APPLICATION FOR SPECIAL USE PERMIT

FOR

Crossbow Court Daycare & Neighborhood Center

Washoe County, NV

Address:
2500 & 2540 Crossbow Court
Reno, NV 89511
Parcel Number (APN):
152-921-01 and 152-921-02

Prepared for:

Russell Montessori LLC
2510 E Sunset Road, Str. 6-147
Las Vegas, NV 89120

Prepared by:

730 Sandhill Road, Suite 250
Reno, Nevada 89521

February 9th, 2026

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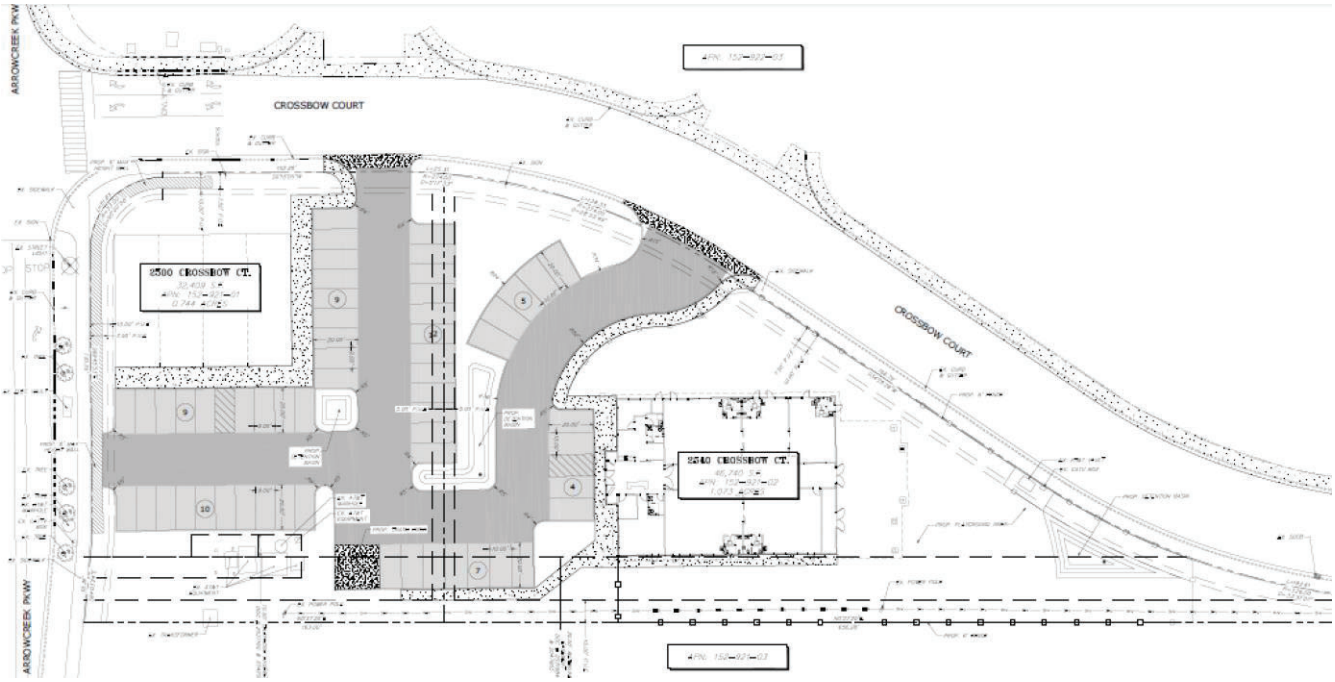
1 Project Description

The Crossbow Court Daycare & Neighborhood Center project proposes development of a child daycare facility and a neighborhood center commercial use on two vacant parcels located at 2500 and 2540 Crossbow Court in Washoe County. The site consists of APNs 152-921-01 and 152-921-02, totaling approximately 1.82 acres, and is zoned Low Density Suburban (LDS).

The project includes a 7,219 square-foot child daycare facility and a 4,800 square-foot neighborhood center, along with associated site improvements including parking, internal circulation, landscaping, lighting, utilities, and stormwater management. The proposed uses are intended to serve the surrounding neighborhood and operate at a scale compatible with nearby residential development and schools.

Development is proposed in two phases. Phase 1 includes site improvements and construction of the daycare facility, with anticipated completion in Q2 2027. Phase 2 includes construction of the neighborhood center. Each phase is designed to function independently and comply with applicable County requirements.

Figure 1 : Site Plan



2 Site and Surrounding Context

The project site consists of two vacant parcels totaling approximately 1.82 acres, located along Crossbow Court within the Arrowcreek neighborhood area of Washoe County. The

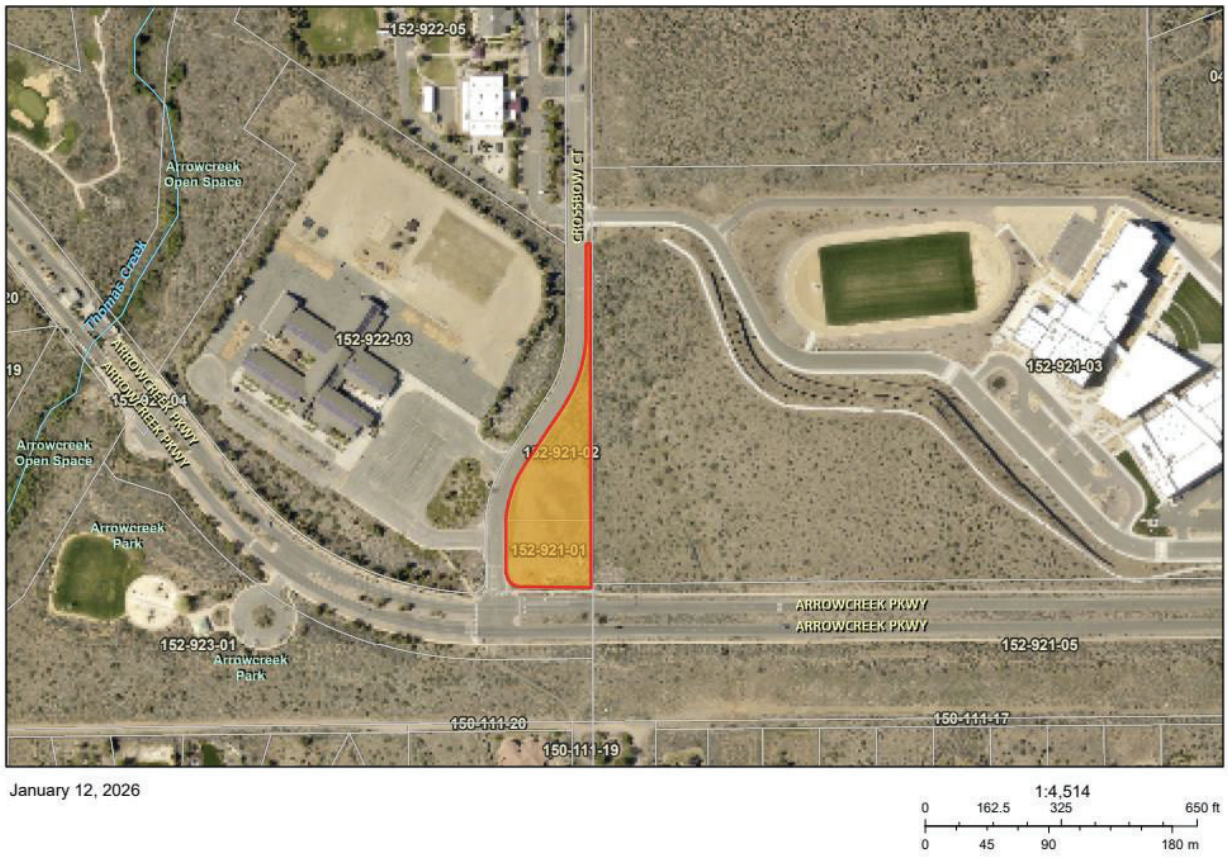
surrounding area is characterized by established residential neighborhoods and nearby schools, which informed the project's neighborhood-serving scale and overall site planning approach.

Arrowcreek Parkway functions as the primary arterial roadway serving the broader Arrowcreek neighborhood. Crossbow Court intersects Arrowcreek Parkway and serves as a local roadway, providing access primarily to nearby schools. This roadway hierarchy establishes Crossbow Court as a neighborhood-scale street with traffic patterns largely tied to school-related activities, rather than through traffic.

The project site is zoned Low Density Suburban (LDS), a zoning district intended to accommodate low-density residential development while allowing select neighborhood-serving nonresidential uses when designed to be compatible with surrounding residential areas. The site's location within the Arrowcreek neighborhood, combined with its zoning designation, establishes a context where carefully scaled and well-designed neighborhood-serving uses are appropriate.

The parcels are currently vacant, allowing the proposed development to be planned comprehensively with respect to site layout, access, buffering, and compatibility with surrounding residential development and nearby schools.

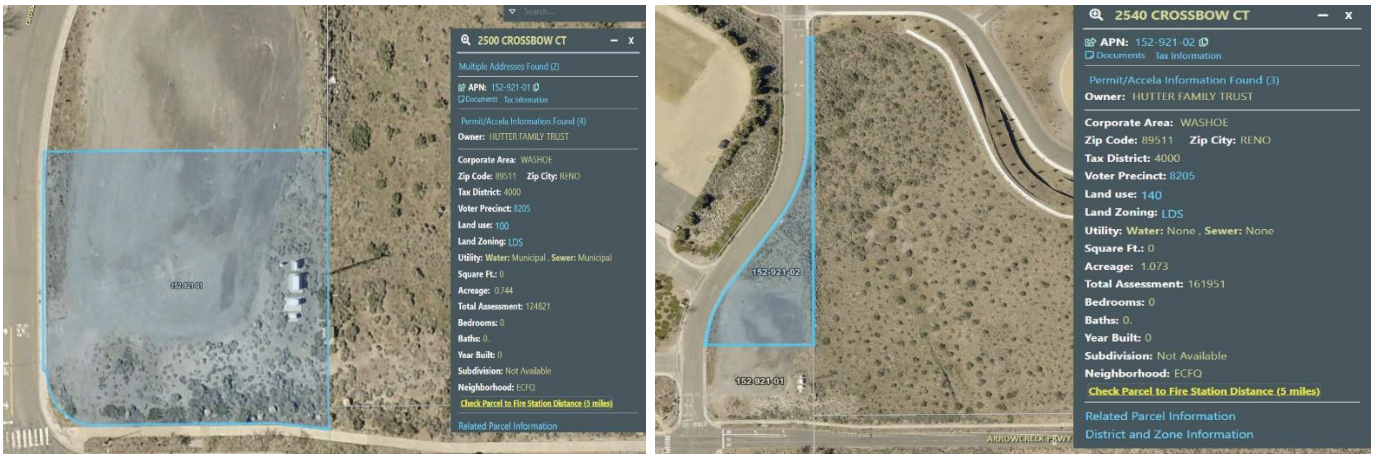
Figure 1 : Project Location



3 Consistency with the Washoe County Master Plan and Zoning

The proposed Crossbow Court Daycare & Neighborhood Center is consistent with the Washoe County Master Plan designation of Suburban Residential and the intent of the Low Density Suburban (LDS) zoning district.

Figure 2 : Existing Zoning Designation (LDS)



While the LDS zoning district is primarily intended to accommodate single-family residential development, it also allows neighborhood-serving nonresidential uses when such uses are designed to be compatible with surrounding residential development. The proposed child daycare and neighborhood center are intended to serve the immediate surrounding neighborhood and provide services that meet daily needs at a scale appropriate for the area.

The project site is located within an established residential area with nearby schools, which supports the suitability of carefully designed neighborhood-serving uses. The proposed development reflects the intent of the LDS zoning district through its scale, building placement, site layout, and operational characteristics, all of which are designed to maintain compatibility with surrounding residential uses.

Figure 3 : Existing Surrounding Zoning Designations

	Existing Zoning	Existing Master Plan	Current Land Use
North	Low Density Suburban (LDS)	Suburban Residential	Sage Ridge School
East	Low Density Suburban (LDS)	Suburban Residential	Hunsberger Elementary School
South	Low Density Suburban (LDS)	Suburban Residential	Park, Residential
West	Low Density Suburban (LDS)	Suburban Residential	Marce Herz Middle School

Applicable master plan policies supporting new development are identified below:

o ***LUT.4.1*** Maintain a balanced distribution of land use patterns to:

o Provide opportunities for a variety of land uses, facilities and services that serve present and future population;

o Promote integrated communities with opportunities for employment, housing, schools, park civic facilities, and services essential to the daily life of residents.

o ***LUT.21.2*** Nonresidential development shall be compatible with the nearby neighborhoods, service and facility capacities, and the surrounding environment.

Accordingly, the proposed project is consistent with the Washoe County Master Plan and the intent of the Low Density Suburban zoning district.

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4 Public Facilities and Infrastructure

Adequate public facilities and infrastructure exist, or will be provided, to support the proposed development.

The project will be served by existing public utilities, including water, sewer, and power, which are available in the surrounding area and will be extended to serve the site as necessary. Solid waste service, fire protection, and emergency services are also available to serve the proposed uses.

Stormwater management for the site has been evaluated through a Drainage Memorandum prepared for the project. Existing drainage conditions consist of sheet flow across the undeveloped parcels. Post-development runoff will be collected, conveyed, and detained on-site in accordance with Washoe County standards, with controlled release to existing downstream discharge points. Post-development peak runoff rates will not exceed pre-development conditions, ensuring that drainage impacts to adjacent properties are avoided.

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5 Traffic, Access, and Public Safety

Traffic conditions along Crossbow Court and at its intersection with Arrowcreek Parkway represent the primary public safety consideration associated with the proposed project. The site is located within an area that already experiences concentrated, school-related traffic activity, particularly during weekday morning and afternoon peak periods associated with school drop-off and pick-up. These existing conditions were acknowledged and evaluated as part of the project's traffic analysis.

A Traffic Impact Study (TIS) was prepared to evaluate existing and future traffic operations associated with the proposed development. The study analyzed daily and peak hour traffic volumes,

site access operations, nearby intersections, pedestrian conditions, and crash history, with specific attention given to overlapping school-related peak traffic patterns.

The TIS indicates that the proposed development is anticipated to generate approximately 988 daily trips, with 88 trips during the AM peak hour and 118 trips during the PM peak hour. Unlike school-related traffic, project-generated trips are more evenly distributed throughout the peak hour, and represent a relatively small proportion of total peak hour volumes in the study area. The analysis demonstrates that the addition of project traffic does not result in failing levels of service at any of the analyzed intersections.

Figure 4 : Trip Generation from TIS

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
720	Medical-Dental Office Building	2,400 SF	6	2	8	2	6	8	82
930	Fast Casual Restaurant	2,400 SF	3	1	4	18	16	34	542
565	Day Care Center	96 students	40	36	76	38	40	76	364
Net Total Trips			**49**	**39**	**88**	**56**	**62**	**118**	**988**

Source: ITE Trip Generation Manual, 12th Edition

Vehicular access to the site is provided via two driveways from Crossbow Court, each serving a distinct function. The northern driveway is designed as a right-in only access, limiting turning movements and reducing potential conflicts along Crossbow Court, while a second driveway provides full ingress and egress to accommodate primary site access and internal circulation. On-site parking and circulation are designed to accommodate daycare drop-off and pick-up activity entirely on site, minimizing reliance on the public roadway.

Based on the traffic analysis, the TIS identifies the following safety and operational improvements, which are incorporated into the project design:

- *An R7-1 "NO PARKING ANY TIME" sign shall be installed along the project frontage on Crossbow Court.*
- *A marked pedestrian crosswalk shall be provided across Crossbow Court at the intersection of Crossbow Court and Hunsberger Elementary School North Access/Project Access Drive (A), consistent with Washoe County standards and the Manual on Uniform Traffic Control Devices (MUTCD).*
- *ADA-compliant pedestrian curb ramps shall be installed at the crosswalk termini in accordance with applicable ADA accessibility requirements and Washoe County standards.*
- *An R1-1 "STOP" sign with appropriate pavement markings shall be installed for the westbound egress at the project access drives.*

- *All on-site and off-site signing and striping improvements shall be incorporated into the civil drawings and conform to the current MUTCD, as applicable.*

With these measures in place, the Traffic Impact Study concludes that the surrounding roadway network can safely accommodate project-generated traffic. The proposed access configuration and safety improvements ensure that the project will operate in a safe and orderly manner and will not be significantly detrimental to public health or safety.

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6 Site Suitability and Physical Characteristics

The physical characteristics of the site make it well suited to accommodate the proposed uses and the associated intensity of development. The project site consists of two vacant parcels totaling approximately 1.82 acres, with sufficient area and frontage along Crossbow Court to support controlled vehicular access, internal circulation, and on-site parking.

Vehicular access to the site is provided via two driveways from Crossbow Court, each serving a distinct and intentional function. The northern driveway is designed as a right-in only access, limiting turning movements and reducing potential conflicts along Crossbow Court. A second driveway provides full ingress and egress, accommodating primary site access and supporting internal circulation for the proposed uses. This access configuration establishes a clear hierarchy of movements and supports orderly site operations, including peak daycare drop-off and pick-up periods.

The site exhibits a notable topographic change, with an overall elevation drop of approximately 30 feet across the combined parcels, generally sloping from south to north. These existing grade conditions are addressed through site design and grading that respond to the natural terrain, allowing development to be accommodated entirely on-site without reliance on adjacent properties. The site's size, configuration, and topography support appropriate building placement, circulation, and buffering consistent with neighborhood-serving development.

Taken together, the site's physical characteristics including access configuration, topography, and parcel configuration demonstrate that the site is suitable for the proposed uses and capable of accommodating the associated intensity in a manner compatible with surrounding residential development.

Figure 5 : Photo of the existing site

7 Landscaping, Architecture, and Lighting

The proposed development incorporates landscaping, architectural design, and lighting features intended to enhance compatibility with the surrounding residential neighborhood and nearby schools. These elements are designed to meet or exceed applicable Washoe County Development Code standards and to provide appropriate buffering, visual interest, and pedestrian-scale design.

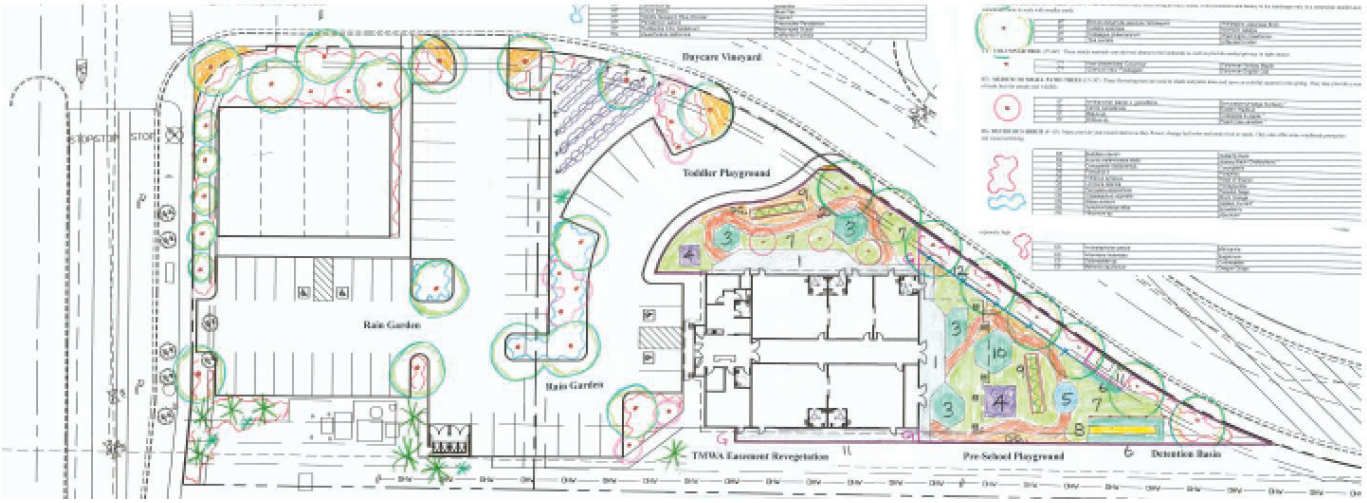
Landscaping

Landscaping is provided throughout the site in accordance with Washoe County requirements. Based on the preliminary Landscape Plan, the project is required to provide approximately 12,600 square feet of landscaping, and proposed landscaping meets and/or exceeds minimum code requirements.

The landscape design includes a combination of canopy trees, ornamental trees, shrubs, and groundcover, strategically located along site frontages, parking areas, and building perimeters to soften views of development and enhance compatibility with adjacent residential uses. The plan proposes approximately 55 new trees, including both shade and accent species, which contribute to visual screening, shade, and long-term site character.

Landscaping is also utilized to define pedestrian pathways, separate parking areas from buildings, and reinforce the neighborhood-scale nature of the development. All landscaping will be installed and maintained in accordance with County standards.

Figure 5 : Landscaping Area



Architectural Design

Architectural elevations reflect a low-profile, neighborhood-scaled design appropriate for the surrounding Low Density Suburban area. Building massing is articulated to reduce visual bulk, with variations in rooflines, façade treatments, and material transitions.

The proposed buildings incorporate materials and finishes that are compatible with the surrounding residential character, including natural-toned exterior materials, articulated façades, and varied roof forms, as illustrated in the submitted architectural elevations. Building placement and orientation are designed to minimize visual impacts from Crossbow Court and adjacent properties while maintaining a cohesive site layout.

Figure 6 : Colored Elevation (front and side)

Lighting

Exterior lighting for the project is designed to comply with Washoe County lighting standards. All exterior light fixtures will be fully shielded and directed downward to minimize glare and light spillover onto adjacent properties.

Lighting levels are designed to provide adequate visibility for safety and security while maintaining a low-impact, neighborhood-appropriate character. Photometric plans demonstrate that light levels at property lines comply with County requirements, and all fixtures will conform to applicable dark-sky standards, as required by code.

No monument signage is proposed. Any building-mounted signage will comply with applicable Washoe County Development Code standards.

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8 Community Context and Public Welfare

The proposed Crossbow Court Daycare & Neighborhood Center has been developed with consideration for the surrounding neighborhood and public welfare. As part of the project review process, the applicant conducted a neighborhood meeting to introduce the project, describe proposed site features and operations, and receive community input.

During the neighborhood meeting, key topics included traffic conditions along Crossbow Court, site access, and exterior lighting. Questions and concerns raised during the meeting were addressed directly, including discussion of the Traffic Impact Study recommendations and the project's lighting design, which incorporates shielded fixtures and compliance with Washoe County residential adjacency standards.

In addition to the neighborhood meeting, the applicant received direct communication from nearby residents expressing support for the project, including phone calls in favor of the proposed daycare and neighborhood-serving uses. The applicant has also received written testimony from parents with children attending nearby schools, expressing support for the project and identifying the benefit of having accessible childcare and neighborhood services within the community.

The proposed development responds to community input by incorporating safety-focused traffic measures, code-compliant lighting, and site design features intended to minimize impacts to adjacent properties. The project provides services that support daily neighborhood needs and contributes to public welfare by enhancing access to childcare and neighborhood-serving uses within an established residential area.

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9 Findings for Approval

Pursuant to **Section 110.810.30 (Findings)** of the Washoe County Development Code, the following findings are required prior to approval of a Special Use Permit. As discussed below, each finding is satisfied by the proposed Crossbow Court Daycare & Neighborhood Center.

(a) Consistency

The proposed use is consistent with the action programs, policies, standards and maps of the Master Plan and the applicable area plan.

As discussed in **Section 3**, the proposed daycare and neighborhood center are consistent with the Washoe County Master Plan designation of Suburban Residential and the intent of the Low Density Suburban (LDS) zoning district. The project is designed as a neighborhood-serving use at an appropriate scale and is supported by applicable Master Plan policies encouraging integrated communities and compatible nonresidential development.

(b) Improvements

Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, the proposed improvements are properly related to existing and proposed roadways, and an adequate public facilities determination has been made in accordance with Division Seven.

As described in **Section 4**, adequate public facilities and infrastructure are available to serve the proposed development, including water, sewer, power, sanitation, and emergency services. Stormwater management has been evaluated through a Drainage Memorandum and will be managed on-site in accordance with Washoe County standards. Roadway access and related improvements are appropriately related to existing roadway conditions.

(c) Site Suitability

The site is physically suitable for the type of development and for the intensity of development.

As discussed in **Section 6**, the site's size, configuration, access layout, and topography make it physically suitable to accommodate the proposed uses and associated intensity. The project provides controlled access, on-site parking and circulation, and appropriate building placement and buffering consistent with neighborhood-serving development.

(d) Issuance Not Detrimental

Issuance of the permit will not be significantly detrimental to the public health, safety or welfare; injurious to the property or improvements of adjacent properties; or detrimental to the character of the surrounding area.

As detailed in **Sections 5, 7, and 8**, traffic and safety impacts have been evaluated through a Traffic Impact Study, which concludes that the surrounding roadway network can safely

accommodate project-generated traffic with the implementation of recommended safety measures. Landscaping, architectural design, and lighting are designed to maintain neighborhood character, and community outreach efforts demonstrate responsiveness to public concerns. The project will not be detrimental to public health, safety, welfare, or surrounding properties.

(e) Effect on a Military Installation

Issuance of the permit will not have a detrimental effect on the location, purpose or mission of the military installation.

The project is not located within or adjacent to a military installation, and issuance of the Special Use Permit will not have a detrimental effect on the location, purpose, or mission of any military installation.

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10 Conclusion

The proposed Crossbow Court Daycare & Neighborhood Center has been designed to function as a compatible, neighborhood-serving development within the Arrowcreek area of unincorporated Washoe County. The project responds to the surrounding residential and school context through its scale, site layout, access configuration, traffic safety measures, and architectural and landscape design.

As demonstrated throughout this narrative, the project is consistent with the Washoe County Master Plan and the intent of the Low Density Suburban zoning district, is supported by adequate public facilities and infrastructure, is physically suited to the site, and will not be detrimental to the public health, safety, or welfare or to the character of the surrounding area. Community input has been considered and incorporated through project design and safety measures.

Based on the information provided and the findings outlined in Section 9, approval of the Special Use Permit for the Crossbow Court Daycare & Neighborhood Center is respectfully requested.

Veronica Sharma

Veronica Sharma | **Planner** | **Tectonics Design Group**
730 Sandhill Rd, Suite 250 | Reno, Nevada 89521
(775) 234-5142 | www.tectonicsdesigngroup.com

Appendix A
Application

Washoe County Development Application

Your entire application is a public record. If you have a concern about releasing personal information, please contact Planning and Building staff at 775.328.6100.

Project Information	**Staff Assigned Case No.:**
Project Name: Crossbow Ct Daycare & Neighborhood Center	
Project Description: Special Use Permit approval requested for the construction of a Child Daycare and Neighborhood Center in Low-Density Suburban (LDS) Zoning.	
Project Address: 2500 & 2540 Crossbow Court, Reno, NV 89511	
Project Area (acres or square feet): 1.817 acres	
Project Location (with point of reference to major cross streets **AND** area locator): Vacant lot at the northeast corner of Arrowcreek Parkway and Crossbow Court.	

Assessor's Parcel No.(s):	Parcel Acreage:	Assessor's Parcel No.(s):	Parcel Acreage:
152-921-01	0.774 acres		
152-921-02	1.073 acres		

Indicate any previous Washoe County approvals associated with this application:
Case No.(s). WSUP20-0009

Applicant Information (attach additional sheets if necessary)

Property Owner:		**Professional Consultant:**	
Name: Hutter Family Trust		Name: Tectonics Design Group	
Address: [redacted]		Address: [redacted]	
Reno	Zip: NV 89511	[redacted]	Zip: NV 89521
Phone: [redacted]	Fax: NA	Phone: [redacted]	Fax: NA
Email: [redacted]		Email: Veronica	
Cell: NA	Other: NA	Cell: NA	Other: NA
Contact Person: Jen Hutter		Contact Person: Veronica Sharma	
Applicant/Developer:		**Other Persons to be Contacted:**	
Name: Russell Montessori LLC		Name:	
Address: [redacted]		Address:	
[redacted]	Zip: NV 89120		Zip:
Phone: [redacted]	Fax:	Phone:	Fax:
Email: [redacted]		Email:	
Cell: NA	Other: NA	Cell:	Other:
Contact Person: Alexandra Magliarditi		Contact Person:	

For Office Use Only

Date Received:	Initial:	Planning Area:	
County Commission District:		Master Plan Designation(s):	
CAB(s):		Regulatory Zoning(s):	

Special Use Permit Application
Supplemental Information

(All required information may be separately attached)

1. What is the project being requested?

The applicant is requesting approval of a Special Use Permit to allow development of a Child Daycare and Neighborhood Center on two vacant parcels located at 2500 and 2540 Crossbow Court within the Low Density Suburban (LDS) zoning district.The project includes a 7,219 square-foot child daycare facility and a 4,800 square-foot neighborhood center, along with associated site improvements.

2. Provide a site plan with all existing and proposed structures (e.g. new structures, roadway improvements, utilities, sanitation, water supply, drainage, parking, signs, etc.)

Site plan and additional exhibits/plans have been submitted showing all existing and proposed improvements, including buildings, parking, access and circulation, utilities, stormwater management, landscaping, lighting, and other supporting infrastructure.

3. What is the intended phasing schedule for the construction and completion of the project?

The project is proposed in two phases.
Phase 1: Site improvements and construction of the child daycare facility. Anticipated completion: Q2 2027
Phase 2: Construction of the neighborhood center building.
Each phase will function independently and will comply with applicable County requirements at the time of construction.

4. What physical characteristics of your location and/or premises are especially suited to deal with the impacts and the intensity of your proposed use?

The site is well suited to accommodate the proposed uses due to its size, configuration, and location within an area that includes nearby schools and residential development. The site's size and configuration allow vehicle access, parking, and circulation to occur entirely on-site, supporting safe and orderly operations. These physical characteristics allow the proposed uses to function at a neighborhood-serving scale while maintaining compatibility with surrounding residences.

5. What are the anticipated beneficial aspects or affects your project will have on adjacent properties and the community?

The proposed project will provide essential neighborhood-serving childcare and personal services that support local families and residents. By locating these services within the surrounding neighborhood, the project helps meet daily needs locally and can reduce the need for longer off-site trips. Development of the currently vacant site will introduce compatible, well-designed improvements and contribute to a more complete and functional neighborhood consistent with County planning objectives.

6. What are the anticipated negative impacts or affect your project will have on adjacent properties? How will you mitigate these impacts?

The primary anticipated impact associated with the project is increased vehicular activity during peak drop-off and pick-up periods of nearby schools. Traffic conditions have been evaluated through a Traffic Impact Study, which concludes that the surrounding roadway network can safely accommodate the proposed use. Recommended measures, including on-site circulation design, parking provision, and targeted traffic control and pedestrian safety improvements, are incorporated to support safe and orderly operations.

7. Provide specific information on landscaping, parking, type of signs and lighting, and all other code requirements pertinent to the type of use being purposed. Show and indicate these requirements on submitted drawings with the application.

Landscaping, parking, and lighting are designed to comply with applicable Washoe County Development Code requirements and are shown on the submitted plans. Parking is provided on-site to serve the proposed uses, and exterior lighting will be fully shielded and directed downward to minimize glare and light spillover.No monument signage is proposed. Any building-mounted signage will comply with applicable Washoe County signage standards.

8. Are there any restrictive covenants, recorded conditions, or deed restrictions (CC&Rs) that apply to the area subject to the special use permit request? (If so, please attach a copy.)

❑ Yes	■ No

9. Utilities:

a. Sewer Service	Trcukee Meadows Water Reclamation Facility (TMWRF)
b. Electrical Service	NV Energy
c. Telephone Service	AT&T or Spectrum
d. LPG or Natural Gas Service	NV Energy
e. Solid Waste Disposal Service	Waste Management
f. Cable Television Service	Spectrum
g. Water Service	Truckee Meadows Water Authority (TMWA)

For most uses, Washoe County Code, Chapter 110, Article 422, Water and Sewer Resource Requirements, requires the dedication of water rights to Washoe County. Please indicate the type and quantity of water rights you have available should dedication be required.

h. Permit #	Not Applicable	acre-feet per year	Not Applicable
i. Certificate #	Not Applicable	acre-feet per year	Not Applicable
j. Surface Claim #	Not Applicable	acre-feet per year	Not Applicable
k. Other #	Not Applicable	acre-feet per year	Not Applicable

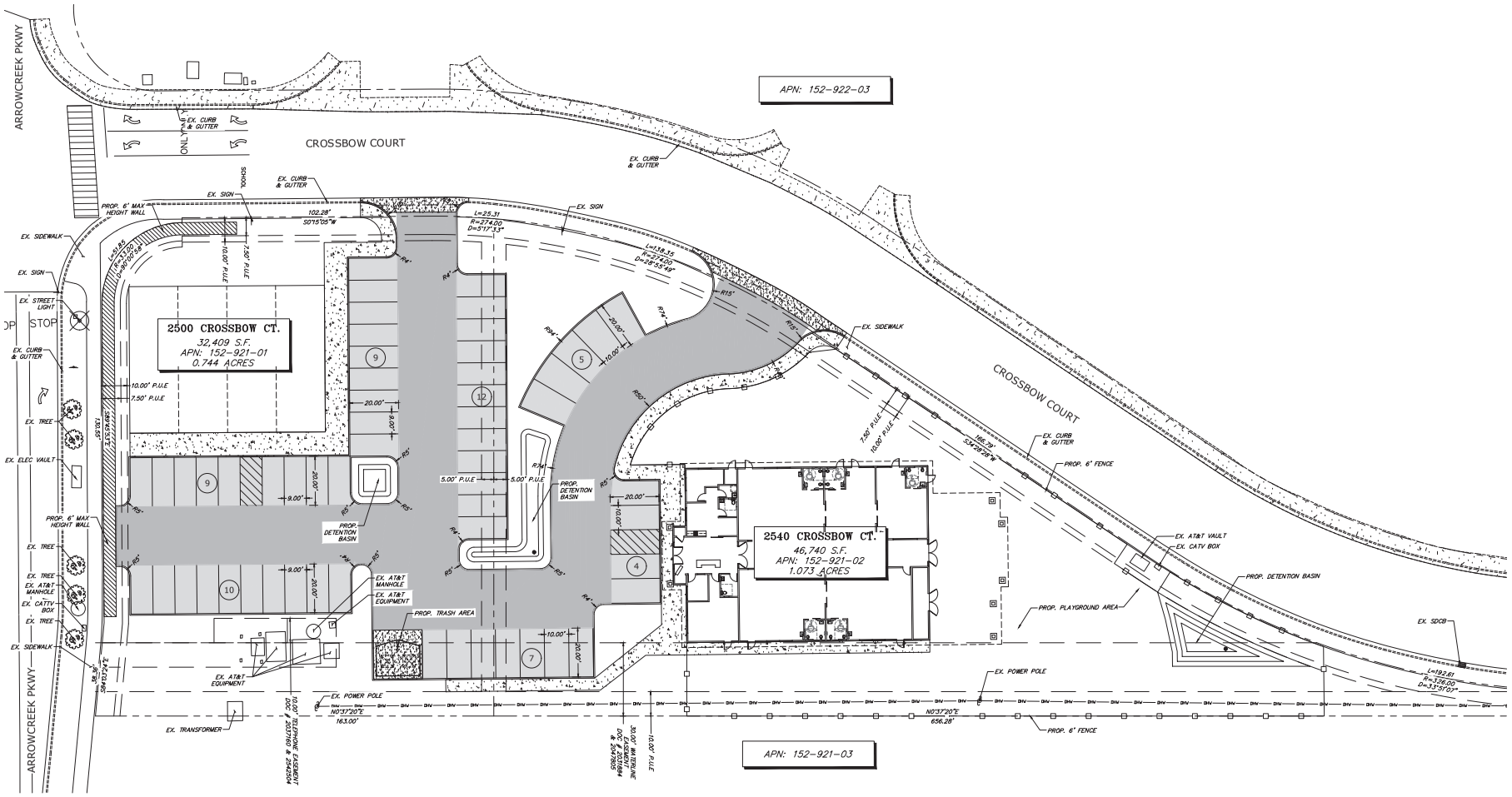
Title of those rights (as filed with the State Engineer in the Division of Water Resources of the Department of Conservation and Natural Resources).

TMWA will serve this site and if needed water rights will be purchased during project permitting

10. Community Services (provided and nearest facility):

a. Fire Station	Washoe County Fire Protection District – Fire Station No. 30 (Damonte Ranch)
b. Health Care Facility	Renown South Meadows Medical Center & ER at Damonte Ranch
c. Elementary School	Hunsberger Elementary School and Sage Ridge School
d. Middle School	Marce Herz Middle School
e. High School	Galena High School
f. Parks	South Valleys Regional Park
g. Library	South Valleys Library
h. Citifare Bus Stop	S Virginia Street and Damonte Ranch Parkway Bus Stop

Appendix B
Civil Plans



SITE PLAN

SCALE: 1" = 20'-0"

PROJECT LEGEND	
A.P.N.s:	152-921-01 & -02
PARCEL ZONING:	LDS – LOW DENSITY SUBURBAN
SITE SETBACKS:	
FRONT YARD:	= 30 FEET
SIDE YARD:	= 12 FEET
BACK YARD:	= 30 FEET

PARKING SUMMARY	
MODIFIED PARKING DEMAND BASED ON ITE:	
NEIGHBORHOOD CENTER	
4,800 SF/3	=15 SPACES
1 PER EMPLOYEE	=6 SPACES
DAYCARE	
7,219 SF/1	=8 SPACES
1 PER EMPLOYEE	=14 SPACES
1 LOADING PER 8 STUDENTS	=12 SPACES
TOTAL	= 55 SPACES
PARKING PROVIDED:	
PROPOSED:	
STANDARD PARKING PROVIDED:	52 SPACES
ACCESSIBLE PARKING PROVIDED:	4 SPACES
TOTAL SPACES PROVIDED:	56 SPACES

NOTES:

1. PERMANENT STRIPING, BIKE LANES, AND MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
2. PARKING SPACE LINES SHALL BE 4-INCH WIDE, WHITE STRIPES.
3. HANDICAP PARKING SPACES SHALL BE MARKED WITH A PAINTED BLUE FIELD 48-INCHES SQUARE CONTAINING A PAINTED WHITE WHEELCHAIR SYMBOL.
4. HANDICAP PARKING AISLE LINES SHALL HAVE 4-INCH WIDE, WHITE STRIPES AT A 45 DEGREE ANGLE AND AT 18-INCHES ON CENTER.
5. PARKING STALL INSTALLATION AND MATERIALS SHALL CONFORM TO THE LATEST EDITION OF THE W.U.T.C.D. AND SECTION 330 OF THE "ORANGE BOOK."
6. ALL EXTERIOR CONCRETE EXPOSED TO FREEZING AND THAWING CONDITIONS SHOULD BE RATED AT 4,500 PSI MINIMUM
7. REFERENCE "GENERAL NOTES" ON SHEET C6.1
8. REFERENCE "ABBREVIATIONS" ON SHEET C6.1
9. REFERENCE "LEGEND" ON SHEET C6.1

LEGEND:

- MEDIAN CURB & GUTTER
- 6" MEDIAN CURB
- CONCRETE VALLEY GUTTER
- CONCRETE SIDEWALK
- REINFORCED CONCRETE
- LIGHT ASPHALT SECTION
- HEAVY ASPHALT SECTION

2 DAYS BEFORE
YOU DIG CALL USA
TOLL FREE 1-800-227-2600

DRAWN: A.W.P
DESIGNED: J.P.B
LICENSED PROFESSIONAL:

STAMP:
PROFESSIONAL ENGINEER STATE OF NEVADA
MATTHEW K. RASMUSSEN
Exp. 12-31-27
CIVIL
No. 16258
02/09/26

DESIGNER:
TECTONICS DESIGN GROUP
730 Sandhill Road, Suite 250, Reno, NV 89521
www.tectonicsdesigngroup.com
tel 775-824-9988
fax 775-824-9986

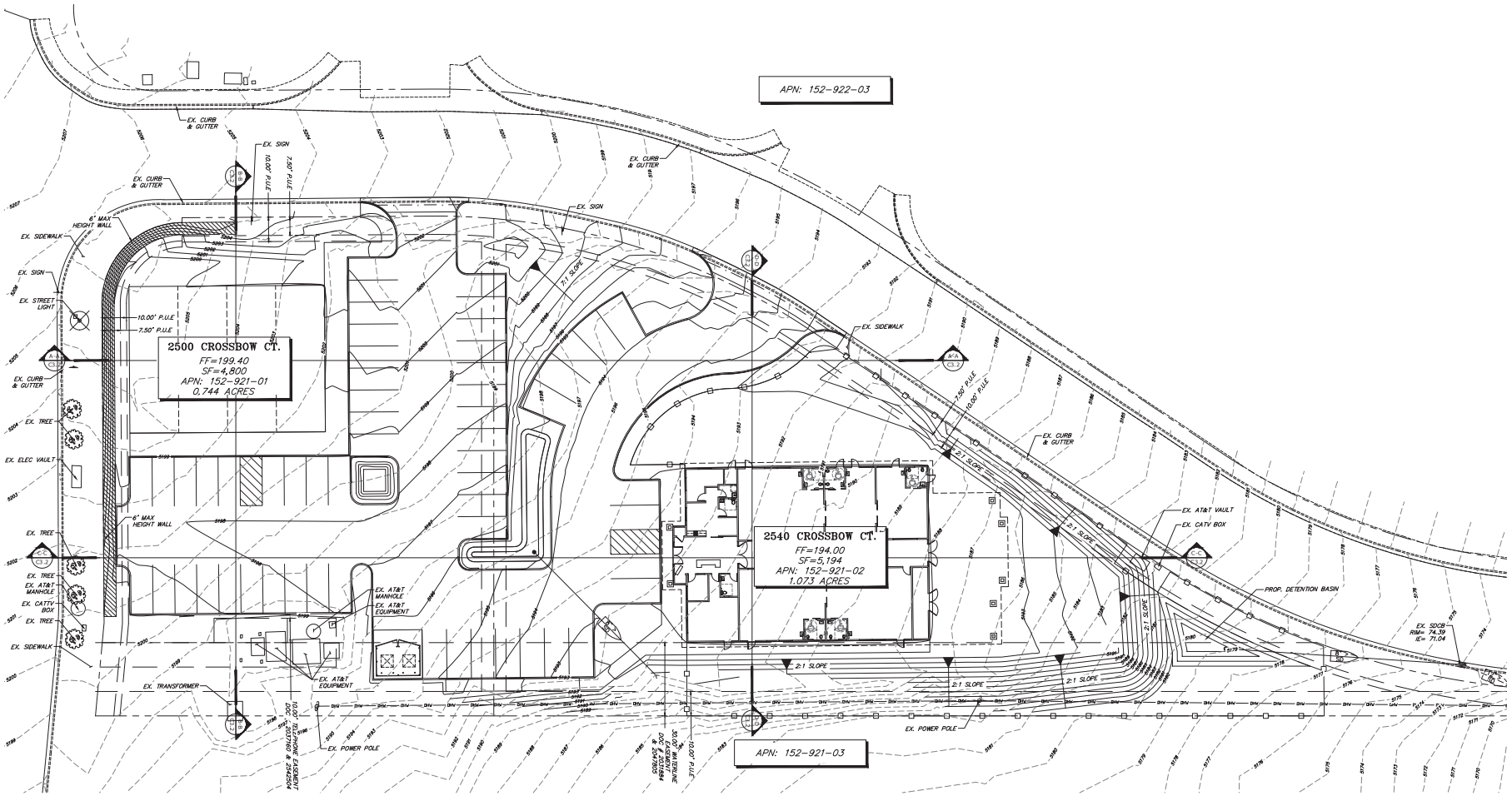
PROJECT/CLIENT:
CROSSBOW CT.
DAYCARE
2500 & 2540 Crossbow Ct.
Reno, NV 89511
25123

SUBMITTAL RECORD:
DATE: 02/09/26
SUBMITTAL: SUP

CITY APPROVAL:

SHEET TITLE:
SITE PLAN

SHEET:
C2.1



GRADING PLAN

SCALE: 1" = 20'-0"

2 DAYS BEFORE YOU DIG CALL USA TOLL FREE 1-800-227-2600

EROSION CONTROL NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE A QUALIFIED EROSION CONTROL INSPECTOR. CONTRACTOR TO PROVIDE THE EROSION CONTROL INSPECTORS NAME AND QUALIFICATIONS TO THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION.
2. INSTALL SEDIMENT FENCE AND PERIMETER EROSION CONTROL MEASURES PRIOR TO BEGINNING CONSTRUCTION.
3. LEAVE NATIVE VEGETATION UNDISTURBED OUTSIDE AREAS OF CONSTRUCTION.
4. MODIFY EROSION CONTROL METHODS AS REQUIRED DUE TO WEATHER OR CONSTRUCTION CHANGES.
5. SEE EROSION CONTROL DETAIL SHEETS FOR ADDITIONAL NOTES AND DETAILS.
6. LOCATION OF ESCP FACILITIES SHOWN ARE APPROXIMATE. ALL FACILITIES TO BE FIELD PLACED PER CONSTRUCTION REQUIREMENTS.
7. CONTRACTOR TO MECHANICALLY REMOVE SEDIMENT FROM ROAD AND SHALL NOT WASH IT DOWN STORM SEWERS.

NOTES:

1. REFERENCE "GENERAL NOTES" ON SHEET C6.1
2. REFERENCE "ABBREVIATIONS" ON SHEET C6.1
3. REFERENCE "LEGEND" ON SHEET C6.1
4. ADD 5000 TO ALL FINISHED GRADE OR INVERT ELEVATIONS
5. ALL SLOPES GREATER THAN 3:1 SHALL BE TREATED WITH 0.5' DEEP 6"-8" ROCK RIPRAP

ESTIMATED EARTHWORK QUANTITIES (TO SUB-GRADE):

CUT: 4,261 CY CUT:
FILL: 2,326 CY FILL:
TOTAL: 1,935 CY EXPORT
NOTE: THESE ARE ESTIMATED QUANTITIES ONLY. CONTRACTOR IS RESPONSIBLE TO CONSTRUCT PROJECT TO LINES AND GRADES AS SHOWN ON THE PLANS.

ESTIMATED AREA TO BE DISTURBED:

DISTURBED AREA: 67,000 SF

DRAWN: A.W.P
DESIGNED: J.P.B
LICENSED PROFESSIONAL:

STAMP:
PROFESSIONAL ENGINEER
STATE OF NEVADA
MATTHEW K. RASMUSSEN
Exp. 12-31-27
CIVIL
No. 16258
02/09/26

DESIGNER:
TECTONICS DESIGN GROUP
730 Sandhill Road, Suite 250, Reno, NV 89521
www.tectonicsdesigngroup.com
tel 775-824-9988
fax 775-824-9986

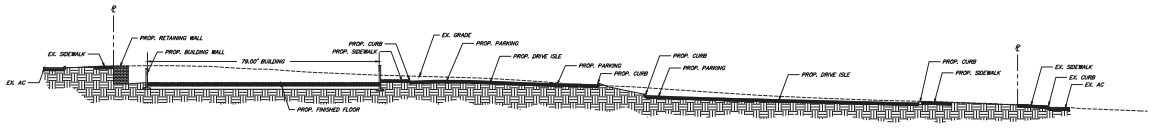
PROJECT/CLIENT:
CROSSBOW CT.
DAYCARE
2500 & 2540 Crossbow Ct.
Reno, NV 89511
25123

SUBMITTAL RECORD:
DATE: 02/09/26
SUBMITTAL: SUP

CITY APPROVAL:

SHEET TITLE:
GRADING PLAN

SHEET:
C3.1



CROSS SECTION A-A

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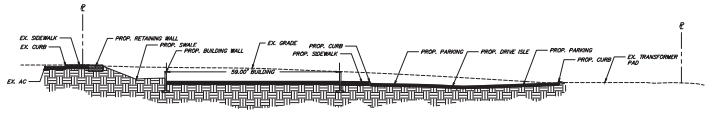

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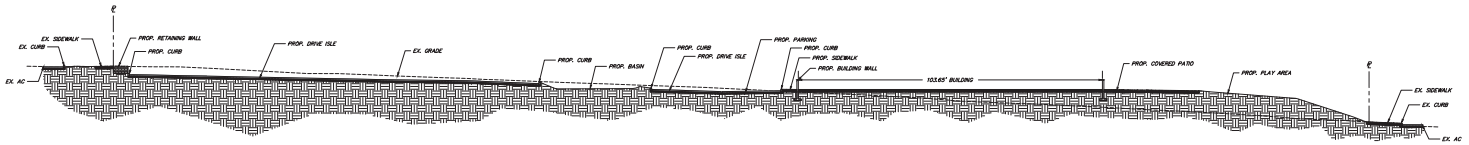

CROSS SECTION C-C

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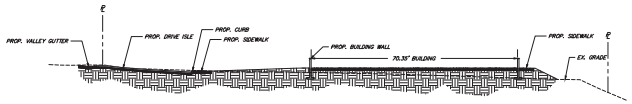

CROSS SECTION D-D

SCALE: 1" = 20'-0"

DRAWN: A.W.P
DESIGNED: J.P.B

STAMP:
LICENSED PROFESSIONAL:
MATTHEW K. RASMUSSEN
Exp. 12-31-27
CIVIL
No. 16258
STATE OF NEVADA
PROFESSIONAL ENGINEER
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DAYCARE
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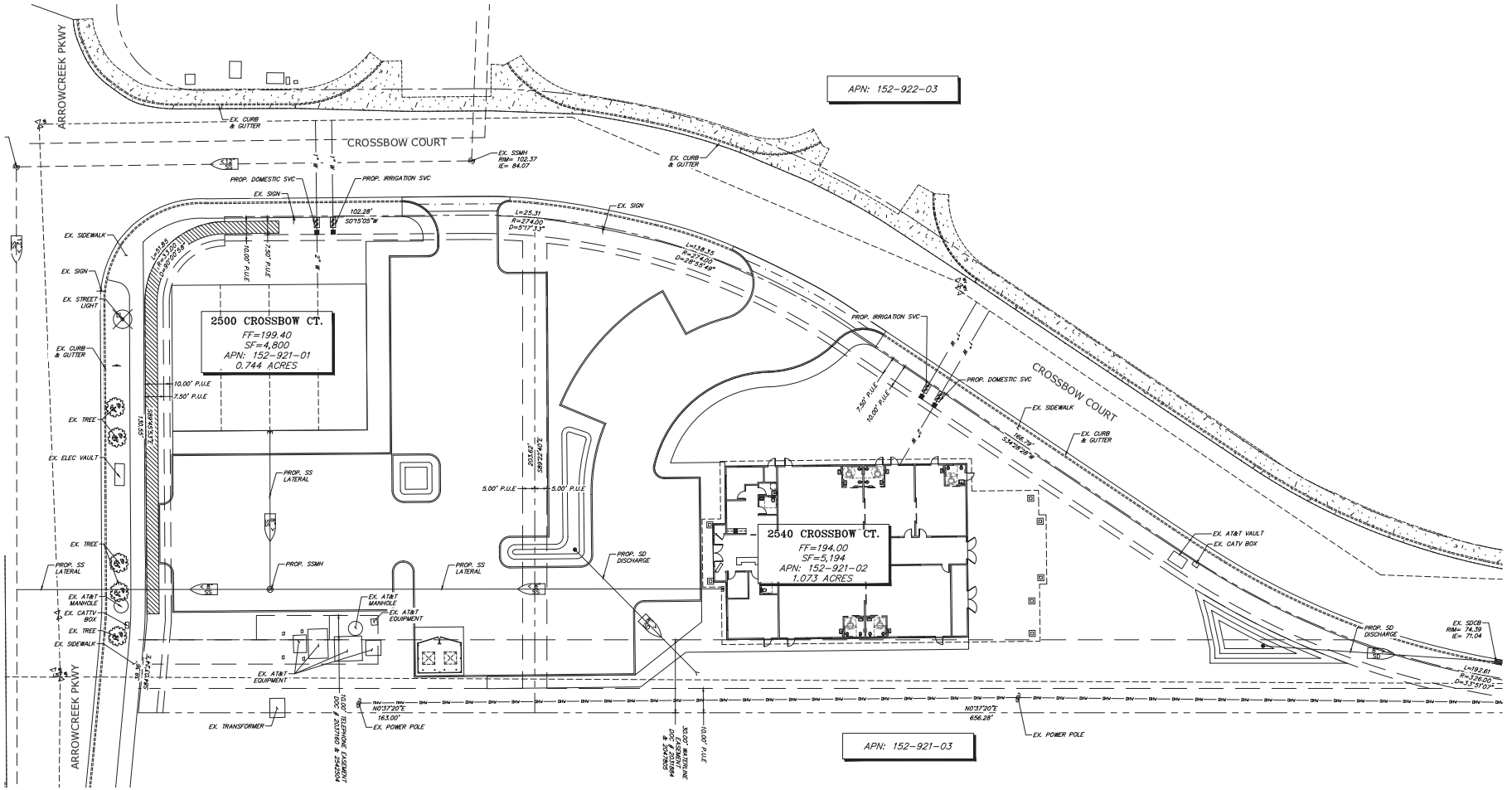
Reno, NV 89511
25123

SUBMITTAL RECORD:
DATE: 02/09/26
SUBMITTAL: SUP

CITY APPROVAL:

SHEET TITLE:
GRADING PROFILES

SHEET:
C3.2



UTILITY PLAN

SCALE: 1" = 20'-0"

2 DAYS BEFORE YOU DIG CALL USA TOLL FREE 1-800-227-2600

DRAWN: A.W.P
DESIGNED: J.P.B
LICENSED PROFESSIONAL:

STAMP:
REGISTERED PROFESSIONAL ENGINEER
MATTHEW K. RASMUSSEN
Exp. 12-31-27
CIVIL
No. 16258
STATE OF NEVADA
02/09/26

DESIGNER:
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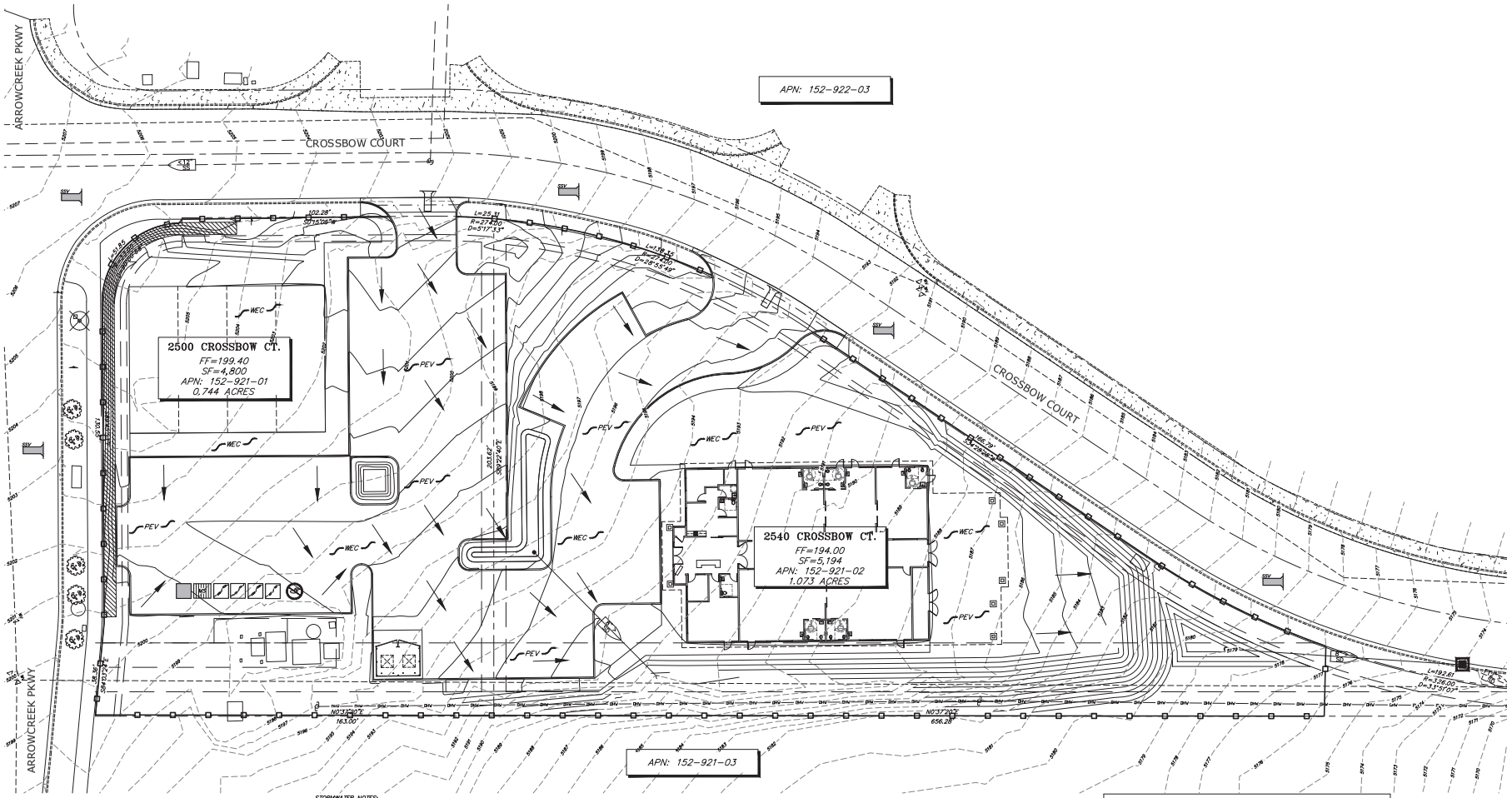
PROJECT/CLIENT:
CROSSBOW CT.
DAYCARE
2500 & 2540 Crossbow Ct.
Reno, NV 89511
25123

SUBMITTAL RECORD:
DATE: 02/09/26
SUBMITTAL: SUP

CITY APPROVAL:

SHEET TITLE:
UTILITY PLAN

SHEET:
C4.1



BMP PLAN

SCALE: 1" = 20'-0"

2 DAYS BEFORE
YOU DIG CALL USA
TOLL FREE 1-800-227-2600

STORMWATER NOTES:

1. THE OWNER, SITE DEVELOPER, CONTRACTOR AND/OR THEIR AUTHORIZED AGENTS SHALL EACH DAY REMOVE ALL SEDIMENT, MUD, CONSTRUCTION DEBRIS, OR OTHER POTENTIAL POLLUTANTS THAT MAY HAVE BEEN DISCHARGED TO, OR ACCUMULATE IN, THE PUBLIC RIGHT OF WAYS OF LOGAN COUNTY AS A RESULT OF CONSTRUCTION ACTIVITIES ASSOCIATED WITH THIS SITE DEVELOPMENT OR CONSTRUCTION PROJECT. SUCH MATERIALS SHALL BE PREVENTED FROM ENTERING THE STORM SEWER SYSTEM.
2. ADDITIONAL CONSTRUCTION SITE DISCHARGE BEST MANAGEMENT PRACTICES MAY BE REQUIRED OF THE OWNER AND HIS OR HER AGENTS DUE TO UNFORESEEN EROSION PROBLEMS OR IF THE SUBMITTED PLAN DOES NOT MEET THE PERFORMANCE STANDARDS SPECIFIED BY LINCOLN COUNTY.
3. TEMPORARY OR PERMANENT STABILIZATION PRACTICES WILL BE INSTALLED ON DISTURBED AREAS AS SOON AS PRACTICABLE AND NO LATER THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
4. AT A MINIMUM, THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL DISTURBED AREAS, AREAS USED FOR STORAGE OF MATERIALS AND EQUIPMENT THAT ARE EXPOSED TO PRECIPITATION, VEHICLE ENTRANCE AND EXIT LOCATIONS AND ALL BMPS WEEKLY, PRIOR TO A FORECASTED RAIN EVENT AND WITHIN 24 HOURS AFTER ANY ACTUAL RAIN EVENT. THE CONTRACTOR OR HIS AGENT SHALL UPDATE OR MODIFY THE STORMWATER POLLUTION PREVENTION PLAN AS NECESSARY. SOME EXCEPTIONS TO WEEKLY INSPECTION MAY APPLY, SUCH AS FROZEN GROUND CONDITIONS OR SUSPENSION OF LAND DISTURBANCE ACTIVITIES.
5. ACCUMULATED SEDIMENT IN BMPS SHALL BE REMOVED WITHIN SEVEN DAYS AFTER A STORMWATER RUNOFF EVENT OR PRIOR TO THE NEXT ANTICIPATED STORM EVENT WHICHEVER IS EARLIER. SEDIMENT MUST BE REMOVED WHEN BMP DESIGN CAPACITY HAS BEEN REDUCED BY 50 PERCENT OR MORE.
6. REFER TO WEST VIRGINIA EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MANUAL FOR FURTHER CONSTRUCTION SITE BEST MANAGEMENT PRACTICES DEFINITIONS.

LEGEND		
BMP	#	SYMBOL
REVEGETATION	SS-2	PEV
WIND EROSION AND DUST CONTROL	WE-1	WEC
SILT FENCES	SC-1	
STABILIZED CONSTRUCTION SITE ENTRANCE / EXITS	TC-1	
STORM DRAIN OUTLET PROTECTION	SS-10	
STORM DRAIN INLET PROTECTION	SC-10	
STOCKPILE MANAGEMENT	WM-3	
STREET SWEEPING AND VACUUMING	SC-7	SSV
SPILL PREVENTION AND CONTROL	WM-4	
CONCRETE WASTE MANAGEMENT	WM-8	
VEHICLE AND EQUIPMENT FUELING	NS-9	
VEHICLE AND EQUIPMENT MAINTENANCE	NS-10	
MATERIAL DELIVERY STORAGE	WM-1	MDS
PAVEMENT CONSTRUCTION MANAGEMENT	NS-3	
GRADED FLOW DIRECTION		

DRAWN: A.W.P
DESIGNED: J.P.B
LICENSED PROFESSIONAL:

STAMP:
PROFESSIONAL ENGINEER STATE OF NEVADA
MATTHEW K. RASMUSSEN
Exp. 12-31-27
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Reno, NV 89511
25123

SUBMITTAL RECORD:
DATE: 02/09/26
SUBMITTAL: SUP

CITY APPROVAL:

SHEET TITLE:
BMP PLAN

SHEET:
C5.1

Appendix C
Landscape Plans

Interpretive Gardens Inc.

River School Farm

Notes

1. Landscape shall be installed to meet requirements in Washoe County Development Code Article 412.
2. The proposed irrigation system shall be Netafim drip hose under mulch zoned to reflect plant water needs.
3. Harvest topsoil with crushed native shrubs and grasses then stockpiled for later use.
4. Most plants are selected to attract pollinators.
5. Water conservation techniques include:
   a. Waterwise plants
   b. Group plants based on water needs
   c. Water harvesting
   d. Mulch all bare areas with 4" wood grindings
   e. Use soil amendments based on existing soil
6. Revegetation of TMWA's easement with seed and tubling plants irrigated with temporary drip system.

GC: GROUND COVERS (up to 18") Plants in this category may be either deciduous or evergreen woody shrubs. These typically low-growing plants are useful as erosion control and 'living' mulches. Due to their flowers and low-growing habit, they are good filler and border plants.

GC	Achillea SSP	Wooly SPP
GC	Ajuga reptans	Ajuga
GC	Euonymous fortunei coloratus	Purple Leaf Winter Creeper
GC	Phlox subulata	Creeping Phlox
GC	Thymus vulgaris	Common Thyme

V: VINES Evergreen or deciduous vines that can climb up fences and walls or simply sprawl across the landscape serving as ground covers.

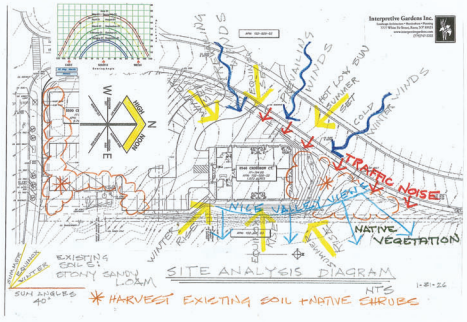
V	Campsis radicans	Trumpet Vine
V	Lonicera japonica	Honeysuckle
V	Vitis sp.	Grapes *

HP/RG: HERBACEOUS PERENNIALS/ROCK GARDEN PLANTS - These plants are valued for their colorful flowers and attractive foliage. Many have a pleasant aromatic quality. In general, they are adaptable to a range of soil types. Many plants will fall into both HP and RG categories. Herbaceous perennials will die back and remain dormant throughout winter. Rock garden plants can be alpine woody sub-shrubs or high elevation herbaceous perennials.

HP	Aster sp.	Fall Asters
HP	Chrysanthemum superbum	Shasta Daisy
HP	Echinacea purpurea	Purple Coneflower
HP	Gaillardia sp.	Blanket Flower
HP	Gaura lindheimeri	Showy Gaura
HP	Hemerocallis sp.	Daylily
HP	Iris germanica	Iris
HP	Kniphofia sp.	Hot Pokers
HP	Lavandula sp.	Lavender
HP	Linum lewisii	Blue Flax
HP	Nepeta faassenii 'Blue Wonder'	Catmint
HP	Penstemon eatonii	Firecracker Penstemon
HP	Rudbeckia hirta 'Goldstrum'	Black-eyed Susan
RG	Zauschneria californica	California Fuchsia

Crossbow Daycare Playground Legend

Key	
1	Concrete Path + PATIO
2	5' Wide Concrete Tricycle Path
3	Play Structure
4	Ground Level Trampoline
5	Concrete Interactive All Sport Court
6	Padded Turf
7	Turfgrass
8	Slide + ROPE CLIMBER
9	Planter Raised Beds 12" high
10	Balance Equipment
11	6' High Fence
12	2' High Garden Fence
G	Fence Gate



Crossbow Daycare Preliminary Plantlist & Notes

FORM	SCIENTIFIC NAME	COMMON NAME

ET: EVERGREEN TREE (25'+) They provide excellent buffers, visual screens and windbreaks. They also provide background for flowering trees and shrubs. Evergreens give

ET	Abies concolor	White Fir
ET	Calocedrus decurrens	Incense Cedar
ET	Juniperus occidentalis	Western Juniper
ET	Juniperus scopulorum	Rocky Mountain Juniper
ET	Pinus jeffreyi/Pinus ponderosa	Jeffrey Pine/Ponderosa Pine

LT: LOW EVERGREEN TREE (12'-25') Small evergreen trees are important plant elements in smaller urban spaces. They provide shelter and food for songbirds and screening, background, enclosure and winter interest in the garden.

LT	Cercocarpus ledifolius	Curl Leaf Mountain Mahogany
LT	Juniperus scopulorum	Rocky Mountain Juniper

DT: TALL DECIDUOUS SHADE TREE (40'+) They provide welcome summer shade and wide canopies. Tall trees bring beauty and scale to the urban environment. As the leaves fall each autumn they provide plant mulch and allow solar access during the winter.

DT	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Maple
DT	Betula nigra	River Birch
DT	Celtis occidentalis	Hackberry
DT	Sophora japonica 'Regent'	Japanese Pagoda Tree

MT: MEDIUM DECIDUOUS TREE (30'-45') Like tall deciduous trees, these bring privacy, shade, wind protection and beauty to the landscape only in a somewhat smaller size, sometimes more in scale with smaller yards.

MT	Betula platyphylla japonica 'Whitespire'	Whitespire Japanese Birch
MT	Catalpa speciosa	Northern catalpa
MT	Crataegus phaenopyrum	Washington Hawthorne
MT	Tilia cordata	Little-leaf Linden

CT: COLUMNAR TREE (15'-60') These stately sentinels can add real drama to the landscape as well as provide needed privacy in tight spaces.

CT	Acer platanoides 'Columnar'	Columnar Norway Maple
CT	Quercus robur 'Fastigiata'	Columnar English Oak

ST: MEDIUM TO SMALL PATIO TREES (15'-30') These flowering trees are used to shade and patio areas and serve as colorful accents in the spring. They may provide a source of fresh fruit for people and wildlife.

ST	Amelanchier laevis/ x. grandiflora	Serviceberry/Hedge Svcberry *
ST	Cercis canadensis	Eastern Redbud
ST	Malus sp.	Crabapple & Apple *
ST	Prunus sp.	Peach tree varieties *

DS: DECIDUOUS SHRUB (4'-10') Many provide year-round interest as they flower, change leaf color and retain fruit or seeds. They also offer some windbreak protection and visual screening.

DS	Buddleia davidi	Butterfly Bush
DS	Aronia melanocarpa elata	Glossy Black Chokecherry *
DS	Caryopteris cladonensis	Caryopteris
DS	Forsythia X	Forsythia
DS	Hibiscus syriacus	Rose of Sharon
DS	Lonicera tatarica	Honeysuckle
DS	Perovskia atriplicifolia	Russian Sage
DS	Philadelphus virginalis	Mock Orange
DS	Ribes aureum	Golden Currant*
DS	Symphoricarpos alba	Snowberry
DS	Viburnum sp.	Viburnum

ES: EVERGREEN SHRUB (5'-12') They keep their leaves and provide winter interest to the landscape. They also offer screening and a dark green background w/o growing expensely high.

ES	Arctostaphylos patula	Manzanita
ES	Artemesia tridentata	Sagebrush
ES	Cotoneaster sp.	Cotoneaster
ES	Mahonia aquifolium	Oregon Grape

Crossbow Daycare Landscape Calculations & Notes

Total Site Area:	79,149
Developed Area:	63,000 sf
Required Landscape Area:	20 %
Required Landscape Area: TMWA Easement to be revegetated with seed, tubling plants & temporary drip lines:	12,600 sf 16,149 sf
Trees:	
12,600 sf/300 =	42 Trees Required 55 Trees Planned
Shrubs:	
42 x 6	252 Shrubs Required
Proposed	350 Shrubs, Vines, Perennial Flowers
Ground Covers < 18"	35 Planned
Rain Garden:	Plants selected to withstand periodic flooding

Interpretive Gardens Inc.
Landscape Architecture • Horticulture • Planning
7777 White Fir Street, Reno, NV 89523
www.interpretivegardens.com
(775)747-2222

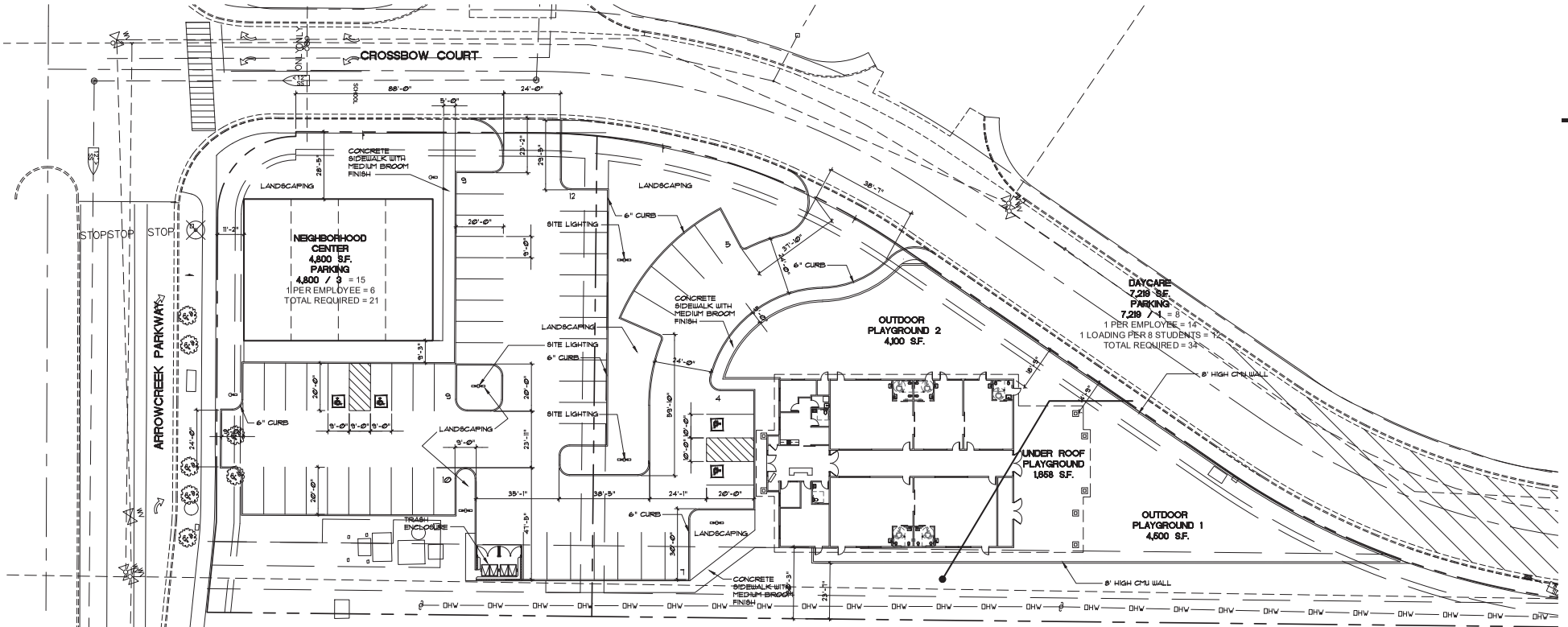
Crossbow Daycare

Landscape Plan Concept

SCALE: 1"=20'-0"
02.03.2026

L1

Appendix D
Architectural Site and Lighting Plan

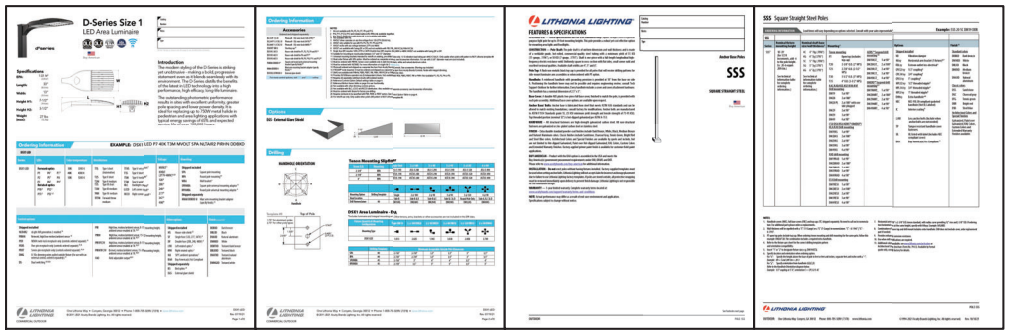


S I T E P L A N

SCALE: 1"=20'-0"

NORTH

LIGHTING SPECS



SCALE: 1"=20'-0"
02.03.2026
25341

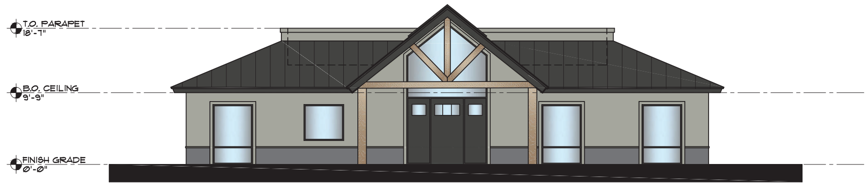
Site Plan Concept

sca design
2140 E. PEBBLE RD.
SUITE 140
LAS VEGAS, NEVADA 89123
PH (702) 719-2020 FX (702) 269-9673

Crossbow Daycare

AS1

Appendix E
Elevations and Floor Plans



FRONT ELEVATION 1
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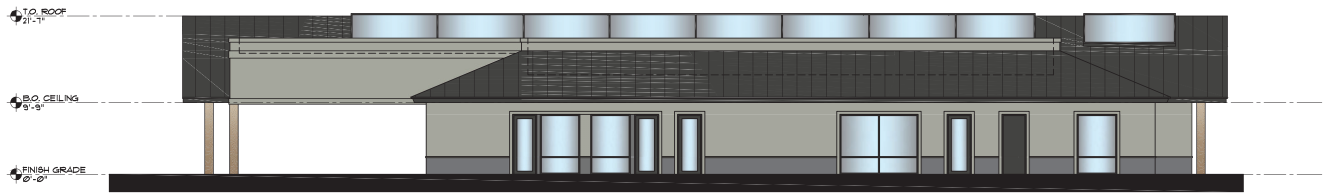
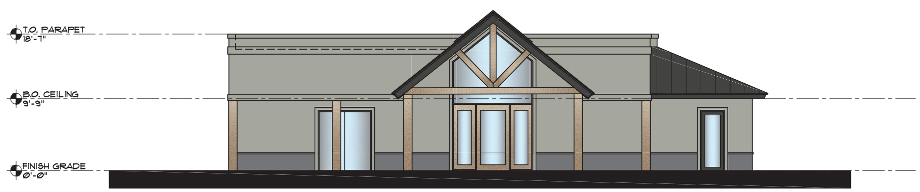
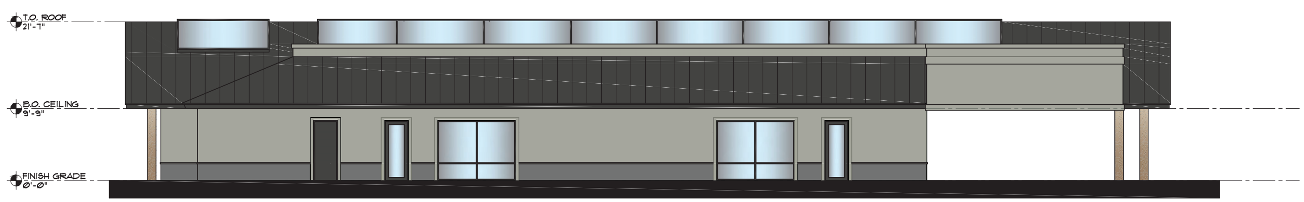


LEFT SIDE ELEVATION 2
SCALE: 1/8"=1'-0"



REAR ELEVATION 3
SCALE: 1/8"=1'-0"



RIGHT SIDE ELEVATION 4
SCALE: 1/8"=1'-0"

COLOR LEGEND

	STUCCO PAINT #1 SHERWIN WILLIAMS SW-9130 'EVERGREEN FOG'
	STUCCO PAINT #2 SHERWIN WILLIAMS SW-7674' 'PEPPERCORN'
	TRIMS / ACCENTS: SW-9130 'EVERGREEN FOG'
	STANDING SEAM ROOFING SHERWIN WILLIAMS SW-7069 'IRON ORE'
	NATURAL CEDAR WOOD (POSTS AND BEAMS, DOC
	ALUMINUM WINDOWS/DOOR AND METAL WORKS TO M. SW - 7069 IRON ORE (FRAMES), GRAY TINT (GL

NOTES:
- FINAL COLOR SELECTION TO BE APPROVED BY OWNER.
- GENERAL CONTRACTOR TO PROVIDE PAINT SAMPLES FOR OWNER APPROVAL PRIOR TO STARTING CONSTRUCTION.

SCALE: 1/8"=1'-0"
01.09.2026
25341

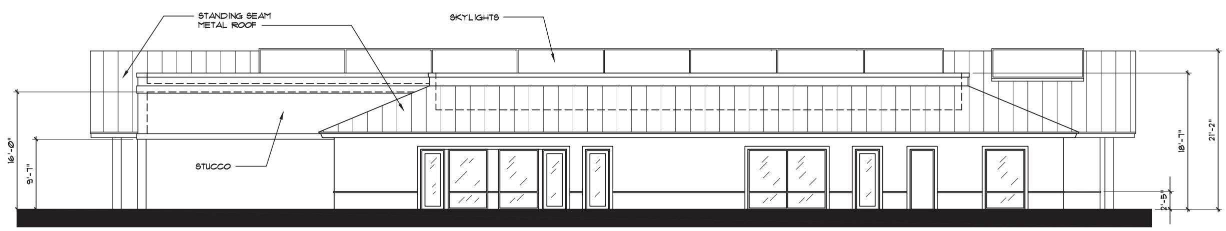
Exterior Elevations

sca design
2140 E. PEBBLE RD.
SUITE 140
LAS VEGAS, NEVADA 89123
PH (702) 719-2020 FX (702) 269-9673

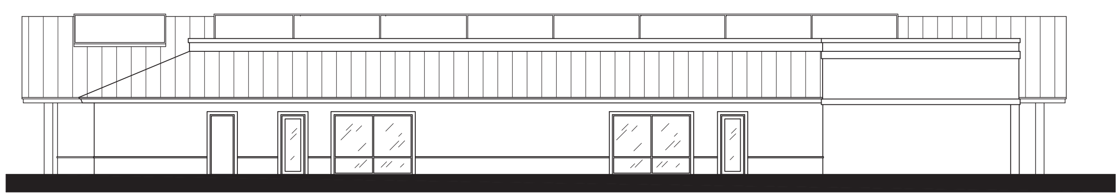
Crossbow Daycare

A2

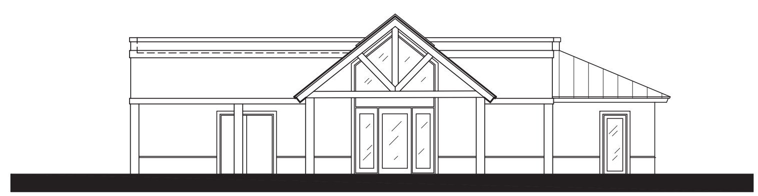
FRONT ELEVATION



LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



REAR ELEVATION

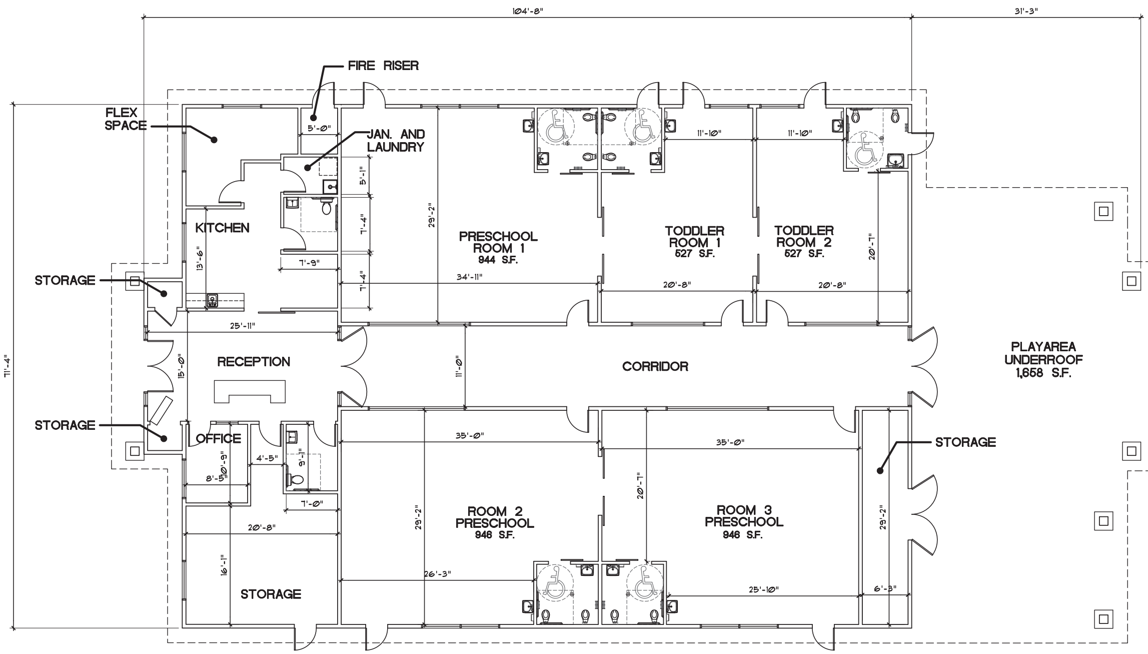
sca design
2140 E. PEBBLE RD.
SUITE 140
LAS VEGAS, NEVADA 89123
PH (702) 719-2020 FX (702) 269-9673

Crossbow Daycare

A2.1

Exterior Elevations

SCALE: 1/8"=1'-0"
02.03.2026
25341



FLOOR PLAN

SCALE: 1/8"=1'-0"

Crossbow Daycare

7,219 S.F.

Floor Plan Concept

SCALE: 1/8"=1'-0"
02.03.2026
25341

A1.1

sca design
2140 E. PEBBLE RD.
SUITE 140
LAS VEGAS, NEVADA 89123
PH (702) 719-2020 FX (702) 269-9673

Appendix F
Drainage Memo

February 06, 2026

Washoe County Planning Department
1001 E 9th St.
Reno, NV 89512

RE: Crossbow Ct. Daycare & Neighborhood Center

This drainage memorandum has been prepared to evaluate existing and proposed drainage conditions for the development of a daycare and neighborhood center located at 2500 Crossbow Court (APN 152-921-01) and 2540 Crossbow Court (APN 152-921-02) in Washoe County, Nevada.

The project site consists of two undeveloped parcels located at 2500 Crossbow Court (APN 152-921-01), comprising approximately 0.744 acres, and 2540 Crossbow Court (APN 152-921-02), comprising approximately 1.073 acres. The site generally drains from south to north, with an overall elevation drop of approximately 30 feet across the combined parcels. Existing drainage occurs as diffuse sheet flow over native ground surfaces, with runoff naturally discharging toward the north and east at the downstream property boundaries. No formal drainage infrastructure currently exists on the site, and stormwater runoff follows existing topography to the established discharge locations.

The proposed project includes development of a daycare and neighborhood center with associated surface improvements such as buildings, parking areas, drive aisles, and playground facilities. These improvements will increase impervious area and modify existing drainage patterns. Post-development runoff will be collected and conveyed through a coordinated system of onsite drainage features, including surface conveyance and detention basins. Detention facilities will be designed to mitigate peak runoff rates in accordance with all applicable Washoe County drainage criteria and standards, ensuring that post-development peak flows do not exceed pre-development conditions. Detained runoff will be released in a controlled manner at the existing downstream discharge points to the north and east, maintaining established drainage patterns and protecting adjacent properties.

Table 1 below summarizes the existing and proposed run off volumes for the 100-Yr storm. Rainfall intensities for runoff calculations were obtained from the NOAA Atlas 14 Point Precipitation Frequency for the site location. Basin sizing calculations are referenced in Appendix A.

Table 1 – 100-YR Storm

Detention Basin	100 YR Required Volume (CF)	100 YR Provided Volume (CF)
Basin 1	1,178	1,747
Basin 2	1,271	1,913

Please contact me with any questions.

Sincerely,

Matt K. Rasmussen, P.E.

APPENDIX A

Existing Condition Runoff Basin 1

Project: Crossbow CT. Daycare **By:** AWP
Project #: 25152 **Date:** 2/9/2026

Tc
10

Acre
0.87

	Area (sf)	C
Building	0	0.9
Impervious	0	0.9
Pervious	38075	0.45

	C (comp)	Adj	C (adj)
100-yr	0.45	1	0.45
50-yr	0.45	1	0.45
25-yr	0.45	1	0.45
10-yr	0.45	1	0.45
5-yr	0.45	1	0.45

	Pre Development Peak Flows (cfs)				
Tc	5yr	10yr	25yr	50yr	100yr
10	0.61	0.75	1.00	1.21	1.47

	100-Yr		50-Yr		25-Yr		10-Yr		5-Yr	
T	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)
5	1.94	775	1.59	636	1.30	521	0.99	397	0.80	320
10	1.47	1178	1.21	970	1.00	797	0.75	602	0.61	488
11	1.42	1223	1.17	1007	0.96	827	0.73	624	0.59	507
12	1.37	1262	1.13	1039	0.93	853	0.70	644	0.57	522
13	1.32	1295	1.09	1066	0.89	874	0.67	661	0.55	536
14	1.27	1322	1.04	1088	0.86	892	0.65	674	0.52	546
15	1.22	1342	1.00	1104	0.82	905	0.62	684	0.50	554
16	1.19	1385	0.98	1139	0.80	933	0.61	706	0.49	572
17	1.17	1424	0.96	1172	0.79	960	0.59	726	0.48	588
18	1.14	1459	0.94	1201	0.77	984	0.58	745	0.47	603
19	1.11	1492	0.92	1228	0.75	1005	0.57	762	0.46	616
20	1.09	1521	0.89	1253	0.73	1025	0.55	777	0.45	628
21	1.06	1547	0.87	1275	0.71	1042	0.54	791	0.44	639
22	1.03	1570	0.85	1294	0.70	1058	0.53	803	0.43	649
23	1.01	1589	0.83	1310	0.68	1071	0.51	813	0.42	657
24	0.98	1606	0.81	1324	0.66	1082	0.50	822	0.40	664
25	0.95	1619	0.79	1336	0.64	1091	0.49	830	0.39	669
26	0.93	1629	0.76	1345	0.62	1097	0.47	835	0.38	673
27	0.90	1636	0.74	1351	0.60	1102	0.46	839	0.37	676
28	0.87	1640	0.72	1354	0.59	1104	0.45	842	0.36	678
29	0.84	1640	0.70	1355	0.57	1104	0.43	843	0.35	678
30	0.82	1637	0.68	1354	0.55	1102	0.42	842	0.34	677
60	0.51	1929	0.42	1585	0.34	1299	0.26	985	0.21	797
120	0.27	1977	0.23	1691	0.18	1365	0.16	1162	0.13	978

Existing Condition Runoff Basin 2

Project: Crossbow CT. Daycare **By:** AWP
Project #: 25152 **Date:** 2/9/2026

Tc
10

Acre
0.94

	Area (sf)	C
Building	0	0.9
Impervious	0	0.9
Pervious	41074	0.45

	C (comp)	Adj	C (adj)
100-yr	0.45	1	0.45
50-yr	0.45	1	0.45
25-yr	0.45	1	0.45
10-yr	0.45	1	0.45
5-yr	0.45	1	0.45

	Pre Development Peak Flows (cfs)				
Tc	5yr	10yr	25yr	50yr	100yr
10	0.66	0.81	1.07	1.31	1.59

	100-Yr		50-Yr		25-Yr		10-Yr		5-Yr	
T	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)	Peak (cfs)	Volume (cf)
5	2.09	836	1.71	687	1.40	562	1.07	428	0.86	345
10	1.59	1271	1.31	1047	1.07	860	0.81	649	0.66	527
11	1.53	1320	1.26	1087	1.04	892	0.78	674	0.63	547
12	1.48	1362	1.22	1121	1.00	920	0.75	695	0.61	564
13	1.42	1397	1.17	1150	0.96	943	0.73	713	0.59	578
14	1.37	1426	1.13	1173	0.92	962	0.70	727	0.57	589
15	1.32	1448	1.08	1191	0.89	976	0.67	738	0.54	598
16	1.29	1494	1.06	1229	0.87	1007	0.66	762	0.53	617
17	1.26	1536	1.04	1264	0.85	1035	0.64	783	0.52	634
18	1.23	1574	1.01	1296	0.83	1061	0.63	803	0.51	650
19	1.20	1609	0.99	1325	0.81	1085	0.61	822	0.50	665
20	1.17	1641	0.96	1351	0.79	1106	0.60	838	0.48	678
21	1.14	1669	0.94	1375	0.77	1125	0.58	853	0.47	689
22	1.11	1693	0.92	1396	0.75	1141	0.57	866	0.46	700
23	1.08	1715	0.89	1414	0.73	1155	0.56	877	0.45	708
24	1.06	1732	0.87	1429	0.71	1167	0.54	887	0.44	716
25	1.03	1747	0.85	1441	0.69	1176	0.53	895	0.42	722
26	1.00	1757	0.82	1451	0.67	1184	0.51	901	0.41	726
27	0.97	1765	0.80	1457	0.65	1188	0.50	906	0.40	729
28	0.94	1769	0.78	1461	0.63	1191	0.48	908	0.39	731
29	0.91	1769	0.75	1462	0.61	1191	0.47	909	0.38	731
30	0.88	1766	0.73	1460	0.59	1189	0.45	908	0.36	730
60	0.55	2081	0.45	1710	0.37	1402	0.28	1063	0.23	860
120	0.29	2132	0.25	1825	0.20	1473	0.17	1253	0.14	1055

Appendix G
Traffic Impact Study

TRAFFIC IMPACT STUDY

2500 CROSSBOW COURT

WASHOE COUNTY, NEVADA

APN: 152-921-01, 152-921-02

Prepared for:
Alexandra Magliarditi
5545 S. Mountain Vista St., Ste. F (2nd Floor)
Las Vegas, NV 89120
(702) 637-0096

Prepared by:

Kimley»Horn

February 2026
192888000

TRAFFIC IMPACT STUDY

FOR

2500 CROSSBOW COURT

Prepared for:
Alexandra Magliarditi
5545 S. Mountain Vista St., Ste. F (2nd Floor)
Las Vegas, NV 89120
(702) 637-0096

Prepared by:
Kimley-Horn and Associates, Inc.
7900 Rancharrah Parkway
Suite 100
Reno, Nevada 89511
(775) 787-7552

192888000

EXECUTIVE SUMMARY

The mixed-use development is to be located at the northeast corner of Arrowcreek Parkway and Crossbow Court in Reno, Nevada. It is planned to be built on 1.82-acres within the APNs 152-921-01 and 152-921-02. The development is anticipated to be comprised of a Montessori school and a neighborhood center housing a sandwich/coffee shop and a pediatric dentist.

Regional access to the project site is expected to be provided by Interstate 580 (I-580) and Mount Rose Highway (SR-431). Primary access to the project site is anticipated to be from Crossbow Court. Direct access to the project sites is anticipated from two project access driveways off Crossbow Court.

The following intersections were identified for a full level of service (LOS) analysis:

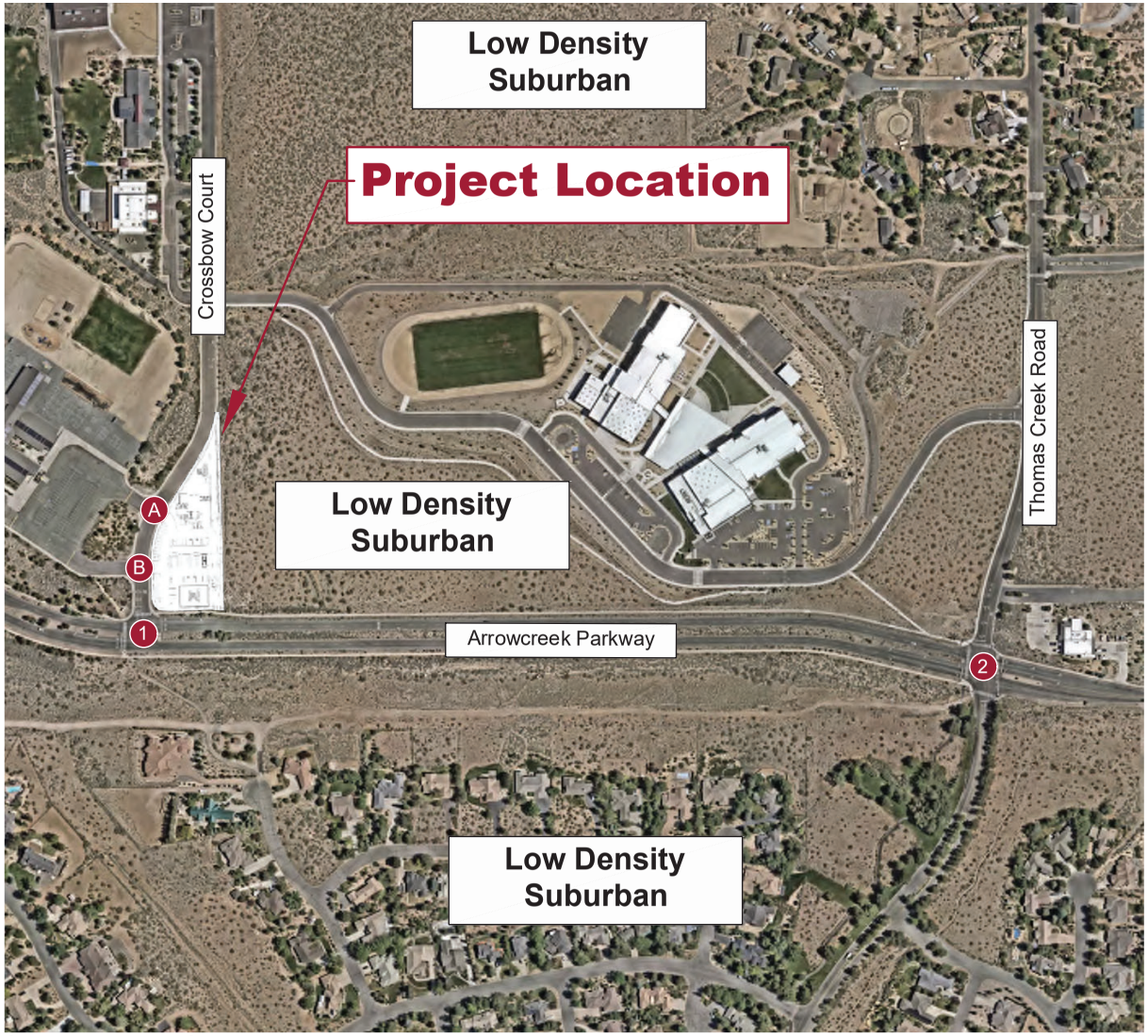
- Arrowcreek Parkway and Crossbow Court (#1)
- Arrowcreek Parkway and Thomas Creek Court (#2)
- Crossbow Court and Hunsberger Elementary School North Access/Project Access Drive (A)
- Crossbow Court and Hunsberger Elementary School South Access/Project Access Drive (B)

Figure E-1 shows the study area intersections.

The proposed development is expected to generate approximately 988 daily trips, with 88 trips anticipated to occur during the AM peak hour and 118 trips anticipated to occur during the PM peak hour.

The proposed development is anticipated to generate traffic volumes resulting in the following recommendations:

- An R7-1 “NO PARKING ANY TIME” should be installed along the project frontage along Crossbow Court.
- Provide a marked pedestrian crosswalk across Crossbow Court at the intersection of Crossbow Court and Hunsberger Elementary School North Access/Project Access Drive (A), consistent with Washoe County standards and the Manual on Uniform Traffic Control Devices (MUTCD).
- Install ADA-compliant pedestrian curb ramps at the crosswalk termini in accordance with applicable ADA accessibility requirements and Washoe County standards.
- An R1-1 “STOP” sign with appropriate pavement markings should be installed for the westbound egress at the project access drives.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current MUTCD, as applicable.



Source: Nearmap US, Inc. Image Date: July 2025

2500 Crossbow Court
Study Area

Study Area Intersections

1. Arrowcreek Parkway and Crossbow Court
2. Arrowcreek Parkway and Thomas Creek Road

A. Crossbow Court and Hunsberger Elementary School North Access/Project Access Drive A

B. Crossbow Court and Hunsberger Elementary School South Access/Project Access Drive B

NORTH
NTS

Legend

- (#) Study Area Key Intersection
- (X) Project Access Drive

Figure E-1

Kimley»Horn

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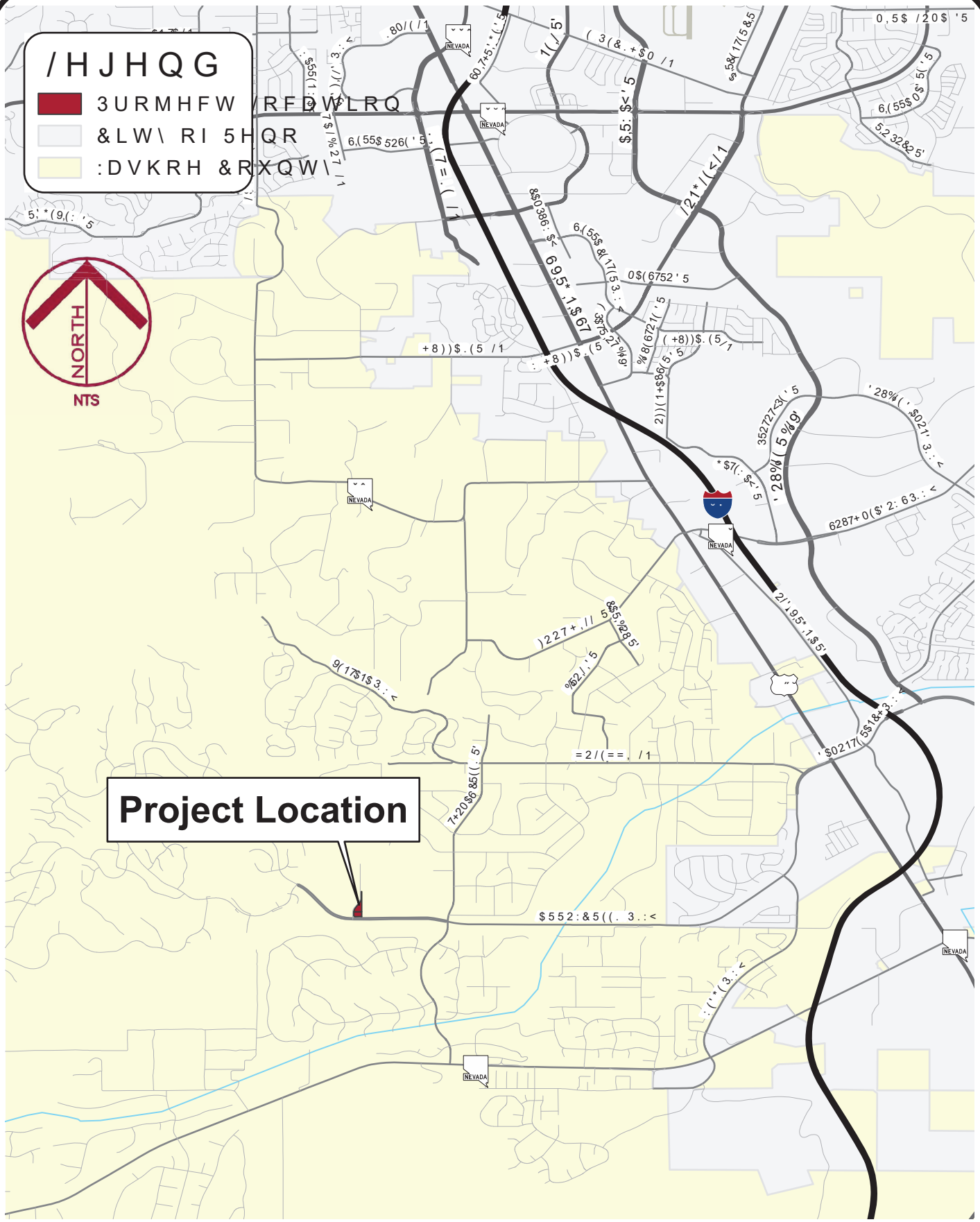
1. INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained by Russel Montessori LLC to prepare a traffic impact study for the proposed mixed-use development. The purpose of this traffic impact study is to identify traffic generation characteristics of the proposed development, identify potential traffic-related impacts on the local street system, and develop mitigation measures required for the identified impacts.

The mixed-use development is to be located at the northeast corner of Arrowcreek Parkway and Crossbow Court in Reno, Nevada. It is planned to be built on 1.82-acres within the APNs 152-921-01 and 152-921-02. The development is anticipated to be comprised of a Montessori school and a neighborhood center housing a sandwich/coffee shop and a pediatric dentist. The location of the project site is shown on **Figure 1** and a site plan is provided in **Appendix F**.

Regional access to the project site is expected to be provided by Interstate 580 (I-580) and Mount Rose Highway (SR-431). Primary access to the project site is anticipated to be from Crossbow Court. Direct access to the project sites is anticipated from two project access driveways off Crossbow Court.



2500 Crossbow Court
Vicinity Map

Figure 1

Kimley»Horn

2. EXISTING CONDITIONS

This section of the report details existing conditions near the project sites.

2.1. Study Area Intersections

The following intersections were identified for a full level of service (LOS) analysis:

- Arrowcreek Parkway and Crossbow Court (#1)
- Arrowcreek Parkway and Thomas Creek Court (#2)
- Crossbow Court and Hunsberger Elementary School North Access/ Project Access Drive (A)
- Crossbow Court and Hunsberger Elementary School South Access/ Project Access Drive (B)

The study area intersections are shown in **Figure 2**.

2.2. Existing Land Uses

The location for the proposed project site is currently low-density suburban. The area surrounding the project site is composed primarily of residential and institutional (school) land uses. The location of the project site, study area intersections and existing land uses are shown in **Figure 2**.

2.3. Existing Lane Configurations and Control

Regional access to the project site is expected to be provided by Interstate 580 (I-580) and Mount Rose Highway (SR-431). Primary access to the project site is anticipated to be from Crossbow Court. Direct access to the project sites is anticipated from two project access driveways off Crossbow Court. Existing speed limits, lane configuration, and traffic control are illustrated in **Figure 2**.

2.4. Existing Turning Movement Counts

Twenty-four-hour turning movement data was field counted in 2025 at the study intersections, as summarized in **Table 1**. Count data sheets are provided in **Appendix A**. Traffic volumes for Crossbow Court and Hunsberger Elementary School South Access/Project Access Drive (B) were extrapolated from the adjacent intersections. **Figure 3** illustrates the existing peak hour traffic volumes.

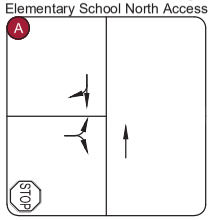
Table 1 – Peak Hour Turning Movement Count Dates

Intersection	Count Date
Arrowcreek Parkway and Crossbow Court (#1)	Thursday, May 29, 2025
Arrowcreek Parkway and Thomas Creek Court (#2)	Thursday, May 29, 2025
Crossbow Court and Hunsberger Elementary School North Access/ Project Access Drive (A)	Thursday, May 29, 2025
Crossbow Court and Hunsberger Elementary School North Access/ Project Access Drive (B)*	-

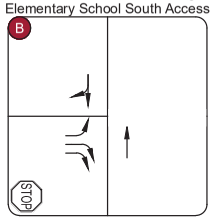
**Volumes were extrapolated from adjacent intersections.*

Source: Nearmap US, Inc. Image Date: July 2025

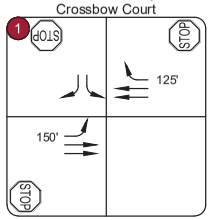
Crossbow Court and Hunsberger Elementary School North Access



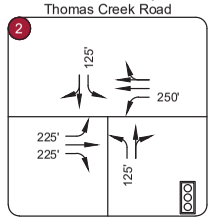
Crossbow Court and Hunsberger Elementary School South Access



Arrowcreek Parkway and Crossbow Court



Arrowcreek Parkway and Thomas Creek Road



Legend

- # — Study Area Key Intersection
- X — Project Access Drive
- SPEED LIMIT 25 — Roadway Speed Limit
- STOP — Stop Controlled Approach
- Signalized Intersection
- Existing Approach

2500 Crossbow Court
Existing Lane Configuration and Control

Figure 2

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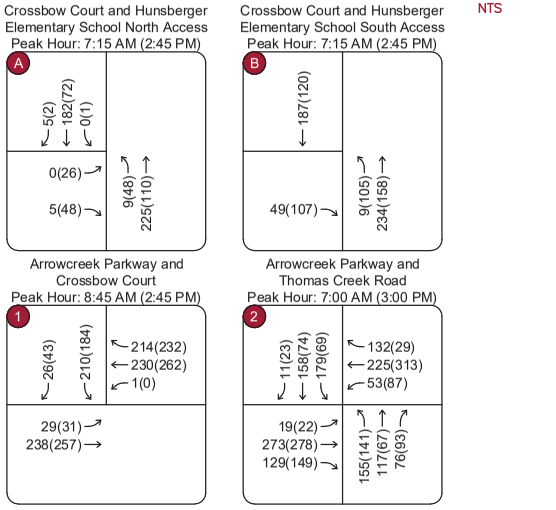
Path: C:\Users\alex.tang\KH\Giacomin, David – Reno Civil\XXXXXX – Russell Montessori LLC\XXX – 2500 Crossbow Court\Figures\2025-12-22 2500 Crossbow Court TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network

Source: Nearmap US, Inc. Image Date: July 2025



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

2500 Crossbow Court
Existing Peak Hour Traffic Volumes

Figure 3

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Date: December 23, 2025 – 5:15pm / User: Alex.Tang
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3. FUTURE CONDITIONS

This section of the report details the conditions that are expected in the future.

3.1. Background Lane Configuration and Control

Expected speed limits, lane configuration, and traffic control in the 2027 background scenario is illustrated in **Figure 4**.

3.2. Background Traffic Growth

To accurately determine the impact of project traffic, it is necessary to establish future baseline traffic volumes along roadways in the vicinity of the proposed development site. An annual growth rate of 0.21% was obtained from the evaluation of three NDOT count stations (0310590, 0311180, 0311090, and 0311091). Two count stations were located on Arrowcreek Parkway, one count station was located on Thomas Creek Road, and one count station was located on Mount Rose Highway (SR-431). Detailed growth calculations are included in **Appendix B**.

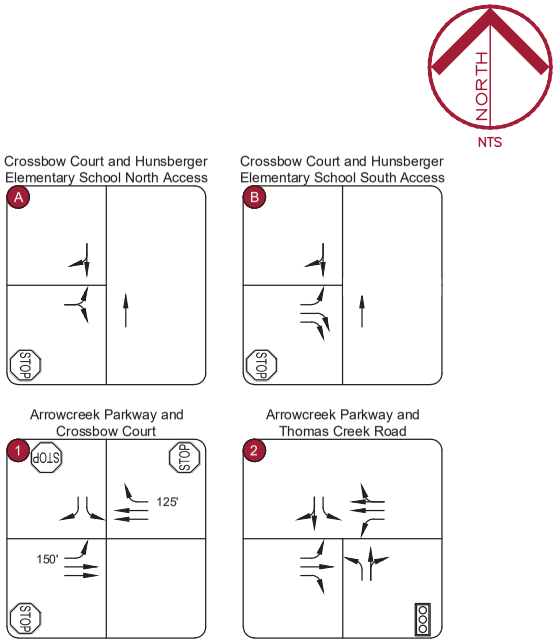
To provide conservative analysis, the existing year peak hour traffic volumes were grown for two years at a 0.21% annual growth rate to obtain future background traffic volumes in 2027 when the proposed development is anticipated to be fully completed. The 2027 background peak hour traffic volumes at the key intersections are illustrated in **Figure 5**.

3.3. Background Plus Project Lane Configuration and Control

Regional access to the project site is expected to be provided by Interstate 580 (I-580) and Mount Rose Highway (SR-431). Primary access to the project site is anticipated to be from Crossbow Court. Direct access to the project sites is anticipated from two project access driveways off Crossbow Court.

Expected speed limits, lane configuration, and traffic control for the 2027 background plus project scenario are illustrated in **Figure 6**.

Source: Nearmap US, Inc. Image Date: July 2025



Legend

- Study Area Key Intersection
- Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- Signalized Intersection
- Existing Approach
- Background Improvement (by others)

2500 Crossbow Court
Background Lane Configuration and Control

Figure 4

Kimley»Horn

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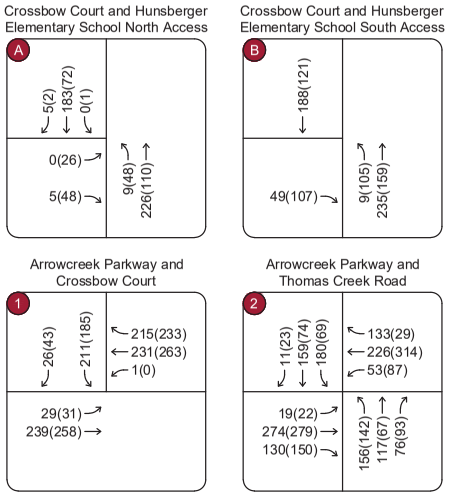
Source: Nearmap US, Inc. Image Date: July 2025



Legend

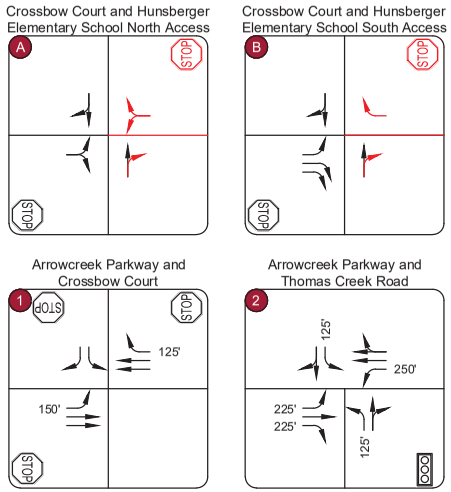
#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

2500 Crossbow Court
Background Peak Hour Traffic Volumes

Figure 5

Kimley»Horn ©2025

Source: Nearmap US, Inc. Image Date: July 2025



Legend

- Study Area Key Intersection
- Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- Signalized Intersection
- Existing Approach
- Project Improvement

2500 Crossbow Court
Background + Project Lane Configuration and Control

Figure 6

Kimley»Horn

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Path: C:\Users\alex.tang\KH\Giacomin, David – Reno Civil\XXXXXX – Russell Montessori LLC\XXX – 2500 Crossbow Court\Figures\2025-12-22 2500 Crossbow Court TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network

3.4. Project Trip Generation

To estimate the number of new trips anticipated to be generated by the proposed Montessori school, sandwich/coffee shop, and pediatric dentist, the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th edition was used. The ITE *Trip Generation Manual* is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies performed at numerous locations in areas of various populations.

The *Trip Generation Manual* does not have a specific land use for a Montessori school; however the operations of a Montessori school are very similar in nature to that of a day care center. The *Trip Generation Manual* has a land use called Day Care Center and defines it as "a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children." Within the *Trip Generation Manual*, a Day Care Center is designated by ITE Trip Generation Land Use Code 565.

The proposed Montessori school, sandwich/coffee shop, and pediatric dentist are anticipated to generate approximately 988 daily trips, with 88 trips anticipated to occur during the AM peak hour and 118 trips anticipated to occur during the PM peak hour. **Table 2** summarizes the estimated project trips. Calculations are provided in **Appendix C.**

Table 2 – Trip Generation

ITE Code	Description	Size	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
720	Medical-Dental Office Building	2,400 SF	6	2	8	2	6	8	82
930	Fast Casual Restaurant	2,400 SF	3	1	4	18	16	34	542
565	Day Care Center	96 students	40	36	76	36	40	76	364
Net Total Trips			**49**	**39**	**88**	**56**	**62**	**118**	**988**

Source: ITE Trip Generation Manual, 12th Edition

3.5. Project Trip Distribution

The study area street network characteristics, including the existing traffic patterns, expected street network, and access to regional facilities (I-580 and SR-431) were used to determine the distribution of site generated traffic. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site in the same or different direction. **Figure 7** shows the project trip distribution at the study area intersections.

3.6. Traffic Assignment

Project traffic assignment was obtained by applying the project trip distribution from **Figure 7** to the estimated traffic generation of the development shown in **Table 2**. Project traffic assignment is illustrated in **Figure 8** for the study area intersections.

The entering and exiting trips generated by the proposed development are rounded to the nearest whole number when assigned. Therefore, the number of trips assigned may differ slightly from the total trip generation.

3.7. Project Buildout Traffic Volumes

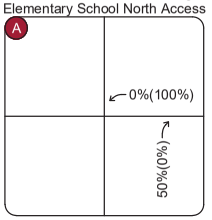
The project generated traffic volumes in **Figure 8** were added to the 2027 background scenarios traffic volumes in **Figure 5**, to represent estimated traffic conditions at project completion. The 2027 background plus project peak hour traffic volumes for the study area intersections are illustrated in **Figure 9**.

Source: Nearmap US, Inc. Image Date: July 2025

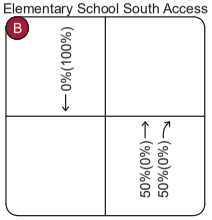
NORTH

NTS

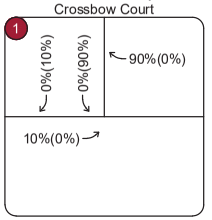
Crossbow Court and Hunsberger Elementary School North Access



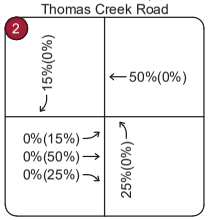
Crossbow Court and Hunsberger Elementary School South Access



Arrowcreek Parkway and Crossbow Court



Arrowcreek Parkway and Thomas Creek Road



Legend

#	Study Area Key Intersection
X	Project Access Drive
<--XX%-->	Global Peak Hour Trip Distribution
← XX% (XX%)	IN(OUT) Peak Hour Trip Distribution

2500 Crossbow Court
Project Trip Distribution

Figure 7

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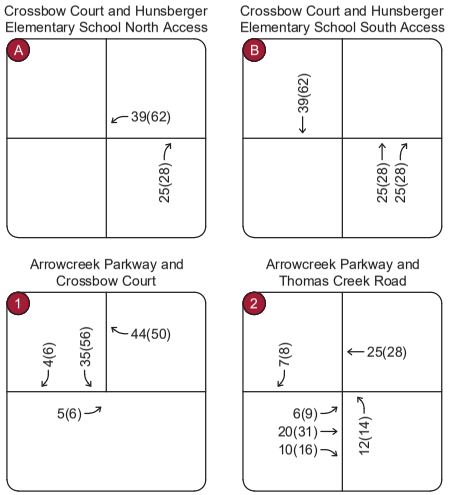
Source: Nearmap US, Inc. Image Date: July 2025



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

2500 Crossbow Court
Project Traffic Assignment

Figure 8

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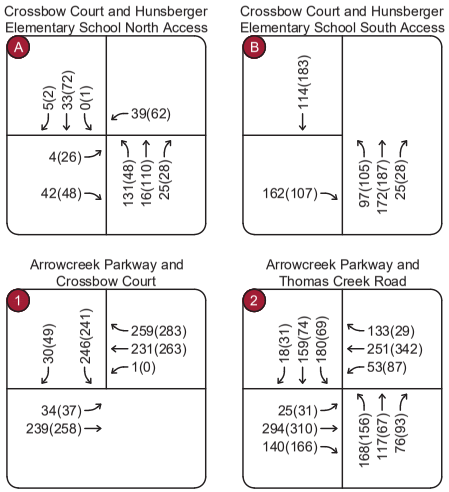
Date: December 23, 2025 – 5:15pm / User: Alex.Tang
Path: C:\Users\alex.tang\KH\Giacomin, David – Reno Civil\XXXXXX – Russell Montessori LLC\XXX – 2500 Crossbow Court\Figures\2025-12-22 2500 Crossbow Court TIS.dwg / Xref: 2023 CC MC Street Network;2023 CC CL Street Network

Source: Nearmap US, Inc. Image Date: July 2025



Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

2500 Crossbow Court
Background + Project Peak Hour Traffic Volumes

Figure 9

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4. TRAFFIC IMPACT ANALYSIS

Traffic analyses for existing, background, and background plus project scenarios were conducted at the identified key intersections to determine possible existing and/or future deficiencies in the street network.

4.1. Analysis Methodology

Study area intersections were analyzed based on the average total delay for signalized and unsignalized intersections presented in the Transportation Research Board's *Highway Capacity Manual,* 7th Edition (HCM 7). For unsignalized intersections, the level of service (LOS) for two-way stop-control is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized and four-way stop-controlled intersections can be defined for the whole intersection. **Table** 3 shows the LOS criteria for motorized vehicle modes at intersections.

Table 3 – Level of Service Criteria

Level of Service	Signalized Intersection Average Control Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual, 7th Edition, Transportation Research Board.

Synchro 12 was used to analyze the study area's intersections and driveways for LOS. Synchro is an interactive computer program that enables planners and engineers to conduct traffic operations analysis (capacity and level of service). It utilizes the HCM 7 methodology to analyze intersection delay and LOS. It should be noted that HCM 7 does not support more than one exclusive lane on turning movements as seen with the dual-right-turn movements at the intersection of Crossbow Court and Hunsberger Elementary School South Access/Project Access (B). The LOS for this intersection will be reported using HCM 2000.

4.1.1. Peak Hour Factor Adjustment

The existing study intersections experience a highly peaked, school-related traffic pattern, particularly during the AM peak hour. Peak Hour Factor (PHF) describes how traffic demand is distributed within the busiest hour, with lower values indicating that a larger share of traffic occurs during a limited portion of that hour rather than being evenly spread throughout. Since analysis for this study was performed during adjacent school peak hours, the intersections analyzed in this study have lower PHFs than that of typical intersections across the area during peak hours. Unlike a school, the proposed development generates traffic that is more evenly distributed across the peak hour, consistent with a PHF of approximately 0.92. Accordingly, PHFs for the 2027 background plus project scenarios were calculated using a volume-weighted approach to reflect the differing traffic patterns associated with the local schools compared to the proposed development. Because the project traffic represents a relatively small proportion of total peak-

hour volumes dominated by school traffic, the volume-weighted PHF increases are modest. The PHFs applied in the operational analysis are shown in the 2027 background plus project PHF column in **Table 4**.

Table 4 –Key Intersection Peak Hour Factor Adjustment

Intersection	2025 Existing PHF		2027 Background Plus Project PHF	
	AM	PM	AM	PM
Arrowcreek Parkway and Crossbow Court (#1)	0.53	0.83	0.58	0.85
Arrowcreek Parkway and Thomas Creek Court (#2)	0.53	0.83	0.57	0.85
Crossbow Court and Hunsberger Elementary School North Access/ Project Access Drive (A)	0.67	0.84	0.69	0.85
Crossbow Court and Hunsberger Elementary School South Access/ Project Access Drive (B)	0.73	0.67	0.74	0.68

4.2. Intersection Operational Analysis

Calculations for the LOS at the study intersections are provided in **Appendix D**. The 2025 existing scenario analysis is based on the lane geometry and intersection control shown in **Figure 2**. The 2027 background scenarios analyses are based on the lane geometry and intersection control shown in **Figure 4**. The 2027 background plus project scenario analyses are based on the lane geometry and intersection control shown in **Figure 6**. The results of the Key Intersection LOS Analysis for existing and horizon year conditions are summarized in **Table 5**. The results of the project access drive LOS Analysis are summarized in **Table 6.**

Table 5 –Key Intersection Peak Hour LOS Analysis

Intersection	2025 Existing		2027 Background		2027 Background Plus Project	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Arrowcreek Parkway and Crossbow Court (#1) All-Way Stop Control	15.2 (C)	11.2 (B)	15.3 (C)	11.3 (B)	18.3 (C)	13.3 (B)
Arrowcreek Parkway and Thomas Creek Court (#2) Signalized	27.0 (C)	24.7 (C)	27.0 (C)	24.4 (C)	27.9 (C)	24.3 (C)

The key intersections are expected to operate at acceptable LOS (as defined by Washoe County) under 2025 existing, 2027 background, and 2027 background plus project scenarios

4.3. Project Access Operational Analysis

Calculations for the LOS at the study intersections are provided in **Appendix E**. The 2027 and background plus project analyses are based on the lane configuration and intersection control shown in **Figure 6**. The analysis is based on traffic volumes shown in **Figure 9**. The results of the LOS analysis for the intersection of Crossbow Court and Project Access Drive A and B are presented in **Table 6**.

Table 6 – Project Access Drive Peak Hour LOS Analysis

Intersection	2025 Existing		2027 Background		2027 Plus Project	
	AM	PM	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Crossbow Court and Hunsberger Elementary School North Access/ Project Access Drive (A)						
Two-Way Stop Control						
Northbound Left	7.8 (A)	7.5 (A)	7.8 (A)	7.5 (A)	7.7 (A)	7.5 (A)
Eastbound Left	9.5 (A)	9.9 (A)	9.5 (A)	9.9 (A)	9.5 (A)	10.1 (B)
Westbound Left	-	-	-	-	17.9 (C)	12.6 (B)
Crossbow Court and Hunsberger Elementary School South Access/ Project Access Drive (B)						
Two-Way Stop Control (Right-In/Right-Out Only)						
Eastbound Right	9.8 (A)	9.3 (A)	9.8 (A)	9.3 (A)	10.1 (B)	9.7 (A)
Northbound Left	3.9 (A)	3.6 (A)	3.8 (A)	3.6 (A)	3.5 (A)	3.2 (A)

The project access driveways are expected to operate at acceptable LOS (as defined by Washoe County) under 2025 existing, 2027 background, and 2027 background plus project scenarios

4.4. Queuing Analysis

A queuing analysis was conducted at the study area intersections and project access drives to analyze project impacts to the existing queues on the network. The analysis was conducted using HCM 7 to obtain the 95th percentile queue for unsignalized intersections. The results are summarized in **Table 7**. The queuing reports for all intersections can be found within the LOS reports in **Appendix D** and **Appendix E**.

The left turn storage bay calculations include AM and PM peak volumes. The existing storage bays have adequate length to serve 2027 background and 2027 background plus project conditions during both the AM and PM peak hours with the exception of the following:

- The southbound left-turn lane at Arrowcreek Parkway and Thomas Creek Court (#2) in the 2027 background AM and 2027 background plus project AM scenarios.

It should be noted that the southbound left-turn vehicle queues at the intersection of Arrowcreek Parkway and Thomas Creek Court (#2) are associated with the parent drop-off egress at Marce Herz Middle School. Project generated traffic is not anticipated to impact this movement.

Table 7 – Queueing Analysis

Intersection	Storage Provided	2027 Background Queue (ft)		2027 Background Plus Project Queue (ft)	
		AM	PM	AM	PM
Arrowcreek Parkway and Crossbow Court (#1)					
Two-Way Stop Control					
Eastbound Left	150’	<25’	<25’	<25’	<25’
Westbound Right	125’	50’	33’	73’	50’
Southbound Left	Continuous	128’	58’	178’	95’
Southbound Right	Continuous	<25’	<25’	<25’	<25’
Arrowcreek Parkway and Thomas Creek Court (#2)					
Signalized					
Eastbound Left	225’	<25’	25’	28’	<25’
Westbound Left	250’	63’	83’	63’	80’
Northbound Left	125’	113’	110’	125’	123’
Southbound Left	125’	**135’**	60’	**140’**	60’
Crossbow Court and Hunsberger Elementary School North Access/ Project Access Drive (A)					
Two-Way Stop Control					
Northbound Left	<25’	<25’	<25’	<25’	<25’
Eastbound Left/Right	<25’	<25’	<25’	<25’	<25’
Westbound Left/Right	<25’	<25’	<25’	<25’	<25’
Crossbow Court and Hunsberger Elementary School South Access/ Project Access Drive (B)					
Two-Way Stop Control					
Eastbound Right	<25’	<25’	<25’	<25’	<25’
Northbound Left	<25’	<25’	<25’	<25’	<25’

5. CRASH DATA SUMMARY

Crash data was requested for the four existing study intersections from the NDOT Safety Engineering Division for the most recently available five-year period (January 2019 - December 2023). The crash data for the study intersections is summarized in **Table 8.**

Table 8 – Crash Data Summary

Intersection Name	Total Crashes	Property Damage Only	Injury	Fatal
Arrowcreek Parkway and Crossbow Court (#1)	3 (100%)	2 (67%)	1 (33%)	0 (0%)
Arrowcreek Parkway and Thomas Creek Court (#2)	8 (100%)	4 (50%)	4 (50%)	0 (0%)
Crossbow Court and Hunsberger Elementary School North Access/ Project Access Drive (A)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Crossbow Court and Hunsberger Elementary School South Access/ Project Access Drive (B)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	**11 (100%)**	**6 (55%)**	**5 (45%)**	**0 (0%)**

A total of 11 crashes were recorded at the study intersections in the most recently available five-year period. The 11 crashes resulted in six property damage only crash (55%) and five crashes resulted in an injury crash (45%). No fatal crashes were reported for the two existing study intersections.

6. CONCLUSIONS/RECOMMENDATIONS

The proposed development is anticipated to generate traffic volumes resulting in the following recommendations:

- An R7-1 “NO PARKING ANY TIME” should be installed along the project frontage along Crossbow Court.
- Provide a marked pedestrian crosswalk across Crossbow Court at the intersection of Crossbow Court and Hunsberger Elementary School North Access/Project Access Drive (A), consistent with Washoe County standards and the Manual on Uniform Traffic Control Devices (MUTCD).
- Install ADA-compliant pedestrian curb ramps at the crosswalk termini in accordance with applicable ADA accessibility requirements and Washoe County standards.
- An R1-1 “STOP” sign with appropriate pavement markings should be installed for the westbound egress at the project access drives.
- All on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings and conform to the current MUTCD, as applicable.

APPENDIX A

COUNT DATA

Arrowcreek Parkway and Crossbow Court - TMC

Thu May 29, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304419, Location: 39.404869, -119.799365

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Crossbow Court Southbound					Arrowcreek Parkway Eastbound					Arrowcreek Parkway Westbound					
Time	R	L	U	**App**	Ped*	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2025-05-29 12:00AM	0	0	0	**0**	0	1	0	0	**1**	0	0	2	0	**2**	0	**3**
12:15AM	0	0	0	**0**	0	2	0	0	**2**	0	0	3	0	**3**	0	**5**
12:30AM	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
12:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	0	**2**
Hourly Total	0	0	0	**0**	0	4	0	0	**4**	0	0	7	0	**7**	0	**11**
1:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	3	0	**3**	0	**3**
1:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	3	0	**3**	0	**3**
2:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
2:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
3:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	0	**1**
3:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:45AM	0	0	0	**0**	0	1	0	0	**1**	0	0	1	0	**1**	0	**2**
Hourly Total	0	0	0	**0**	0	1	0	0	**1**	0	0	2	0	**2**	0	**3**
4:00AM	0	0	0	**0**	0	2	0	0	**2**	0	0	1	0	**1**	0	**3**
4:15AM	0	0	0	**0**	0	3	0	0	**3**	0	0	0	0	**0**	0	**3**
4:30AM	0	0	0	**0**	0	3	0	0	**3**	0	0	2	0	**2**	0	**5**
4:45AM	0	0	0	**0**	0	6	0	0	**6**	0	0	5	0	**5**	0	**11**
Hourly Total	0	0	0	**0**	0	14	0	0	**14**	0	0	8	0	**8**	0	**22**
5:00AM	1	2	0	**3**	0	4	0	0	**4**	0	1	3	0	**4**	0	**11**
5:15AM	0	0	0	**0**	0	5	0	0	**5**	0	0	7	0	**7**	0	**12**
5:30AM	0	0	0	**0**	0	12	0	0	**12**	0	0	18	0	**18**	0	**30**
5:45AM	0	0	0	**0**	0	11	0	0	**11**	0	1	18	0	**19**	0	**30**
Hourly Total	1	2	0	**3**	0	32	0	0	**32**	0	2	46	0	**48**	0	**83**
6:00AM	0	0	0	**0**	0	14	0	0	**14**	0	0	8	0	**8**	0	**22**
6:15AM	0	0	0	**0**	1	13	0	0	**13**	1	0	4	0	**4**	0	**17**
6:30AM	0	0	0	**0**	0	20	1	0	**21**	0	1	16	0	**17**	0	**38**
6:45AM	1	0	0	**1**	0	31	3	0	**34**	0	14	26	0	**40**	0	**75**
Hourly Total	1	0	0	**1**	1	78	4	0	**82**	1	15	54	0	**69**	0	**152**
7:00AM	0	57	0	**57**	4	35	9	0	**44**	3	58	36	0	**94**	0	**195**
7:15AM	4	105	0	**109**	7	36	11	0	**47**	1	100	31	2	**133**	0	**289**
7:30AM	3	19	0	**22**	0	77	1	0	**78**	0	17	33	0	**50**	0	**150**
7:45AM	0	29	0	**29**	0	62	4	0	**66**	0	42	54	0	**96**	0	**191**
Hourly Total	7	210	0	**217**	11	210	25	0	**235**	4	217	154	2	**373**	0	**825**
8:00AM	7	48	0	**55**	0	50	11	0	**61**	0	79	58	0	**137**	0	**253**
8:15AM	2	24	0	**26**	0	60	1	0	**61**	0	30	60	0	**90**	0	**177**
8:30AM	0	17	0	**17**	1	61	0	0	**61**	3	13	46	0	**59**	0	**137**
8:45AM	1	7	0	**8**	2	57	0	0	**57**	1	30	66	0	**96**	0	**161**
Hourly Total	10	96	0	**106**	3	228	12	0	**240**	4	152	230	0	**382**	0	**728**
9:00AM	4	51	0	**55**	3	61	15	0	**76**	2	83	51	0	**134**	0	**265**
9:15AM	17	118	0	**135**	1	51	10	0	**61**	3	95	60	1	**156**	0	**352**
9:30AM	4	34	0	**38**	1	69	4	0	**73**	1	6	53	0	**59**	0	**170**
9:45AM	2	3	0	**5**	0	54	0	0	**54**	0	6	58	0	**64**	0	**123**
Hourly Total	27	206	0	**233**	5	235	29	0	**264**	6	190	222	1	**413**	0	**910**
10:00AM	2	3	0	**5**	1	61	0	0	**61**	0	6	58	1	**65**	0	**131**
10:15AM	0	4	0	**4**	0	59	0	1	**60**	0	4	46	0	**50**	0	**114**
10:30AM	0	2	0	**2**	0	55	0	0	**55**	0	5	68	0	**73**	0	**130**

Leg	Crossbow Court					Arrowcreek Parkway					Arrowcreek Parkway					
Direction	Southbound					Eastbound					Westbound					
Time	R	L	U	**App**	Ped*	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
10:45AM	2	7	0	**9**	0	63	0	0	**63**	0	3	55	0	**58**	0	**130**
Hourly Total	4	16	0	**20**	1	238	0	1	**239**	0	18	227	1	**246**	0	**505**
11:00AM	1	3	0	**4**	0	75	0	0	**75**	0	7	51	0	**58**	0	**137**
11:15AM	0	5	0	**5**	2	55	1	0	**56**	0	6	40	0	**46**	0	**107**
11:30AM	0	4	0	**4**	3	62	0	0	**62**	0	2	51	0	**53**	0	**119**
11:45AM	0	2	0	**2**	0	64	0	0	**64**	0	6	59	0	**65**	0	**131**
Hourly Total	1	14	0	**15**	5	256	1	0	**257**	0	21	201	0	**222**	0	**494**
12:00PM	1	6	0	**7**	0	54	1	0	**55**	0	0	58	1	**59**	0	**121**
12:15PM	1	4	0	**5**	0	57	1	0	**58**	0	4	63	0	**67**	0	**130**
12:30PM	2	5	0	**7**	0	49	1	0	**50**	0	8	63	1	**72**	0	**129**
12:45PM	0	3	0	**3**	0	54	0	0	**54**	0	1	58	0	**59**	0	**116**
Hourly Total	4	18	0	**22**	0	214	3	0	**217**	0	13	242	2	**257**	0	**496**
1:00PM	0	0	0	**0**	0	62	0	0	**62**	0	6	51	0	**57**	0	**119**
1:15PM	0	7	0	**7**	0	60	0	0	**60**	0	6	56	1	**63**	0	**130**
1:30PM	1	6	0	**7**	0	66	2	0	**68**	0	21	50	0	**71**	0	**146**
1:45PM	3	4	0	**7**	0	63	5	0	**68**	0	23	55	0	**78**	0	**153**
Hourly Total	4	17	0	**21**	0	251	7	0	**258**	0	56	212	1	**269**	0	**548**
2:00PM	11	91	0	**102**	9	75	4	1	**80**	3	17	49	0	**66**	0	**248**
2:15PM	2	15	0	**17**	0	63	0	0	**63**	0	9	52	0	**61**	0	**141**
2:30PM	0	5	0	**5**	0	61	6	0	**67**	0	13	66	0	**79**	0	**151**
2:45PM	3	5	0	**8**	2	61	7	0	**68**	2	27	72	0	**99**	0	**175**
Hourly Total	16	116	0	**132**	11	260	17	1	**278**	5	66	239	0	**305**	0	**715**
3:00PM	4	11	0	**15**	6	61	12	0	**73**	0	90	51	0	**141**	0	**229**
3:15PM	9	63	0	**72**	2	54	10	0	**64**	2	99	70	0	**169**	0	**305**
3:30PM	27	105	0	**132**	1	81	2	0	**83**	19	16	69	0	**85**	0	**300**
3:45PM	1	22	0	**23**	0	65	1	0	**66**	0	6	77	0	**83**	0	**172**
Hourly Total	41	201	0	**242**	9	261	25	0	**286**	21	211	267	0	**478**	0	**1006**
4:00PM	0	24	0	**24**	2	71	1	0	**72**	0	11	56	0	**67**	0	**163**
4:15PM	3	20	0	**23**	0	65	3	0	**68**	2	14	58	0	**72**	0	**163**
4:30PM	2	15	0	**17**	0	67	1	0	**68**	2	14	60	1	**75**	0	**160**
4:45PM	3	20	0	**23**	0	60	8	0	**68**	0	14	53	0	**67**	0	**158**
Hourly Total	8	79	0	**87**	2	263	13	0	**276**	4	53	227	1	**281**	0	**644**
5:00PM	10	24	0	**34**	0	58	2	0	**60**	3	13	48	2	**63**	0	**157**
5:15PM	2	15	0	**17**	0	52	1	0	**53**	0	18	60	0	**78**	0	**148**
5:30PM	1	13	0	**14**	1	40	4	0	**44**	0	17	64	0	**81**	0	**139**
5:45PM	1	6	0	**7**	0	38	4	0	**42**	0	12	50	2	**64**	0	**113**
Hourly Total	14	58	0	**72**	1	188	11	0	**199**	3	60	222	4	**286**	0	**557**
6:00PM	2	4	0	**6**	0	23	3	0	**26**	0	8	48	1	**57**	0	**89**
6:15PM	0	12	0	**12**	1	31	2	0	**33**	3	17	36	0	**53**	0	**98**
6:30PM	2	19	0	**21**	1	27	2	0	**29**	0	18	34	0	**52**	0	**102**
6:45PM	4	20	0	**24**	0	28	5	0	**33**	0	18	33	1	**52**	0	**109**
Hourly Total	8	55	0	**63**	2	109	12	0	**121**	3	61	151	2	**214**	0	**398**
7:00PM	0	4	0	**4**	4	30	2	0	**32**	3	2	32	0	**34**	0	**70**
7:15PM	3	7	0	**10**	0	19	0	0	**19**	0	1	29	0	**30**	0	**59**
7:30PM	0	0	0	**0**	0	13	0	0	**13**	0	2	28	0	**30**	0	**43**
7:45PM	1	0	0	**1**	0	15	1	0	**16**	0	3	29	0	**32**	0	**49**
Hourly Total	4	11	0	**15**	4	77	3	0	**80**	3	8	118	0	**126**	0	**221**
8:00PM	1	8	0	**9**	0	28	0	0	**28**	0	0	32	0	**32**	0	**69**
8:15PM	0	1	0	**1**	0	15	0	0	**15**	0	2	26	0	**28**	0	**44**
8:30PM	0	3	0	**3**	1	15	0	0	**15**	0	1	24	0	**25**	0	**43**
8:45PM	1	10	0	**11**	0	20	0	0	**20**	0	1	35	0	**36**	0	**67**
Hourly Total	2	22	0	**24**	1	78	0	0	**78**	0	4	117	0	**121**	0	**223**
9:00PM	2	5	1	**8**	0	13	0	0	**13**	0	0	27	0	**27**	0	**48**
9:15PM	4	17	0	**21**	0	14	0	0	**14**	0	0	19	0	**19**	0	**54**
9:30PM	1	3	0	**4**	0	10	0	0	**10**	0	0	16	0	**16**	0	**30**
9:45PM	0	0	0	**0**	0	9	0	0	**9**	0	0	14	0	**14**	0	**23**
Hourly Total	7	25	1	**33**	0	46	0	0	**46**	0	0	76	0	**76**	0	**155**
10:00PM	0	1	0	**1**	0	8	0	0	**8**	0	0	7	0	**7**	0	**16**
10:15PM	0	0	0	**0**	0	1	0	0	**1**	0	0	9	0	**9**	0	**10**
10:30PM	0	0	0	**0**	0	1	0	0	**1**	0	0	7	0	**7**	0	**8**

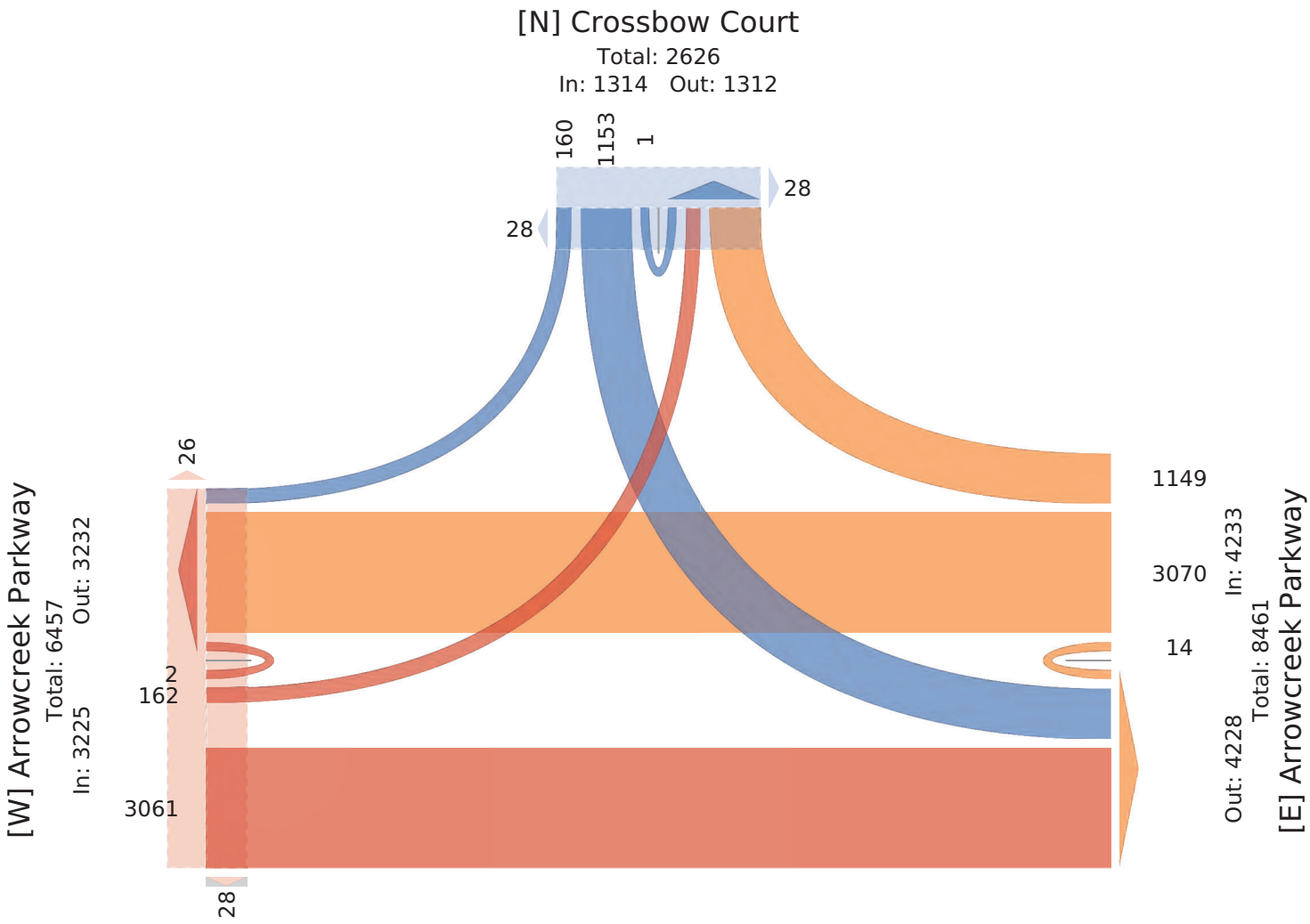
Leg Direction	Crossbow Court Southbound					Arrowcreek Parkway Eastbound					Arrowcreek Parkway Westbound					
Time	R	L	U	**App**	Ped*	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
10:45PM	0	1	0	**1**	0	4	0	0	**4**	0	0	5	0	**5**	0	**10**
Hourly Total	0	2	0	**2**	0	14	0	0	**14**	0	0	28	0	**28**	0	**44**
11:00PM	0	1	0	**1**	0	0	0	0	**0**	0	1	5	0	**6**	0	**7**
11:15PM	0	0	0	**0**	0	1	0	0	**1**	0	0	2	0	**2**	0	**3**
11:30PM	0	2	0	**2**	0	0	0	0	**0**	0	1	6	0	**7**	0	**9**
11:45PM	1	2	0	**3**	0	3	0	0	**3**	0	0	3	0	**3**	0	**9**
Hourly Total	1	5	0	**6**	0	4	0	0	**4**	0	2	16	0	**18**	0	**28**
Total	160	1153	1	**1314**	56	3061	162	2	**3225**	54	1149	3070	14	**4233**	0	**8772**
% Approach	12.2%	87.7%	0.1%	**-**	-	94.9%	5.0%	0.1%	**-**	-	27.1%	72.5%	0.3%	**-**	-	-
% Total	1.8%	13.1%	0%	**15.0%**	-	34.9%	1.8%	0%	**36.8%**	-	13.1%	35.0%	0.2%	**48.3%**	-	-
Lights	152	1137	1	**1290**	-	2986	158	2	**3146**	-	1114	3006	13	**4133**	-	8569
% Lights	95.0%	98.6%	100%	**98.2%**	-	97.5%	97.5%	100%	**97.6%**	-	97.0%	97.9%	92.9%	**97.6%**	-	97.7%
Articulated Trucks	0	0	0	**0**	-	11	0	0	**11**	-	0	10	0	**10**	-	21
% Articulated Trucks	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.3%**	-	0%	0.3%	0%	**0.2%**	-	0.2%
Buses and Single-Unit Trucks	5	16	0	**21**	-	59	4	0	**63**	-	35	48	1	**84**	-	168
% Buses and Single-Unit Trucks	3.1%	1.4%	0%	**1.6%**	-	1.9%	2.5%	0%	**2.0%**	-	3.0%	1.6%	7.1%	**2.0%**	-	1.9%
Bicycles on Road	3	0	0	**3**	-	5	0	0	**5**	-	0	6	0	**6**	-	14
% Bicycles on Road	1.9%	0%	0%	**0.2%**	-	0.2%	0%	0%	**0.2%**	-	0%	0.2%	0%	**0.1%**	-	0.2%
Pedestrians	-	-	-	-	28	-	-	-	-	39	-	-	-	-	0	
% Pedestrians	-	-	-	-	50.0%	-	-	-	-	72.2%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	28	-	-	-	-	15	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	50.0%	-	-	-	-	27.8%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arrowcreek Parkway and Crossbow Court - TMC

Thu May 29, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304419, Location: 39.404869, -119.799365

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



Arrowcreek Parkway and Crossbow Court - TMC

Thu May 29, 2025
AM Peak (8:45 AM - 9:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304419, Location: 39.404869, -119.799365

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

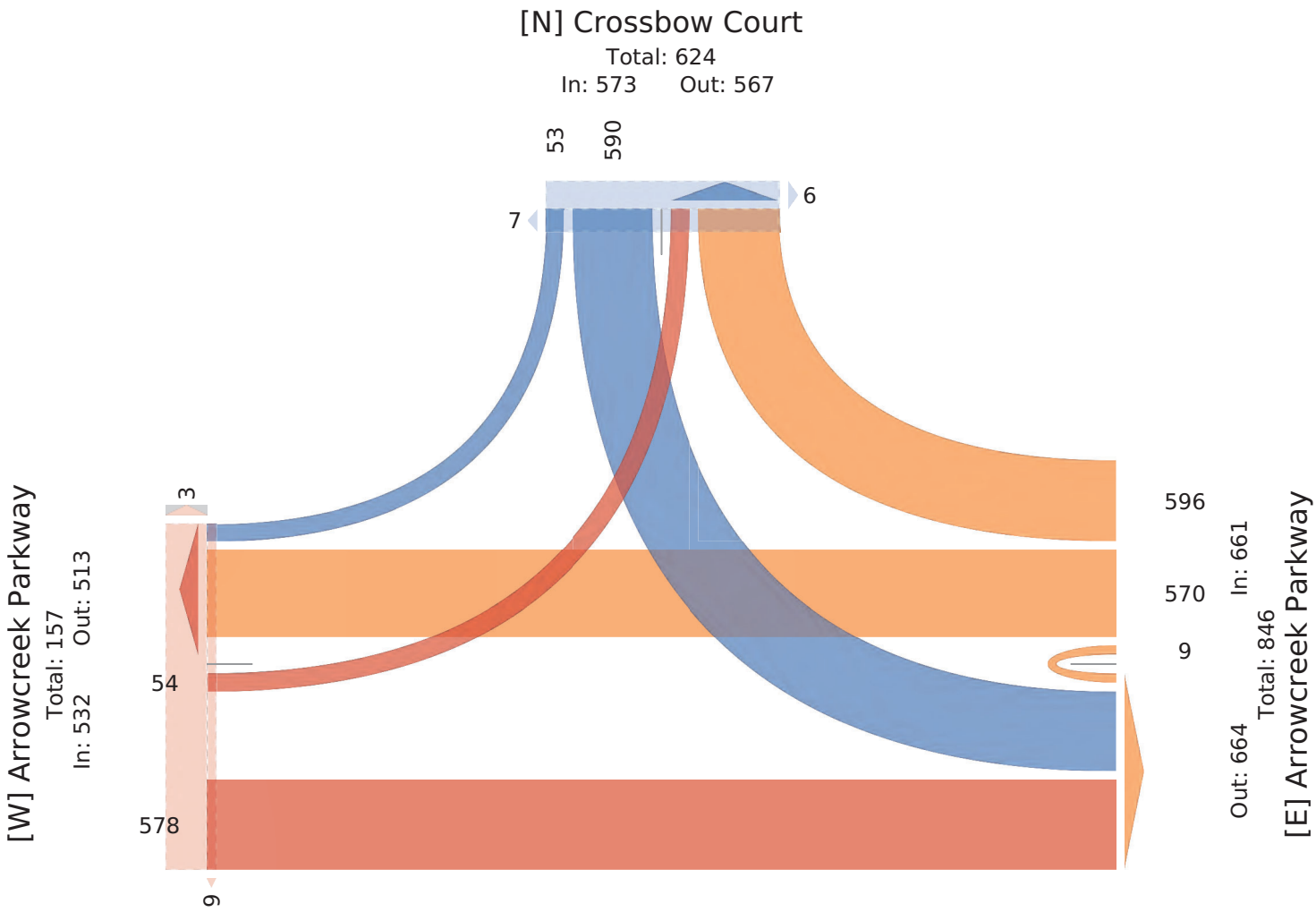
Leg Direction	Crossbow Court Southbound					Arrowcreek Parkway Eastbound					Arrowcreek Parkway Westbound					
Time	R	L	U	**App**	Ped*	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2025-05-29 8:45AM	1	7	0	**8**	2	57	0	0	**57**	1	30	66	0	**96**	0	**161**
9:00AM	4	51	0	**55**	3	61	15	0	**76**	2	83	51	0	**134**	0	**265**
9:15AM	17	118	0	**135**	1	51	10	0	**61**	3	95	60	1	**156**	0	**352**
9:30AM	4	34	0	**38**	1	69	4	0	**73**	1	6	53	0	**59**	0	**170**
Total	26	210	0	**236**	7	238	29	0	**267**	7	214	230	1	**445**	0	**948**
% Approach	11.0%	89.0%	0%	**-**	-	89.1%	10.9%	0%	**-**	-	48.1%	51.7%	0.2%	**-**	-	-
% Total	2.7%	22.2%	0%	**24.9%**	-	25.1%	3.1%	0%	**28.2%**	-	22.6%	24.3%	0.1%	**46.9%**	-	-
PHF	0.382	0.445	-	**0.437**	-	0.862	0.483	-	**0.878**	-	0.563	0.891	0.250	**0.710**	-	0.672
Lights	25	202	0	**227**	-	235	28	0	**263**	-	208	226	1	**435**	-	925
% Lights	96.2%	96.2%	0%	**96.2%**	-	98.7%	96.6%	0%	**98.5%**	-	97.2%	98.3%	100%	**97.8%**	-	97.6%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.4%	0%	**0.2%**	-	0.1%
Buses and Single-Unit Trucks	1	8	0	**9**	-	3	1	0	**4**	-	6	1	0	**7**	-	20
% Buses and Single-Unit Trucks	3.8%	3.8%	0%	**3.8%**	-	1.3%	3.4%	0%	**1.5%**	-	2.8%	0.4%	0%	**1.6%**	-	2.1%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	2	0	**2**	-	2
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.9%	0%	**0.4%**	-	0.2%
Pedestrians	-	-	-	-	6	-	-	-	-	7	-	-	-	-	0	
% Pedestrians	-	-	-	-	85.7%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	14.3%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arrowcreek Parkway and Crossbow Court - TMC

Thu May 29, 2025
AM Peak (8:45 AM - 9:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304419, Location: 39.404869, -119.799365

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



Arrowcreek Parkway and Crossbow Court - TMC

Thu May 29, 2025

MAPPay eka(8: eM 42 eM-

) ll Classks 8LAhgs,) tgAkulagkP Ttur(s, c usks adP BAdi lk4n dAgTtur(s, ekPksgLAds, c Akyrlks Sd USaP, c Akyrlks Sd CtSsso al(-

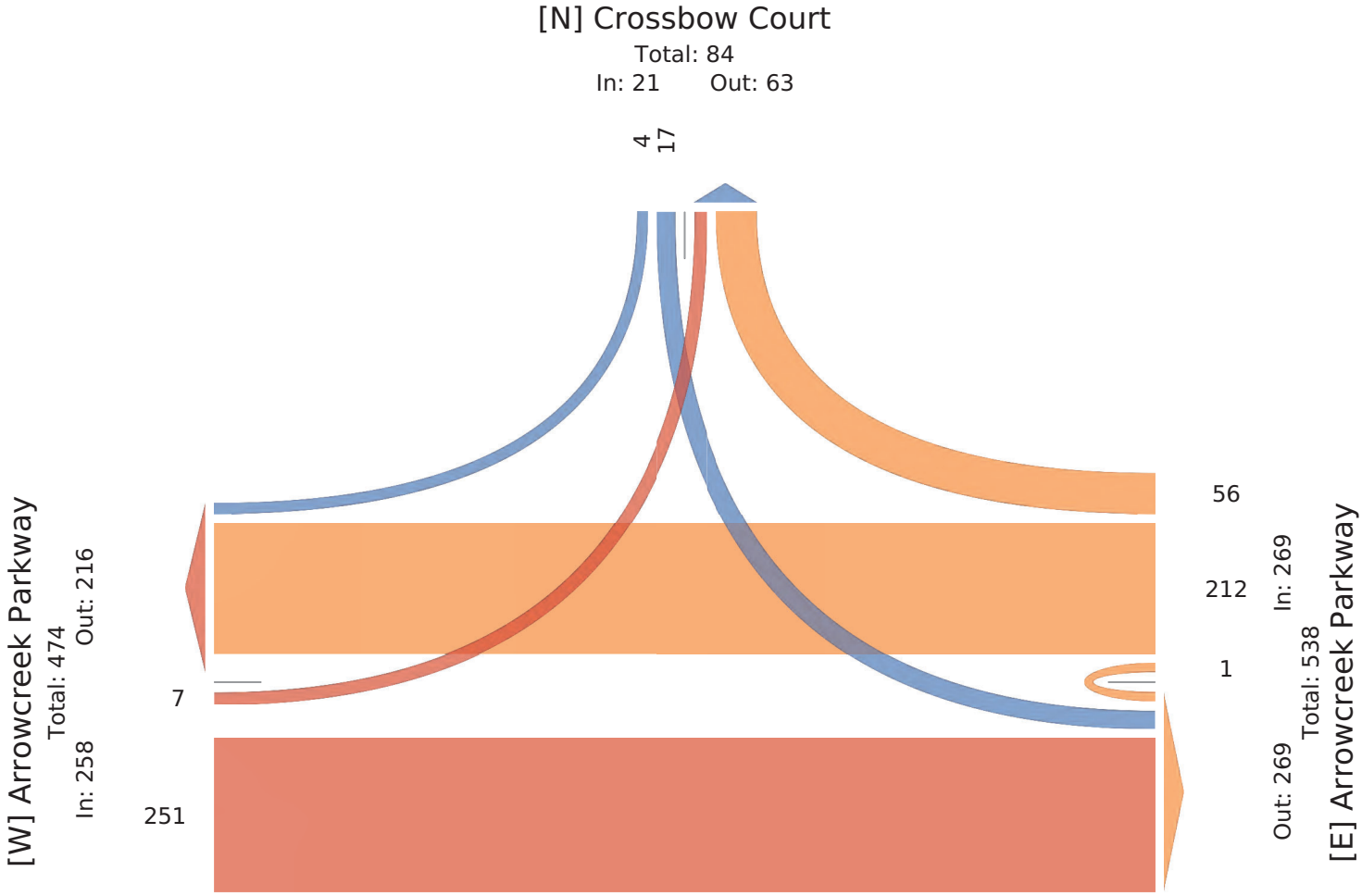
) ll MSRkwkdgs

vmI : D011: 9, LSragASdI D93101. 69, 4: : 93799D65

etSRAPkP byI KAwlky4HStd adP
) ssSrAgks, vdr3
767 EusgA Bgkkg BuAk : 00,
BaAlgeaul, MN, 55: : 1, n B

Lki mAkrgASd	CtSssbSo CSutg BSughbSudP					) ttSo rtkk(eat(o ay EasgbSudP					) ttSo rtkk(eat(o ay WksgbSudP					
TAwk	U	L	n	) pp	ekP*	T	L	n	) pp	ekP*	U	T	n	) pp	ekP*	vdg
20254054 29 : I00eM	0	0	0	**0**	0	62	0	0	**62**	0	6	5:	0	**57**	0	**: : 9**
: I: 5eM	0	7	0	**7**	0	60	0	0	**60**	0	6	56	:	**6D**	0	**: D0**
: ID0eM	:	6	0	**7**	0	66	2	0	**6.**	0	2:	50	0	**7:**	0	**: 16**
: I15eM	D	1	0	**7**	0	6D	5	0	**6.**	0	2D	55	0	**7.**	0	**: 5D**
TSgal	1	: 7	0	**2:**	0	25:	7	0	**25.**	0	56	2: 2	:	**269**	0	**51.**
%) pptSarh	: 93 0%	. : 30%	0%	**4**	4	973 D%	237%	0%	**4**	4	203 %	7. 3 %	031%	**4**	4	4
% TSgal	037%	D3 %	0%	**D3 %**	4	153 %	: 3D%	0%	**173 %**	4	: 032%	D. 37%	032%	**193 %**	4	4
eHF	03DDD	03607	4	**03750**	4	0395:	03D50	4	**03919**	4	03609	03916	03250	**03 62**	4	03 95
LAhgs	1	: 7	0	**2:**	4	21D	7	0	**250**	4	17	20.	0	**255**	4	526
% LAhgs	: 00%	: 00%	0%	**: 00%**	4	963 %	: 00%	0%	**963 %**	4	. D9%	9. 3 %	0%	**913 %**	4	963 0%
) tgAkulagkP Ttur(s	0	0	0	**0**	4	2	0	0	**2**	4	0	0	0	**0**	4	2
%) tgAkulagkP Ttur(s	0%	0%	0%	**0%**	4	03 %	0%	0%	**03 %**	4	0%	0%	0%	**0%**	4	031%
c usks adP BAdi lk4n dAgTtur(s	0	0	0	**0**	4	6	0	0	**6**	4	9	1	:	**: 1**	4	20
% c usks adP BAdi lk4n dAgTtur(s	0%	0%	0%	**0%**	4	231%	0%	0%	**23D%**	4	: 63 %	: 39%	: 00%	**532%**	4	D6%
c Akyrlks Sd USaP	0	0	0	**0**	4	0	0	0	**0**	4	0	0	0	**0**	4	0
% c Akyrlks Sd USaP	0%	0%	0%	**0%**	4	0%	0%	0%	**0%**	4	0%	0%	0%	**0%**	4	0%
ekPksgLAds	4	4	4	4	0	4	4	4	4	0	4	4	4	4	0	
% ekPksgLAds	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
c Akyrlks Sd CtSsso al(	4	4	4	4	0	4	4	4	4	0	4	4	4	4	0	
% c Akyrlks Sd CtSsso al(	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

*ekPksgLAds adP c Akyrlks Sd CtSsso al(3LI Lkfg UI UAhg TI Thtu, n I n 4Tutd


[N] Crossbow Court
Total: 84
In: 21
Out: 63
4
17
[W] Arrowcreek Parkway
Total: 474
In: 258
Out: 216
7
251
56
212
1
In: 269
Total: 538
Out: 269
[E] Arrowcreek Parkway

Arrowcreek Parkway and Crossbow Court - TMC

Thu May 29, 2025
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304419, Location: 39.404869, -119.799365

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

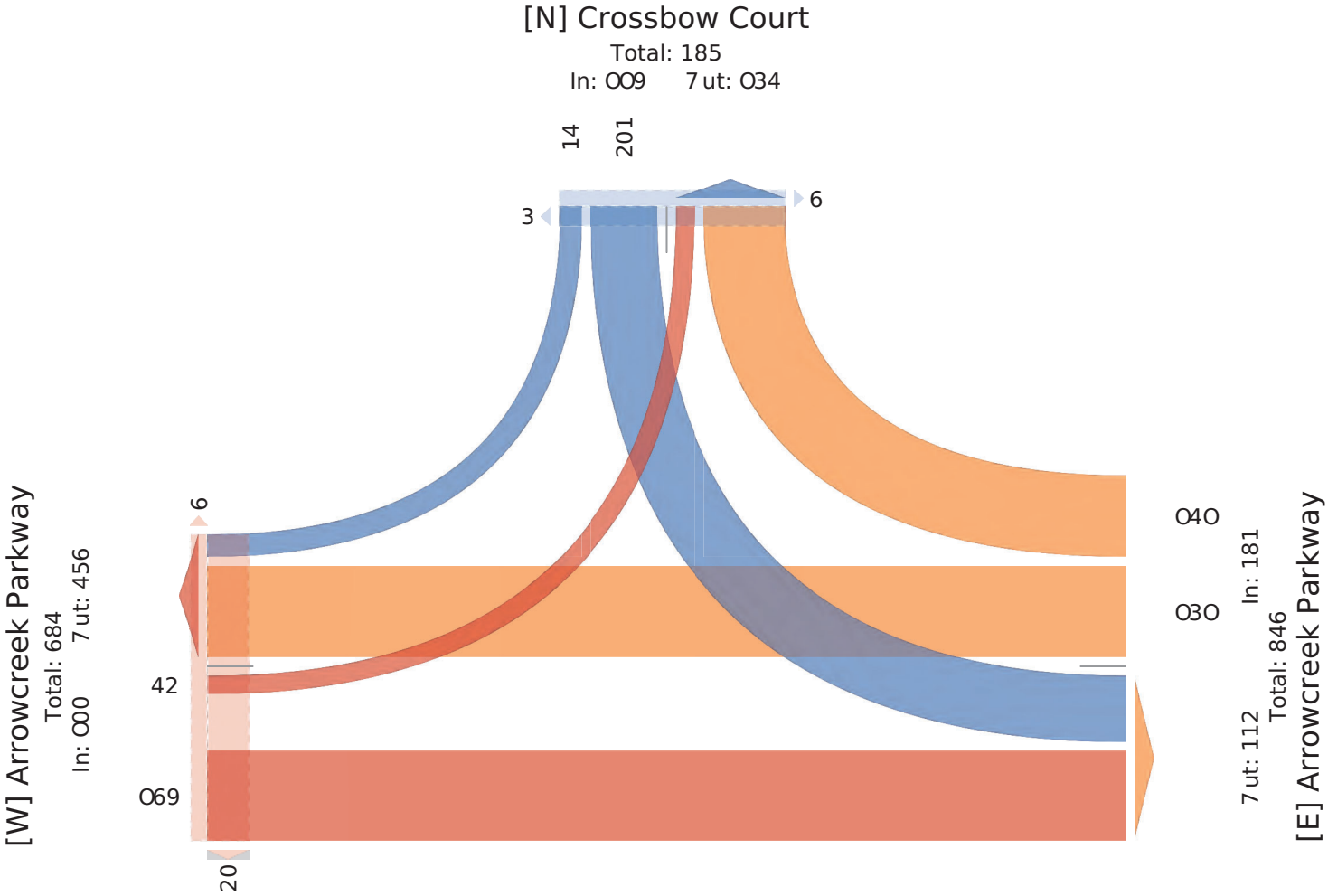
Leg Direction	Crossbow Court Southbound					Arrowcreek Parkway Eastbound					Arrowcreek Parkway Westbound					
Time	R	L	U	**App**	Ped*	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2025-05-29 2:45PM	3	5	0	**8**	2	61	7	0	**68**	2	27	72	0	**99**	0	**175**
3:00PM	4	11	0	**15**	6	61	12	0	**73**	0	90	51	0	**141**	0	**229**
3:15PM	9	63	0	**72**	2	54	10	0	**64**	2	99	70	0	**169**	0	**305**
3:30PM	27	105	0	**132**	1	81	2	0	**83**	19	16	69	0	**85**	0	**300**
Total	43	184	0	**227**	11	257	31	0	**288**	23	232	262	0	**494**	0	**1009**
% Approach	18.9%	81.1%	0%	**-**	-	89.2%	10.8%	0%	**-**	-	47.0%	53.0%	0%	**-**	-	-
% Total	4.3%	18.2%	0%	**22.5%**	-	25.5%	3.1%	0%	**28.5%**	-	23.0%	26.0%	0%	**49.0%**	-	-
PHF	0.398	0.438	-	**0.430**	-	0.793	0.646	-	**0.867**	-	0.586	0.910	-	**0.731**	-	0.827
Lights	42	178	0	**220**	-	244	29	0	**273**	-	227	254	0	**481**	-	974
% Lights	97.7%	96.7%	0%	**96.9%**	-	94.9%	93.5%	0%	**94.8%**	-	97.8%	96.9%	0%	**97.4%**	-	96.5%
Articulated Trucks	0	0	0	**0**	-	3	0	0	**3**	-	0	0	0	**0**	-	3
% Articulated Trucks	0%	0%	0%	**0%**	-	1.2%	0%	0%	**1.0%**	-	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	1	6	0	**7**	-	10	2	0	**12**	-	5	8	0	**13**	-	32
% Buses and Single-Unit Trucks	2.3%	3.3%	0%	**3.1%**	-	3.9%	6.5%	0%	**4.2%**	-	2.2%	3.1%	0%	**2.6%**	-	3.2%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	10	-	-	-	-	21	-	-	-	-	0	
% Pedestrians	-	-	-	-	90.9%	-	-	-	-	91.3%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	2	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	9.1%	-	-	-	-	8.7%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Arrowcreek Parkway and Crossbow Court - TMC

Thu May 29, 2025
PM Peak (2:45 PM - 3:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304419, Location: 39.404869, -119.799365

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



Arrowcreek Parkway and Thomas Creek Road - TMC

Thu May 29, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 130442. , Location: 398404. 51, -1198907. 9

Provided by: Kimley-Horn and Associates, Inc8
6. 6 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Thomas Creek Road						Thomas Creek Road						Arrowcreek Parkway						Arrowcreek Parkway						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-05-29 12:00AM	0	0	0	0	**0**	0	0	0	1	0	**1**	0	0	1	0	0	**1**	0	0	2	1	0	**3**	0	**5**
12:15AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	2	0	0	**2**	0	2	2	0	0	**4**	0	**6**
12:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	**1**
12:45AM	0	1	1	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**3**
Hourly Total	0	1	2	0	**3**	0	0	0	1	0	**1**	0	0	4	0	0	**4**	0	2	5	1	0	**7**	0	**1.**
1:00AM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	2	1	0	**3**	0	**4**
1:15AM	0	0	0	0	**0**	0	1	0	0	0	**1**	1	1	0	0	0	**1**	1	0	0	0	0	**0**	0	**2**
1:30AM	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	2	0	**2**	0	**3**
1:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	1	0	1	0	**2**	0	1	0	0	0	**1**	1	1	0	0	0	**1**	1	0	2	3	0	**5**	0	**9**
2:00AM	2	0	0	0	**2**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**4**
2:15AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
2:30AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**1**
2:45AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	2	0	0	0	**2**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	1	1	0	0	**2**	0	**5**
3:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:15AM	0	0	0	0	**0**	0	0	0	2	0	**2**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**3**
3:30AM	1	0	0	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**3**
3:45AM	1	0	0	0	**1**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	1	2	0	**3**	0	**5**
Hourly Total	2	0	0	0	**2**	0	0	1	2	0	**3**	0	0	1	0	0	**1**	0	0	2	3	0	**5**	0	**11**
4:00AM	1	0	0	0	**1**	0	0	0	1	0	**1**	0	0	2	0	0	**2**	0	0	1	0	0	**1**	0	**5**
4:15AM	3	0	0	0	**3**	0	0	0	1	0	**1**	0	1	2	0	0	**3**	0	1	0	0	0	**1**	0	**7**
4:30AM	1	3	1	0	**5**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	**.**
4:45AM	0	1	0	0	**1**	0	0	1	0	0	**1**	0	2	6	0	0	**9**	0	0	5	0	0	**5**	0	**1.**
Hourly Total	5	4	1	0	**10**	0	0	1	2	0	**3**	0	3	11	0	0	**14**	0	1	6	0	0	**7**	0	**35**
5:00AM	1	2	0	0	**3**	0	0	2	0	0	**2**	0	1	4	1	0	**.**	0	0	4	1	0	**5**	0	**1.**
5:15AM	4	0	0	0	**4**	0	1	2	0	0	**3**	0	2	3	0	0	**5**	0	0	6	0	0	**6**	0	**19**
5:30AM	0	1	4	0	**5**	0	0	0	0	0	**0**	0	0	11	1	0	**12**	0	0	13	0	0	**13**	0	**30**
5:45AM	0	0	5	0	**5**	1	0	3	1	0	**4**	0	0	10	0	0	**10**	0	2	14	0	0	**1.**	1	**35**
Hourly Total	5	3	9	0	**16**	1	1	6	1	0	**9**	0	3	27	2	0	**33**	0	2	37	1	0	**41**	1	**100**
. :00AM	4	2	0	0	**.**	0	0	1	0	0	**1**	0	3	12	0	0	**15**	0	1	7	3	0	**12**	0	**34**
. :15AM	4	0	0	0	**4**	0	0	4	0	0	**4**	0	1	9	1	0	**11**	1	3	4	4	0	**11**	0	**30**
. :30AM	7	0	2	0	**10**	0	1	7	5	0	**14**	0	5	16	0	0	**22**	1	.	1.	7	0	**30**	0	**6.**
. :45AM	9	15	10	0	**34**	0	1	7	9	0	**17**	0	.	15	3	0	**24**	1	31	26	12	0	**60**	0	**14.**
Hourly Total	25	16	12	0	**54**	0	2	21	14	0	**36**	0	15	53	4	0	**62**	3	41	55	26	0	**123**	0	**27.**
6:00AM	15	. 1	56	0	**133**	0	1	29	36	0	**. 6**	1	29	55	3	0	**76**	2	72	54	10	0	**14.**	1	**433**
6:15AM	21	32	52	0	**105**	0	.	. 0	72	0	**147**	0	39	95	13	0	**146**	3	41	. 9	14	0	**124**	0	**524**
6:30AM	23	13	13	0	**49**	0	0	4.	50	0	**9.**	0	26	. 7	2	0	**96**	0	6	40	15	0	**. 2**	1	**304**
6:45AM	16	11	33	0	**. 1**	0	4	23	10	0	**36**	0	34	55	1	0	**90**	0	2	. 2	14	0	**67**	0	**2. .**
Hourly Total	6.	116	155	0	**347**	0	11	157	169	0	**347**	1	129	263	19	0	**421**	5	132	225	53	0	**410**	2	**1526**
7:00AM	13	13	41	0	**. 6**	0	5	12	7	0	**25**	0	24	62	0	0	**9.**	0	6	74	12	0	**103**	0	**291**
7:15AM	16	13	25	0	**55**	0	6	1.	7	0	**31**	0	20	. 1	6	0	**77**	0	9	56	14	0	**70**	0	**254**
7:30AM	2.	12	17	0	**5.**	0	7	13	.	0	**26**	0	16	. 3	4	0	**74**	0	1	31	14	0	**4.**	0	**213**
7:45AM	16	10	24	0	**51**	0	5	15	5	0	**25**	0	20	41	4	0	**. 5**	1	5	. 3	19	0	**76**	0	**227**
Hourly Total	63	47	107	0	**229**	0	25	5.	26	0	**107**	0	71	236	15	0	**333**	1	22	235	59	0	**31.**	0	**97.**
9:00AM	13	9	. 1	0	**73**	0	9	9	6	0	**25**	0	32	54	4	0	**90**	1	14	64	19	1	**107**	0	**30.**
9:15AM	1.	9	53	0	**67**	0	11	6	13	0	**31**	0	. 1	109	6	0	**166**	0	5	71	1.	0	**102**	0	**377**
9:30AM	17	7	12	0	**37**	0	5	3	10	0	**17**	0	41	. 1	9	0	**111**	0	5	46	24	1	**66**	0	**244**
9:45AM	1.	3	22	0	**41**	1	2	.	4	0	**12**	0	9	47	4	0	**. 1**	1	3	40	9	0	**52**	1	**1. .**
Hourly Total	. 3	29	147	0	**240**	1	26	25	34	0	**7.**	0	143	262	24	0	**439**	2	26	242	. 7	2	**339**	1	**1104**
10:00AM	22	4	21	0	**46**	0	6	4	4	0	**15**	0	14	46	2	0	**. 3**	1	11	40	21	0	**62**	0	**196**
10:15AM	16	10	14	0	**41**	0	4	10	6	0	**21**	0	16	47	1	0	**. .**	2	.	36	16	0	**. 0**	0	**177**
10:30AM	17	12	21	0	**51**	0	0	.	.	0	**12**	0	9	4.	1	0	**5.**	1	3	44	2.	0	**63**	0	**192**
10:45AM	21	.	10	0	**36**	0	.	12	7	0	**2.**	0	16	46	4	0	**. 7**	4	9	43	21	0	**63**	0	**204**
Hourly Total	67	32	. .	0	**16.**	0	16	32	25	0	**64**	0	56	177	7	0	**253**	7	29	1. 4	75	0	**267**	0	**671**
11:00AM	14	9	12	0	**35**	0	2	5	9	0	**1.**	0	15	5.	4	0	**65**	0	7	40	14	0	**. 2**	0	**177**
11:15AM	1.	10	21	0	**46**	0	2	6	4	0	**13**	0	10	51	0	0	**. 1**	0	3	30	20	0	**53**	0	**164**
11:30AM	13	2	13	0	**27**	0	1	6	9	0	**16**	0	17	47	3	0	**. 9**	0	5	34	27	0	**. 6**	0	**171**
11:45AM	22	7	20	0	**50**	0	3	11	.	0	**20**	0	15	44	3	0	**. 2**	0	6	43	19	0	**. 9**	0	**201**
Hourly Total	. 5	29	. .	0	**1. 0**	0	7	30	27	0	**. .**	0	57	199	10	0	**2. 6**	0	23	146	71	0	**251**	0	**644**

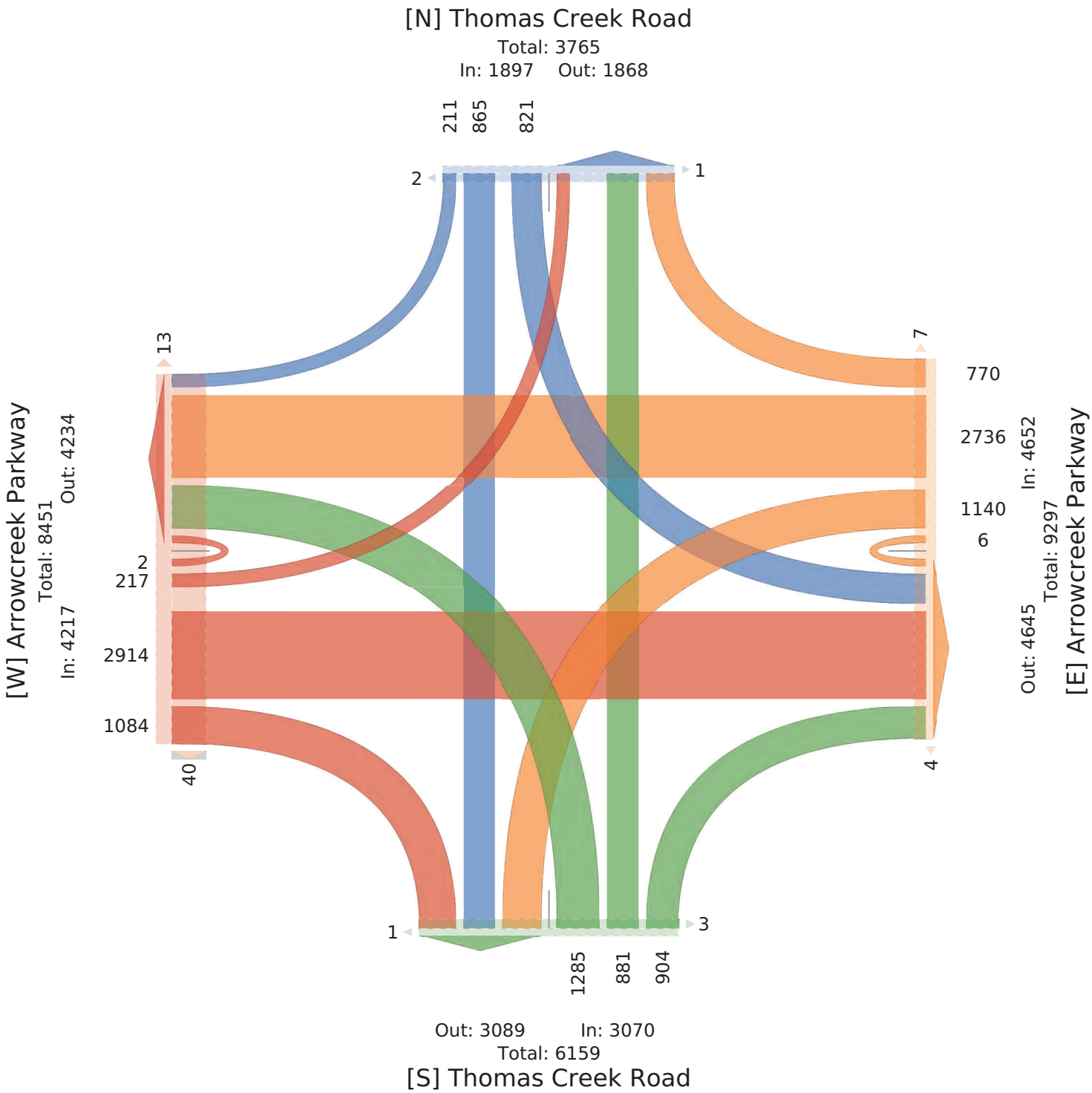
Leg Direction	Thomas Creek Road Northbound						Thomas Creek Road Southbound						Arrowcreek Parkway Eastbound						Arrowcreek Parkway Westbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
12:00PM	20	7	1.	0	**44**	0	0	9	3	0	**12**	0	14	43	3	0	**. 0**	1	9	44	21	0	**64**	0	**190**
12:15PM	11	7	27	0	**46**	0	1	9	4	0	**14**	0	7	45	.	0	**59**	0	4	37	1.	0	**57**	1	**167**
12:30PM	17	7	24	0	**50**	0	4	5	.	0	**15**	0	9	4.	1	0	**5.**	0	6	45	19	0	**61**	1	**192**
12:45PM	12	16	15	0	**44**	1	3	13	3	0	**19**	1	15	40	2	0	**56**	1	10	41	23	0	**64**	0	**194**
Hourly Total	. 1	41	73	0	**175**	1	7	3.	1.	0	**. 0**	1	4.	164	12	0	**232**	2	30	1. 7	69	0	**266**	2	**654**
1:00PM	17	7	14	0	**40**	0	.	7	9	0	**23**	0	9	46	.	0	**. 2**	0	13	39	15	0	**. 6**	2	**192**
1:15PM	12	10	12	0	**34**	0	3	11	4	0	**17**	0	2.	44	2	0	**62**	0	11	47	14	0	**63**	0	**196**
1:30PM	10	26	19	0	**5.**	0	2	13	5	0	**20**	0	10	53	6	0	**60**	0	25	47	16	0	**90**	0	**23.**
1:45PM	12	39	26	0	**67**	0	1	5	6	0	**13**	0	15	49	3	0	**. 6**	0	46	53	26	0	**126**	2	**275**
Hourly Total	52	74	62	0	**207**	0	12	36	25	0	**64**	0	. 0	193	17	0	**261**	0	9.	177	63	0	**356**	4	**910**
2:00PM	7	17	20	0	**4.**	0	1	35	57	0	**94**	0	52	91	10	0	**153**	24	42	42	25	0	**109**	0	**402**
2:15PM	11	15	16	0	**43**	0	4	45	41	0	**90**	0	15	. 4	.	0	**75**	1	14	43	23	0	**70**	0	**297**
2:30PM	21	20	30	0	**61**	0	.	11	1.	0	**33**	0	13	54	4	0	**61**	0	.	45	31	0	**72**	0	**256**
2:45PM	12	1.	32	0	**. 0**	0	7	12	9	0	**29**	0	1.	44	3	1	**. 4**	0	5	56	21	0	**73**	0	**23.**
Hourly Total	52	. 9	99	0	**220**	0	19	103	124	0	**24.**	0	9.	253	23	1	**363**	25	. 6	176	100	0	**354**	0	**1193**
3:00PM	21	13	47	0	**72**	0	4	12	15	0	**31**	0	21	42	6	0	**60**	0	9	96	21	0	**126**	0	**310**
3:15PM	20	14	51	0	**75**	0	9	22	1.	0	**46**	0	41	. 9	1	0	**111**	0	7	10.	20	0	**134**	0	**366**
3:30PM	2.	17	22	0	**. .**	0	3	26	31	0	**. 1**	0	60	103	9	0	**172**	0	4	. 2	26	0	**93**	0	**402**
3:45PM	2.	22	20	0	**. 7**	0	6	13	6	0	**26**	0	16	. 4	5	0	**7.**	0	7	47	19	0	**65**	0	**25.**
Hourly Total	93	. 6	141	0	**301**	0	23	64	. 9	0	**1. .**	0	149	267	22	0	**449**	0	29	313	76	0	**429**	0	**1345**
4:00PM	2.	13	24	0	**. 3**	0	.	11	7	0	**25**	0	19	61	.	0	**9.**	0	3	3.	27	0	**. 6**	0	**251**
4:15PM	26	1.	24	0	**. 6**	1	3	.	10	0	**19**	0	13	. 2	6	0	**72**	0	5	41	30	0	**6.**	0	**244**
4:30PM	17	11	22	0	**51**	0	.	14	9	0	**29**	0	21	. 5	3	0	**79**	0	6	46	39	0	**93**	0	**2. 2**
4:45PM	17	4.	22	0	**7.**	0	4	19	22	0	**45**	0	17	55	2	0	**65**	0	26	42	21	0	**90**	0	**29.**
Hourly Total	79	7.	92	0	**2. 6**	1	19	50	49	0	**117**	0	61	253	17	0	**342**	0	42	1. .	117	0	**32.**	0	**1053**
5:00PM	16	21	21	0	**59**	0	3	42	19	0	**. 4**	0	24	54	7	1	**76**	0	17	41	22	1	**72**	0	**292**
5:15PM	13	21	17	0	**52**	0	4	9	9	0	**22**	0	1.	5.	3	0	**65**	2	22	51	30	0	**103**	0	**252**
5:30PM	15	33	19	0	**. 6**	0	6	12	7	0	**26**	0	10	39	.	0	**55**	0	36	56	21	0	**115**	0	**2. 4**
5:45PM	9	43	1.	0	**. 7**	0	2	16	4	0	**23**	0	9	3.	1	0	**4.**	0	3.	45	14	1	**9.**	0	**233**
Hourly Total	54	117	64	0	**24.**	0	1.	70	40	0	**13.**	0	59	175	17	1	**2. 3**	2	113	194	76	2	**39.**	0	**1041**
. :00PM	13	23	19	0	**55**	0	2	7	4	0	**14**	0	4	25	1	0	**30**	0	22	36	1.	0	**65**	0	**164**
. :15PM	10	7	13	0	**31**	0	0	11	5	0	**1.**	0	6	3.	3	0	**4.**	0	12	36	23	0	**62**	0	**1. 5**
. :30PM	10	7	1.	0	**34**	0	3	23	32	0	**57**	0	11	26	4	0	**42**	1	11	33	16	0	**. 1**	0	**195**
. :45PM	.	15	20	0	**41**	0	2	36	52	0	**91**	0	14	30	9	0	**53**	0	17	30	20	0	**. 7**	0	**253**
Hourly Total	39	54	. 7	0	**1. 1**	0	6	69	93	0	**169**	0	3.	117	16	0	**161**	1	. 3	136	6.	0	**26.**	0	**676**
6:00PM	10	17	4	0	**32**	0	5	17	25	0	**47**	0	6	19	3	0	**29**	1	15	23	17	0	**5.**	0	**1. 5**
6:15PM	.	10	9	0	**25**	0	1	6	30	0	**37**	0	5	20	1	0	**2.**	0	7	19	5	0	**32**	0	**121**
6:30PM	4	6	6	0	**17**	0	1	1	4	0	**.**	0	5	6	0	0	**12**	0	5	22	14	0	**41**	0	**66**
6:45PM	3	.	9	0	**17**	0	2	4	2	0	**7**	0	7	6	1	0	**1.**	0	5	20	13	1	**39**	1	**71**
Hourly Total	23	41	29	0	**93**	0	9	30	. 1	0	**100**	0	25	53	5	0	**73**	1	33	74	50	1	**1. 7**	1	**444**
7:00PM	.	2	6	0	**15**	0	1	6	2	0	**10**	0	11	21	0	0	**32**	1	2	25	15	0	**42**	0	**99**
7:15PM	.	.	12	0	**24**	0	1	3	6	0	**11**	0	5	11	0	0	**1.**	0	4	15	10	0	**29**	0	**70**
7:30PM	7	.	5	0	**19**	0	0	11	12	0	**23**	0	5	15	0	0	**20**	0	1	20	10	0	**31**	0	**93**
7:45PM	3	5	.	0	**14**	0	1	6	3	0	**11**	0	4	22	1	0	**26**	0	2	27	15	0	**45**	0	**96**
Hourly Total	23	19	30	0	**62**	0	3	27	24	0	**55**	0	25	. 9	1	0	**95**	1	9	77	50	0	**146**	0	**3. 9**
9:00PM	.	.	6	0	**19**	0	1	2	2	0	**5**	0	.	13	0	0	**19**	1	3	17	11	0	**32**	0	**65**
9:15PM	.	3	4	0	**13**	0	0	4	0	0	**4**	0	16	1.	0	0	**33**	0	1	14	6	0	**22**	0	**62**
9:30PM	3	2	4	0	**9**	0	0	3	0	0	**3**	0	3	10	0	0	**13**	0	0	1.	4	0	**20**	0	**45**
9:45PM	1	1	0	0	**2**	0	1	1	1	0	**3**	0	1	7	0	0	**9**	0	3	9	.	0	**17**	0	**32**
Hourly Total	1.	12	15	0	**43**	0	2	10	3	0	**15**	0	26	46	0	0	**64**	1	6	56	27	0	**92**	0	**224**
10:00PM	2	2	3	0	**6**	0	0	1	2	0	**3**	0	0	9	0	0	**9**	0	0	5	2	1	**7**	0	**26**
10:15PM	0	1	4	0	**5**	0	0	0	0	0	**0**	0	0	1	0	0	**1**	0	0	4	0	0	**4**	0	**10**
10:30PM	2	3	2	0	**6**	0	1	0	0	0	**1**	0	0	2	0	0	**2**	0	0	4	1	0	**5**	0	**15**
10:45PM	1	2	0	0	**3**	0	0	2	0	0	**2**	0	0	4	1	0	**5**	0	0	5	1	0	**.**	0	**1.**
Hourly Total	5	7	9	0	**22**	0	1	3	2	0	**.**	0	0	1.	1	0	**16**	0	0	17	4	1	**23**	0	**. 7**
11:00PM	0	0	1	0	**1**	0	0	1	0	0	**1**	0	0	1	0	0	**1**	0	0	5	2	0	**6**	0	**10**
11:15PM	2	0	1	0	**3**	0	0	2	1	0	**3**	0	0	1	0	0	**1**	0	0	2	2	0	**4**	0	**11**
11:30PM	0	2	2	0	**4**	0	0	1	0	0	**1**	0	0	2	0	0	**2**	0	1	4	0	0	**5**	0	**12**
11:45PM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	5	0	0	**5**	0	0	2	3	0	**5**	0	**11**
Hourly Total	2	2	5	0	**9**	0	0	4	1	0	**5**	0	0	9	0	0	**9**	0	1	13	6	0	**21**	0	**44**
Total	904	771	1275	0	**3060**	4	211	7. 5	721	0	**1796**	3	1074	2914	216	2	**4216**	53	660	263.	1140	.	**4. 52**	11	**1373.**
% Approach	29.4%	27.6%	41.9%	0%	**-**	-	11.8%	45.8 %	43.3%	0%	**-**	-	25.6%	. 98.1%	5.1%	0%	**-**	-	1. 8 %	57.7%	24.5%	0.1%	**-**	-	-
% Total	. 5%	. 4%	9.3%	0%	**22.2%**	-	1.5%	. 3%	5.9%	0%	**13.6%**	-	6.7%	21.1%	1.8 %	0%	**30.5%**	-	5.8 %	19.7%	7.2%	0%	**33.8 %**	-	-
Lights	775	7. 1	125.	0	**3002**	-	199	741	705	0	**1745**	-	10. 0	2766	206	2	**414.**	-	6. 5	2. . 9	1132	.	**4562**	-	135. 5
% Lights	96.9%	96.6%	96.6%	0%	**96.7%**	-	94.3%	96.2%	97.1%	0%	**96.8%**	-	96.7%	97.6%	95.4%	100%	**97.8%**	-	99.4%	96.8 %	99.3%	100%	**97.8%**	-	97.0%
Articulated Trucks	2	2	2	0	**.**	-	2	0	3	0	**5**	-	1	7	1	0	**10**	-	0	11	1	0	**12**	-	33
% Articulated Trucks	0.2%	0.2%	0.2%	0%	**0.2%**	-	0.9%	0%	0.4%	0%	**0.3%**	-	0.1%	0.3%	0.5%	0%	**0.2%**	-	0%	0.4%	0.1%	0%	**0.3%**	-	0.2%

Leg Direction	Thomas Creek Road Northbound						Thomas Creek Road Southbound						Arrowcreek Parkway Eastbound						Arrowcreek Parkway Westbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Buses and Single-Unit Trucks	14	11	25	0	**50**	-	7	19	13	0	**40**	-	21	27	.	0	**55**	-	5	55	.	0	**. .**	-	211
% Buses and Single-Unit Trucks	18.5%	18.2%	18.9%	0%	**18.8%**	-	38.7%	28.2%	18.8%	0%	**28.1%**	-	18.9%	18.0%	28.7%	0%	**18.8%**	-	08.8%	28.0%	08.5%	0%	**18.4%**	-	18.5%
Bicycles on Road	3	6	2	0	**12**	-	2	5	0	0	**6**	-	2	1	3	0	**.**	-	0	1	1	0	**2**	-	26
% Bicycles on Road	08.3%	08.7%	08.2%	0%	**08.4%**	-	08.9%	08.8%	0%	0%	**08.4%**	-	08.2%	0%	18.4%	0%	**08.1%**	-	0%	0%	08.1%	0%	**0%**	-	08.2%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	40	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.6%	-	-	-	-	-	65.5%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	13	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	24.5%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk8L: Left, R: Right, T: Thru, U: U-Turn

Arrowcreek Parkway and Thomas Creek Road - TMC
Thu May 29, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 130442. , Location: 398404. 51, -1198907. 9

Provided by: Kimley-Horn and Associates, Inc8
6. 6 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



Arrowcreek Parkway and Thomas Creek Road - TMC

Thu May 29, 2025

PM eka(:4 PM - 3 PM) - Ovkrall eka(Hour

Pll AlaCCkC:s Ii hgC, Prgltulagkc Trut (C, duCkCaBc nIBi lk-S BIgTrut (C, ekckGgrIaBC, dIt yt lkCoB Uoac, dIt yt lkCoB AroCCRal( )

Pll MovkwkBgC

nl D1. 08826, s otagLoBD. 97808651, -1197490369

erovIckc byDKIwlky-HorBaBc PCCotIagkC, nBt 7

464 EuCgICngrkkg nuIgk 100, naIBgeaul, MN, 55118, S n

s ki I Irktg.oB	ThowaCArkk(Uoac NorghbouBc					ThowaCArkk(Uoac noughbouBc						PrroRtrkk(ear(Ray EaGgbouBc						PrroRtrkk(ear(Ray WkGgbouBc						
TIwk	U	T	s	S	Ppp	ekc*	U	T	s	S	Ppp	ekc*	U	T	s	S	Ppp	ekc*	U	T	s	S	Ppp	ekc*	nBg
2025-05-29 4D0P M	15	61	54	0	**1. .**	0	1	29	. 4	0	**64**	1	29	55	.	0	**34**	2	32	58	10	0	**186**	1	**8. .**
4D5P M	21	. 2	52	0	**105**	0	6	60	32	0	**183**	0	. 9	95	1.	0	**184**	.	81	69	18	0	**128**	0	**528**
4D0P M	2.	1.	1.	0	**89**	0	0	86	50	0	**96**	0	24	63	2	0	**94**	0	4	80	15	0	**62**	1	**. 08**
4I35P M	14	11	. .	0	**61**	0	8	2.	10	0	**. 4**	0	. 8	55	1	0	**90**	0	2	62	18	0	**43**	0	**266**
Togal	46	114	155	0	**. 83**	0	11	153	149	0	**. 83**	1	129	24.	19	0	**821**	5	1. 2	225	5.	0	**810**	2	**1524**
% Ppproath	217 3%	. . 76%	887 5%	0%	**-**	-	. 72%	857 8%	517 8%	0%	**-**	-	. 076%	687 3%	87 5%	0%	**-**	-	. 272%	587 9%	127 9%	0%	**-**	-	-
% Togal	57 0%	47 4%	107 2%	0%	**227 3%**	-	074%	107. %	117 4%	0%	**227 3%**	-	37 8%	147 9%	17 2%	0%	**247 6%**	-	37 6%	187 4%	. 75%	0%	**267 9%**	-	-
eHF	07326	07845	07630	-	**07652**	-	07353	07653	07586	-	**07533**	-	07324	07413	07 65	-	**07416**	-	07302	07315	0733.	-	**07402**	-	07423
s Ii hgC	45	116	152	0	**. 8.**	-	11	158	148	0	**. . 9**	-	123	241	19	0	**813**	-	1. 2	213	52	0	**802**	-	1502
% s Ii hgC	937 4%	997 1%	937 1%	0%	**937 6%**	-	100%	947 5%	947 2%	0%	**947 8%**	-	997 2%	997. %	100%	0%	**997. %**	-	100%	967 9%	937 1%	0%	**937 0%**	-	937 8%
Prgltulagkc Trut (C	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Prgltulagkc Trut (C	0%	0%	07 6%	0%	**07. %**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	07 1%
duCkCaBc nIBi lk-S BIg Trut (C	1	0	2	0	**.**	-	0	8	5	0	**9**	-	1	2	0	0	**.**	-	0	4	1	0	**3**	-	2.
% duCkCaBc nIBi lk-S BIg Trut (C	17. %	0%	17. %	0%	**07 9%**	-	0%	27 5%	27 3%	0%	**27 6%**	-	07 3%	07 4%	0%	0%	**07 4%**	-	0%	. 71%	17 9%	0%	**27 0%**	-	17 5%
dIt yt lkCoB Uoac	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% dIt yt lkCoB Uoac	0%	07 9%	0%	0%	**07. %**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	07 1%
ekckGgrIaBC	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	2	
% ekckGgrIaBC	-	-	-	-	-	-	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-	-	-	-	-	- 100%	-
dIt yt lkCoB AroCCRal(	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% dIt yt lkCoB AroCCRal(	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*ekckGgrIaBCaBc dIt yt lkCoB AroCCRal(7s Ds kfg UDULi hg TDThru, S DS -TurB

Arrowcreek Parkway and Thomas Creek Road - TMC

Thu May 29, 2025

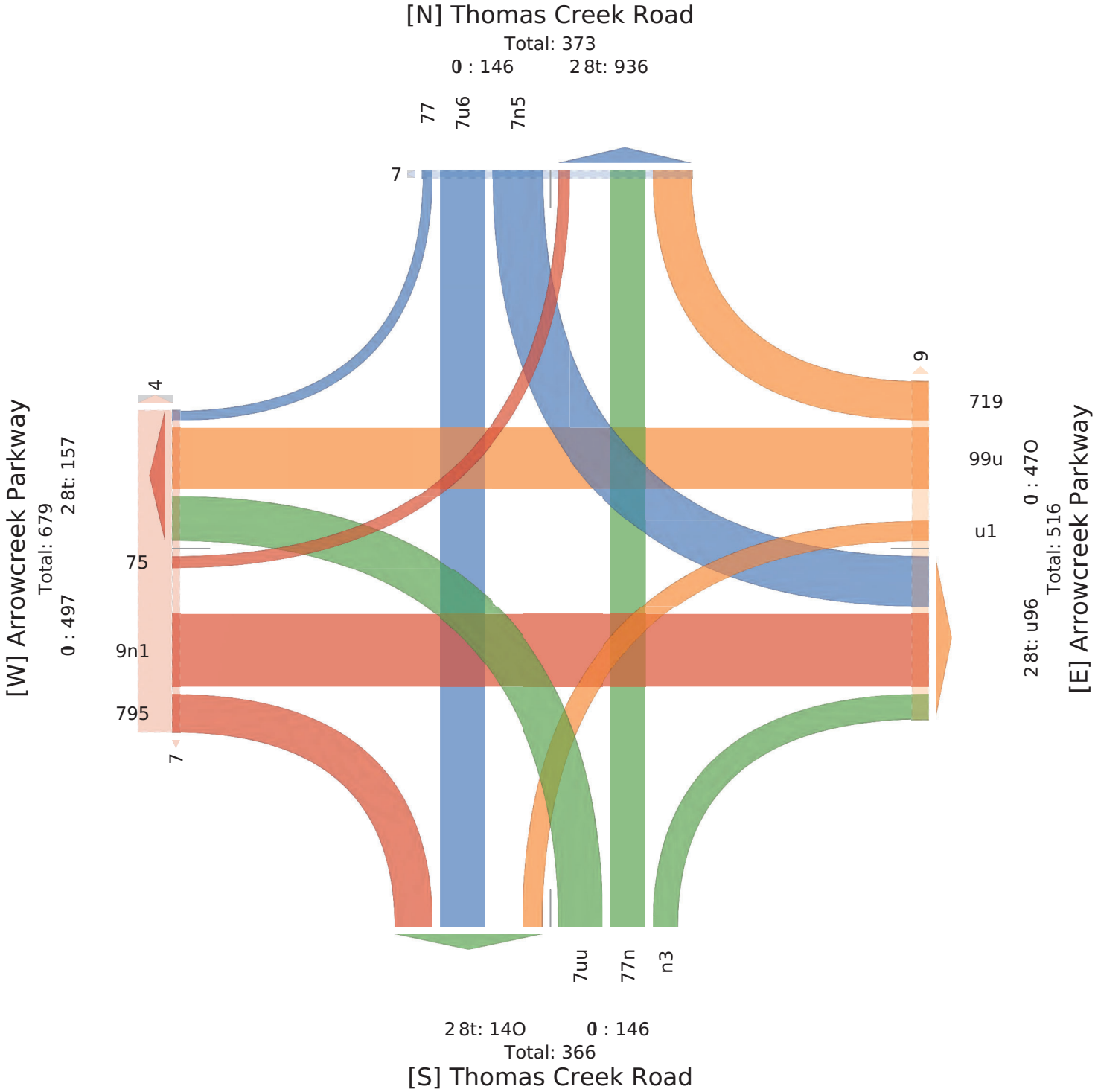
P M e ka(:4 P M - 3 P M) - Ovkrall e ka(Hour

P ll AlaCCkC: s Li hgC, P rgLt ulagkc Trut (C, d uCkCaBc nIBi lk-S BLgTrut (C, e kckCgrLaBC, d Lt yt lkC oB Uoac, d Lt yt lkCoB AroCCRal( )

P ll MovkwkBgC

mi D1. 08826, s ot agLoBD. 97308651, -1197490369

e rovLckc byDKIwlky-HorBaBc
P CCot LagkC, mBt 7
464 EuCgLCngrkkg nuLgk 100,
naLBge aul, MN, 55118, S n



Arrowcreek Parkway and Thomas Creek Road - TMC

Thu May 29, 2025

MAPPay eka(& eM 42 eM-

) ll Classks 8LAhgs,) tgAkulagkP Ttur(s, c usks adP BAdi lk4n dAg Ttur(s, ekPksgtAads, c Ayrlks Sd USaP, c Ayrlks Sd CtSsso al(-

) ll MSRkwkdgs

vmI : D01123, LSragASdI D9.10135: , 4: : 9.690739

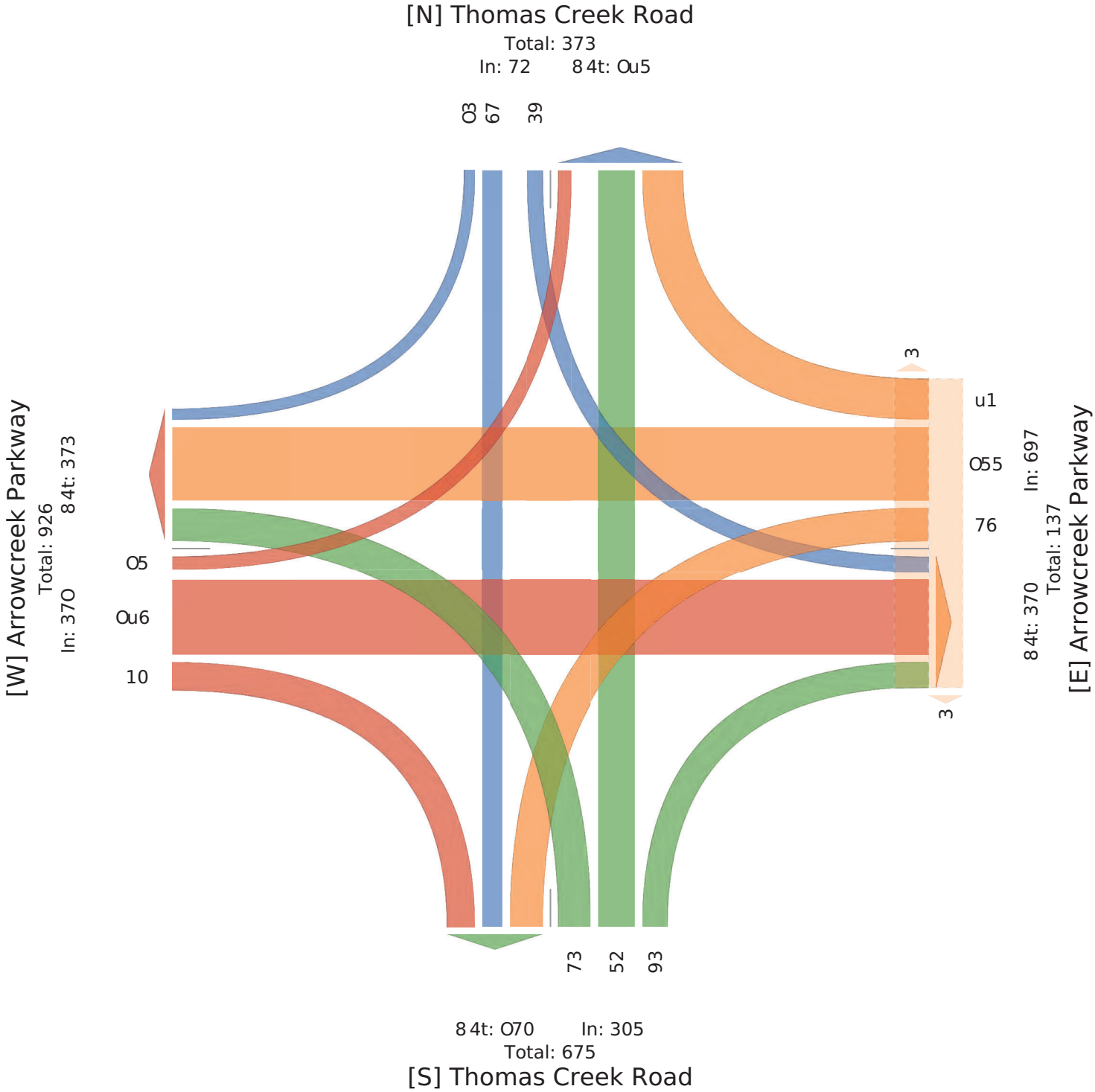
etSRAPkP byI KAvlky4HStd adP) ssSrAgks, vdr.

636 EusgA Bgkkg BuAgk : 00, BaAlge aul, MN, 55: : 1, n B

Lki mAkrgASd	ThSwas Ctkk(USaP NStghbSudP						ThSwas Ctkk(USaP BSughbSudP						) ttSo rtkk(eat(o ay EasgbSudP						) ttSo rtkk(eat(o ay WksgbSudP						
TAwk	U	T	L	n	) pp	ekP*	U	T	L	n	) pp	ekP*	U	T	L	n	) pp	ekP*	U	T	L	n	) pp	ekP*	vdg
20254054 29 : I00eM	: 7	7	: 1	0	**10**	0	3	7	9	0	**2D**	0	9	16	3	0	**32**	0	: D	D9	: 5	0	**36**	2	**: 92**
: I: 5eM	: 2	: 0	: 2	0	**D1**	0	D	: :	1	0	**: 7**	0	23	11	2	0	**62**	0	: :	17	: 1	0	**6D**	0	**: 96**
: ID0eM	: 0	26	: 9	0	**53**	0	2	: D	5	0	**20**	0	: 0	5D	6	0	**60**	0	25	17	: 6	0	**90**	0	**2D3**
: I15eM	: 2	D9	26	0	**67**	0	:	5	6	0	**: D**	0	: 5	19	D	0	**36**	0	16	5D	26	0	**: 26**	2	**275**
TSgal	52	71	62	0	**207**	0	: 2	D6	25	0	**61**	0	30	: 9D	: 7	0	**26:**	0	93	: 77	6D	0	**D56**	1	**9: 0**
%) pptSarh	25.0%	10.1%	D1.3%	0%	**4**	4	: 3.2%	50.0%	DD.7%	0%	**4**	4	22.: %	6: .2%	3.3%	0%	**4**	4	23.9%	52.6%	20.1%	0%	**4**	4	4
% TSgal	5.6%	9.2%	6.9%	0%	**22.9%**	4	: .D%	1.: %	2.6%	0%	**7.: %**	4	3.3%	2: .2%	2.0%	0%	**29.7%**	4	: 0.5%	20.6%	7.0%	0%	**D9.2%**	4	4
eHF	0.622	0.5D7	0.336	4	**0.336**	4	0.500	0.6: 2	0.391	4	**0.701**	4	0.566	0.9: 0	0.31D	4	**0.91:**	4	0.5: :	0.776	0.363	4	**0.60D**	4	0.697
LAhgs	5:	71	37	0	**20D**	4	: :	D3	25	0	**62**	4	30	: 79	: 6	0	**233**	4	95	: 63	6D	0	**D11**	4	775
% LAhgs	97.: %	: 00%	91.1%	0%	**96.3%**	4	9: .6%	96.D%	: 00%	0%	**96.D%**	4	: 00%	96.9%	91.1%	0%	**97.2%**	4	99.0%	9D.3%	: 00%	0%	**93.1%**	4	96.D%
) tgAkulagkP Ttur(s	0	0	0	0	**0**	4	0	0	0	0	**0**	4	0	:	0	0	**:**	4	0	:	0	0	**:**	4	2
%) tgAkulagkP Ttur(s	0%	0%	0%	0%	**0%**	4	0%	0%	0%	0%	**0%**	4	0%	0.5%	0%	0%	**0.1%**	4	0%	0.5%	0%	0%	**0.D%**	4	0.2%
c usks adP BAdi lk4n dAg Ttur(s	:	0	1	0	**5**	4	:	:	0	0	**2**	4	0	D	:	0	**1**	4	:	: :	0	0	**: 2**	4	2D
% c usks adP BAdi lk4n dAg Ttur(s	: .9%	0%	5.3%	0%	**2.1%**	4	7.D%	2.6%	0%	0%	**2.6%**	4	0%	: .3%	5.3%	0%	**: .5%**	4	: .0%	5.9%	0%	0%	**D.1%**	4	2.5%
c Ayrlks Sd USaP	0	0	0	0	**0**	4	0	0	0	0	**0**	4	0	0	0	0	**0**	4	0	0	0	0	**0**	4	0
% c Ayrlks Sd USaP	0%	0%	0%	0%	**0%**	4	0%	0%	0%	0%	**0%**	4	0%	0%	0%	0%	**0%**	4	0%	0%	0%	0%	**0%**	4	0%
ekPksgtAads	4	4	4	4	4	0	4	4	4	4	4	0	4	4	4	4	4	0	4	4	4	4	4	1	
% ekPksgtAads	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4: 00%		4
c Ayrlks Sd CtSsso al(	4	4	4	4	4	0	4	4	4	4	4	0	4	4	4	4	4	0	4	4	4	4	4	0	
% c Ayrlks Sd CtSsso al(	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	0%	4

*ekPksgtAads adP c Ayrlks Sd CtSsso al(. LI Lkfg UI UAhg TI Thtu, n I n 4Tutd

etSRAPkP byI KAwlky4HStd adP
) ssSr Aqks, vdr .
636 EusgA Bgkkg BuAk : 00,
BaAlgeaul, MN, 55: : 1, n B



Arrowcreek Parkway and Thomas Creek Road - TMC

Thu May 29, 2025

AM APae k(AM 8: AM4

-))l)aCCPCksIi.hgC, - tgIr.u)agPc TtureC, duCPCaBc nIBi)P8S BIgTtureC, APcPCgtIaBC, dIr.yr)PCUB o Uac, dIr.yr)PCUBl tUCCRa)e4

-))MUwPv PBgC

mh D1(0: : 23, s U-agLUBD(9.: 0: 351, 8119.690739

AtUwIcPc byDKIv)Py8HUtBaBc - CCUrIagPC, mBr.

636 EuCgICngtPPg nuIgP 100, naIBgAau), MN, 5511: , S n

s Pi I It.PrgLUB	ThUv aCl tPPe o Uac NUghbUuBc						ThUv aCl tPPe o Uac nUghbUuBc						- ttURrtPPe AateRay EaGbUuBc						- ttURrtPPe AateRay WPGbUuBc						
TIv P	o	T	s	S	- pp	APc*	o	T	s	S	- pp	APc*	o	T	s	S	- pp	APc*	o	T	s	S	- pp	APc*	mBg
20258058 29 (D0AM	21	1(	: 7	0	**72**	0	:	12	15	0	**(1**	0	21	: 2	6	0	**60**	0	9	96	21	0	**126**	0	**(10**
(D5AM	20	1:	51	0	**75**	0	9	22	13	0	**: 6**	0	: 1	39	1	0	**111**	0	7	103	20	0	**1(:**	0	**(66**
(D0AM	23	17	22	0	**33**	0	(	26	(1	0	**31**	0	60	10(	9	0	**172**	0	:	32	26	0	**9(**	0	**: 02**
(D5AM	23	22	20	0	**37**	0	6	1(	6	0	**26**	0	16	3:	5	0	**73**	0	7	: 7	19	0	**65**	0	**253**
TUgn)	9(	36	1: 1	0	**(01**	0	2(	6:	39	0	**133**	0	1: 9	267	22	0	**: : 9**	0	29	(1(	76	0	**: 29**	0	**1(: 5**
% - pptUarh	(0.9%	22.(%	: 3.7%	0%	**8**	8	1(.9%	: : .3%	: 1.3%	0%	**8**	8	((.2%	31.9%	: .9%	0%	**8**	8	3.7%	6(.0%	20.(%	0%	**8**	8	8
% TUgn)	3.9%	5.0%	10.5%	0%	**22.: %**	8	1.6%	5.5%	5.1%	0%	**12.(%**	8	11.1%	20.6%	1.3%	0%	**((.: %**	8	2.2%	2(.(%	3.5%	0%	**(1.9%**	8	8
AHF	0.79:	0.673	0.391	8	**0.772**	8	0.3(9	0.363	0.553	8	**0.363**	8	0.5(2	0.365	0.311	8	**0.316**	8	0.703	0.6(7	0.703	8	**0.700**	8	0.7(5
s IihgC	91	3:	1(:	0	**279**	8	2(	61	33	0	**130**	8	1: 2	261	20	0	**: ((**	8	27	(10	73	0	**: 2:**	8	1(03
% s IihgC	96.7%	95.5%	95.0%	0%	**93.0%**	8	100%	95.9%	95.6%	0%	**93.: %**	8	95.(%	96.5%	90.9%	0%	**93.: %**	8	93.3%	99.0%	97.9%	0%	**97.7%**	8	96.1%
- tgIr.u)agPc TtureC	0	1	0	0	**1**	8	0	0	0	0	**0**	8	0	(	1	0	**:**	8	0	1	0	0	**1**	8	3
% - tgIr.u)agPc TtureC	0%	1.5%	0%	0%	**0.(%**	8	0%	0%	0%	0%	**0%**	8	0%	1.1%	: .5%	0%	**0.9%**	8	0%	0.(%	0%	0%	**0.2%**	8	0.: %
duCPCaBc nIBi)P8S BIg TtureC	2	1	6	0	**10**	8	0	2	(	0	**5**	8	6	:	1	0	**12**	8	1	2	1	0	**:**	8	(1
% duCPCaBc nIBi)P8S BIg TtureC	2.2%	1.5%	5.0%	0%	**(.(%**	8	0%	2.6%	: .(%	0%	**(.0%**	8	: .6%	1.: %	: .5%	0%	**2.6%**	8	(.: %	0.3%	1.1%	0%	**0.9%**	8	2.(%
dIr.yr)PCUBo Uac	0	1	0	0	**1**	8	0	1	0	0	**1**	8	0	0	0	0	**0**	8	0	0	0	0	**0**	8	2
% dIr.yr)PCUBo Uac	0%	1.5%	0%	0%	**0.(%**	8	0%	1.: %	0%	0%	**0.3%**	8	0%	0%	0%	0%	**0%**	8	0%	0%	0%	0%	**0%**	8	0.1%
APcPCgtIaBC	8	8	8	8	8	0	8	8	8	8	8	0	8	8	8	8	8	0	8	8	8	8	8	0	
% APcPCgtIaBC	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
dIr.yr)PCUBl tUCCRa)e	8	8	8	8	8	0	8	8	8	8	8	0	8	8	8	8	8	0	8	8	8	8	8	0	
% dIr.yr)PCUBl tUCCRa)e	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

* APcPCgtIaBCaBc dIr.yr)PCUBl tUCCRa)e. s Ds Pfg o Do Ii.hg TDThtu, S DS 8TutB

Arrowcreek Parkway and Thomas Creek Road - TMC

Thu May 29, 2025

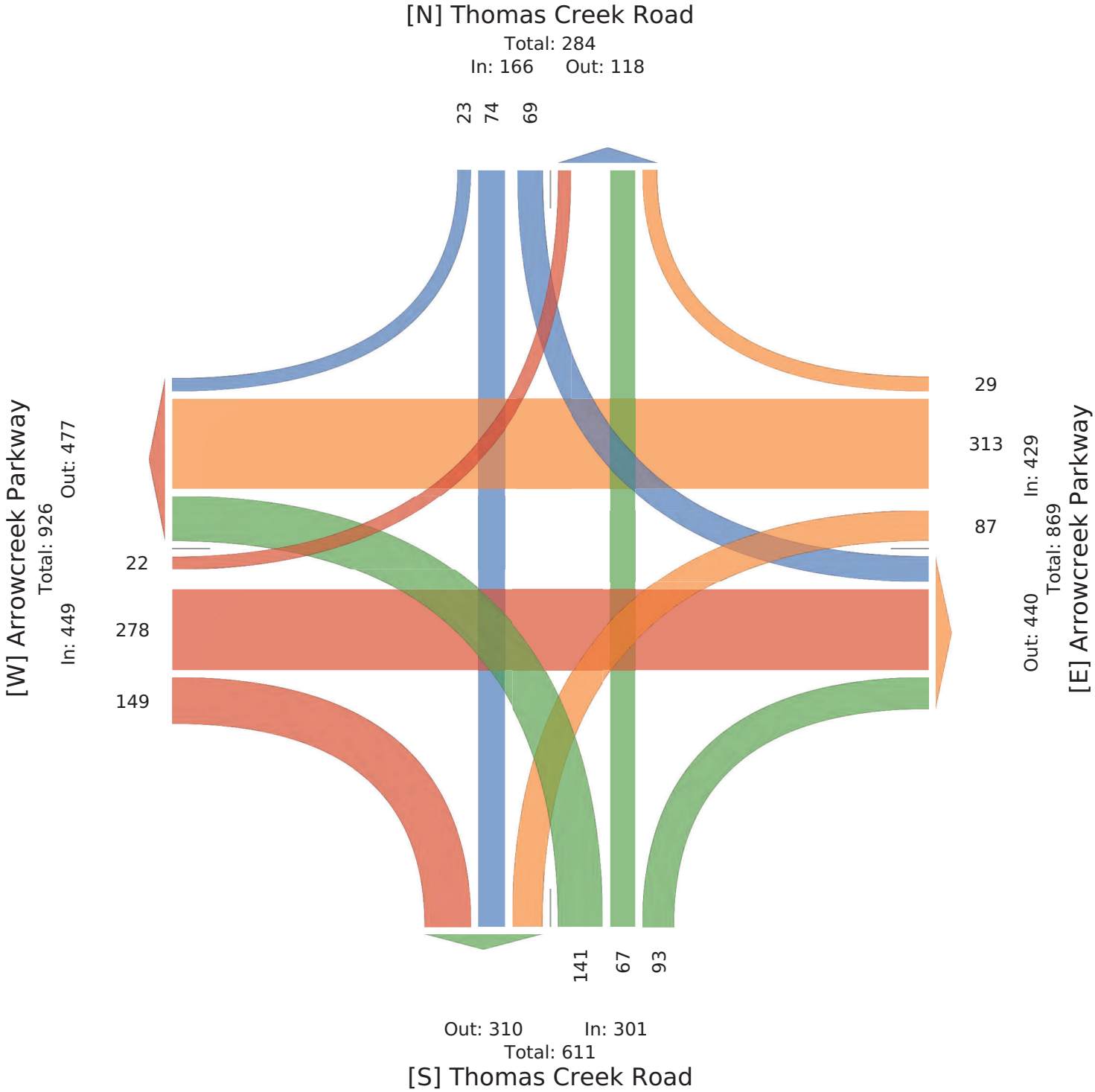
AM APae k(AM 8: AM4

-)) l)aCCPCks Li hgC, - tgLr u)agPc TtureC, duCPCaBc nIBi)P8S BlgTtureC, APcPCgLaBC, dLryr)PC UBo Uac, dLryr)PCUBl tUCCRa)e4

-)) MUwPv PBgC

mi D1(0: : 23, s UragLUBD(9.: 0: 351, 8119.690739

AtUwLcPc byDKIv)Py8HULBaBc
- CCLrLagPC, mBr.
636 EuCgLCngPPg nuIgP 100,
naIBgAau), MN, 5511: , S n



Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304434, Location: 39.405767, -119.799266

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg	Crossbow Court					Crossbow Court					Hunsberger ES					
Direction	Northbound					Southbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2025-05-29 12:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
12:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
1:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
2:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
4:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:00AM	0	0	0	**0**	0	0	2	0	**2**	0	0	0	0	**0**	0	**2**
5:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:30AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
5:45AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	2	0	**2**	0	0	0	0	**0**	0	**2**
6:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:15AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
6:30AM	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	**1**
6:45AM	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	0	**10**
Hourly Total	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	0	**11**
7:00AM	61	0	0	**61**	0	1	55	0	**56**	0	0	1	0	**1**	5	**118**
7:15AM	106	1	0	**107**	0	3	103	0	**106**	0	4	0	0	**4**	0	**217**
7:30AM	12	2	0	**14**	0	2	17	0	**19**	0	0	0	0	**0**	0	**33**
7:45AM	37	3	0	**40**	0	0	14	0	**14**	0	1	0	0	**1**	0	**55**
Hourly Total	216	6	0	**222**	0	6	189	0	**195**	0	5	1	0	**6**	5	**423**
8:00AM	70	3	0	**73**	0	0	48	0	**48**	0	0	0	0	**0**	0	**121**
8:15AM	15	6	0	**21**	0	1	17	0	**18**	0	0	0	0	**0**	0	**39**
8:30AM	1	0	0	**1**	0	0	9	0	**9**	0	1	0	0	**1**	0	**11**
8:45AM	3	8	0	**11**	0	0	2	0	**2**	0	1	0	0	**1**	0	**14**
Hourly Total	89	17	0	**106**	0	1	76	0	**77**	0	2	0	0	**2**	0	**185**
9:00AM	6	54	0	**60**	0	2	13	0	**15**	0	10	2	0	**12**	0	**87**
9:15AM	4	67	0	**71**	0	3	12	0	**15**	0	20	2	0	**22**	0	**108**
9:30AM	3	1	0	**4**	0	0	6	0	**6**	0	11	0	0	**11**	0	**21**
9:45AM	1	1	0	**2**	0	1	2	0	**3**	0	0	0	0	**0**	0	**5**
Hourly Total	14	123	0	**137**	0	6	33	0	**39**	0	41	4	0	**45**	0	**221**
10:00AM	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	0	**2**
10:15AM	2	0	0	**2**	0	0	1	0	**1**	0	0	0	0	**0**	0	**3**
10:30AM	2	0	0	**2**	0	0	1	0	**1**	0	0	0	0	**0**	0	**3**

Leg	Crossbow Court					Crossbow Court					Hunsberger ES					
Direction	Northbound					Southbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
10:45AM	3	0	0	**3**	0	0	5	0	**5**	0	1	0	0	**1**	0	**9**
Hourly Total	8	0	0	**8**	0	0	7	0	**7**	0	2	0	0	**2**	0	**17**
11:00AM	3	1	0	**4**	0	0	2	0	**2**	0	0	0	0	**0**	0	**6**
11:15AM	5	1	0	**6**	0	1	4	0	**5**	0	0	0	0	**0**	0	**11**
11:30AM	2	0	0	**2**	0	0	1	0	**1**	0	1	0	0	**1**	0	**4**
11:45AM	3	2	0	**5**	0	1	2	0	**3**	0	0	0	0	**0**	0	**8**
Hourly Total	13	4	0	**17**	0	2	9	0	**11**	0	1	0	0	**1**	0	**29**
12:00PM	1	0	0	**1**	0	0	2	0	**2**	0	0	0	0	**0**	0	**3**
12:15PM	1	0	0	**1**	0	0	2	0	**2**	0	1	1	0	**2**	0	**5**
12:30PM	3	1	0	**4**	0	0	5	0	**5**	0	0	0	0	**0**	0	**9**
12:45PM	1	0	0	**1**	0	1	2	0	**3**	0	0	0	0	**0**	0	**4**
Hourly Total	6	1	0	**7**	0	1	11	0	**12**	0	1	1	0	**2**	0	**21**
1:00PM	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	**3**
1:15PM	6	0	0	**6**	0	0	6	0	**6**	0	1	0	0	**1**	0	**13**
1:30PM	17	0	0	**17**	0	0	3	0	**3**	0	0	0	0	**0**	0	**20**
1:45PM	28	0	0	**28**	0	0	5	0	**5**	0	0	0	0	**0**	1	**33**
Hourly Total	54	0	0	**54**	0	0	14	0	**14**	0	1	0	0	**1**	1	**69**
2:00PM	19	0	0	**19**	0	2	104	0	**106**	1	0	0	0	**0**	7	**125**
2:15PM	4	1	0	**5**	0	0	11	0	**11**	0	0	0	0	**0**	0	**16**
2:30PM	1	7	0	**8**	0	0	1	0	**1**	1	1	0	0	**1**	0	**10**
2:45PM	10	7	0	**17**	0	0	2	0	**2**	1	0	0	0	**0**	0	**19**
Hourly Total	34	15	0	**49**	0	2	118	0	**120**	3	1	0	0	**1**	7	**170**
3:00PM	43	20	0	**63**	0	1	0	0	**1**	0	3	0	0	**3**	0	**67**
3:15PM	41	13	0	**54**	0	1	55	0	**56**	2	4	0	0	**4**	0	**114**
3:30PM	16	8	0	**24**	0	0	15	1	**16**	23	41	26	0	**67**	2	**107**
3:45PM	1	4	0	**5**	0	0	5	0	**5**	0	1	0	0	**1**	0	**11**
Hourly Total	101	45	0	**146**	0	2	75	1	**78**	25	49	26	0	**75**	2	**299**
4:00PM	3	0	0	**3**	0	0	5	0	**5**	0	1	0	0	**1**	0	**9**
4:15PM	4	5	0	**9**	0	0	7	0	**7**	0	0	0	0	**0**	0	**16**
4:30PM	4	0	0	**4**	0	0	2	0	**2**	0	2	0	0	**2**	0	**8**
4:45PM	14	0	0	**14**	0	0	9	0	**9**	0	1	0	0	**1**	0	**24**
Hourly Total	25	5	0	**30**	0	0	23	0	**23**	0	4	0	0	**4**	0	**57**
5:00PM	6	3	0	**9**	1	0	13	0	**13**	0	1	0	0	**1**	0	**23**
5:15PM	7	7	0	**14**	0	0	5	0	**5**	0	0	0	0	**0**	0	**19**
5:30PM	8	5	0	**13**	0	0	4	0	**4**	0	0	0	0	**0**	0	**17**
5:45PM	8	2	0	**10**	0	0	0	0	**0**	0	0	1	0	**1**	0	**11**
Hourly Total	29	17	0	**46**	1	0	22	0	**22**	0	1	1	0	**2**	0	**70**
6:00PM	6	2	0	**8**	0	0	3	0	**3**	0	0	0	0	**0**	0	**11**
6:15PM	21	0	0	**21**	0	0	11	0	**11**	0	0	0	0	**0**	0	**32**
6:30PM	19	2	0	**21**	0	0	18	0	**18**	0	3	0	0	**3**	0	**42**
6:45PM	23	0	0	**23**	0	0	16	0	**16**	0	1	0	0	**1**	0	**40**
Hourly Total	69	4	0	**73**	0	0	48	0	**48**	0	4	0	0	**4**	0	**125**
7:00PM	4	0	0	**4**	0	0	5	0	**5**	0	0	0	0	**0**	0	**9**
7:15PM	0	0	0	**0**	0	0	4	0	**4**	0	0	0	0	**0**	0	**4**
7:30PM	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	**1**
7:45PM	4	0	0	**4**	0	0	1	0	**1**	0	0	0	0	**0**	1	**5**
Hourly Total	9	0	0	**9**	0	0	10	0	**10**	0	0	0	0	**0**	1	**19**
8:00PM	0	0	0	**0**	0	0	8	0	**8**	0	0	0	0	**0**	0	**8**
8:15PM	2	0	0	**2**	0	0	1	0	**1**	0	0	0	0	**0**	0	**3**
8:30PM	0	1	0	**1**	0	0	2	0	**2**	0	0	0	0	**0**	0	**3**
8:45PM	1	0	0	**1**	0	0	11	0	**11**	0	0	0	0	**0**	0	**12**
Hourly Total	3	1	0	**4**	0	0	22	0	**22**	0	0	0	0	**0**	0	**26**
9:00PM	1	0	0	**1**	0	0	8	0	**8**	0	0	0	0	**0**	0	**9**
9:15PM	0	0	0	**0**	0	0	21	0	**21**	0	0	0	0	**0**	0	**21**
9:30PM	0	0	0	**0**	0	0	4	0	**4**	0	0	0	0	**0**	0	**4**
9:45PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	1	0	0	**1**	0	0	33	0	**33**	0	0	0	0	**0**	0	**34**
10:00PM	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
10:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
10:30PM	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	**1**

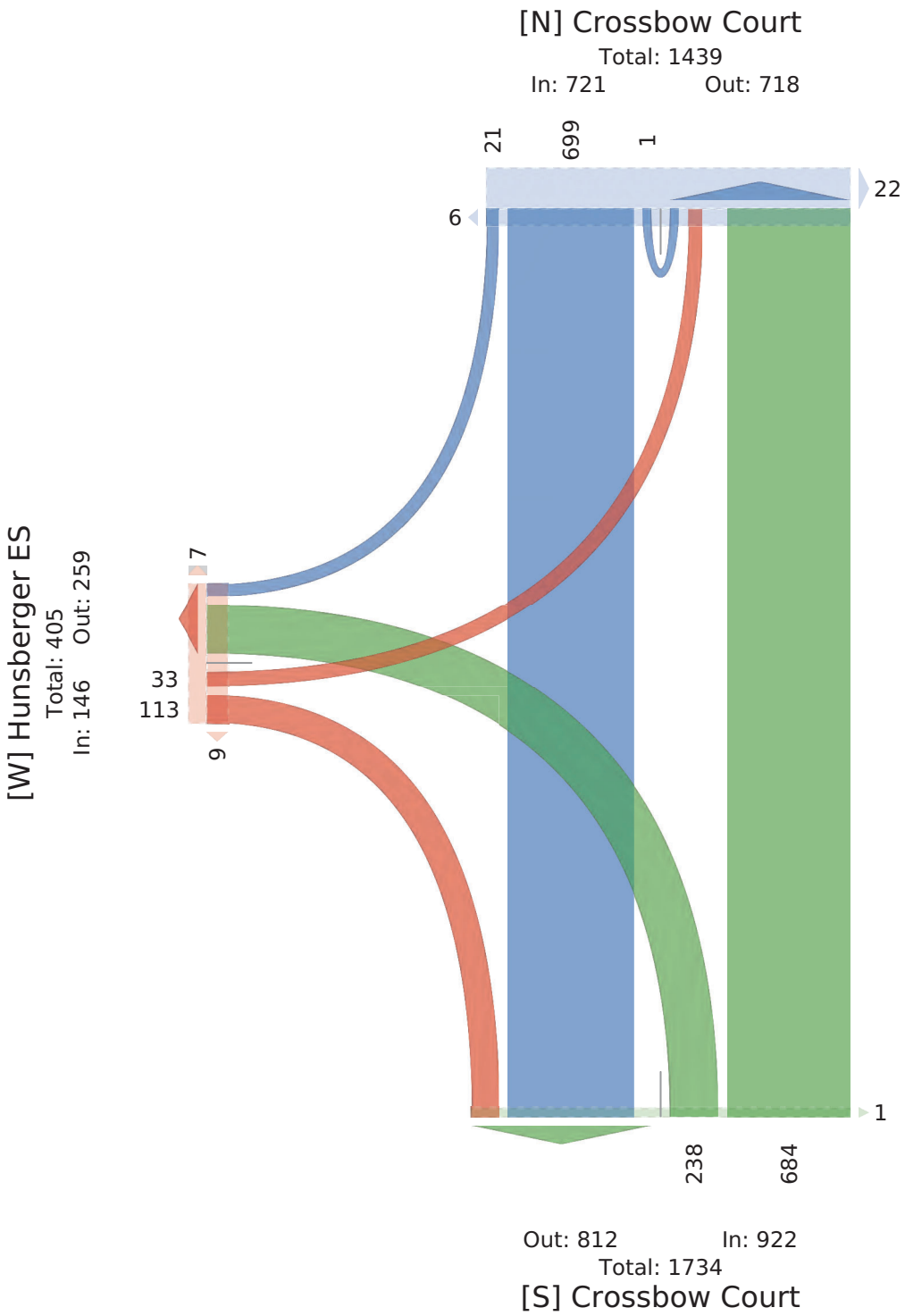
Leg	Crossbow Court					Crossbow Court					Hunsberger ES					
Direction	Northbound					Southbound					Eastbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
10:45PM	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	**0**	0	1	2	0	**3**	0	0	0	0	**0**	0	**3**
11:00PM	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	0	**2**
11:15PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
11:30PM	1	0	0	**1**	0	0	2	0	**2**	0	0	0	0	**0**	0	**3**
11:45PM	0	0	0	**0**	0	0	2	0	**2**	0	1	0	0	**1**	0	**3**
Hourly Total	2	0	0	**2**	0	0	5	0	**5**	0	1	0	0	**1**	0	**8**
Total	684	238	0	**922**	1	21	699	1	**721**	28	113	33	0	**146**	16	**1789**
% Approach	74.2%	25.8%	0%	**-**	-	2.9%	96.9%	0.1%	**-**	-	77.4%	22.6%	0%	**-**	-	-
% Total	38.2%	13.3%	0%	**51.5%**	-	1.2%	39.1%	0.1%	**40.3%**	-	6.3%	1.8%	0%	**8.2%**	-	-
Lights	660	237	0	**897**	-	21	694	1	**716**	-	112	33	0	**145**	-	1758
% Lights	96.5%	99.6%	0%	**97.3%**	-	100%	99.3%	100%	**99.3%**	-	99.1%	100%	0%	**99.3%**	-	98.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	21	1	0	**22**	-	0	1	0	**1**	-	1	0	0	**1**	-	24
% Buses and Single-Unit Trucks	3.1%	0.4%	0%	**2.4%**	-	0%	0.1%	0%	**0.1%**	-	0.9%	0%	0%	**0.7%**	-	1.3%
Bicycles on Road	3	0	0	**3**	-	0	4	0	**4**	-	0	0	0	**0**	-	7
% Bicycles on Road	0.4%	0%	0%	**0.3%**	-	0%	0.6%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	1	-	-	-	-	28	-	-	-	-	5	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	31.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	11	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	68.8%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304434, Location: 39.405767, -119.799266

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US



Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304434, Location: 39.405767, -119.799266

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Crossbow Court Northbound					Crossbow Court Southbound					Hunsberger ES Eastbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2025-05-29 7:15AM	106	1	0	**107**	0	3	103	0	**106**	0	4	0	0	**4**	0	**217**
7:30AM	12	2	0	**14**	0	2	17	0	**19**	0	0	0	0	**0**	0	**33**
7:45AM	37	3	0	**40**	0	0	14	0	**14**	0	1	0	0	**1**	0	**55**
8:00AM	70	3	0	**73**	0	0	48	0	**48**	0	0	0	0	**0**	0	**121**
Total	225	9	0	**234**	0	5	182	0	**187**	0	5	0	0	**5**	0	**426**
% Approach	96.2%	3.8%	0%	**-**	-	2.7%	97.3%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	52.8%	2.1%	0%	**54.9%**	-	1.2%	42.7%	0%	**43.9%**	-	1.2%	0%	0%	**1.2%**	-	-
PHF	0.531	0.750	-	**0.547**	-	0.417	0.444	-	**0.443**	-	0.313	-	-	**0.313**	-	0.492
Lights	222	9	0	**231**	-	5	181	0	**186**	-	5	0	0	**5**	-	422
% Lights	98.7%	100%	0%	**98.7%**	-	100%	99.5%	0%	**99.5%**	-	100%	0%	0%	**100%**	-	99.1%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	0	0	**3**	-	0	0	0	**0**	-	0	0	0	**0**	-	3
% Buses and Single-Unit Trucks	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.7%
Bicycles on Road	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0.5%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025

P M e ka(:4-35 P M) O-35 P Mv) r l kHaooe ka(ACuH

P oos oaLLkL:i g hdL, P Hgluoack B THud(L, n uLkLaSB UgSt dk)R Sgc THud(L, e kBkLcHgaSL, n gdyddkL

CS wCaB, n gdyddkLCS s HCLLmaq(v

P ooMCl kI kSdL

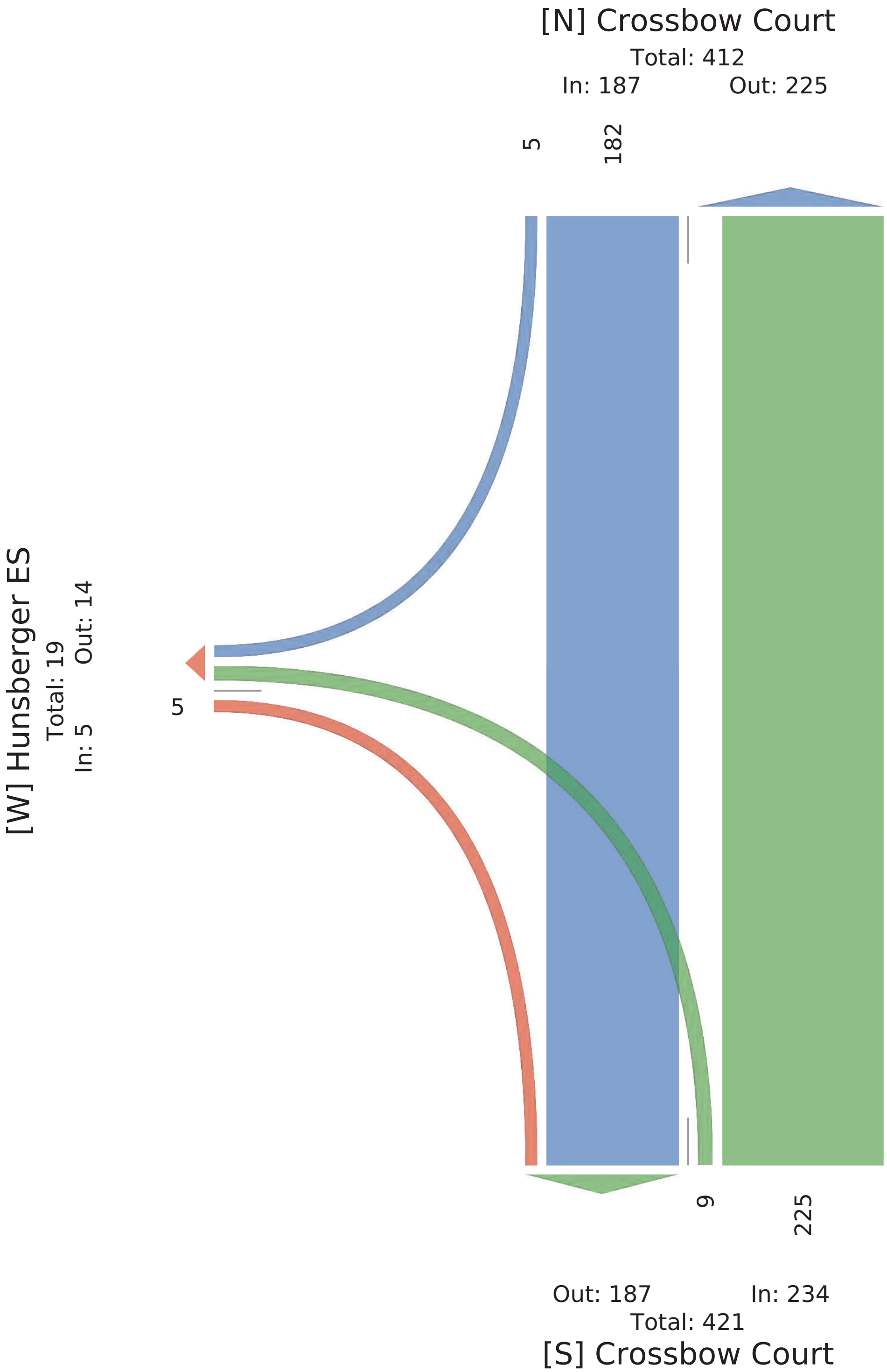
D1 - 3. 088. 8, i CdacgCS- . 96805474,)3396499277

eHCl gBkBby- KgI dky)ACHS aSB

P LLCdgadkL, D3d6

474 EuLcgLUcHkkc, Uugck 300,

UagSceauo, MN, 55338, RU



Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304434, Location: 39.405767, -119.799266

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
Saint Paul, MN, 55114, US

Leg Direction	Crossbow Court Northbound					Crossbow Court Southbound					Hunsberger ES Eastbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2025-05-29 1:00PM	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	**3**
1:15PM	6	0	0	**6**	0	0	6	0	**6**	0	1	0	0	**1**	0	**13**
1:30PM	17	0	0	**17**	0	0	3	0	**3**	0	0	0	0	**0**	0	**20**
1:45PM	28	0	0	**28**	0	0	5	0	**5**	0	0	0	0	**0**	1	**33**
Total	54	0	0	**54**	0	0	14	0	**14**	0	1	0	0	**1**	1	**69**
% Approach	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	100%	0%	0%	**-**	-	-
% Total	78.3%	0%	0%	**78.3%**	-	0%	20.3%	0%	**20.3%**	-	1.4%	0%	0%	**1.4%**	-	-
PHF	0.482	-	-	**0.482**	-	-	0.583	-	**0.583**	-	0.250	-	-	**0.250**	-	0.523
Lights	45	0	0	**45**	-	0	14	0	**14**	-	1	0	0	**1**	-	60
% Lights	83.3%	0%	0%	**83.3%**	-	0%	100%	0%	**100%**	-	100%	0%	0%	**100%**	-	87.0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	9	0	0	**9**	-	0	0	0	**0**	-	0	0	0	**0**	-	9
% Buses and Single-Unit Trucks	16.7%	0%	0%	**16.7%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	13.0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1304434, Location: 39.405767, -119.799266

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100,
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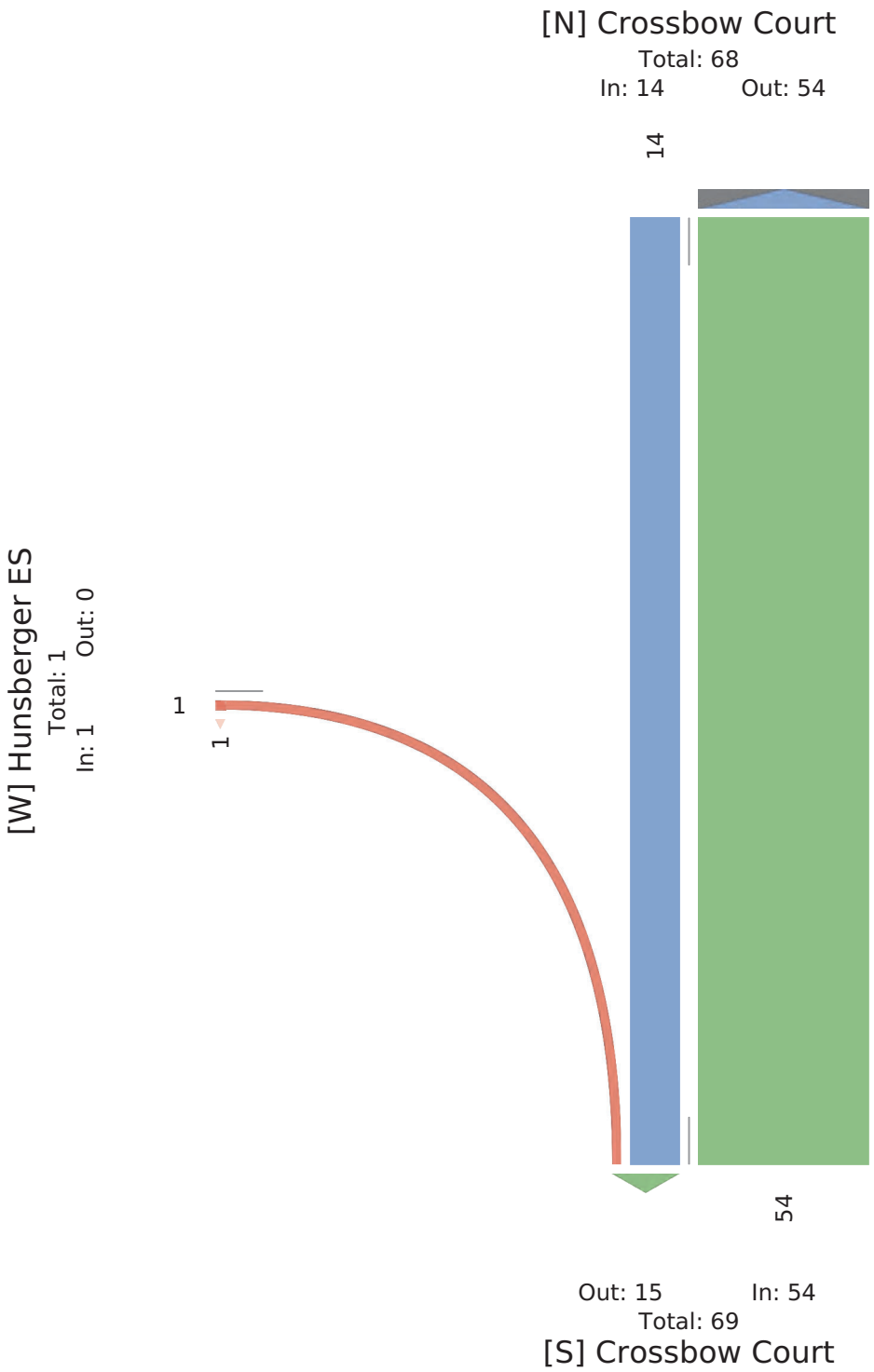


Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025

i M i daP e2k(5 i M 1 - k(5 i M)

All Classds eLg hrs, AcrgBulardn TcuBPs, Susds aUh ogLi ld1RUgr TcuBPs, i dndsrcgaUs, SgByBlds wUv wan, SgByBlds wUCcwssmalP)

All MwldDdUrs

:3 k4- 0((- (, LwBargwUk - 9.(05767, 1449.799266

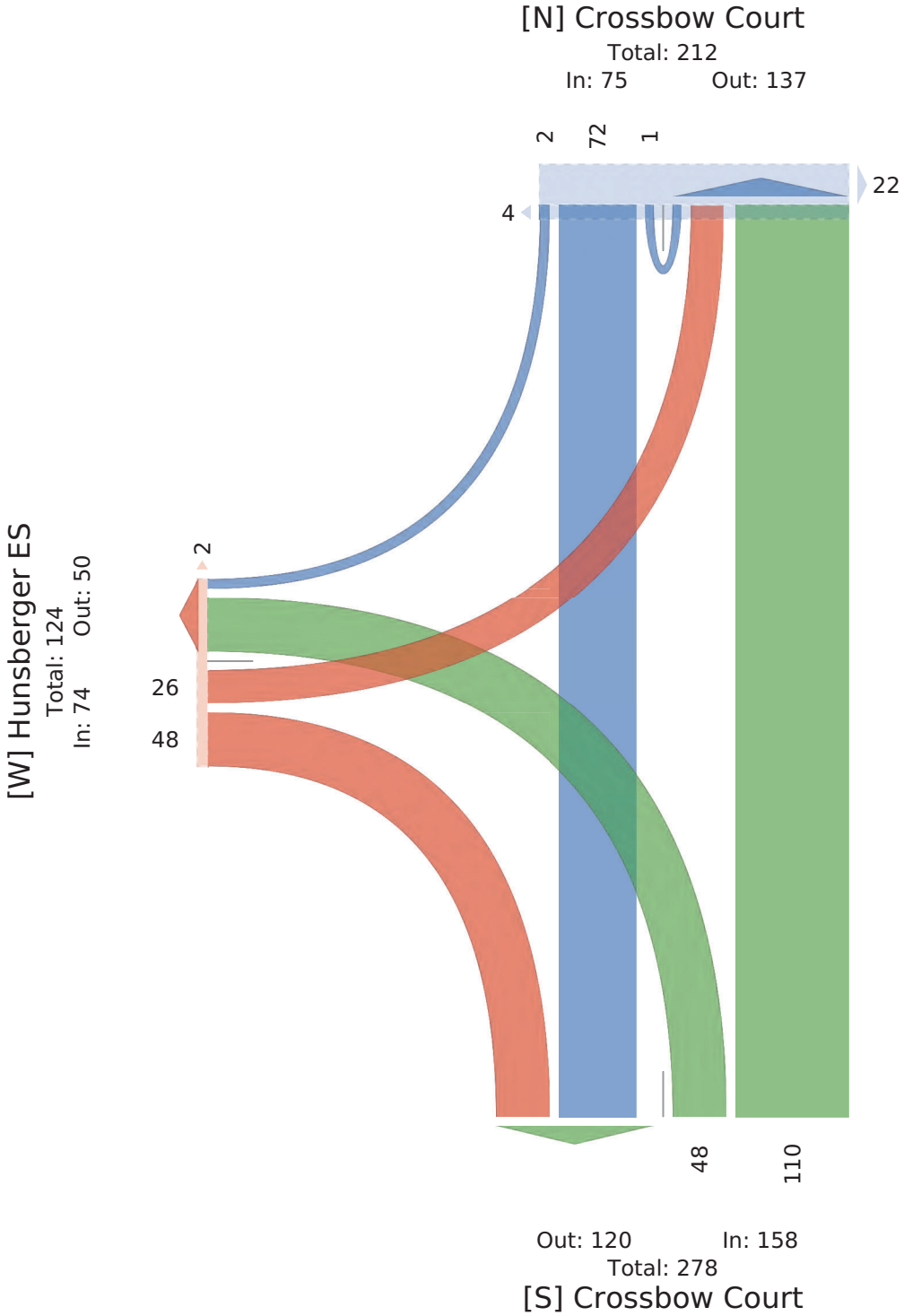
i cwIgndn bykKgDldy1HwcUaUh
AsswBgards, :UBi
767 Eusrgs orcddr, ougcd 400,
oagUri aul, MN, 5544(, Ro

Ldt 3 gcdBrgwU	Ccwssbwm Cwucr NwcrhbwuUh					Ccwssbwm Cwucr owurhbwuUh					HuUsbdct dc Eo EasrbwuUh					
TgDcd	T	L	R	**App**	i dn*	v	T	R	**App**	i dn*	v	L	R	**App**	i dn*	**:Ur**
2025105129 2k(5i M	40	7	0	**47**	0	0	2	0	**2**	4	0	0	0	**0**	0	**49**
- k00i M	(-	20	0	**6-**	0	4	0	0	**4**	0	-	0	0	**-**	0	**67**
- k45i M	(4	4-	0	**5(**	0	4	55	0	**56**	2	(	0	0	**(**	0	**44(**
- k- 0i M	46	8	0	**2(**	0	0	45	4	**46**	2-	(4	26	0	**67**	2	**407**
Twral	440	(8	0	**458**	0	2	72	4	**75**	26	(8	26	0	**7(**	2	**- 07**
% AppcwaBh	69.6%	- 0.(%	0%	**1**	1	2.7%	96.0%	4.- %	**1**	1	6(.9%	- 5.4%	0%	**1**	1	1
% Twral	- 5.8%	45.6%	0%	**54.5%**	1	0.7%	2- .5%	0.- %	**2(.(%**	1	45.6%	8.5%	0%	**2(.4%**	1	1
i HF	0.6(0	0.600	1	**0.627**	1	0.500	0.- 27	0.250	**0.- - 5**	1	0.29-	0.250	1	**0.276**	1	0.67-
Lg hrs	440	(8	0	**458**	1	2	72	4	**75**	1	(8	26	0	**7(**	1	- 07
% Lg hrs	400%	400%	0%	**400%**	1	400%	400%	400%	**400%**	1	400%	400%	0%	**400%**	1	400%
AcrgBulardn TcuBPs	0	0	0	**0**	1	0	0	0	**0**	1	0	0	0	**0**	1	0
% AcrgBulardn TcuBPs	0%	0%	0%	**0%**	1	0%	0%	0%	**0%**	1	0%	0%	0%	**0%**	1	0%
Susds aUh ogLi ld1RUgr TcuBPs	0	0	0	**0**	1	0	0	0	**0**	1	0	0	0	**0**	1	0
% Susds aUh ogLi ld1RUgr TcuBPs	0%	0%	0%	**0%**	1	0%	0%	0%	**0%**	1	0%	0%	0%	**0%**	1	0%
SgByBlds wUv wan	0	0	0	**0**	1	0	0	0	**0**	1	0	0	0	**0**	1	0
% SgByBlds wUv wan	0%	0%	0%	**0%**	1	0%	0%	0%	**0%**	1	0%	0%	0%	**0%**	1	0%
i dndsrcgaUs	1	1	1	1	0	1	1	1	1	26	1	1	1	1	2	
% i dndsrcgaUs	1	1	1	1	1	1	1	1	1	400%	1	1	1	1	400%	1
SgByBlds wUCcwssmalP	1	1	1	1	0	1	1	1	1	0	1	1	1	1	0	
% SgByBlds wUCcwssmalP	1	1	1	1	1	1	1	1	1	0%	1	1	1	1	0%	1

*i dndsrcgaUs aUh SgByBlds wUCcwssmalP. LkLdfr, v kv g hr, TkThcu, RkR1TucU

Crossbow Court and Hunsberger ES - TMC

Thu May 29, 2025
i M i daP e2k(5 i M 1 - k(5 i M)
All Classds eLgthrs, AcrgBulardn TcuBPs, Susds aUh ogUr ld1RUgr TcuBPs, i dndsrcgaUs, SgByBlds wUv wan, SgByBlds wUCcwssmalP)
All MwIdDdUrs
:3 k4- 0((- (, LwBargwUk- 9.(05767, 1449.799266



APPENDIX B

GROWTH RATE CALCULATIONS

Kimley»Horn

Project:	2500 Crossbow Court	*Project Number:*	192888000
Subject:	NDOT Growth Rate Calculations	*Date:*	2/5/2026
Designed By:	AKT	*Page:*	1 of 1

Existing Growth Rate Calculations

Ref: Nevada Department of Transportation - Annual Traffic Report 2024

Number of Count Stations Analyzed = 4

Average Annual Growth Rate in the Vicinity of the Proposed Project = **0.21%**

NDOT COUNT STATION:	0310590
ROADWAY:	Arrowcreek Pkwy
LOCATION:	700ft W of Zolezzi Ln

Year	AADT	Annual Growth Rate
2014	12,500	**1.70%**
2024	14,800	
YEARS =	10	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2025	15,052
2026	15,308
2027	15,569

NDOT COUNT STATION:	0311180
ROADWAY:	SR439
LOCATION:	SR439, 1.1 Miles N of US50

Year	AADT	Annual Growth Rate
2016	6,800	**-2.51%**
2024	5,550	
YEARS =	8	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2025	5,411
2026	5,275
2027	5,143

NDOT COUNT STATION:	0311090
ROADWAY:	Thomas Creek Rd
LOCATION:	295ft N of Lake Placid Dr

Year	AADT	Annual Growth Rate
2014	4,000	**0.37%**
2024	4,150	
YEARS =	10	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2025	4,221
2026	4,293
2027	4,366

NDOT COUNT STATION:	0311091
ROADWAY:	1,SR431 (Mt Rose Hwy)
LOCATION:	460ft W of Sundance Dr

Year	AADT	Annual Growth Rate
2014	15,500	**1.28%**
2024	17,600	
YEARS =	10	

PROJECTED TRAFFIC VOLUMES	
Year	AADT
2025	17,159
2026	16,729
2027	16,309

APPENDIX C

TRIP GENERATION CALCULATIONS

Scenario 1 Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(720) Medical-Dental Office Building	Medical-Dental Office Building	Stand-Alone	Exclude	ITE 12th Ed	12	720	2.4	KSF	T = 34.03(X)	50%	50%	41	41	82
2	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Exclude	ITE 12th Ed	12	930	2.4	KSF	T = 225.89(X)	50%	50%	271	271	542
3	(565) Day Care Center	Day Care Center	All Sites	Exclude	ITE 12th Ed	12	565	96	STU	T = 3.79(X)	50%	50%	182	182	364
												Total:	494	494	988

Scenario 1 AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(720) Medical-Dental Office Building	Medical-Dental Office Building	Stand-Alone	Exclude	ITE 12th Ed	12	720	2.4	KSF	T = 3.21(X)	78%	22%	6	2	8
2	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Exclude	ITE 12th Ed	12	930	2.4	KSF	T = 1.58(X)	64%	36%	3	1	4
3	(565) Day Care Center	Day Care Center	All Sites	Exclude	ITE 12th Ed	12	565	96	STU	T = 0.79(X)	53%	47%	40	36	76

Scenario 1 PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(720) Medical-Dental Office Building	Medical-Dental Office Building	Stand-Alone	Exclude	ITE 12th Ed	12	720	2.4	KSF	T = 3.42(X)	30%	70%	2	6	8
2	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Exclude	ITE 12th Ed	12	930	2.4	KSF	T = 14.35(X)	53%	47%	18	16	34
3	(565) Day Care Center	Day Care Center	All Sites	Exclude	ITE 12th Ed	12	565	96	STU	T = 0.79(X)	47%	53%	36	40	76
												Total:	56	62	118

APPENDIX D

KEY INTERSECTION PEAK HOUR LOS CALCULATIONS

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	238	230	214	210	26
Future Vol, veh/h	29	238	230	214	210	26
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	355	343	319	313	39
Number of Lanes	1	2	2	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	3
HCM Control Delay, s/veh	12.5	12.1	24
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	119	119	115	115	214	210	26
LT Vol	29	0	0	0	0	0	210	0
Through Vol	0	119	119	115	115	0	0	0
RT Vol	0	0	0	0	0	214	0	26
Lane Flow Rate	43	178	178	172	172	319	313	39
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.096	0.369	0.281	0.339	0.339	0.41	0.682	0.071
Departure Headway (Hd)	7.99	7.477	5.697	7.113	7.113	4.619	7.833	6.628
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	481	629	506	506	779	461	540
Service Time	5.738	5.224	3.443	4.851	4.851	2.357	5.578	4.373
HCM Lane V/C Ratio	0.096	0.37	0.283	0.34	0.34	0.409	0.679	0.072
HCM Control Delay, s/veh	11.6	14.6	10.7	13.5	13.5	10.6	25.8	9.9
HCM Lane LOS	B	B	B	B	B	B	D	A
HCM 95th-tile Q	0.3	1.7	1.1	1.5	1.5	2	5	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	273	129	53	225	132	155	117	76	179	158	11
Future Volume (veh/h)	19	273	129	53	225	132	155	117	76	179	158	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	374	177	73	308	181	212	160	104	245	216	15
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	447	379	192	560	321	656	465	302	627	779	54
Arrive On Green	0.03	0.24	0.24	0.04	0.26	0.26	0.09	0.44	0.44	0.10	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	2175	1247	1781	1058	688	1781	1729	120
Grp Volume(v), veh/h	26	374	177	73	250	239	212	0	264	245	0	231
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1646	1781	0	1747	1781	0	1849
Q Serve(g_s), s	1.1	19.3	9.7	3.1	12.3	12.8	6.5	0.0	10.1	7.4	0.0	7.9
Cycle Q Clear(g_c), s	1.1	19.3	9.7	3.1	12.3	12.8	6.5	0.0	10.1	7.4	0.0	7.9
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.39	1.00		0.06
Lane Grp Cap(c), veh/h	236	447	379	192	458	424	656	0	767	627	0	833
V/C Ratio(X)	0.11	0.84	0.47	0.38	0.55	0.56	0.32	0.00	0.34	0.39	0.00	0.28
Avail Cap(c_a), veh/h	375	933	790	297	886	821	965	0	767	916	0	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	36.7	33.0	29.1	32.5	32.6	13.1	0.0	18.7	13.1	0.0	17.5
Incr Delay (d2), s/veh	0.2	4.2	0.9	1.2	1.0	1.2	0.3	0.0	1.2	0.4	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	14.0	6.7	2.5	9.1	8.8	4.5	0.0	7.6	5.4	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	40.9	33.9	30.4	33.5	33.8	13.4	0.0	20.0	13.5	0.0	18.3
LnGrp LOS	C	D	C	C	C	C	B		B	B		B
Approach Vol, veh/h		577			562			476			476	
Approach Delay, s/veh		38.2			33.2			17.0			15.8	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	49.0	9.0	28.7	13.5	50.1	7.1	30.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.5	44.5	10.5	50.5	26.5	44.5	10.5	50.5
Max Q Clear Time (g_c+I1), s	9.4	12.1	5.1	21.3	8.5	9.9	3.1	14.8
Green Ext Time (p_c), s	0.7	1.6	0.1	2.9	0.5	1.5	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	257	262	232	184	43
Future Vol, veh/h	31	257	262	232	184	43
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	306	312	276	219	51
Number of Lanes	1	2	2	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	3
HCM Control Delay, s/veh	10.6	10.1	14.5
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	129	129	131	131	232	184	43
LT Vol	31	0	0	0	0	0	184	0
Through Vol	0	129	129	131	131	0	0	0
RT Vol	0	0	0	0	0	232	0	43
Lane Flow Rate	37	153	153	156	156	276	219	51
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.074	0.285	0.21	0.276	0.276	0.3	0.443	0.086
Departure Headway (Hd)	7.214	6.705	4.941	6.379	6.379	3.907	7.277	6.076
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	495	534	721	561	561	911	493	587
Service Time	4.984	4.475	2.71	4.143	4.143	1.67	5.041	3.84
HCM Lane V/C Ratio	0.075	0.287	0.212	0.278	0.278	0.303	0.444	0.087
HCM Control Delay, s/veh	10.6	12.2	9	11.6	11.6	8.4	15.7	9.4
HCM Lane LOS	B	B	A	B	B	A	C	A
HCM 95th-tile Q	0.2	1.2	0.8	1.1	1.1	1.3	2.2	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	278	149	87	313	29	141	67	93	69	74	23
Future Volume (veh/h)	22	278	149	87	313	29	141	67	93	69	74	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	415	222	130	467	43	210	100	139	103	110	34
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	506	429	259	1024	94	630	282	392	523	487	151
Arrive On Green	0.03	0.27	0.27	0.07	0.31	0.31	0.10	0.40	0.40	0.06	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	3291	302	1781	708	985	1781	1371	424
Grp Volume(v), veh/h	33	415	222	130	251	259	210	0	239	103	0	144
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1816	1781	0	1693	1781	0	1794
Q Serve(g_s), s	1.2	18.4	10.5	4.5	10.1	10.1	6.3	0.0	8.8	3.2	0.0	5.0
Cycle Q Clear(g_c), s	1.2	18.4	10.5	4.5	10.1	10.1	6.3	0.0	8.8	3.2	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.58	1.00		0.24
Lane Grp Cap(c), veh/h	312	506	429	259	553	565	630	0	674	523	0	638
V/C Ratio(X)	0.11	0.82	0.52	0.50	0.45	0.46	0.33	0.00	0.35	0.20	0.00	0.23
Avail Cap(c_a), veh/h	528	1319	1118	402	1253	1281	946	0	674	915	0	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	30.3	27.4	22.5	24.5	24.5	14.5	0.0	18.7	16.4	0.0	20.0
Incr Delay (d2), s/veh	0.1	3.4	1.0	1.5	0.6	0.6	0.3	0.0	1.5	0.2	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	13.1	7.1	3.4	7.5	7.7	4.3	0.0	6.4	2.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.4	33.7	28.4	24.0	25.1	25.1	14.8	0.0	20.2	16.6	0.0	20.8
LnGrp LOS	C	C	C	C	C	C	B		C	B		C
Approach Vol, veh/h		670			640			449			247	
Approach Delay, s/veh		31.4			24.8			17.6			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	39.8	10.9	28.5	13.2	36.0	7.3	32.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	31.5	13.5	62.5	24.5	31.5	13.5	62.5
Max Q Clear Time (g_c+I1), s	5.2	10.8	6.5	20.4	8.3	7.0	3.2	12.1
Green Ext Time (p_c), s	0.2	1.3	0.2	3.5	0.5	0.8	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	239	231	215	211	26
Future Vol, veh/h	29	239	231	215	211	26
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	357	345	321	315	39
Number of Lanes	1	2	2	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	3
HCM Control Delay, s/veh	12.5	12.1	24.3
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	120	120	116	116	215	211	26
LT Vol	29	0	0	0	0	0	211	0
Through Vol	0	120	120	116	116	0	0	0
RT Vol	0	0	0	0	0	215	0	26
Lane Flow Rate	43	178	178	172	172	321	315	39
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.096	0.371	0.283	0.341	0.341	0.413	0.686	0.072
Departure Headway (Hd)	8.008	7.495	5.715	7.128	7.128	4.634	7.847	6.642
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	480	628	505	505	777	460	539
Service Time	5.755	5.241	3.46	4.866	4.866	2.371	5.592	4.387
HCM Lane V/C Ratio	0.096	0.371	0.283	0.341	0.341	0.413	0.685	0.072
HCM Control Delay, s/veh	11.6	14.6	10.7	13.5	13.5	10.6	26.1	9.9
HCM Lane LOS	B	B	B	B	B	B	D	A
HCM 95th-tile Q	0.3	1.7	1.2	1.5	1.5	2	5.1	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	274	130	53	226	133	156	117	76	180	159	11
Future Volume (veh/h)	19	274	130	53	226	133	156	117	76	180	159	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	375	178	73	310	182	214	160	104	247	218	15
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	448	379	192	562	322	655	464	302	627	778	54
Arrive On Green	0.03	0.24	0.24	0.04	0.26	0.26	0.09	0.44	0.44	0.10	0.45	0.45
Sat Flow, veh/h	1781	1870	1585	1781	2176	1247	1781	1058	688	1781	1730	119
Grp Volume(v), veh/h	26	375	178	73	252	240	214	0	264	247	0	233
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1646	1781	0	1747	1781	0	1849
Q Serve(g_s), s	1.1	19.4	9.8	3.1	12.4	12.9	6.5	0.0	10.1	7.5	0.0	8.1
Cycle Q Clear(g_c), s	1.1	19.4	9.8	3.1	12.4	12.9	6.5	0.0	10.1	7.5	0.0	8.1
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.39	1.00		0.06
Lane Grp Cap(c), veh/h	235	448	379	192	459	425	655	0	766	627	0	831
V/C Ratio(X)	0.11	0.84	0.47	0.38	0.55	0.57	0.33	0.00	0.34	0.39	0.00	0.28
Avail Cap(c_a), veh/h	374	931	789	297	884	819	961	0	766	914	0	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.4	36.7	33.1	29.2	32.5	32.7	13.1	0.0	18.8	13.2	0.0	17.6
Incr Delay (d2), s/veh	0.2	4.2	0.9	1.2	1.0	1.2	0.3	0.0	1.2	0.4	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	14.1	6.8	2.5	9.1	8.9	4.5	0.0	7.6	5.4	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	40.9	34.0	30.4	33.6	33.9	13.4	0.0	20.1	13.6	0.0	18.4
LnGrp LOS	C	D	C	C	C	C	B		C	B		B
Approach Vol, veh/h		579			565			478			480	
Approach Delay, s/veh		38.2			33.3			17.1			15.9	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	49.0	9.0	28.8	13.6	50.1	7.1	30.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.5	44.5	10.5	50.5	26.5	44.5	10.5	50.5
Max Q Clear Time (g_c+I1), s	9.5	12.1	5.1	21.4	8.5	10.1	3.1	14.9
Green Ext Time (p_c), s	0.7	1.6	0.1	2.9	0.5	1.5	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	258	263	233	185	43
Future Vol, veh/h	31	258	263	233	185	43
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	307	313	277	220	51
Number of Lanes	1	2	2	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	3
HCM Control Delay, s/veh	10.6	10.1	14.6
HCM LOS	B	B	B

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	129	129	132	132	233	185	43
LT Vol	31	0	0	0	0	0	185	0
Through Vol	0	129	129	132	132	0	0	0
RT Vol	0	0	0	0	0	233	0	43
Lane Flow Rate	37	154	154	157	157	277	220	51
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.074	0.286	0.211	0.278	0.278	0.302	0.446	0.087
Departure Headway (Hd)	7.225	6.716	4.952	6.388	6.388	3.916	7.285	6.084
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	494	533	719	560	560	910	493	586
Service Time	4.999	4.49	2.724	4.154	4.154	1.68	5.051	3.85
HCM Lane V/C Ratio	0.075	0.289	0.214	0.28	0.28	0.304	0.446	0.087
HCM Control Delay, s/veh	10.6	12.2	9.1	11.6	11.6	8.4	15.8	9.4
HCM Lane LOS	B	B	A	B	B	A	C	A
HCM 95th-tile Q	0.2	1.2	0.8	1.1	1.1	1.3	2.3	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	279	150	87	314	29	142	67	93	69	74	23
Future Volume (veh/h)	22	279	150	87	314	29	142	67	93	69	74	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	416	224	130	469	43	212	100	139	103	110	34
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	508	431	261	1029	94	625	278	387	518	479	148
Arrive On Green	0.03	0.27	0.27	0.07	0.31	0.31	0.10	0.39	0.39	0.06	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1781	3292	301	1781	708	985	1781	1371	424
Grp Volume(v), veh/h	33	416	224	130	252	260	212	0	239	103	0	144
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1816	1781	0	1693	1781	0	1794
Q Serve(g_s), s	1.1	18.2	10.5	4.4	9.9	10.0	6.3	0.0	8.7	3.2	0.0	5.0
Cycle Q Clear(g_c), s	1.1	18.2	10.5	4.4	9.9	10.0	6.3	0.0	8.7	3.2	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.58	1.00		0.24
Lane Grp Cap(c), veh/h	314	508	431	261	555	568	625	0	665	518	0	627
V/C Ratio(X)	0.10	0.82	0.52	0.50	0.45	0.46	0.34	0.00	0.36	0.20	0.00	0.23
Avail Cap(c_a), veh/h	534	1339	1134	408	1272	1300	966	0	665	937	0	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	29.8	27.0	22.1	24.1	24.1	14.5	0.0	18.7	16.5	0.0	20.1
Incr Delay (d2), s/veh	0.1	3.3	1.0	1.5	0.6	0.6	0.3	0.0	1.5	0.2	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	13.0	7.0	3.3	7.3	7.6	4.4	0.0	6.3	2.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.0	33.1	27.9	23.5	24.6	24.7	14.8	0.0	20.2	16.7	0.0	21.0
LnGrp LOS	C	C	C	C	C	C	B		C	B		C
Approach Vol, veh/h		673			642			451			247	
Approach Delay, s/veh		30.8			24.4			17.7			19.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	38.8	10.8	28.2	13.3	35.0	7.3	31.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	30.5	13.5	62.5	25.5	30.5	13.5	62.5
Max Q Clear Time (g_c+I1), s	5.2	10.7	6.4	20.2	8.3	7.0	3.1	12.0
Green Ext Time (p_c), s	0.2	1.3	0.2	3.6	0.5	0.8	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	239	231	259	246	30
Future Vol, veh/h	34	239	231	259	246	30
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	346	335	375	357	43
Number of Lanes	1	2	2	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	3
HCM Control Delay, s/veh	13.2	13.3	32.4
HCM LOS	B	B	D

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	120	120	116	116	259	246	30
LT Vol	34	0	0	0	0	0	246	0
Through Vol	0	120	120	116	116	0	0	0
RT Vol	0	0	0	0	0	259	0	30
Lane Flow Rate	49	173	173	167	167	375	357	43
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.114	0.377	0.291	0.344	0.344	0.509	0.792	0.082
Departure Headway (Hd)	8.346	7.83	6.042	7.388	7.388	4.886	7.998	6.792
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	429	459	592	487	487	736	453	526
Service Time	6.106	5.59	3.801	5.14	5.14	2.635	5.756	4.55
HCM Lane V/C Ratio	0.114	0.377	0.292	0.343	0.343	0.51	0.788	0.082
HCM Control Delay, s/veh	12.2	15.3	11.3	14	14	12.6	35.1	10.2
HCM Lane LOS	B	C	B	B	B	B	E	B
HCM 95th-tile Q	0.4	1.7	1.2	1.5	1.5	2.9	7.1	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	310	166	87	342	29	156	67	93	69	74	31
Future Volume (veh/h)	31	310	166	87	342	29	156	67	93	69	74	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	456	244	128	503	43	229	99	137	101	109	46
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	552	468	260	1087	93	589	262	363	491	395	167
Arrive On Green	0.04	0.30	0.30	0.07	0.33	0.33	0.11	0.37	0.37	0.06	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	3314	282	1781	710	983	1781	1249	527
Grp Volume(v), veh/h	46	456	244	128	269	277	229	0	236	101	0	155
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1820	1781	0	1693	1781	0	1776
Q Serve(g_s), s	1.5	19.8	11.2	4.2	10.4	10.5	7.1	0.0	8.9	3.3	0.0	5.7
Cycle Q Clear(g_c), s	1.5	19.8	11.2	4.2	10.4	10.5	7.1	0.0	8.9	3.3	0.0	5.7
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.58	1.00		0.30
Lane Grp Cap(c), veh/h	330	552	468	260	583	597	589	0	625	491	0	561
V/C Ratio(X)	0.14	0.83	0.52	0.49	0.46	0.46	0.39	0.00	0.38	0.21	0.00	0.28
Avail Cap(c_a), veh/h	681	1193	1011	553	1133	1161	975	0	625	971	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	28.6	25.5	21.4	23.2	23.2	15.5	0.0	20.1	18.2	0.0	22.3
Incr Delay (d2), s/veh	0.2	3.2	0.9	1.4	0.6	0.6	0.4	0.0	1.7	0.2	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	13.8	7.4	3.2	7.6	7.8	4.9	0.0	6.5	2.4	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	31.8	26.4	22.8	23.7	23.7	16.0	0.0	21.9	18.4	0.0	23.5
LnGrp LOS	C	C	C	C	C	C	B		C	B		C
Approach Vol, veh/h		746			674			465			256	
Approach Delay, s/veh		29.3			23.6			19.0			21.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	36.6	10.7	30.2	14.1	32.0	7.9	33.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	28.5	27.5	20.5	55.5	28.5	27.5	20.5	55.5
Max Q Clear Time (g_c+I1), s	5.3	10.9	6.2	21.8	9.1	7.7	3.5	12.5
Green Ext Time (p_c), s	0.2	1.2	0.2	3.9	0.6	0.8	0.1	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	24.3
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	258	263	283	241	49
Future Vol, veh/h	37	258	263	283	241	49
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	304	309	333	284	58
Number of Lanes	1	2	2	1	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	3	3	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	3
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	3
HCM Control Delay, s/veh	11.5	11.2	19
HCM LOS	B	B	C

Lane	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	100%	100%	0%	0%	0%
Vol Right, %	0%	0%	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	129	129	132	132	283	241	49
LT Vol	37	0	0	0	0	0	241	0
Through Vol	0	129	129	132	132	0	0	0
RT Vol	0	0	0	0	0	283	0	49
Lane Flow Rate	44	152	152	155	155	333	284	58
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.094	0.305	0.231	0.294	0.294	0.403	0.597	0.102
Departure Headway (Hd)	7.754	7.242	5.468	6.847	6.847	4.361	7.581	6.378
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	463	496	656	526	526	826	479	563
Service Time	5.493	4.981	3.205	4.566	4.566	2.079	5.302	4.099
HCM Lane V/C Ratio	0.095	0.306	0.232	0.295	0.295	0.403	0.593	0.103
HCM Control Delay, s/veh	11.3	13.1	9.9	12.4	12.4	10	20.9	9.8
HCM Lane LOS	B	B	A	B	B	A	C	A
HCM 95th-tile Q	0.3	1.3	0.9	1.2	1.2	2	3.8	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	294	140	53	251	133	168	117	76	180	159	18
Future Volume (veh/h)	25	294	140	53	251	133	168	117	76	180	159	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	397	189	72	339	180	227	158	103	243	215	24
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	470	398	187	597	311	642	460	300	620	728	81
Arrive On Green	0.03	0.25	0.25	0.04	0.26	0.26	0.09	0.44	0.44	0.10	0.44	0.44
Sat Flow, veh/h	1781	1870	1585	1781	2259	1176	1781	1057	689	1781	1653	184
Grp Volume(v), veh/h	34	397	189	72	265	254	227	0	261	243	0	239
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1659	1781	0	1746	1781	0	1837
Q Serve(g_s), s	1.5	21.1	10.6	3.1	13.5	13.9	7.2	0.0	10.4	7.7	0.0	8.7
Cycle Q Clear(g_c), s	1.5	21.1	10.6	3.1	13.5	13.9	7.2	0.0	10.4	7.7	0.0	8.7
Prop In Lane	1.00		1.00	1.00		0.71	1.00		0.39	1.00		0.10
Lane Grp Cap(c), veh/h	238	470	398	187	470	438	642	0	760	620	0	809
V/C Ratio(X)	0.14	0.85	0.47	0.39	0.56	0.58	0.35	0.00	0.34	0.39	0.00	0.30
Avail Cap(c_a), veh/h	364	939	796	289	892	833	876	0	760	845	0	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	37.2	33.3	29.5	33.3	33.4	13.7	0.0	19.6	13.8	0.0	18.8
Incr Delay (d2), s/veh	0.3	4.3	0.9	1.3	1.1	1.2	0.3	0.0	1.2	0.4	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	15.1	7.4	2.5	9.8	9.5	5.0	0.0	7.8	5.6	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	41.5	34.2	30.8	34.3	34.6	14.1	0.0	20.8	14.2	0.0	19.7
LnGrp LOS	C	D	C	C	C	C	B		C	B		B
Approach Vol, veh/h		620			591			488			482	
Approach Delay, s/veh		38.6			34.0			17.7			17.0	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	50.0	9.0	30.8	14.2	50.6	7.6	32.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.5	45.5	10.5	52.5	23.5	45.5	10.5	52.5
Max Q Clear Time (g_c+I1), s	9.7	12.4	5.1	23.1	9.2	10.7	3.5	15.9
Green Ext Time (p_c), s	0.6	1.6	0.1	3.2	0.5	1.6	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

APPENDIX E

PROJECT ACCESS PEAK HOUR LOS CALCULATIONS

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	42	130	16	33	5
Future Vol, veh/h	4	42	130	16	33	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	79	245	30	62	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	588	67	72	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	472	997	1528	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	395	997	1528	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.54	6.95	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1503	-	880	-	-
HCM Lane V/C Ratio	0.16	-	0.099	-	-
HCM Ctrl Dly (s/v)	7.8	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	161	97	146	75	0
Future Volume (Veh/h)	0	161	97	146	75	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53
Hourly flow rate (vph)	0	304	183	275	142	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	783	142	142			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	783	142	142			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	66	87			
cM capacity (veh/h)	316	906	1441			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	152	152	458	142
Volume Left	0	0	183	0
Volume Right	152	152	0	0
cSH	906	906	1441	1700
Volume to Capacity	0.17	0.17	0.13	0.08
Queue Length 95th (ft)	15	15	11	0
Control Delay (s/veh)	9.8	9.8	3.9	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.8		3.9	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	48	48	110	72	2
Future Vol, veh/h	26	48	48	110	72	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	58	58	133	87	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	336	88	89	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	659	970	1506	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	632	970	1506	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.95	2.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	547	-	817	-	-
HCM Lane V/C Ratio	0.038	-	0.109	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	107	105	158	120	0
Future Volume (Veh/h)	0	107	105	158	120	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	129	127	190	145	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	589	145	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	589	145	145			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	91			
cM capacity (veh/h)	429	902	1437			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	65	65	317	145
Volume Left	0	0	127	0
Volume Right	65	65	0	0
cSH	902	902	1437	1700
Volume to Capacity	0.07	0.07	0.09	0.09
Queue Length 95th (ft)	6	6	7	0
Control Delay (s/veh)	9.3	9.3	3.6	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.3		3.6	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	24.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	42	131	16	33	5
Future Vol, veh/h	4	42	131	16	33	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	79	247	30	62	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	592	67	72	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	469	997	1528	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	392	997	1528	-	-	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.55	6.96	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1503	-	879	-	-
HCM Lane V/C Ratio	0.162	-	0.099	-	-
HCM Ctrl Dly (s/v)	7.8	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	162	97	147	75	0
Future Volume (Veh/h)	0	162	97	147	75	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53
Hourly flow rate (vph)	0	306	183	277	142	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	785	142	142			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	785	142	142			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	66	87			
cM capacity (veh/h)	316	906	1441			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	153	153	460	142
Volume Left	0	0	183	0
Volume Right	153	153	0	0
cSH	906	906	1441	1700
Volume to Capacity	0.17	0.17	0.13	0.08
Queue Length 95th (ft)	15	15	11	0
Control Delay (s/veh)	9.8	9.8	3.8	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.8		3.8	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	48	48	110	72	2
Future Vol, veh/h	26	48	48	110	72	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	58	58	133	87	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	336	88	89	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	659	970	1506	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	632	970	1506	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.95	2.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	547	-	817	-	-
HCM Lane V/C Ratio	0.038	-	0.109	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	107	105	159	121	0
Future Volume (Veh/h)	0	107	105	159	121	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	129	127	192	146	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	592	146	146			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	592	146	146			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	91			
cM capacity (veh/h)	427	901	1436			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	65	65	319	146
Volume Left	0	0	127	0
Volume Right	65	65	0	0
cSH	901	901	1436	1700
Volume to Capacity	0.07	0.07	0.09	0.09
Queue Length 95th (ft)	6	6	7	0
Control Delay (s/veh)	9.3	9.3	3.6	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.3		3.6	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	42	39	0	0	131	16	25	0	33	5
Future Vol, veh/h	4	0	42	39	0	0	131	16	25	0	33	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	58	58	58	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	72	67	0	0	226	28	43	0	57	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	541	-	61	558	566	49	66	0	0	-	-	0
Stage 1	61	-	-	501	501	-	-	-	-	-	-	-
Stage 2	479	-	-	57	66	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	452	0	1004	440	433	1019	1536	-	-	0	-	-
Stage 1	950	0	-	552	543	-	-	-	-	0	-	-
Stage 2	567	0	-	955	840	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	383	-	1004	346	367	1019	1536	-	-	-	-	-
Mov Cap-2 Maneuver	383	-	-	346	367	-	-	-	-	-	-	-
Stage 1	950	-	-	467	459	-	-	-	-	-	-	-
Stage 2	480	-	-	886	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.5	17.9	5.9	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1222	-	-	880	346	-	-
HCM Lane V/C Ratio	0.147	-	-	0.09	0.194	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	9.5	17.9	-	-
HCM Lane LOS	A	A	-	A	C	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.3	0.7	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	162	0	0	0	97	172	25	0	114	0
Future Volume (Veh/h)	0	0	162	0	0	0	97	172	25	0	114	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.57
Hourly flow rate (vph)	0	0	284	0	0	0	170	302	44	0	200	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	864	886	200	1148	864	324	200			346		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	864	886	200	1148	864	324	200			346		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	66	100	100	100	88			100		
cM capacity (veh/h)	248	248	841	105	256	717	1372			1213		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	142	142	0	516	200
Volume Left	0	0	0	170	0
Volume Right	142	142	0	44	0
cSH	841	841	1700	1372	1700
Volume to Capacity	0.17	0.17	0.00	0.12	0.12
Queue Length 95th (ft)	15	15	0	11	0
Control Delay (s/veh)	10.1	10.1	0.0	3.5	0.0
Lane LOS	B	B	A	A	
Approach Delay (s/veh)	10.1		0.0	3.5	0.0
Approach LOS	B		A		

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	25.9%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	0	48	62	0	0	48	110	28	1	72	2
Future Vol, veh/h	26	0	48	62	0	0	48	110	28	1	72	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	0	56	73	0	0	56	129	33	1	85	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	331	-	86	346	348	146	87	0	0	162	0	0
Stage 1	88	-	-	259	259	-	-	-	-	-	-	-
Stage 2	242	-	-	87	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	623	0	973	608	576	901	1509	-	-	1416	-	-
Stage 1	919	0	-	746	694	-	-	-	-	-	-	-
Stage 2	761	0	-	921	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	597	-	973	549	551	901	1509	-	-	1416	-	-
Mov Cap-2 Maneuver	597	-	-	549	551	-	-	-	-	-	-	-
Stage 1	918	-	-	715	665	-	-	-	-	-	-	-
Stage 2	730	-	-	866	820	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.07	12.56	1.93	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	446	-	-	796	549	1416	-	-
HCM Lane V/C Ratio	0.037	-	-	0.109	0.133	0.001	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	12.6	7.5	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.5	0	-	-

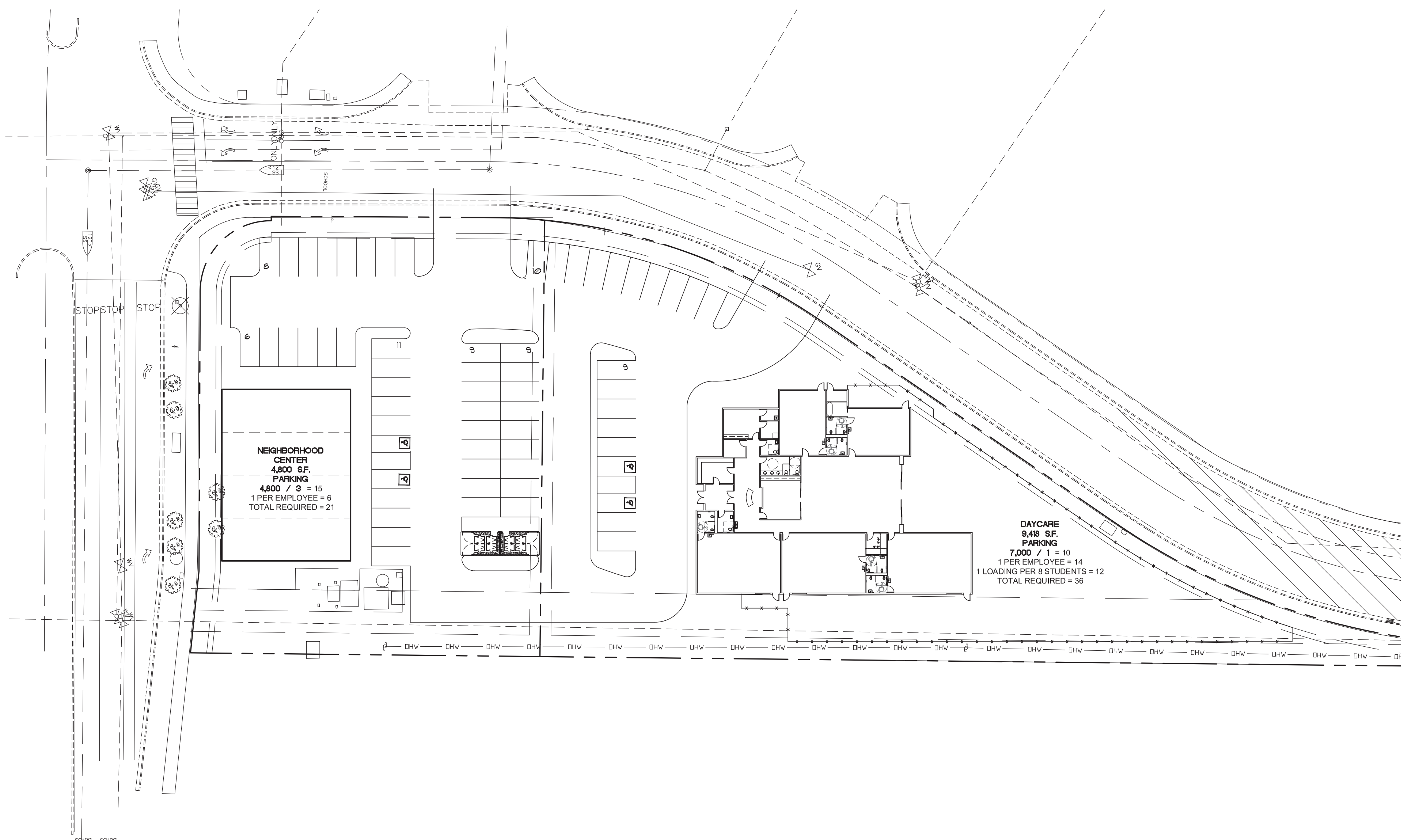
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	107	0	0	0	105	187	28	0	183	0
Future Volume (Veh/h)	0	0	107	0	0	0	105	187	28	0	183	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	0	126	0	0	0	124	220	33	0	215	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	700	716	215	826	700	237	215			253		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	700	716	215	826	700	237	215			253		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	85	100	100	100	91			100		
cM capacity (veh/h)	329	323	825	230	330	802	1355			1312		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	63	63	0	377	215
Volume Left	0	0	0	124	0
Volume Right	63	63	0	33	0
cSH	825	825	1700	1355	1700
Volume to Capacity	0.08	0.08	0.00	0.09	0.13
Queue Length 95th (ft)	6	6	0	8	0
Control Delay (s/veh)	9.7	9.7	0.0	3.2	0.0
Lane LOS	A	A	A	A	
Approach Delay (s/veh)	9.7		0.0	3.2	0.0
Approach LOS	A		A		

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	33.6%	ICU Level of Service		A
Analysis Period (min)	15			

APPENDIX F

SITE PLAN



Site Plan Concept

SCALE: 1"=20'-0"
12.09.2025
25341

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AS1