



January 28, 2022

Mr. Tye Chighizola, Growth Management Director  
City of Ocala  
Growth Management Department  
201 SE 3rd St, 2nd Floor  
Ocala, FL 34471

**RE:     *Albright Property; Additional Traffic Analysis***  
          ***Kimley-Horn Project No. 142000001***

Dear Mr. Chighizola:

We have been working with the applicant for the rezoning of the Albright Property, which also includes a request for approval of a concurrency development agreement to address traffic impacts of the site development (the "Albright Project"). Per City staff request at our meeting on January 18, 2022, we have expanded upon our original traffic analysis of the Albright Project to include (1) additional development projects within the local area that are proposed but not approved, and (2) updated traffic projections based on two different scenarios: one in which SE 25<sup>th</sup> Avenue is extended to SE 24<sup>th</sup> Street, and one in which it is not. Although no connection between SE 25<sup>th</sup> Avenue and SE 24<sup>th</sup> Street is proposed with the Albright Project, this additional analysis was requested by City staff because the Albright Project proposes to donate its share of right-of-way to the City to facilitate the connection of SE 25<sup>th</sup> Avenue and SE 24<sup>th</sup> Street by others, and also for the City's general planning purposes.

The original traffic study for the Albright Project was approved by City staff on October 13, 2021 (TIA21-44338) (the "Original Study"). The Original Study was based on a methodology developed in conjunction with City staff and included the Maricamp Road Commercial Development (located on the ARC property) as additional background development traffic. The Original Study assumed that the Albright Project would be accessed via SE 24<sup>th</sup> Street, which connects to SR 464/Maricamp Road via a right-in/right-out driveway connection.

There are two other developments within the local area that are currently in various stages of review by the City of Ocala, but have not yet been approved: the Maricamp Multifamily project (located on the Haselden property) and the 7-11 project. Based on the City's Code, neither of these two projects is far enough along in the City review process to be included in the Original Study. However, City staff has requested they be considered for reasons explained above.

Per City staff's request, attachments are provided that outline future traffic projections and operational analysis for the intersections of SR 464/Maricamp Road with SE 25<sup>th</sup> Avenue and SE 24<sup>th</sup> Street in year 2025 and including all four developments currently under review by the City (*i.e.*, the Albright Project, the Maricamp Road Commercial Development, the Maricamp Multifamily project, and the 7-11 project). The traffic projections and traffic operational analysis were performed for the existing proposed access scenario for each respective development as well as an access scenario if SE 25<sup>th</sup> Avenue were extended southward and connected to SE 24<sup>th</sup> Street.

The results show that the intersection of SR 464/Maricamp Road and SE 25<sup>th</sup> Avenue will have acceptable traffic operations with either access scenario, considering transportation improvements that have already been considered by the individual traffic studies performed for the respective developments. Those improvements include:

- Construction of a westbound right-turn lane (identified as an existing/background need)

- Modification of the northbound approach geometry on SE 25<sup>th</sup> Avenue (identified as a need with the Maricamp Multifamily traffic study)
- Signal timing adjustments (identified as a need with the Maricamp Multifamily traffic study).

The intersection of SE 24<sup>th</sup> Street at SR 464/Maricamp Road will have acceptable traffic operations with the existing right-in/right-out configuration with both access scenarios. If SE 25<sup>th</sup> Avenue was extended southward to SE 24<sup>th</sup> Street, it is estimated that approximately half of the project traffic from the Albright Project would shift from the intersection at SE 24<sup>th</sup> Street to the intersection with SE 25<sup>th</sup> Avenue to access the property to/from SR 464/Maricamp Road. This shift in traffic would not significantly or adversely impact the traffic operations at the intersection of SR 464/Maricamp Road and SE 25<sup>th</sup> Avenue.

We believe this provides the additional items requested to satisfy the City's concern. Please feel free to contact our office if you have any questions.

Sincerely,

**KIMLEY-HORN**



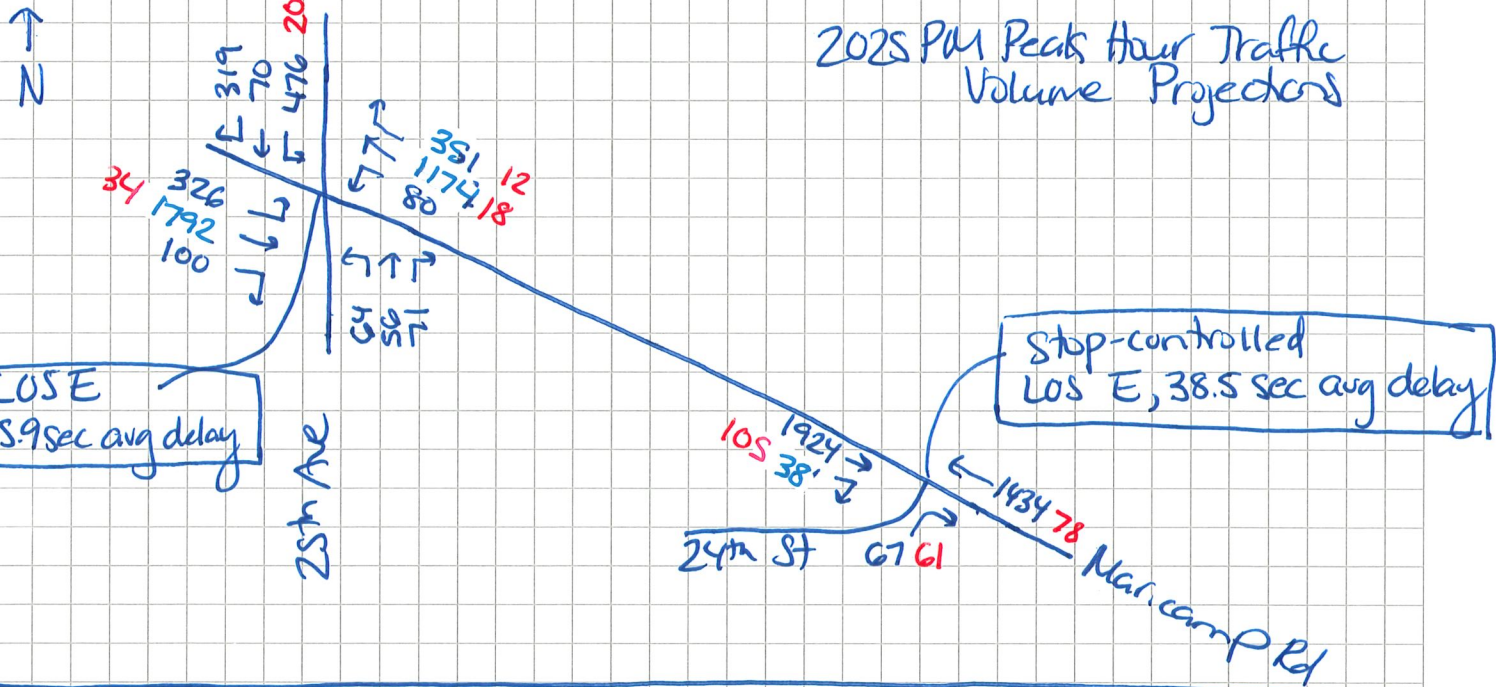
Amber L. Gartner, P.E.

Attachments: Traffic Volume Assignment Graphic  
Intersection Volume Development  
Synchro Operational Analysis Output

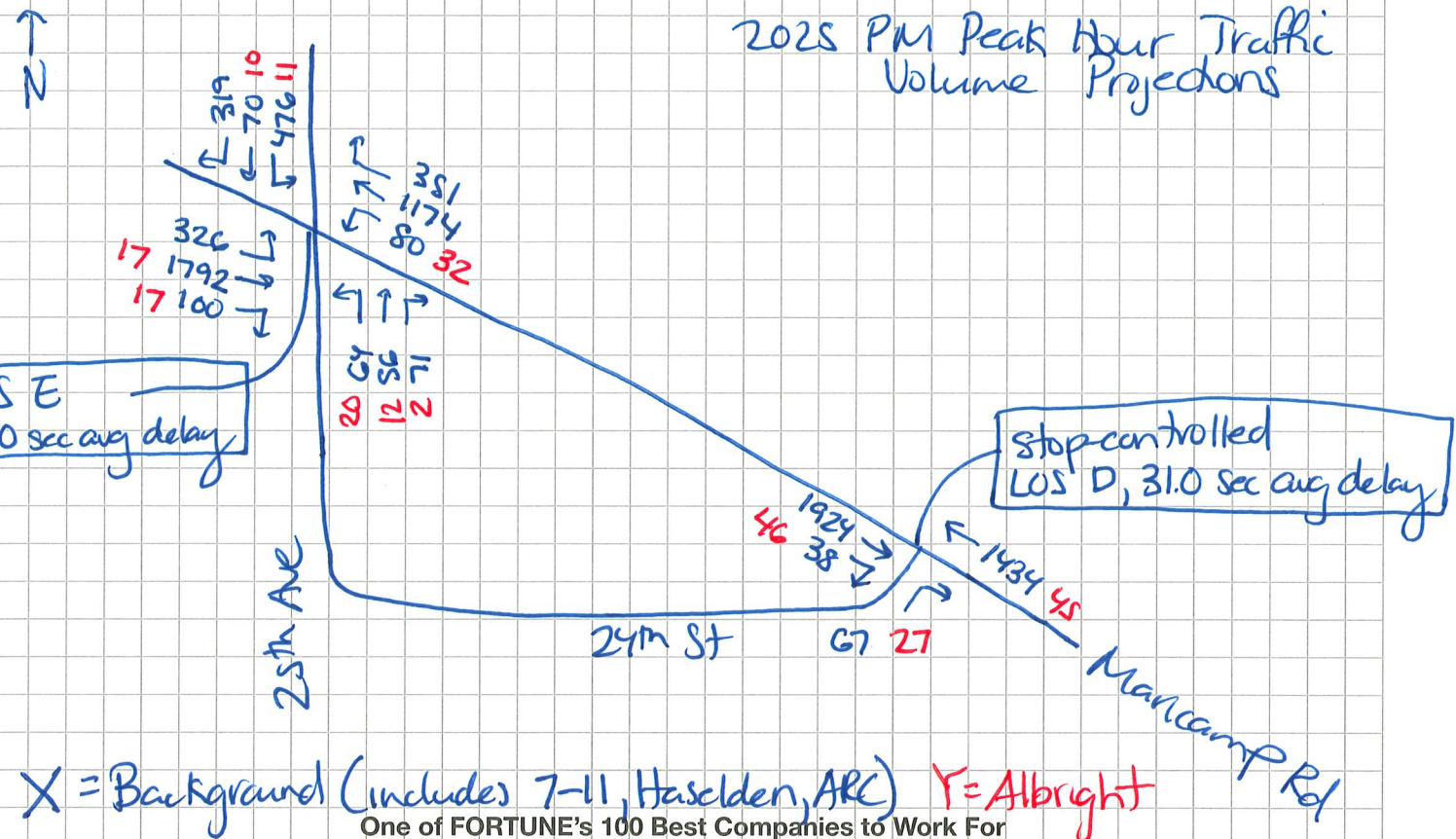
Cc: Clay Albright  
Chris Roper

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## Without 25th Avenue Extension



## With 25th Avenue Extension



INTERSECTION VOLUME DEVELOPMENT  
SE 25th Ave @ SR 464/Maricamp Rd  
PM Peak Hour

| Case                            | SE 25th Ave Northbound |      |      |       | SE 25th Ave Southbound |       |      |       | SR 464/Maricamp Rd Eastbound |      |       |       | SR 464/Maricamp Rd Westbound |      |       |       |
|---------------------------------|------------------------|------|------|-------|------------------------|-------|------|-------|------------------------------|------|-------|-------|------------------------------|------|-------|-------|
|                                 | U-Turn                 | Left | Thru | Right | U-Turn                 | Left  | Thru | Right | U-Turn                       | Left | Thru  | Right | U-Turn                       | Left | Thru  | Right |
| 5/12/21 Observed Volumes        | 0                      | 20   | 18   | 31    | 0                      | 371   | 22   | 264   | 0                            | 270  | 1,442 | 39    | 0                            | 27   | 928   | 268   |
| Peak Season Factor              | 1.14                   | 1.14 | 1.14 | 1.14  | 1.14                   | 1.14  | 1.14 | 1.14  | 1.14                         | 1.14 | 1.14  | 1.14  | 1.14                         | 1.14 | 1.14  | 1.14  |
| 2021 Peak Season Volumes        | 0                      | 23   | 21   | 35    | 0                      | 423   | 25   | 301   | 0                            | 308  | 1,644 | 44    | 0                            | 31   | 1,058 | 306   |
| Growth Factor                   | 1.06                   | 1.06 | 1.06 | 1.06  | 1.06                   | 1.06  | 1.06 | 1.06  | 1.06                         | 1.06 | 1.06  | 1.06  | 1.06                         | 1.06 | 1.06  | 1.06  |
| 2025 Peak Season Volumes        | 0                      | 24   | 22   | 37    | 0                      | 448   | 27   | 319   | 0                            | 326  | 1,743 | 47    | 0                            | 33   | 1,121 | 324   |
| Vested Trips                    |                        |      |      |       |                        |       |      |       |                              |      |       |       |                              |      |       |       |
| Maricamp Multifamily            | 0                      | 21   | 18   | 21    | 0                      | 0     | 31   | 0     | 0                            | 0    | 0     | 36    | 0                            | 36   | 0     | 0     |
| ARC Commercial                  | 0                      | 0    | 0    | 0     | 0                      | 21    | 0    | 0     | 0                            | 0    | 41    | 0     | 0                            | 0    | 45    | 23    |
| 7-11                            | 0                      | 6    | 6    | 0     | 0                      | 7     | 4    | 0     | 0                            | 0    | 8     | 6     | 0                            | 0    | 8     | 4     |
| Office / Daycare                | 0                      | 13   | 10   | 13    | 0                      | 0     | 8    | 0     | 0                            | 0    | 0     | 11    | 0                            | 11   | 0     | 0     |
| Total                           | 0                      | 40   | 34   | 34    | 0                      | 28    | 43   | 0     | 0                            | 0    | 49    | 53    | 0                            | 47   | 53    | 27    |
| 2025 Background Traffic         | 0                      | 64   | 56   | 71    | 0                      | 476   | 70   | 319   | 0                            | 326  | 1,792 | 100   | 0                            | 80   | 1,174 | 351   |
| Auto Assignment                 |                        |      |      |       |                        | 19.0% |      |       |                              |      | 32.0% |       |                              |      | 32.0% | 19.0% |
|                                 | --                     | --   | --   | --    | --                     | IN    | --   | --    | --                           | --   | IN    | --    | --                           | --   | OUT   | OUT   |
| Project Traffic (Net New Trips) | 0                      | 0    | 0    | 0     | 0                      | 20    | 0    | 0     | 0                            | 0    | 34    | 0     | 0                            | 0    | 18    | 12    |
| Total Build-Out Volumes         | 0                      | 64   | 56   | 71    | 0                      | 496   | 70   | 319   | 0                            | 326  | 1,826 | 100   | 0                            | 80   | 1,192 | 363   |

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1/28/2022

|                            |      |                     |       |
|----------------------------|------|---------------------|-------|
| Raw-To-Peak Season Factor: | 1.14 | Existing Year:      | 2021  |
| 100th Highest Hour Factor: | 0.95 | Buildout Year:      | 2025  |
| Weekly Adjustment Factor:  | 1.08 | Annual Growth Rate: | 1.50% |
|                            |      | Growth Factor:      | 1.06  |

INTERSECTION VOLUME DEVELOPMENT  
SE 24th St (Driveway) @ SR 464/Maricamp Rd  
PM Peak Hour

| Case                            | SE 24th St (Driveway)<br>Northbound |      |      |        | N/A<br>Southbound |      |      |       | SR 464/Maricamp Rd<br>Eastbound |      |       |        | SR 464/Maricamp Rd<br>Westbound |      |          |        |
|---------------------------------|-------------------------------------|------|------|--------|-------------------|------|------|-------|---------------------------------|------|-------|--------|---------------------------------|------|----------|--------|
|                                 | U-Turn                              | Left | Thru | Right  | U-Turn            | Left | Thru | Right | U-Turn                          | Left | Thru  | Right  | U-Turn                          | Left | Thru     | Right  |
| 5/12/21 Observed Volumes        | 0                                   | 0    | 0    | 24     | 0                 | 0    | 0    | 0     | 0                               | 0    | 1,564 | 32     | 0                               | 0    | 1,126    | 0      |
| Peak Season Factor              | 1.14                                | 1.14 | 1.14 | 1.14   | 1.14              | 1.14 | 1.14 | 1.14  | 1.14                            | 1.14 | 1.14  | 1.14   | 1.14                            | 1.14 | 1.14     | 1.14   |
| 2021 Peak Season Volumes        | 0                                   | 0    | 0    | 27     | 0                 | 0    | 0    | 0     | 0                               | 0    | 1,783 | 36     | 0                               | 0    | 1,284    | 0      |
| Growth Factor                   | 1.06                                | 1.06 | 1.06 | 1.06   | 1.06              | 1.06 | 1.06 | 1.06  | 1.06                            | 1.06 | 1.06  | 1.06   | 1.06                            | 1.06 | 1.06     | 1.06   |
| 2025 Peak Season Volumes        | 0                                   | 0    | 0    | 29     | 0                 | 0    | 0    | 0     | 0                               | 0    | 1,890 | 38     | 0                               | 0    | 1,361    | 0      |
| Vested Trips                    |                                     |      |      |        |                   |      |      |       |                                 |      |       |        |                                 |      |          |        |
| Maricamp Multifamily            | 0                                   | 0    | 0    | 0      | 0                 | 0    | 0    | 0     | 0                               | 0    | 11    | 0      | 0                               | 0    | 18       | 0      |
| ARC Commercial                  | 0                                   | 0    | 0    | 38     | 0                 | 0    | 0    | 0     | 0                               | 0    | 0     | 0      | 0                               | 0    | 34       | 0      |
| 7-11                            | 0                                   | 0    | 0    | 0      | 0                 | 0    | 0    | 0     | 0                               | 0    | 12    | 0      | 0                               | 0    | 12       | 0      |
| Office / Daycare                | 0                                   | 0    | 0    | 0      | 0                 | 0    | 0    | 0     | 0                               | 0    | 11    | 0      | 0                               | 0    | 9        | 0      |
| Total                           | 0                                   | 0    | 0    | 38     | 0                 | 0    | 0    | 0     | 0                               | 0    | 34    | 0      | 0                               | 0    | 73       | 0      |
| 2025 Background Traffic         | 0                                   | 0    | 0    | 67     | 0                 | 0    | 0    | 0     | 0                               | 0    | 1,924 | 38     | 0                               | 0    | 1,434    | 0      |
| Auto Assignment                 |                                     |      |      | 100.0% |                   |      |      |       |                                 |      |       | 100.0% |                                 |      |          | 100.0% |
|                                 | --                                  | --   | --   | OUT    | --                | --   | --   | --    | --                              | --   | --    | IN     | --                              | --   | IN & OUT | --     |
| Project Traffic (Net New Trips) | 0                                   | 0    | 0    | 61     | 0                 | 0    | 0    | 0     | 0                               | 0    | 0     | 105    | 0                               | 0    | 78       | 0      |
| Total Build-Out Volumes         | 0                                   | 0    | 0    | 128    | 0                 | 0    | 0    | 0     | 0                               | 0    | 1,924 | 143    | 0                               | 0    | 1,512    | 0      |

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1/28/2022

|                            |      |                     |       |
|----------------------------|------|---------------------|-------|
| Raw-To-Peak Season Factor: | 1.14 | Existing Year:      | 2021  |
| 100th Highest Hour Factor: | 0.95 | Buildout Year:      | 2025  |
| Weekly Adjustment Factor:  | 1.08 | Annual Growth Rate: | 1.50% |
|                            |      | Growth Factor:      | 1.06  |

INTERSECTION VOLUME DEVELOPMENT  
SE 25th Ave @ SR 464/Maricamp Rd  
PM Peak Hour

| Case                            | SE 25th Ave Northbound |       |       |       | SE 25th Ave Southbound |       |      |       | SR 464/Maricamp Rd Eastbound |      |       |       | SR 464/Maricamp Rd Westbound |       |       |       |
|---------------------------------|------------------------|-------|-------|-------|------------------------|-------|------|-------|------------------------------|------|-------|-------|------------------------------|-------|-------|-------|
|                                 | U-Turn                 | Left  | Thru  | Right | U-Turn                 | Left  | Thru | Right | U-Turn                       | Left | Thru  | Right | U-Turn                       | Left  | Thru  | Right |
| 5/12/21 Observed Volumes        | 0                      | 20    | 18    | 31    | 0                      | 371   | 22   | 264   | 0                            | 270  | 1,442 | 39    | 0                            | 27    | 928   | 268   |
| Peak Season Factor              | 1.14                   | 1.14  | 1.14  | 1.14  | 1.14                   | 1.14  | 1.14 | 1.14  | 1.14                         | 1.14 | 1.14  | 1.14  | 1.14                         | 1.14  | 1.14  | 1.14  |
| 2021 Peak Season Volumes        | 0                      | 23    | 21    | 35    | 0                      | 423   | 25   | 301   | 0                            | 308  | 1,644 | 44    | 0                            | 31    | 1,058 | 306   |
| Growth Factor                   | 1.06                   | 1.06  | 1.06  | 1.06  | 1.06                   | 1.06  | 1.06 | 1.06  | 1.06                         | 1.06 | 1.06  | 1.06  | 1.06                         | 1.06  | 1.06  | 1.06  |
| 2025 Peak Season Volumes        | 0                      | 24    | 22    | 37    | 0                      | 448   | 27   | 319   | 0                            | 326  | 1,743 | 47    | 0                            | 33    | 1,121 | 324   |
| Vested Trips                    |                        |       |       |       |                        |       |      |       |                              |      |       |       |                              |       |       |       |
| Maricamp Multifamily            | 0                      | 21    | 18    | 21    | 0                      | 0     | 31   | 0     | 0                            | 0    | 0     | 36    | 0                            | 36    | 0     | 0     |
| ARC Commercial                  | 0                      | 0     | 0     | 0     | 0                      | 21    | 0    | 0     | 0                            | 0    | 42    | 0     | 0                            | 0     | 45    | 23    |
| 7-11                            | 0                      | 6     | 6     | 0     | 0                      | 7     | 4    | 0     | 0                            | 0    | 8     | 6     | 0                            | 0     | 8     | 4     |
| Office / Daycare                | 0                      | 13    | 10    | 13    | 0                      | 0     | 8    | 0     | 0                            | 0    | 0     | 11    | 0                            | 11    | 0     | 0     |
| Total                           | 0                      | 40    | 34    | 34    | 0                      | 28    | 43   | 0     | 0                            | 0    | 50    | 53    | 0                            | 47    | 53    | 27    |
| 2025 Background Traffic         | 0                      | 64    | 56    | 71    | 0                      | 476   | 70   | 319   | 0                            | 326  | 1,793 | 100   | 0                            | 80    | 1,174 | 351   |
| Auto Assignment                 |                        | 32.0% | 19.0% | 3.0%  |                        | 10.0% | 9.0% |       |                              |      | 16.0% | 16.0% |                              | 30.0% |       |       |
|                                 | --                     | OUT   | OUT   | OUT   | --                     | IN    | IN   | --    | --                           | --   | IN    | IN    | --                           | IN    | --    | --    |
| Project Traffic (Net New Trips) | 0                      | 20    | 12    | 2     | 0                      | 11    | 10   | 0     | 0                            | 0    | 17    | 17    | 0                            | 32    | 0     | 0     |
| Total Build-Out Volumes         | 0                      | 84    | 68    | 73    | 0                      | 487   | 80   | 319   | 0                            | 326  | 1,810 | 117   | 0                            | 112   | 1,174 | 351   |

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1/28/2022

|                            |      |                     |       |
|----------------------------|------|---------------------|-------|
| Raw-To-Peak Season Factor: | 1.14 | Existing Year:      | 2021  |
| 100th Highest Hour Factor: | 0.95 | Buildout Year:      | 2025  |
| Weekly Adjustment Factor:  | 1.08 | Annual Growth Rate: | 1.50% |
|                            |      | Growth Factor:      | 1.06  |

INTERSECTION VOLUME DEVELOPMENT  
SE 24th St (Driveway) @ SR 464/Maricamp Rd  
PM Peak Hour

| Case                            | SE 24th St (Driveway) |      |      |       | N/A    |      |      |       | SR 464/Maricamp Rd |      |       |       | SR 464/Maricamp Rd |      |          |       |
|---------------------------------|-----------------------|------|------|-------|--------|------|------|-------|--------------------|------|-------|-------|--------------------|------|----------|-------|
|                                 | U-Turn                | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn             | Left | Thru  | Right | U-Turn             | Left | Thru     | Right |
| 5/12/21 Observed Volumes        | 0                     | 0    | 0    | 24    | 0      | 0    | 0    | 0     | 0                  | 0    | 1,564 | 32    | 0                  | 0    | 1,126    | 0     |
| Peak Season Factor              | 1.14                  | 1.14 | 1.14 | 1.14  | 1.14   | 1.14 | 1.14 | 1.14  | 1.14               | 1.14 | 1.14  | 1.14  | 1.14               | 1.14 | 1.14     | 1.14  |
| 2021 Peak Season Volumes        | 0                     | 0    | 0    | 27    | 0      | 0    | 0    | 0     | 0                  | 0    | 1,783 | 36    | 0                  | 0    | 1,284    | 0     |
| Growth Factor                   | 1.06                  | 1.06 | 1.06 | 1.06  | 1.06   | 1.06 | 1.06 | 1.06  | 1.06               | 1.06 | 1.06  | 1.06  | 1.06               | 1.06 | 1.06     | 1.06  |
| 2025 Peak Season Volumes        | 0                     | 0    | 0    | 29    | 0      | 0    | 0    | 0     | 0                  | 0    | 1,890 | 38    | 0                  | 0    | 1,361    | 0     |
| Vested Trips                    |                       |      |      |       |        |      |      |       |                    |      |       |       |                    |      |          |       |
| Maricamp Multifamily            | 0                     | 0    | 0    | 0     | 0      | 0    | 0    | 0     | 0                  | 0    | 11    | 0     | 0                  | 0    | 18       | 0     |
| ARC Commercial                  | 0                     | 0    | 0    | 38    | 0      | 0    | 0    | 0     | 0                  | 0    | 0     | 0     | 0                  | 0    | 34       | 0     |
| 7-11                            | 0                     | 0    | 0    | 0     | 0      | 0    | 0    | 0     | 0                  | 0    | 12    | 0     | 0                  | 0    | 12       | 0     |
| Office / Daycare                | 0                     | 0    | 0    | 0     | 0      | 0    | 0    | 0     | 0                  | 0    | 11    | 0     | 0                  | 0    | 9        | 0     |
| Total                           | 0                     | 0    | 0    | 38    | 0      | 0    | 0    | 0     | 0                  | 0    | 34    | 0     | 0                  | 0    | 73       | 0     |
| 2025 Background Traffic         | 0                     | 0    | 0    | 67    | 0      | 0    | 0    | 0     | 0                  | 0    | 1,924 | 38    | 0                  | 0    | 1,434    | 0     |
| Auto Assignment                 |                       |      |      | 44.0% |        |      |      |       |                    |      |       | 43.0% |                    |      |          | 44.0% |
|                                 | --                    | --   | --   | OUT   | --     | --   | --   | --    | --                 | --   | --    | IN    | --                 | --   | IN & OUT | --    |
| Project Traffic (Net New Trips) | 0                     | 0    | 0    | 27    | 0      | 0    | 0    | 0     | 0                  | 0    | 0     | 46    | 0                  | 0    | 45       | 0     |
| Total Build-Out Volumes         | 0                     | 0    | 0    | 94    | 0      | 0    | 0    | 0     | 0                  | 0    | 1,924 | 84    | 0                  | 0    | 1,479    | 0     |

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1/28/2022

|                            |      |                     |       |
|----------------------------|------|---------------------|-------|
| Raw-To-Peak Season Factor: | 1.14 | Existing Year:      | 2021  |
| 100th Highest Hour Factor: | 0.95 | Buildout Year:      | 2025  |
| Weekly Adjustment Factor:  | 1.08 | Annual Growth Rate: | 1.50% |
|                            |      | Growth Factor:      | 1.06  |

Lanes, Volumes, Timings  
1: SE 25th Ave & SR 464/Maricamp Rd

2025 Buildout w/Vested wo/25th Ext  
PM Peak Hour

|                         |  |       |       |       |       |       |       |       |       |       |       |       |
|-------------------------|------------------------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group              | EBL                                                                                | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations     |                                                                                    |       |       |       |       |       |       |       |       |       |       |       |
| Traffic Volume (vph)    | 326                                                                                | 1826  | 100   | 80    | 1192  | 363   | 64    | 56    | 73    | 496   | 70    | 319   |
| Future Volume (vph)     | 326                                                                                | 1826  | 100   | 80    | 1192  | 363   | 64    | 56    | 73    | 496   | 70    | 319   |
| Lane Util. Factor       | 1.00                                                                               | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 0.95  | 0.95  | 1.00  | 0.95  | 0.95  | 1.00  |
| Frt                     |                                                                                    |       | 0.850 |       |       | 0.850 |       |       | 0.850 |       |       | 0.850 |
| Flt Protected           | 0.950                                                                              |       |       | 0.950 |       |       | 0.950 | 0.995 |       | 0.950 | 0.964 |       |
| Satd. Flow (prot)       | 1770                                                                               | 3539  | 1583  | 1752  | 3505  | 1568  | 1665  | 1744  | 1568  | 1649  | 1673  | 1553  |
| Flt Permitted           | 0.950                                                                              |       |       | 0.950 |       |       | 0.950 | 0.995 |       | 0.950 | 0.964 |       |
| Satd. Flow (perm)       | 1770                                                                               | 3539  | 1583  | 1752  | 3505  | 1568  | 1665  | 1744  | 1568  | 1649  | 1673  | 1553  |
| Satd. Flow (RTOR)       |                                                                                    |       | 119   |       |       | 226   |       |       | 171   |       |       | 314   |
| Peak Hour Factor        | 0.96                                                                               | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  |
| Heavy Vehicles (%)      | 2%                                                                                 | 2%    | 2%    | 3%    | 3%    | 3%    | 3%    | 3%    | 3%    | 4%    | 4%    | 4%    |
| Shared Lane Traffic (%) |                                                                                    |       |       |       |       |       | 10%   |       |       | 43%   |       |       |
| Lane Group Flow (vph)   | 340                                                                                | 1902  | 104   | 83    | 1242  | 378   | 60    | 65    | 76    | 295   | 295   | 332   |
| Turn Type               | Prot                                                                               | NA    | Perm  | Prot  | NA    | Perm  | Split | NA    | Perm  | Split | NA    | Perm  |
| Protected Phases        | 1                                                                                  | 6     |       | 5     | 2     |       | 4     | 4     |       | 8     | 8     |       |
| Permitted Phases        |                                                                                    |       | 6     |       |       | 2     |       |       | 4     |       |       | 8     |
| Detector Phase          | 1                                                                                  | 6     | 6     | 5     | 2     | 2     | 4     | 4     | 4     | 8     | 8     | 8     |
| Switch Phase            |                                                                                    |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 5.0                                                                                | 15.0  | 15.0  | 8.0   | 15.0  | 15.0  | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   | 8.0   |
| Minimum Split (s)       | 12.6                                                                               | 22.1  | 22.1  | 15.2  | 22.1  | 22.1  | 14.6  | 14.6  | 14.6  | 15.8  | 15.8  | 15.8  |
| Total Split (s)         | 41.0                                                                               | 99.0  | 99.0  | 18.0  | 76.0  | 76.0  | 17.0  | 17.0  | 17.0  | 36.0  | 36.0  | 36.0  |
| Total Split (%)         | 24.1%                                                                              | 58.2% | 58.2% | 10.6% | 44.7% | 44.7% | 10.0% | 10.0% | 10.0% | 21.2% | 21.2% | 21.2% |
| Yellow Time (s)         | 5.0                                                                                | 5.1   | 5.1   | 5.1   | 5.1   | 5.1   | 3.5   | 3.5   | 3.5   | 4.5   | 4.5   | 4.5   |
| All-Red Time (s)        | 2.6                                                                                | 2.0   | 2.0   | 2.1   | 2.0   | 2.0   | 3.1   | 3.1   | 3.1   | 3.3   | 3.3   | 3.3   |
| Lost Time Adjust (s)    | 0.0                                                                                | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     | 7.6                                                                                | 7.1   | 7.1   | 7.2   | 7.1   | 7.1   | 6.6   | 6.6   | 6.6   | 7.8   | 7.8   | 7.8   |
| Lead/Lag                | Lead                                                                               | Lead  | Lead  | Lag   | Lag   | Lag   |       |       |       |       |       |       |
| Lead-Lag Optimize?      | Yes                                                                                | Yes   | Yes   | Yes   | Yes   | Yes   |       |       |       |       |       |       |
| Recall Mode             | None                                                                               | C-Min | C-Min | None  | Min   | Min   | None  | None  | None  | None  | None  | None  |
| v/c Ratio               | 0.98                                                                               | 0.99  | 0.11  | 0.78  | 0.88  | 0.49  | 0.62  | 0.65  | 0.30  | 1.05  | 1.03  | 0.63  |
| Control Delay           | 109.9                                                                              | 57.5  | 2.2   | 96.3  | 33.5  | 6.0   | 105.6 | 106.2 | 3.1   | 131.0 | 127.4 | 13.6  |
| Queue Delay             | 0.0                                                                                | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             | 109.9                                                                              | 57.5  | 2.2   | 96.3  | 33.5  | 6.0   | 105.6 | 106.2 | 3.1   | 131.0 | 127.4 | 13.6  |
| Queue Length 50th (ft)  | 382                                                                                | 1084  | 0     | 91    | 384   | 9     | 69    | 75    | 0     | ~384  | ~378  | 17    |
| Queue Length 95th (ft)  | #595                                                                               | #1277 | 23    | m#152 | 592   | 64    | #135  | #145  | 0     | #597  | #592  | 123   |
| Internal Link Dist (ft) |                                                                                    | 1306  |       |       | 2465  |       |       | 699   |       |       | 1696  |       |
| Turn Bay Length (ft)    | 200                                                                                |       | 430   | 190   |       |       | 275   |       |       | 300   |       |       |
| Base Capacity (vph)     | 347                                                                                | 1913  | 910   | 111   | 1420  | 769   | 101   | 106   | 256   | 282   | 286   | 526   |
| Starvation Cap Reductn  | 0                                                                                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Spillback Cap Reductn   | 0                                                                                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Storage Cap Reductn     | 0                                                                                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Reduced v/c Ratio       | 0.98                                                                               | 0.99  | 0.11  | 0.75  | 0.87  | 0.49  | 0.59  | 0.61  | 0.30  | 1.05  | 1.03  | 0.63  |

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 151 (89%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

- Volume exceeds capacity, queue is theoretically infinite.

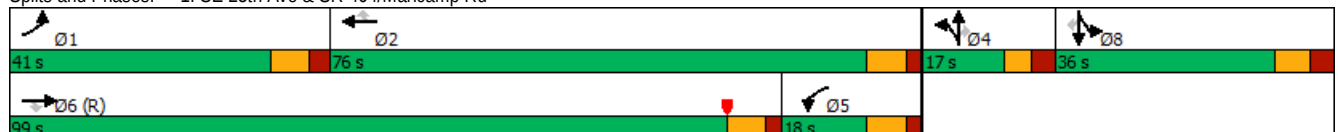
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SE 25th Ave & SR 464/Maricamp Rd



HCM 6th Signalized Intersection Summary  
1: SE 25th Ave & SR 464/Maricamp Rd

2025 Buildout w/Vested wo/25th Ext  
PM Peak Hour

|                              |  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                                | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                               | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |   |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 326                                                                                | 1826                                                                              | 100                                                                               | 80                                                                                | 1192                                                                              | 363                                                                               | 64                                                                                | 56                                                                                | 73                                                                                  | 496                                                                                 | 70                                                                                  | 319                                                                                 |
| Future Volume (veh/h)        | 326                                                                                | 1826                                                                              | 100                                                                               | 80                                                                                | 1192                                                                              | 363                                                                               | 64                                                                                | 56                                                                                | 73                                                                                  | 496                                                                                 | 70                                                                                  | 319                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| 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                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                                | 1841                                                                                | 1841                                                                                | 1841                                                                                |
| Adj Flow Rate, veh/h         | 340                                                                                | 1902                                                                              | 98                                                                                | 83                                                                                | 1242                                                                              | 354                                                                               | 62                                                                                | 64                                                                                | 49                                                                                  | 569                                                                                 | 0                                                                                   | 166                                                                                 |
| Peak Hour Factor             | 0.96                                                                               | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Percent Heavy Veh, %         | 2                                                                                  | 2                                                                                 | 2                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                   | 4                                                                                   | 4                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 350                                                                                | 1921                                                                              | 857                                                                               | 101                                                                               | 1404                                                                              | 626                                                                               | 83                                                                                | 88                                                                                | 74                                                                                  | 582                                                                                 | 0                                                                                   | 259                                                                                 |
| Arrive On Green              | 0.20                                                                               | 0.54                                                                              | 0.54                                                                              | 0.06                                                                              | 0.40                                                                              | 0.40                                                                              | 0.05                                                                              | 0.05                                                                              | 0.05                                                                                | 0.17                                                                                | 0.00                                                                                | 0.17                                                                                |
| Sat Flow, veh/h              | 1781                                                                               | 3554                                                                              | 1585                                                                              | 1767                                                                              | 3526                                                                              | 1572                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                                | 3506                                                                                | 0                                                                                   | 1560                                                                                |
| Grp Volume(v), veh/h         | 340                                                                                | 1902                                                                              | 98                                                                                | 83                                                                                | 1242                                                                              | 354                                                                               | 62                                                                                | 64                                                                                | 49                                                                                  | 569                                                                                 | 0                                                                                   | 166                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                               | 1777                                                                              | 1585                                                                              | 1767                                                                              | 1763                                                                              | 1572                                                                              | 1767                                                                              | 1856                                                                              | 1572                                                                                | 1753                                                                                | 0                                                                                   | 1560                                                                                |
| Q Serve(g_s), s              | 32.2                                                                               | 89.9                                                                              | 5.1                                                                               | 7.9                                                                               | 55.6                                                                              | 29.7                                                                              | 5.9                                                                               | 5.8                                                                               | 5.2                                                                                 | 27.5                                                                                | 0.0                                                                                 | 16.9                                                                                |
| Cycle Q Clear(g_c), s        | 32.2                                                                               | 89.9                                                                              | 5.1                                                                               | 7.9                                                                               | 55.6                                                                              | 29.7                                                                              | 5.9                                                                               | 5.8                                                                               | 5.2                                                                                 | 27.5                                                                                | 0.0                                                                                 | 16.9                                                                                |
| Prop In Lane                 | 1.00                                                                               |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 350                                                                                | 1921                                                                              | 857                                                                               | 101                                                                               | 1404                                                                              | 626                                                                               | 83                                                                                | 88                                                                                | 74                                                                                  | 582                                                                                 | 0                                                                                   | 259                                                                                 |
| V/C Ratio(X)                 | 0.97                                                                               | 0.99                                                                              | 0.11                                                                              | 0.82                                                                              | 0.88                                                                              | 0.57                                                                              | 0.74                                                                              | 0.73                                                                              | 0.66                                                                                | 0.98                                                                                | 0.00                                                                                | 0.64                                                                                |
| Avail Cap(c_a), veh/h        | 350                                                                                | 1921                                                                              | 857                                                                               | 112                                                                               | 1429                                                                              | 637                                                                               | 108                                                                               | 114                                                                               | 96                                                                                  | 582                                                                                 | 0                                                                                   | 259                                                                                 |
| 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                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 67.8                                                                               | 38.6                                                                              | 19.1                                                                              | 79.3                                                                              | 47.5                                                                              | 39.7                                                                              | 80.0                                                                              | 79.9                                                                              | 79.6                                                                                | 70.6                                                                                | 0.0                                                                                 | 66.2                                                                                |
| Incr Delay (d2), s/veh       | 40.4                                                                               | 18.3                                                                              | 0.3                                                                               | 34.1                                                                              | 6.9                                                                               | 1.1                                                                               | 17.9                                                                              | 15.6                                                                              | 10.2                                                                                | 31.7                                                                                | 0.0                                                                                 | 5.3                                                                                 |
| 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(50%),veh/ln     | 18.4                                                                               | 42.0                                                                              | 2.0                                                                               | 4.5                                                                               | 25.2                                                                              | 11.5                                                                              | 3.1                                                                               | 3.2                                                                               | 2.3                                                                                 | 15.0                                                                                | 0.0                                                                                 | 7.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 108.2                                                                              | 56.9                                                                              | 19.4                                                                              | 113.4                                                                             | 54.4                                                                              | 40.8                                                                              | 97.9                                                                              | 95.5                                                                              | 89.8                                                                                | 102.3                                                                               | 0.0                                                                                 | 71.5                                                                                |
| LnGrp LOS                    | F                                                                                  | E                                                                                 | B                                                                                 | F                                                                                 | D                                                                                 | D                                                                                 | F                                                                                 | F                                                                                 | F                                                                                   | F                                                                                   | A                                                                                   | E                                                                                   |
| Approach Vol, veh/h          | 2340                                                                               |                                                                                   |                                                                                   | 1679                                                                              |                                                                                   |                                                                                   | 175                                                                               |                                                                                   |                                                                                     | 735                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 62.8                                                                               |                                                                                   |                                                                                   | 54.5                                                                              |                                                                                   |                                                                                   | 94.8                                                                              |                                                                                   |                                                                                     | 95.4                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | E                                                                                  |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                     | F                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                  | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                   | 8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 41.0                                                                               | 74.9                                                                              |                                                                                   | 14.6                                                                              | 16.9                                                                              | 99.0                                                                              |                                                                                   | 36.0                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 7.6                                                                                | * 7.2                                                                             |                                                                                   | 6.6                                                                               | 7.2                                                                               | 7.1                                                                               |                                                                                   | 7.8                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 33.4                                                                               | * 69                                                                              |                                                                                   | 10.4                                                                              | 10.8                                                                              | 91.9                                                                              |                                                                                   | 28.2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 34.2                                                                               | 57.6                                                                              |                                                                                   | 7.9                                                                               | 9.9                                                                               | 91.9                                                                              |                                                                                   | 29.5                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                                | 6.9                                                                               |                                                                                   | 0.1                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

Intersection Summary

HCM 6th Ctrl Delay 65.9

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection             |        |      |        |      |        |      |
|--------------------------|--------|------|--------|------|--------|------|
| Int Delay, s/veh         | 1.3    |      |        |      |        |      |
| Movement                 | EBT    | EBR  | WBL    | WBT  | NBL    | NBR  |
| Lane Configurations      | ↑↑     | ↑    |        | ↑↑   |        | ↑    |
| Traffic Vol, veh/h       | 1924   | 143  | 0      | 1512 | 0      | 128  |
| Future Vol, veh/h        | 1924   | 143  | 0      | 1512 | 0      | 128  |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0    | 0      | 0    |
| Sign Control             | Free   | Free | Free   | Free | Stop   | Stop |
| RT Channelized           | -      | None | -      | None | -      | None |
| Storage Length           | -      | 114  | -      | -    | -      | 0    |
| Veh in Median Storage, # | 0      | -    | -      | 0    | 0      | -    |
| Grade, %                 | 0      | -    | -      | 0    | 0      | -    |
| Peak Hour Factor         | 95     | 95   | 95     | 95   | 95     | 95   |
| Heavy Vehicles, %        | 2      | 2    | 3      | 3    | 2      | 2    |
| Mvmt Flow                | 2025   | 151  | 0      | 1592 | 0      | 135  |
|                          |        |      |        |      |        |      |
| Major/Minor              | Major1 |      | Major2 |      | Minor1 |      |
| Conflicting Flow All     | 0      | 0    | -      | -    | -      | 1013 |
| Stage 1                  | -      | -    | -      | -    | -      | -    |
| Stage 2                  | -      | -    | -      | -    | -      | -    |
| Critical Hdwy            | -      | -    | -      | -    | -      | 6.94 |
| Critical Hdwy Stg 1      | -      | -    | -      | -    | -      | -    |
| Critical Hdwy Stg 2      | -      | -    | -      | -    | -      | -    |
| Follow-up Hdwy           | -      | -    | -      | -    | -      | 3.32 |
| Pot Cap-1 Maneuver       | -      | -    | 0      | -    | 0      | 237  |
| Stage 1                  | -      | -    | 0      | -    | 0      | -    |
| Stage 2                  | -      | -    | 0      | -    | 0      | -    |
| Platoon blocked, %       | -      | -    |        | -    |        |      |
| Mov Cap-1 Maneuver       | -      | -    | -      | -    | -      | 237  |
| Mov Cap-2 Maneuver       | -      | -    | -      | -    | -      | -    |
| Stage 1                  | -      | -    | -      | -    | -      | -    |
| Stage 2                  | -      | -    | -      | -    | -      | -    |
|                          |        |      |        |      |        |      |
| Approach                 | EB     |      | WB     |      | NB     |      |
| HCM Control Delay, s     | 0      |      | 0      |      | 38.5   |      |
| HCM LOS                  |        |      |        |      | E      |      |
|                          |        |      |        |      |        |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT  | EBR    | WBT  |        |      |
| Capacity (veh/h)         | 237    | -    | -      | -    |        |      |
| HCM Lane V/C Ratio       | 0.569  | -    | -      | -    |        |      |
| HCM Control Delay (s)    | 38.5   | -    | -      | -    |        |      |
| HCM Lane LOS             | E      | -    | -      | -    |        |      |
| HCM 95th %tile Q(veh)    | 3.2    | -    | -      | -    |        |      |

|                         |  |  |  |  |  |  |  |   |  |  |  |  |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group              | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                               | NBT                                                                                | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations     |  |  |  |  |  |  |  |  |  |  |  |  |
| Traffic Volume (vph)    | 326                                                                               | 1810                                                                              | 117                                                                               | 112                                                                               | 1174                                                                              | 351                                                                               | 84                                                                                | 68                                                                                 | 73                                                                                  | 487                                                                                 | 80                                                                                  | 319                                                                                 |
| Future Volume (vph)     | 326                                                                               | 1810                                                                              | 117                                                                               | 112                                                                               | 1174                                                                              | 351                                                                               | 84                                                                                | 68                                                                                 | 73                                                                                  | 487                                                                                 | 80                                                                                  | 319                                                                                 |
| Peak Hour Factor        | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                               | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                | 0.96                                                                                |
| Heavy Vehicles (%)      | 2%                                                                                | 2%                                                                                | 2%                                                                                | 3%                                                                                | 3%                                                                                | 3%                                                                                | 3%                                                                                | 3%                                                                                 | 3%                                                                                  | 4%                                                                                  | 4%                                                                                  | 4%                                                                                  |
| Shared Lane Traffic (%) |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 12%                                                                               |                                                                                    |                                                                                     | 42%                                                                                 |                                                                                     |                                                                                     |
| Lane Group Flow (vph)   | 340                                                                               | 1885                                                                              | 122                                                                               | 117                                                                               | 1223                                                                              | 366                                                                               | 77                                                                                | 82                                                                                 | 76                                                                                  | 294                                                                                 | 296                                                                                 | 332                                                                                 |
| Turn Type               | Prot                                                                              | NA                                                                                | Perm                                                                              | Prot                                                                              | NA                                                                                | Perm                                                                              | Split                                                                             | NA                                                                                 | Perm                                                                                | Split                                                                               | NA                                                                                  | Perm                                                                                |
| Protected Phases        | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 4                                                                                  |                                                                                     | 8                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases        |                                                                                   |                                                                                   | 6                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                    | 4                                                                                   |                                                                                     |                                                                                     | 8                                                                                   |
| Detector Phase          | 1                                                                                 | 6                                                                                 | 6                                                                                 | 5                                                                                 | 2                                                                                 | 2                                                                                 | 4                                                                                 | 4                                                                                  | 4                                                                                   | 8                                                                                   | 8                                                                                   | 8                                                                                   |
| Switch Phase            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)     | 5.0                                                                               | 15.0                                                                              | 15.0                                                                              | 8.0                                                                               | 15.0                                                                              | 15.0                                                                              | 8.0                                                                               | 8.0                                                                                | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 | 8.0                                                                                 |
| Minimum Split (s)       | 12.6                                                                              | 22.1                                                                              | 22.1                                                                              | 15.2                                                                              | 22.1                                                                              | 22.1                                                                              | 14.6                                                                              | 14.6                                                                               | 14.6                                                                                | 15.8                                                                                | 15.8                                                                                | 15.8                                                                                |
| Total Split (s)         | 41.0                                                                              | 98.0                                                                              | 98.0                                                                              | 19.0                                                                              | 76.0                                                                              | 76.0                                                                              | 17.0                                                                              | 17.0                                                                               | 17.0                                                                                | 36.0                                                                                | 36.0                                                                                | 36.0                                                                                |
| Total Split (%)         | 24.1%                                                                             | 57.6%                                                                             | 57.6%                                                                             | 11.2%                                                                             | 44.7%                                                                             | 44.7%                                                                             | 10.0%                                                                             | 10.0%                                                                              | 10.0%                                                                               | 21.2%                                                                               | 21.2%                                                                               | 21.2%                                                                               |
| Maximum Green (s)       | 33.4                                                                              | 90.9                                                                              | 90.9                                                                              | 11.8                                                                              | 68.9                                                                              | 68.9                                                                              | 10.4                                                                              | 10.4                                                                               | 10.4                                                                                | 28.2                                                                                | 28.2                                                                                | 28.2                                                                                |
| Yellow Time (s)         | 5.0                                                                               | 5.1                                                                               | 5.1                                                                               | 5.1                                                                               | 5.1                                                                               | 5.1                                                                               | 3.5                                                                               | 3.5                                                                                | 3.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 | 4.5                                                                                 |
| All-Red Time (s)        | 2.6                                                                               | 2.0                                                                               | 2.0                                                                               | 2.1                                                                               | 2.0                                                                               | 2.0                                                                               | 3.1                                                                               | 3.1                                                                                | 3.1                                                                                 | 3.3                                                                                 | 3.3                                                                                 | 3.3                                                                                 |
| Lost Time Adjust (s)    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Lost Time (s)     | 7.6                                                                               | 7.1                                                                               | 7.1                                                                               | 7.2                                                                               | 7.1                                                                               | 7.1                                                                               | 6.6                                                                               | 6.6                                                                                | 6.6                                                                                 | 7.8                                                                                 | 7.8                                                                                 | 7.8                                                                                 |
| Lead/Lag                | Lead                                                                              | Lead                                                                              | Lead                                                                              | Lag                                                                               | Lag                                                                               | Lag                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?      | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               | Yes                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Vehicle Extension (s)   | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                               | 3.0                                                                                | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 | 3.0                                                                                 |
| Recall Mode             | None                                                                              | C-Min                                                                             | C-Min                                                                             | None                                                                              | Min                                                                               | Min                                                                               | None                                                                              | None                                                                               | None                                                                                | None                                                                                | None                                                                                | None                                                                                |
| v/c Ratio               | 0.98                                                                              | 1.00                                                                              | 0.14                                                                              | 0.97                                                                              | 0.86                                                                              | 0.48                                                                              | 0.78                                                                              | 0.80                                                                               | 0.30                                                                                | 1.07                                                                                | 1.06                                                                                | 0.64                                                                                |
| Control Delay           | 109.9                                                                             | 58.7                                                                              | 3.5                                                                               | 126.3                                                                             | 31.7                                                                              | 5.4                                                                               | 122.3                                                                             | 122.6                                                                              | 3.0                                                                                 | 137.2                                                                               | 134.8                                                                               | 13.9                                                                                |
| Queue Delay             | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Total Delay             | 109.9                                                                             | 58.7                                                                              | 3.5                                                                               | 126.3                                                                             | 31.7                                                                              | 5.4                                                                               | 122.3                                                                             | 122.6                                                                              | 3.0                                                                                 | 137.2                                                                               | 134.8                                                                               | 13.9                                                                                |
| Queue Length 50th (ft)  | 382                                                                               | 1077                                                                              | 2                                                                                 | 132                                                                               | 375                                                                               | 7                                                                                 | 90                                                                                | 96                                                                                 | 0                                                                                   | ~382                                                                                | ~381                                                                                | 18                                                                                  |
| Queue Length 95th (ft)  | #595                                                                              | #1270                                                                             | 35                                                                                | m#237                                                                             | 561                                                                               | 56                                                                                | #189                                                                              | #201                                                                               | 0                                                                                   | #595                                                                                | #592                                                                                | 125                                                                                 |
| Internal Link Dist (ft) |                                                                                   | 1306                                                                              |                                                                                   |                                                                                   | 2465                                                                              |                                                                                   |                                                                                   | 699                                                                                |                                                                                     |                                                                                     | 1696                                                                                |                                                                                     |
| Turn Bay Length (ft)    | 200                                                                               |                                                                                   | 430                                                                               | 190                                                                               |                                                                                   |                                                                                   | 275                                                                               |                                                                                    |                                                                                     | 300                                                                                 |                                                                                     |                                                                                     |
| Base Capacity (vph)     | 347                                                                               | 1892                                                                              | 901                                                                               | 121                                                                               | 1420                                                                              | 768                                                                               | 101                                                                               | 106                                                                                | 256                                                                                 | 276                                                                                 | 280                                                                                 | 520                                                                                 |
| Starvation Cap Reductn  | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Spillback Cap Reductn   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Storage Cap Reductn     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Reduced v/c Ratio       | 0.98                                                                              | 1.00                                                                              | 0.14                                                                              | 0.97                                                                              | 0.86                                                                              | 0.48                                                                              | 0.76                                                                              | 0.77                                                                               | 0.30                                                                                | 1.07                                                                                | 1.06                                                                                | 0.64                                                                                |

#### Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 151 (89%), Referenced to phase 6:EBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SE 25th Ave & SR 464/Maricamp Rd



HCM 6th Signalized Intersection Summary  
1: SE 25th Ave & SR 464/Maricamp Rd

2025 Buildout w/Vested w/25th Ext  
PM Peak Hour

| Movement                     | EBL   | EBT   | EBR  | WBL   | WBT  | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------------|-------|-------|------|-------|------|------|-------|-------|------|-------|------|------|
| Lane Configurations          |       |       |      |       |      |      |       |       |      |       |      |      |
| Traffic Volume (veh/h)       | 326   | 1810  | 117  | 112   | 1174 | 351  | 84    | 68    | 73   | 487   | 80   | 319  |
| Future Volume (veh/h)        | 326   | 1810  | 117  | 112   | 1174 | 351  | 84    | 68    | 73   | 487   | 80   | 319  |
| Initial Q (Qb), veh          | 0     | 0     | 0    | 0     | 0    | 0    | 0     | 0     | 0    | 0     | 0    | 0    |
| 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 | 1856  | 1856 | 1856 | 1856  | 1856  | 1856 | 1841  | 1841 | 1841 |
| Adj Flow Rate, veh/h         | 340   | 1885  | 116  | 117   | 1223 | 342  | 80    | 83    | 49   | 566   | 0    | 166  |
| Peak Hour Factor             | 0.96  | 0.96  | 0.96 | 0.96  | 0.96 | 0.96 | 0.96  | 0.96  | 0.96 | 0.96  | 0.96 | 0.96 |
| Percent Heavy Veh, %         | 2     | 2     | 2    | 3     | 3    | 3    | 3     | 3     | 3    | 4     | 4    | 4    |
| Cap, veh/h                   | 350   | 1900  | 848  | 123   | 1427 | 636  | 100   | 106   | 89   | 582   | 0    | 259  |
| Arrive On Green              | 0.20  | 0.53  | 0.53 | 0.07  | 0.40 | 0.40 | 0.06  | 0.06  | 0.06 | 0.17  | 0.00 | 0.17 |
| Sat Flow, veh/h              | 1781  | 3554  | 1585 | 1767  | 3526 | 1572 | 1767  | 1856  | 1572 | 3506  | 0    | 1560 |
| Grp Volume(v), veh/h         | 340   | 1885  | 116  | 117   | 1223 | 342  | 80    | 83    | 49   | 566   | 0    | 166  |
| Grp Sat Flow(s),veh/h/ln     | 1781  | 1777  | 1585 | 1767  | 1763 | 1572 | 1767  | 1856  | 1572 | 1753  | 0    | 1560 |
| Q Serve(g_s), s              | 32.2  | 89.4  | 6.2  | 11.2  | 53.8 | 28.1 | 7.6   | 7.5   | 5.2  | 27.3  | 0.0  | 16.9 |
| Cycle Q Clear(g_c), s        | 32.2  | 89.4  | 6.2  | 11.2  | 53.8 | 28.1 | 7.6   | 7.5   | 5.2  | 27.3  | 0.0  | 16.9 |
| Prop In Lane                 | 1.00  |       | 1.00 | 1.00  |      | 1.00 | 1.00  |       | 1.00 | 1.00  |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 350   | 1900  | 848  | 123   | 1427 | 636  | 100   | 106   | 89   | 582   | 0    | 259  |
| V/C Ratio(X)                 | 0.97  | 0.99  | 0.14 | 0.95  | 0.86 | 0.54 | 0.80  | 0.79  | 0.55 | 0.97  | 0.00 | 0.64 |
| Avail Cap(c_a), veh/h        | 350   | 1900  | 848  | 123   | 1429 | 637  | 108   | 114   | 96   | 582   | 0    | 259  |
| 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  | 1.00  | 1.00 | 1.00  | 0.00 | 1.00 |
| Uniform Delay (d), s/veh     | 67.8  | 39.2  | 19.9 | 78.8  | 46.1 | 38.5 | 79.2  | 79.1  | 78.0 | 70.5  | 0.0  | 66.2 |
| Incr Delay (d2), s/veh       | 40.4  | 18.8  | 0.3  | 66.8  | 5.4  | 0.9  | 31.0  | 28.2  | 5.5  | 30.5  | 0.0  | 5.3  |
| 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(50%),veh/ln     | 18.4  | 41.9  | 2.4  | 7.3   | 24.1 | 10.9 | 4.4   | 4.4   | 2.2  | 14.8  | 0.0  | 7.2  |
| Unsig. Movement Delay, s/veh |       |       |      |       |      |      |       |       |      |       |      |      |
| LnGrp Delay(d),s/veh         | 108.2 | 58.0  | 20.2 | 145.6 | 51.5 | 39.4 | 110.2 | 107.3 | 83.5 | 101.0 | 0.0  | 71.5 |
| LnGrp LOS                    | F     | E     | C    | F     | D    | D    | F     | F     | F    | F     | A    | E    |
| Approach Vol, veh/h          | 2341  |       |      | 1682  |      |      | 212   |       |      | 732   |      |      |
| Approach Delay, s/veh        | 63.4  |       |      | 55.6  |      |      | 102.9 |       |      | 94.3  |      |      |
| Approach LOS                 | E     |       |      | E     |      |      | F     |       |      | F     |      |      |
| Timer - Assigned Phs         | 1     | 2     |      | 4     | 5    | 6    |       | 8     |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 41.0  | 76.0  |      | 16.3  | 19.0 | 98.0 |       | 36.0  |      |       |      |      |
| Change Period (Y+Rc), s      | 7.6   | * 7.2 |      | 6.6   | 7.2  | 7.1  |       | 7.8   |      |       |      |      |
| Max Green Setting (Gmax), s  | 33.4  | * 69  |      | 10.4  | 11.8 | 90.9 |       | 28.2  |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 34.2  | 55.8  |      | 9.6   | 13.2 | 91.4 |       | 29.3  |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0   | 7.5   |      | 0.1   | 0.0  | 0.0  |       | 0.0   |      |       |      |      |

Intersection Summary

HCM 6th Ctrl Delay 67.0

HCM 6th LOS E

Notes

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection             |        |        |      |        |      |      |
|--------------------------|--------|--------|------|--------|------|------|
| Int Delay, s/veh         | 0.8    |        |      |        |      |      |
| Movement                 | EBT    | EBR    | WBL  | WBT    | NBL  | NBR  |
| Lane Configurations      | ↑↑     | ↑      |      | ↑↑     |      | ↑    |
| Traffic Vol, veh/h       | 1935   | 84     | 0    | 1498   | 0    | 94   |
| Future Vol, veh/h        | 1935   | 84     | 0    | 1498   | 0    | 94   |
| Conflicting Peds, #/hr   | 0      | 0      | 0    | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -    | None   | -    | None |
| Storage Length           | -      | 114    | -    | -      | -    | 0    |
| Veh in Median Storage, # | 0      | -      | -    | 0      | 0    | -    |
| Grade, %                 | 0      | -      | -    | 0      | 0    | -    |
| Peak Hour Factor         | 95     | 95     | 95   | 95     | 95   | 95   |
| Heavy Vehicles, %        | 2      | 2      | 3    | 3      | 2    | 2    |
| Mvmt Flow                | 2037   | 88     | 0    | 1577   | 0    | 99   |
|                          |        |        |      |        |      |      |
| Major/Minor              | Major1 | Major2 |      | Minor1 |      |      |
| Conflicting Flow All     | 0      | 0      | -    | -      | -    | 1019 |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
| Critical Hdwy            | -      | -      | -    | -      | -    | 6.94 |
| Critical Hdwy Stg 1      | -      | -      | -    | -      | -    | -    |
| Critical Hdwy Stg 2      | -      | -      | -    | -      | -    | -    |
| Follow-up Hdwy           | -      | -      | -    | -      | -    | 3.32 |
| Pot Cap-1 Maneuver       | -      | -      | 0    | -      | 0    | 235  |
| Stage 1                  | -      | -      | 0    | -      | 0    | -    |
| Stage 2                  | -      | -      | 0    | -      | 0    | -    |
| Platoon blocked, %       | -      | -      |      | -      |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -    | -      | -    | 235  |
| Mov Cap-2 Maneuver       | -      | -      | -    | -      | -    | -    |
| Stage 1                  | -      | -      | -    | -      | -    | -    |
| Stage 2                  | -      | -      | -    | -      | -    | -    |
|                          |        |        |      |        |      |      |
| Approach                 | EB     | WB     |      | NB     |      |      |
| HCM Control Delay, s     | 0      | 0      |      | 31     |      |      |
| HCM LOS                  | D      |        |      |        |      |      |
|                          |        |        |      |        |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | EBR  | WBT    |      |      |
| Capacity (veh/h)         | 235    | -      | -    | -      |      |      |
| HCM Lane V/C Ratio       | 0.421  | -      | -    | -      |      |      |
| HCM Control Delay (s)    | 31     | -      | -    | -      |      |      |
| HCM Lane LOS             | D      | -      | -    | -      |      |      |
| HCM 95th %tile Q(veh)    | 2      | -      | -    | -      |      |      |