650 | xxxx | 1293 | xxxx | xxxx | xxxxx | xxxx | xxxx | 702 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 455 | xxxx | 355 | xxxx | xxxx | xxxxx | xxxx | xxxx | 859 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 455 | xxxx | 343 | xxxx | xxxx | xxxxx | xxxx | xxxx | 859 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.14 | xxxx | 0.26 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.5 | xxxx | 1.0 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.1 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 14.1 | xxxx | 19.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.4 | | | | |
| LOS by Move: | * | * | * | B | * | C | * | * | * | * | * | A | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 17.1 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | C | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | |
| Initial Bse: | 0 17 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 17 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 17 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | 6.6 | 6.5 | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | 4.1 | 3.6 | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | 17 | 49 | 49 | xxxx | xxxx | xxxxx | |
| Potent Cap.: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | 1038 | 827 | 941 | xxxx | xxxx | xxxxx | |
| Move Cap.: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | 1038 | 827 | 941 | xxxx | xxxx | xxxxx | |
| Volume/Cap: | xxxx xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | 0.00 | 0.00 | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | |
| Control Del: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | |
| LOS by Move: | * * | * | * | * | * | * | * | * | * | * | * | |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 0 | xxxxx | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * * | * | * | * | * | * | * | * | * | * | * | |
| ApproachDel: | xxxxxx | | xxxxxx | | | xxxxxx | | | xxxxxx | | | |
| ApproachLOS: | * | | * | | | * | | | * | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[ 9.2]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 1 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 34 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 36 | 17 | 0 | 0 | 31 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 36 | 17 | 0 | 0 | 31 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 67 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 919 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 919 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.06 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.2 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.2 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.2 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | A | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Turning Movement By Zone Report
pm

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.9,V/C=0.000)][Future(LOS=A,Del=2.5,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 3 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 47 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 4 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 56 |
| Zn 1 | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 174 |
| Added | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 174 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 38 | 51 | 0 | 0 | 83 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 230 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 38 | 51 | 0 | 0 | 83 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 230 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| [Base(LOS=B,Del=0.5,V/C=0.000)][Future(LOS=C,Del=1.8,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 10 | 0 | 23 | 11 | 520 | 0 | 0 | 454 | 5 | 1023 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 12 | 0 | 27 | 13 | 617 | 0 | 0 | 539 | 6 | 1214 |
| Zn 1 | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | 172 |
| Added | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 | 172 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 0 | 59 | 0 | 85 | 50 | 617 | 0 | 0 | 539 | 36 | 1386 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 0 | 59 | 0 | 85 | 50 | 617 | 0 | 0 | 539 | 36 | 1386 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.0,V/C=0.000)][Future(LOS=A,Del=3.6,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 14 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Zn 1 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 87 |
| Added | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 87 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 34 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 133 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 34 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 133 |
| #4 | | | | | | | | | | | | | |
| [Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=F,Del=OVRFLW,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zn 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| Added | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 87 |



Project Trips Report
pm

| Node Intersection | Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Zone #1: nooitg | | | | | | | | | | | | |
| 1 Southernwood | 34 | 34 | 0 | 0 | 53 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |
| 2 R114 / Southe | 0 | 0 | 0 | 47 | 0 | 58 | 37 | 0 | 0 | 0 | 0 | 30 |
| 3 Southerwood A | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 0 |

## Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | Southernwood / Access South | 010000 | 001000 | 100010 | 000000 |
| 2 | R114 / Southernwood | 000000 | 100010 | 101000 | 001010 |
| 3 | Southerwood Access North | 010000 | 001000 | 000010 | 000000 |



## Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.1 xxxx 0.2 | xxxx xxxx xxxx | xxxx xxxx 0.0 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx |

Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.2 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx | 0.5 xxxx 1.0 | xxxx xxxx xxxx | xxxx xxxx 0.1 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.2 | xxxx xxxx xxxx |

**SUNDAY HORIZON YEAR 2030**



Scenario Report

| | |
|---|---|
| Scenario: | SUND |
| Command: | Default Command |
| Volume: | SUND |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | SUND |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Trip Generation Report

Forecast for Sund

| Zone # | Subzone | Amount | Units | Rate In | Rate Out | Trips In | Trips Out | Total Trips | % Of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | nooitg | 100.00 | church | 5.64 | 4.62 | 564 | 462 | 1026 | 100.0 |
| Zone 1 Subtotal | | | | | | 564 | 462 | 1026 | 100.0 |
| TOTAL | | | | | | 564 | 462 | 1026 | 100.0 |

Trip Distribution Report

Percent Of Trips def

| Zone | To Gates 1 | 2 |
|---|---|---|
| 1 | 55.0 | 45.0 |



Turning Movement Report
Sund

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 116 |
| Added | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| Total | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 1142 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 | 762 |
| Added | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| Total | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 | 1788 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Added | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| Total | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 533 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| Total | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |

Link Volume Report
Sund

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 95 | 21 | 116 | 11 | 9 | 20 | 11 | 85 | 96 | 0 | 0 | 0 | 233 |
| Added | 564 | 462 | 1026 | 231 | 282 | 513 | 231 | 282 | 513 | 0 | 0 | 0 | 2052 |
| Total | 659 | 483 | 1142 | 242 | 291 | 533 | 242 | 367 | 609 | 0 | 0 | 0 | 2285 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 17 | 26 | 43 | 429 | 323 | 751 | 317 | 413 | 730 | 1524 |
| Added | 0 | 0 | 0 | 462 | 564 | 1026 | 310 | 254 | 564 | 254 | 208 | 462 | 2052 |
| Total | 0 | 0 | 0 | 479 | 590 | 1069 | 739 | 577 | 1315 | 571 | 621 | 1192 | 3576 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 9 | 11 | 20 | 11 | 9 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Added | 282 | 231 | 513 | 0 | 0 | 0 | 231 | 282 | 513 | 0 | 0 | 0 | 1026 |
| Total | 291 | 242 | 533 | 11 | 9 | 20 | 231 | 282 | 513 | 0 | 0 | 0 | 1066 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 231 | 282 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 231 | 513 | 1026 |
| Total | 231 | 282 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 231 | 513 | 1026 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 |
| 3 | Southerwood A | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Volume Report
Future Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 |
| 3 | Southerwood A | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |



Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/Veh | Base V/C | Future LOS | Future Del/Veh | Future V/C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Southernwood / Access South | A | 9.0 | 0.000 | D | 34.6 | 0.000 | +25.639 D/V |
| # 2 R114 / Southernwood | B | 11.4 | 0.000 | F | 72.3 | 0.000 | +60.865 D/V |
| # 3 Southerwood Access North | A | 0.0 | 0.000 | B | 11.4 | 0.000 | +11.425 D/V |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[ 9.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 0 | 1 | 0 0 | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| Growth Adj: | 1.19 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 |
| Initial Bse: | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| User Adj: | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 |
| PHF Volume: | 90 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 90 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 55 | xxxx | 66 | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 990 | xxxx | 919 | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 990 | xxxx | 919 | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.01 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.0 | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: D[ 34.6]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | | | | |
| Added Vol: | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 387 | 307 | 0 | 0 | 254 | 0 | 0 | 0 | 254 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 387 | 307 | 0 | 0 | 254 | 0 | 0 | 0 | 254 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 500 | xxxx | 755 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 555 | xxxx | 365 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 555 | xxxx | 365 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.70 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 5.0 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 34.6 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | D | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 34.6 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | D | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 11.4]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 11 | 22 | 429 | 0 | 0 | 329 | 5 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 6 | 0 | 11 | 22 | 429 | 0 | 0 | 329 | 5 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 429 | xxxx | 767 | xxxx | xxxx | xxxxx | xxxx | xxxx | 451 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 550 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1068 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 548 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1068 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | xxxx | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.0 | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 11.0 | xxxx | 11.7 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.4 | | | | |
| LOS by Move: | * | * | * | B | * | B | * | * | * | * | * | A | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 11.4 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | B | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 19.4 Worst Case Level Of Service: F[ 72.3]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 | | | | |
| Added Vol: | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 0 | 0 | 0 | 225 | 0 | 279 | 349 | 429 | 0 | 0 | 329 | 272 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 225 | 0 | 279 | 349 | 429 | 0 | 0 | 329 | 272 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 429 | xxxx | 1302 | xxxx | xxxx | xxxxx | xxxx | xxxx | 777 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 352 | xxxx | xxxx | xxxxx | xxxx | xxxx | 805 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 259 | xxxx | xxxx | xxxxx | xxxx | xxxx | 805 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.37 | xxxx | 1.07 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.34 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 1.7 | xxxx | 11.5 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1.5 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 14.3 | xxxx | 119.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 11.7 | | | | |
| LOS by Move: | * | * | * | B | * | F | * | * | * | * | * | B | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 72.3 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | F | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 1.19 | 1.19 | | 1.19 1.19 | 1.19 | | 1.19 1.19 | 1.19 | | 1.19 1.19 | 1.19 | |
| Initial Bse: | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | | 1.00 1.00 | 1.00 | |
| PHF Adj: | 0.95 0.95 | 0.95 | | 0.95 0.95 | 0.95 | | 0.95 0.95 | 0.95 | | 0.95 0.95 | 0.95 | |
| PHF Volume: | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 6.3 | 6.6 | 6.5 | xxxxx xxxx | xxxxx | |
| FollowUpTim: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | 3.4 | 4.1 | 3.6 | xxxxx xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | 10 | 21 | 21 | xxxx xxxx | xxxxx | |
| Potent Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | 1048 | 857 | 975 | xxxx xxxx | xxxxx | |
| Move Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | 1048 | 857 | 975 | xxxx xxxx | xxxxx | |
| Volume/Cap: | xxxx xxxx | xxxx | | xxxx xxxx | xxxx | | 0.00 | 0.00 | 0.00 | xxxx xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | |
| Control Del: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx xxxx | xxxxx | | xxxx xxxx | xxxxx | | xxxx | 0 | xxxxx | xxxx xxxx | xxxxx | |
| SharedQueue: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | |
| Shrd ConDel: | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | | xxxxx xxxx | xxxxx | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[ 11.4]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 297 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 297 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 170 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 802 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 802 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.30 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1.3 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 11.4 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | B | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 11.4 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | B | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Turning Movement By Zone Report
Sund

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.8,V/C=0.000)][Future(LOS=D,Del=7.3,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 98 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 116 |
| Zn 1 | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| Added | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 1142 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 1142 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| [Base(LOS=B,Del=0.2,V/C=0.000)][Future(LOS=F,Del=19.4,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | 642 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 | 762 |
| Zn 1 | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| Added | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 | 1788 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 | 1788 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.0,V/C=0.000)][Future(LOS=B,Del=5.0,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Zn 1 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| Added | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 533 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 533 |
| #4 | | | | | | | | | | | | | |
| [Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=F,Del=OVRFLW,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zn 1 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| Added | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |



Project Trips Report
Sund

| Node | Intersection | Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Zone #1: nooitg | | | | | | | | | | | | | |
| 1 | Southernwood | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 |
| 3 | Southerwood A | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |

## Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | Southernwood / Access South | 010000 | 001000 | 100010 | 000000 |
| 2 | R114 / Southernwood | 000000 | 100010 | 101000 | 001010 |
| 3 | Southerwood Access North | 010000 | 001000 | 000010 | 000000 |



## Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 0.0 | xxxx 0.1 | xxxx xxxx xxxx | xxxx xxxx 0.0 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx |

Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 5.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 1.7 | xxxx 11.5 xxxx | xxxx xxxx xxxx | xxxx xxxx 1.5 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx 1.3 xxxx | xxxx xxxx xxxx |

**SUNDAY HORIZON YEAR – UPGRADED INTERSECTION**



Scenario Report

| | |
|---|---|
| Scenario: | SUND |
| Command: | Default Command |
| Volume: | SUND |
| Geometry: | Default Geometry |
| Impact Fee: | Default Impact Fee |
| Trip Generation: | SUND |
| Trip Distribution: | Default Trip Distribution |
| Paths: | Default Path |
| Routes: | Default Route |
| Configuration: | Default Configuration |



Trip Generation Report

Forecast for Sund

| Zone # | Subzone | Amount | Units | Rate In | Rate Out | Trips In | Trips Out | Total Trips | % Of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | nooitg | 100.00 | church | 5.64 | 4.62 | 564 | 462 | 1026 | 100.0 |
| Zone 1 Subtotal | | | | | | 564 | 462 | 1026 | 100.0 |
| TOTAL | | | | | | 564 | 462 | 1026 | 100.0 |

## Trip Distribution Report

Percent Of Trips def

| Zone | To Gates 1 | 2 |
|---|---|---|
| 1 | 55.0 | 45.0 |



## Turning Movement Report
Sund

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 116 |
| Added | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| Total | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 1142 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 | 762 |
| Added | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| Total | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 | 1788 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Added | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| Total | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 533 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| Total | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |

Link Volume Report
Sund

| Volume Type | NB Link In | NB Link Out | NB Link Total | SB Link In | SB Link Out | SB Link Total | EB Link In | EB Link Out | EB Link Total | WB Link In | WB Link Out | WB Link Total | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| Base | 95 | 21 | 116 | 11 | 9 | 20 | 11 | 85 | 96 | 0 | 0 | 0 | 233 |
| Added | 564 | 462 | 1026 | 231 | 282 | 513 | 231 | 282 | 513 | 0 | 0 | 0 | 2052 |
| Total | 659 | 483 | 1142 | 242 | 291 | 533 | 242 | 367 | 609 | 0 | 0 | 0 | 2285 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 17 | 26 | 43 | 429 | 323 | 751 | 317 | 413 | 730 | 1524 |
| Added | 0 | 0 | 0 | 462 | 564 | 1026 | 310 | 254 | 564 | 254 | 208 | 462 | 2052 |
| Total | 0 | 0 | 0 | 479 | 590 | 1069 | 739 | 577 | 1315 | 571 | 621 | 1192 | 3576 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| Base | 9 | 11 | 20 | 11 | 9 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Added | 282 | 231 | 513 | 0 | 0 | 0 | 231 | 282 | 513 | 0 | 0 | 0 | 1026 |
| Total | 291 | 242 | 533 | 11 | 9 | 20 | 231 | 282 | 513 | 0 | 0 | 0 | 1066 |
| #4 | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added | 231 | 282 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 231 | 513 | 1026 |
| Total | 231 | 282 | 513 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 231 | 513 | 1026 |



Intersection Volume Report
Base Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 |
| 3 | Southerwood A | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Volume Report
Future Volume Alternative

| Node | Intersection | Northbound L | Northbound T | Northbound R | Southbound L | Southbound T | Southbound R | Eastbound L | Eastbound T | Eastbound R | Westbound L | Westbound T | Westbound R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Southernwood | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 |
| 3 | Southerwood A | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |



Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/Veh | Base V/C | Future LOS | Future Del/Veh | Future V/C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Southernwood / Access South | A | 9.0 | 0.000 | D | 34.6 | 0.000 | +25.639 D/V |
| # 2 R114 / Southernwood | B | 10.5 | 0.000 | C | 24.9 | 0.000 | +14.445 D/V |
| # 3 Southerwood Access North | A | 0.0 | 0.000 | B | 11.4 | 0.000 | +11.425 D/V |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[ 9.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 0 | 1 | 0 0 | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| Growth Adj: | 1.19 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 |
| Initial Bse: | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| User Adj: | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 |
| PHF Volume: | 90 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 90 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 55 | xxxx | 66 | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 990 | xxxx | 919 | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 990 | xxxx | 919 | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.01 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.0 | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | A | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 9.0 | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | A | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Southernwood / Access South

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: D[ 34.6]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | | | | |
| Added Vol: | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 387 | 307 | 0 | 0 | 254 | 0 | 0 | 0 | 254 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 387 | 307 | 0 | 0 | 254 | 0 | 0 | 0 | 254 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 500 | xxxx | 755 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 555 | xxxx | 365 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 555 | xxxx | 365 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.70 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 5.0 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 34.6 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | D | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 34.6 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | D | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #1 Southernwood / Access South

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| | | | | |
|---|---|---|---|---|
| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 10.5]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Stop Sign | | | | Stop Sign | | | | Uncontrolled | | | | Uncontrolled | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | | | | |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | | | | |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 0 | 0 | 0 | 6 | 0 | 11 | 22 | 429 | 0 | 0 | 329 | 5 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 6 | 0 | 11 | 22 | 429 | 0 | 0 | 329 | 5 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 429 | xxxx | 767 | xxxx | xxxx | xxxxx | xxxx | xxxx | 451 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 550 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1068 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 548 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1068 | | | | |
| Total Cap: | xxxx | 467 | 476 | xxxx | 477 | 697 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.01 | xxxx | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 0.0 | xxxx | 0.0 | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 11.0 | xxxx | 10.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 8.4 | | | | |
| LOS by Move: | * | * | * | B | * | B | * | * | * | * | * | A | | | | |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 10.5 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | B | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | | 3.66 meters | | | |
| Time Period: 0.25 hour | | | | | | | | | | | | | | | | |
| Two-Stage Gap Acceptance [Median Type: Raised Curb][Median Storage: 2 cars] | | | | | | | | | | | | | | | | |
| Two-Stage Gap Acceptance - Stage One Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | 339 | | 339 | xxxx | 429 | | 429 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | |
| Potent Cap.: | xxxx | 626 | | 659 | xxxx | 571 | | 812 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | |
| Move Cap.: | xxxx | 623 | | 656 | xxxx | 571 | | 812 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | |
| Two-Stage Gap Acceptance - Stage Two Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | 451 | | 443 | xxxx | 339 | | 339 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | |
| Potent Cap.: | xxxx | 558 | | 578 | xxxx | 626 | | 850 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | |
| Move Cap.: | xxxx | 558 | | 573 | xxxx | 623 | | 846 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 R114 / Southernwood

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: C[ 24.9]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Stop Sign | | | Stop Sign | | | Uncontrolled | | | Uncontrolled | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 0 0 | 0 0 | | 1 | 0 0 0 | 1 | 1 | 0 1 | 0 0 | 0 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 |
| Added Vol: | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 0 | 0 | 225 | 0 | 279 | 349 | 429 | 0 | 0 | 329 | 272 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 225 | 0 | 279 | 349 | 429 | 0 | 0 | 329 | 272 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.3 | xxxx | 4.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 4.2 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.4 | xxxx | 3.6 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 2.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 429 | xxxx | 1302 | xxxx | xxxx | xxxxx | xxxx | xxxx | 777 |
| Potent Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 352 | xxxx | xxxx | xxxxx | xxxx | xxxx | 805 |
| Move Cap.: | xxxx | xxxx | xxxxx | 610 | xxxx | 259 | xxxx | xxxx | xxxxx | xxxx | xxxx | 805 |
| Total Cap: | xxxx | 112 | 0 | xxxx | 216 | 393 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.37 | xxxx | 0.71 | xxxx | xxxx | xxxx | xxxx | xxxx | 0.34 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 1.7 | xxxx | 5.3 | xxxx | xxxx | xxxxx | xxxx | xxxx | 1.5 |
| Control Del: | xxxxx | xxxx | xxxxx | 14.3 | xxxx | 33.5 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 11.7 |
| LOS by Move: | * | * | * | B | * | D | * | * | * | * | * | B |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | 24.9 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | C | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #2 R114 / Southernwood

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |
| Time Period: 0.25 hour | | | | | | | | | | | | |
| Two-Stage Gap Acceptance [Median Type: Raised Curb][Median Storage: 2 cars] | | | | | | | | | | | | |
| Two-Stage Gap Acceptance - Stage One Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | 873 | | 873 | xxxx | 429 | 429 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx |
| Potent Cap.: | xxxx | 357 | | 334 | xxxx | 571 | 812 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx |
| Move Cap.: | xxxx | 236 | | 221 | xxxx | 571 | 812 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx |
| Two-Stage Gap Acceptance - Stage Two Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | 777 | | 716 | xxxx | 873 | 873 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx |
| Potent Cap.: | xxxx | 396 | | 409 | xxxx | 357 | 643 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx |
| Move Cap.: | xxxx | 396 | | 258 | xxxx | 236 | 425 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx |

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Uncontrolled | | | Uncontrolled | | | Stop Sign | | | Stop Sign | | |
| Lefts: | Include | | | Include | | | Include | | | Include | | |
| Lanes: | 0 1 | 0 | 0 0 | 0 0 | 1 | 0 0 | 0 0 | 0 | 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 | 1.19 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 9 | 0 | 0 11 | 0 | 0 | 0 0 | 0 | 0 | 0 0 | 0 | 0 |
| User Adj: | 1.00 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 | 1.00 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 | 0.95 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 10 | 0 | 0 11 | 0 | 0 | 0 0 | 0 | 0 | 0 0 | 0 | 0 |
| Reduct Vol: | 0 0 | 0 | 0 0 | 0 | 0 | 0 0 | 0 | 0 | 0 0 | 0 | 0 |
| FinalVolume: | 0 10 | 0 | 0 11 | 0 | 0 | 0 0 | 0 | 0 | 0 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx xxxx | xxxxx | xxxxx xxxx | xxxxx | | 6.3 6.6 | | 6.5 | xxxxx xxxx | xxxxx | | |
| FollowUpTim: | xxxxx xxxx | xxxxx | xxxxx xxxx | xxxxx | | 3.4 4.1 | | 3.6 | xxxxx xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx xxxx | xxxxx | xxxx xxxx | xxxxx | | 10 | | 21 | 21 | xxxx xxxx | xxxxx | |
| Potent Cap.: | xxxx xxxx | xxxxx | xxxx xxxx | xxxxx | | 1048 | | 857 | 975 | xxxx xxxx | xxxxx | |
| Move Cap.: | xxxx xxxx | xxxxx | xxxx xxxx | xxxxx | | 1048 | | 857 | 975 | xxxx xxxx | xxxxx | |
| Volume/Cap: | xxxx xxxx | xxxx | xxxx xxxx | xxxx | | 0.00 0.00 | | 0.00 | xxxx xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx xxxx | xxxxx | xxxx xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Control Del: | xxxxx xxxx | xxxxx | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| LOS by Move: | * * | * | * * | * | * | * * | * | * | * * | * | * | |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx xxxx | xxxxx | xxxx xxxx | xxxxx | xxxx | 0 | xxxxx | xxxx | xxxx | xxxxx | | |
| SharedQueue: | xxxxx xxxx | xxxxx | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| Shrd ConDel: | xxxxx xxxx | xxxxx | xxxxx xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| Shared LOS: | * * | * | * * | * | * | * * | * | * | * * | * | * | |
| ApproachDel: | xxxxxx | | xxxxxx | | | xxxxxx | | | xxxxxx | | | |
| ApproachLOS: | * | | * | | | * | | | * | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| HevVeh: | 10% | | | 10% | | | 10% | | | 10% | | |
| Grade: | 0% | | | 0% | | | 0% | | | 0% | | |
| Peds/Hour: | 0 | | | 0 | | | 0 | | | 0 | | |
| Pedestrian Walk Speed: 1.20 meters/sec | | | | | | | | | | | | |
| LaneWidth: | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | | 3.66 meters | | |

Time Period: 0.25 hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Southerwood Access North

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: B[ 11.4]

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Uncontrolled | | | | Uncontrolled | | | | Stop Sign | | | | Stop Sign | | | |
| Lefts: | Include | | | | Include | | | | Include | | | | Include | | | |
| Lanes: | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 0 0 | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| Initial Bse: | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 297 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 297 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.5 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.6 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 170 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 802 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 802 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.30 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1.3 | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 11.4 | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | B | * | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 11.4 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | B | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.



Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Future Volume Alternative

Intersection #3 Southerwood Access North

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| HevVeh: | 10% | | | | 10% | | | | 10% | | | | 10% | | | |
| Grade: | 0% | | | | 0% | | | | 0% | | | | 0% | | | |
| Peds/Hour: | 0 | | | | 0 | | | | 0 | | | | 0 | | | |

Pedestrian Walk Speed: 1.20 meters/sec

| LaneWidth: | 3.66 meters | 3.66 meters | 3.66 meters | 3.66 meters |
|---|---|---|---|---|

Time Period: 0.25 hour

Turning Movement By Zone Report
Sund

| Volume Type | Northbound Left | Thru | Right | Southbound Left | Thru | Right | Eastbound Left | Thru | Right | Westbound Left | Thru | Right | Total Volume |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #1 Southernwood / Access South | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.8,V/C=0.000)][Future(LOS=D,Del=7.3,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 72 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 98 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 85 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 116 |
| Zn 1 | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| Added | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 1026 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 1142 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 367 | 291 | 0 | 0 | 242 | 0 | 0 | 0 | 242 | 0 | 0 | 0 | 1142 |
| #2 R114 / Southernwood | | | | | | | | | | | | | |
| [Base(LOS=B,Del=0.2,V/C=0.000)][Future(LOS=C,Del=6.7,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 5 | 0 | 9 | 18 | 343 | 0 | 0 | 263 | 4 | 642 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 6 | 0 | 11 | 21 | 407 | 0 | 0 | 312 | 5 | 762 |
| Zn 1 | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| Added | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 | 1026 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 | 1788 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 0 | 214 | 0 | 265 | 331 | 407 | 0 | 0 | 312 | 259 | 1788 |
| #3 Southerwood Access North | | | | | | | | | | | | | |
| [Base(LOS=A,Del=0.0,V/C=0.000)][Future(LOS=B,Del=5.0,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Zn 1 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| Added | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 513 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 533 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 282 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 231 | 0 | 0 | 0 | 533 |
| #4 | | | | | | | | | | | | | |
| [Base(LOS= ,Del=0.0,V/C=0.000)][Future(LOS=F,Del=OVRFLW,V/C=0.000)][+0.000 V/C] | | | | | | | | | | | | | |
| Base | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 | 1.19 |
| InitBs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zn 1 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| Added | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| PassBy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |
| UseAdj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Total | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 0 | 0 | 513 |



Project Trips Report
Sund

| Node | Intersection | Northbound L | T | R | Southbound L | T | R | Eastbound L | T | R | Westbound L | T | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Zone #1: nooitg | | | | | | | | | | | | | |
| 1 | Southernwood | 282 | 282 | 0 | 0 | 231 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |
| 2 | R114 / Southe | 0 | 0 | 0 | 208 | 0 | 254 | 310 | 0 | 0 | 0 | 0 | 254 |
| 3 | Southerwood A | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 0 | 0 | 0 |

## Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

| Node | Intersection | NB | SB | EB | WB |
|---|---|---|---|---|---|
| 1 | Southernwood / Access South | 010000 | 001000 | 100010 | 000000 |
| 2 | R114 / Southernwood | 000000 | 100010 | 101000 | 001010 |
| 3 | Southerwood Access North | 010000 | 001000 | 000010 | 000000 |



## Base Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 0.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 0.0 | xxxx 0.0 | xxxx xxxx xxxx | xxxx xxxx 0.0 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx xxxx |

Future Queue Report (cars)

| Node | Intersection | Northbound L -- T -- R | Southbound L -- T -- R | Eastbound L -- T -- R | Westbound L -- T -- R |
|---|---|---|---|---|---|
| #1 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx xxxx 5.0 | xxxx xxxx xxxx |
| #2 | [2Way95thQ]: | xxxx xxxx xxxx 1.7 | xxxx 5.3 xxxx | xxxx xxxx xxxx | xxxx xxxx 1.5 |
| #3 | [2Way95thQ]: | xxxx xxxx xxxx | xxxx xxxx xxxx | xxxx 1.3 xxxx | xxxx xxxx xxxx |