















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	15	165	213	17	3	16
Peak Hour Factor	0.85	0.85	0.85	0.85	0.70	0.70
Hourly flow rate (vph)	18	194	251	20	4	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	271				490	261
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	271				490	261
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	97
cM capacity (veh/h)	1293				530	778
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	212	271	27			
Volume Left	18	0	4			
Volume Right	0	20	23			
cSH	1293	1700	725			
Volume to Capacity	0.01	0.16	0.04			
Queue Length 95th (ft)	1	0	3			
Control Delay (s)	0.8	0.0	10.2			
Lane LOS	A		B			
Approach Delay (s)	0.8	0.0	10.2			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.9			
Intersection Capacity Utilization		31.1%		ICU Level of Service	A	
Analysis Period (min)			15			















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	156	17	13	107	4	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.70	0.70
Hourly flow rate (vph)	184	20	15	126	6	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			204		350	194
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			204		350	194
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1368		640	848
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	204	141	13			
Volume Left	0	15	6			
Volume Right	20	0	7			
cSH	1700	1368	741			
Volume to Capacity	0.12	0.01	0.02			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	0.9	9.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.9	9.9			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay			0.7			
Intersection Capacity Utilization			26.5%	ICU Level of Service	A	
Analysis Period (min)			15			



												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	55	102	7	69	114	27	11	80	66	31	194	91
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.73	0.73	0.73	0.92	0.92	0.92
Hourly flow rate (vph)	62	115	8	76	125	30	15	110	90	34	211	99
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	184	231	215	343								
Volume Left (vph)	62	76	15	34								
Volume Right (vph)	8	30	90	99								
Hadj (s)	0.08	0.02	-0.20	-0.12								
Departure Headway (s)	6.0	5.9	5.6	5.4								
Degree Utilization, x	0.31	0.38	0.33	0.52								
Capacity (veh/h)	525	556	580	623								
Control Delay (s)	11.6	12.3	11.3	14.1								
Approach Delay (s)	11.6	12.3	11.3	14.1								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay			12.6									
HCM Level of Service			B									
Intersection Capacity Utilization			46.6%	ICU Level of Service	A							
Analysis Period (min)			15									

Jordan Meats Phase II  
Existing Traffic Control













AM Post Development Condition  
India at Middle










												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	51	76	26	5	30	6	21	125	12	24	286	73
Peak Hour Factor	0.87	0.87	0.87	0.65	0.65	0.65	0.86	0.86	0.86	0.88	0.88	0.88
Hourly flow rate (vph)	59	87	30	8	46	9	24	145	14	27	325	83
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	654	629	366	696	664	152	408			159		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	654	629	366	696	664	152	408			159		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	82	77	96	97	87	99	98			98		
cM capacity (veh/h)	329	383	679	272	366	894	1151			1420		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	176	63	184	435								
Volume Left	59	8	24	27								
Volume Right	30	9	14	83								
cSH	391	383	1151	1420								
Volume to Capacity	0.45	0.16	0.02	0.02								
Queue Length 95th (ft)	57	15	2	1								
Control Delay (s)	21.5	16.2	1.3	0.7								
Lane LOS	C	C	A	A								
Approach Delay (s)	21.5	16.2	1.3	0.7								
Approach LOS	C	C										
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization		45.5%		ICU Level of Service					A			
Analysis Period (min)			15									



Jordan Meats Phase II  
ALL-WAY STOP Traffic Control













AM Post Development Condition  
India at Middle

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	51	76	26	5	30	6	21	125	12	24	286	73
Peak Hour Factor	0.87	0.87	0.87	0.65	0.65	0.65	0.86	0.86	0.86	0.88	0.88	0.88
Hourly flow rate (vph)	59	87	30	8	46	9	24	145	14	27	325	83
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	176	63	184	435								
Volume Left (vph)	59	8	24	27								
Volume Right (vph)	30	9	14	83								
Hadj (s)	0.00	-0.03	0.02	-0.07								
Departure Headway (s)	5.6	5.8	5.2	4.8								
Degree Utilization, x	0.27	0.10	0.27	0.58								
Capacity (veh/h)	586	538	646	723								
Control Delay (s)	10.6	9.4	10.1	14.2								
Approach Delay (s)	10.6	9.4	10.1	14.2								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay			12.2									
HCM Level of Service			B									
Intersection Capacity Utilization			45.5%	ICU Level of Service	A							
Analysis Period (min)			15									

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	15	243	199	4	9	21
Peak Hour Factor	0.89	0.89	0.83	0.83	0.63	0.63
Hourly flow rate (vph)	17	273	240	5	14	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245				549	242
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245				549	242
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	96
cM capacity (veh/h)	1322				490	797
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	290	245	48			
Volume Left	17	0	14			
Volume Right	0	5	33			
cSH	1322	1700	671			
Volume to Capacity	0.01	0.14	0.07			
Queue Length 95th (ft)	1	0	6			
Control Delay (s)	0.6	0.0	10.8			
Lane LOS	A		B			
Approach Delay (s)	0.6	0.0	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization		35.1%		ICU Level of Service		A
Analysis Period (min)			15			



	→	↘	↙	←	↖	↗
<b>Movement</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBR</b>
Lane Configurations	↘			↖	↗	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	225	6	4	140	10	13
Peak Hour Factor	0.85	0.85	0.85	0.85	0.70	0.70
Hourly flow rate (vph)	265	7	5	165	14	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			272		442	268
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			272		442	268
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	98
cM capacity (veh/h)			1292		571	770
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>			
Volume Total	272	169	33			
Volume Left	0	5	14			
Volume Right	7	0	19			
cSH	1700	1292	669			
Volume to Capacity	0.16	0.00	0.05			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	0.2	10.7			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.2	10.7			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization		22.2%		ICU Level of Service	A	
Analysis Period (min)			15			













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	92	146	21	93	139	49	8	152	58	53	132	63
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.80	0.80	0.80	0.86	0.86	0.86
Hourly flow rate (vph)	110	174	25	102	153	54	10	190	72	62	153	73
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	308	309	273	288								
Volume Left (vph)	110	102	10	62								
Volume Right (vph)	25	54	73	73								
Hadj (s)	0.06	0.00	-0.12	-0.08								
Departure Headway (s)	6.6	6.5	6.6	6.6								
Degree Utilization, x	0.57	0.56	0.50	0.53								
Capacity (veh/h)	494	499	478	490								
Control Delay (s)	17.8	17.6	15.9	16.7								
Approach Delay (s)	17.8	17.6	15.9	16.7								
Approach LOS	C	C	C	C								
Intersection Summary												
Delay			17.0									
HCM Level of Service			C									
Intersection Capacity Utilization			55.4%	ICU Level of Service	B							
Analysis Period (min)			15									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	124	71	60	17	68	36	29	259	12	11	157	49
Peak Hour Factor	0.97	0.97	0.97	0.65	0.65	0.65	0.83	0.83	0.83	0.87	0.87	0.87
Hourly flow rate (vph)	128	73	62	26	105	55	35	312	14	13	180	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	731	630	209	722	651	319	237			327		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	731	630	209	722	651	319	237			327		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	46	81	93	90	72	92	97			99		
cM capacity (veh/h)	238	384	832	263	374	721	1330			1233		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	263	186	361	249								
Volume Left	128	26	35	13								
Volume Right	62	55	14	56								
cSH	327	408	1330	1233								
Volume to Capacity	0.80	0.46	0.03	0.01								
Queue Length 95th (ft)	167	58	2	1								
Control Delay (s)	48.7	21.0	1.0	0.5								
Lane LOS	E	C	A	A								
Approach Delay (s)	48.7	21.0	1.0	0.5								
Approach LOS	E	C										
<b>Intersection Summary</b>												
Average Delay			16.2									
Intersection Capacity Utilization		52.2%		ICU Level of Service					A			
Analysis Period (min)			15									

Jordan Meats Phase II  
ALL-WAY STOP Traffic Control

PM Post Development Condition  
India at Middle

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	124	71	60	17	68	36	29	259	12	11	157	49
Peak Hour Factor	0.97	0.97	0.97	0.65	0.65	0.65	0.83	0.83	0.83	0.87	0.87	0.87
Hourly flow rate (vph)	128	73	62	26	105	55	35	312	14	13	180	56
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	263	186	361	249								
Volume Left (vph)	128	26	35	13								
Volume Right (vph)	62	55	14	56								
Hadj (s)	-0.01	-0.12	0.03	-0.09								
Departure Headway (s)	6.1	6.2	5.9	6.0								
Degree Utilization, x	0.45	0.32	0.59	0.41								
Capacity (veh/h)	533	499	579	540								
Control Delay (s)	14.0	12.1	16.9	13.1								
Approach Delay (s)	14.0	12.1	16.9	13.1								
Approach LOS	B	B	C	B								
Intersection Summary												
Delay			14.4									
HCM Level of Service			B									
Intersection Capacity Utilization			52.2%	ICU Level of Service	A							
Analysis Period (min)			15									