

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst		CP			Intersection		SW Blvd & 25th St		
Agency/Co.		Olsson Associates			Jurisdiction		KC, MO		
Date Performed		08/18/2004			Analysis Year		2004 PM		
Analysis Time Period		Existing + Phase 1 PM							
Project Description 2-2003-1280									
East/West Street:					North/South Street:				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street		Northbound			Southbound				
Movement		1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume		0	587	36	41	774	0		
Peak-Hour Factor, PHF		1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR		0	638	39	44	841	0		
Percent Heavy Vehicles		0	--	--	3	--	--		
Median Type		Undivided							
RT Channelized				0			0		
Lanes		0	2	0	1	2	0		
Configuration			T	TR	L	T			
Upstream Signal			0			0			
Minor Street		Westbound			Eastbound				
Movement		7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume		16	0	22	0	0	0		
Peak-Hour Factor, PHF		0.92	1.00	0.92	1.00	1.00	1.00		
Hourly Flow Rate, HFR		17	0	23	0	0	0		
Percent Heavy Vehicles		3	0	3	0	0	0		
Percent Grade (%)		0			0				
Flared Approach			N			N			
Storage			0			0			
RT Channelized				0			0		
Lanes		0	0	0	0	0	0		
Configuration			LR						
Delay, Queue Length, and Level of Service									
Approach		NB	SB	Westbound			Eastbound		
Movement		1	4	7	8	9	10	11	12
Lane Configuration			L		LR				
v (vph)			44		40				
C (m) (vph)			904		305				
v/c			0.05		0.13				
95% queue length			0.15		0.45				
Control Delay			9.2		18.6				
LOS			A		C				
Approach Delay		--	--	18.6					
Approach LOS		--	--	C					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CP			Intersection	SW Blvd & 26th St		
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO		
Date Performed	08/18/2004			Analysis Year	2004 AM		
Analysis Time Period	Existing + Phase 1 AM						
Project Description 2-2003-1280							
East/West Street:				North/South Street:			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	822	21	14	304	0	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00	
Hourly Flow Rate, HFR	0	893	22	15	330	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	19	0	30	0	0	0	
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00	
Hourly Flow Rate, HFR	20	0	32	0	0	0	
Percent Heavy Vehicles	3	0	3	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (vph)		15	20		32		
C (m) (vph)		735	201		547		
v/c		0.02	0.10		0.06		
95% queue length		0.06	0.33		0.19		
Control Delay		10.0-	24.9		12.0		
LOS		A	C		B		
Approach Delay	--	--	16.9				
Approach LOS	--	--	C				

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	CP		Intersection	SW Blvd & 26th St			
Agency/Co.	Olsson Associates		Jurisdiction	KC, MO			
Date Performed	08/18/2004		Analysis Year	2004 PM			
Analysis Time Period	Existing + Phase 1 PM						
Project Description 2-2003-1280							
East/West Street:			North/South Street:				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	581	15	33	757	0	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00	
Hourly Flow Rate, HFR	0	631	16	35	822	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	100	0	42	0	0	0	
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00	
Hourly Flow Rate, HFR	108	0	45	0	0	0	
Percent Heavy Vehicles	3	0	3	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration		L	L		R		
v (vph)		35	108		45		
C (m) (vph)		928	191		669		
v/c		0.04	0.57		0.07		
95% queue length		0.12	3.02		0.22		
Control Delay		9.0	45.9		10.8		
LOS		A	E		B		
Approach Delay	--	--	35.6				
Approach LOS	--	--	E				

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CP			Intersection	26th Street & Jarboe St.		
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO		
Date Performed	08/18/2004			Analysis Year	2004 AM		
Analysis Time Period	Existing + Phase 1 AM						
Project Description 2-2003-1280							
East/West Street:				North/South Street:			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	28	7	15	41	0	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00	
Hourly Flow Rate, HFR	0	30	7	16	44	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	8	0	11	0	0	0	
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00	
Hourly Flow Rate, HFR	8	0	11	0	0	0	
Percent Heavy Vehicles	3	0	3	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		16		19			
C (m) (vph)		1567		962			
v/c		0.01		0.02			
95% queue length		0.03		0.06			
Control Delay		7.3		8.8			
LOS		A		A			
Approach Delay	--	--	8.8				
Approach LOS	--	--	A				

General Information				Site Information				
Analyst	CP			Intersection	26th Street & Jarboe St.			
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO			
Date Performed	08/18/2004			Analysis Year	2004 PM			
Analysis Time Period	Existing + Phase 1 PM							
Project Description 2-2003-1280								
East/West Street:				North/South Street:				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	43	6	28	135	0		
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR	0	46	6	30	146	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	8	0	8	0	0	0		
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00		
Hourly Flow Rate, HFR	8	0	8	0	0	0		
Percent Heavy Vehicles	3	0	3	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		30		16				
C (m) (vph)		1548		842				
v/c		0.02		0.02				
95% queue length		0.06		0.06				
Control Delay		7.4		9.4				
LOS		A		A				
Approach Delay	--	--	9.4					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CP	Intersection	26th & Belleview
Agency/Co.	Olsson Associates	Jurisdiction	KC, MO
Date Performed	08/18/2004	Analysis Year	2004 AM
Analysis Time Period	Existing + Phase 1 AM		
Project Description 2-2003-1280			
East/West Street:		North/South Street:	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	22	17	14	25	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	23	18	15	27	0
Percent Heavy Vehicles	3	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	8	31
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	0	33
Percent Heavy Vehicles	2	2	2	2	2	3
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		<i>LT</i>						<i>R</i>
v (vph)		15						33
C (m) (vph)		1562						1046
v/c		0.01						0.03
95% queue length		0.03						0.10
Control Delay		7.3						8.6
LOS		A						A
Approach Delay	--	--				8.6		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	CP				Intersection	26th & Belleview			
Agency/Co.	Olsson Associates				Jurisdiction	KC, MO			
Date Performed	08/18/2004				Analysis Year	2004 PM			
Analysis Time Period	Existing + Phase 1 PM								
Project Description 2-2003-1280									
East/West Street:					North/South Street:				
Intersection Orientation: East-West					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Eastbound			Westbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume	0	37	14	15	69	0			
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly Flow Rate, HFR	0	40	15	16	74	0			
Percent Heavy Vehicles	2	--	--	3	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
Upstream Signal		0			0				
Minor Street	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume	0	0	0	6	13	94			
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly Flow Rate, HFR	0	0	0	0	0	102			
Percent Heavy Vehicles	2	2	2	2	2	3			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	0	0	0	0	1			
Configuration						R			
Delay, Queue Length, and Level of Service									
Approach	EB	WB	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		LT						R	
v (vph)		16						102	
C (m) (vph)		1544						985	
v/c		0.01						0.10	
95% queue length		0.03						0.35	
Control Delay		7.4						9.1	
LOS		A						A	
Approach Delay	--	--				9.1			
Approach LOS	--	--				A			

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	CP
Agency/Co.	Olsson Associates
Date Performed	08/18/2004
Analysis Time Period	Existing + Phase 1 AM

Site Information

Intersection	25th & Bellevue
Jurisdiction	KC, MO
Analysis Year	2004 AM

Project Description 2-2003-1280

East/West Street:

North/South Street:

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	134	28	19	15	0
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR	0	145	30	20	16	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	1	0	0	0
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT						
v (vph)		20						
C (m) (vph)		1395						
v/c		0.01						
95% queue length		0.04						
Control Delay		7.6						
LOS		A						
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	CP			Intersection	25th & Bellevue			
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO			
Date Performed	08/18/2004			Analysis Year	2004 PM			
Analysis Time Period	Existing + Phase 1 PM							
Project Description 2-2003-1280								
East/West Street:				North/South Street:				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	48	29	43	32	0		
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR	0	52	31	46	34	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	6	0	6	0	0	0		
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	0	0	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT						
v (vph)		46						
C (m) (vph)		1508						
v/c		0.03						
95% queue length		0.09						
Control Delay		7.5						
LOS		A						
Approach Delay	--	--						
Approach LOS	--	--						

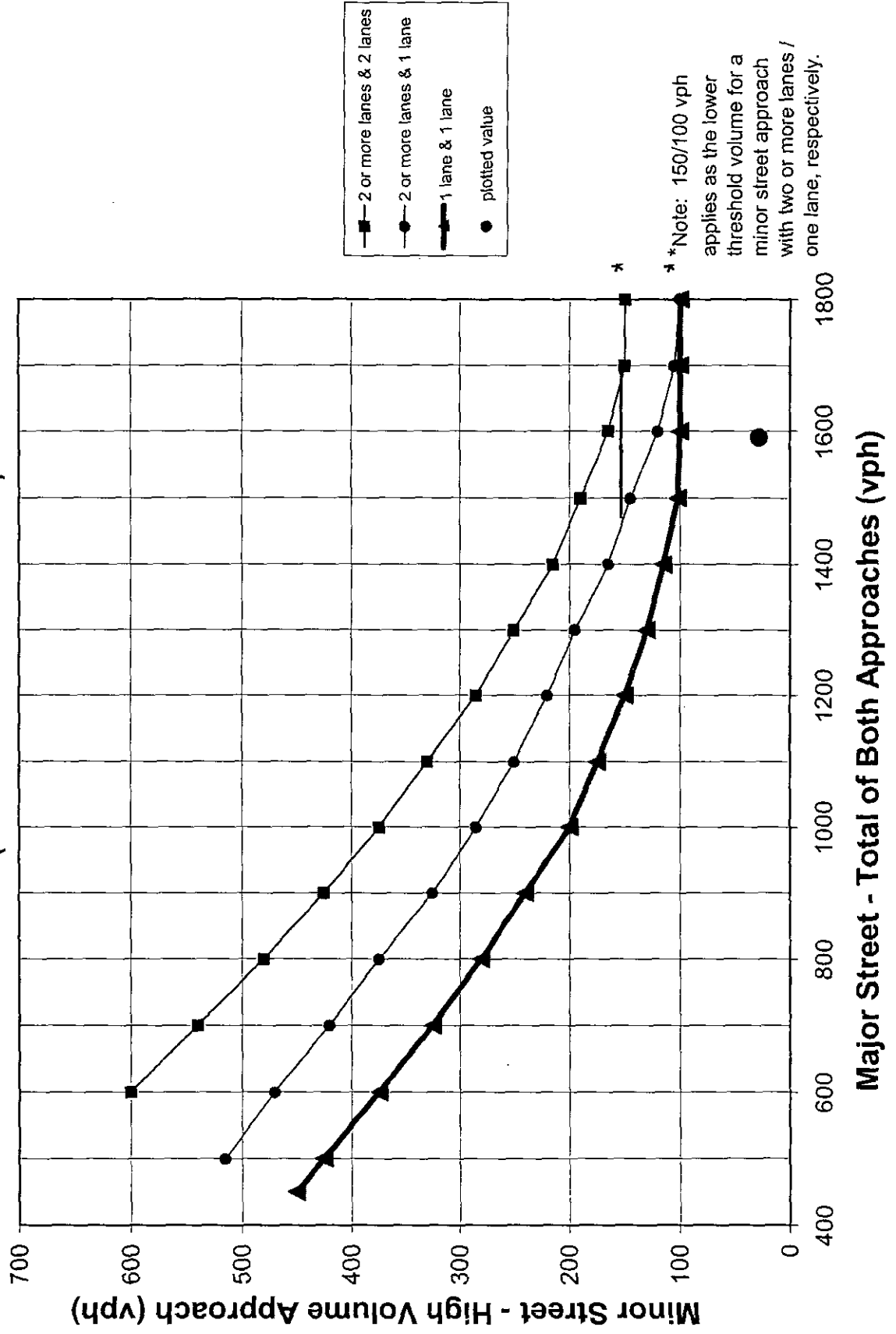
- Pedestrian LOS Analysis – Street Crossings

[illegible]

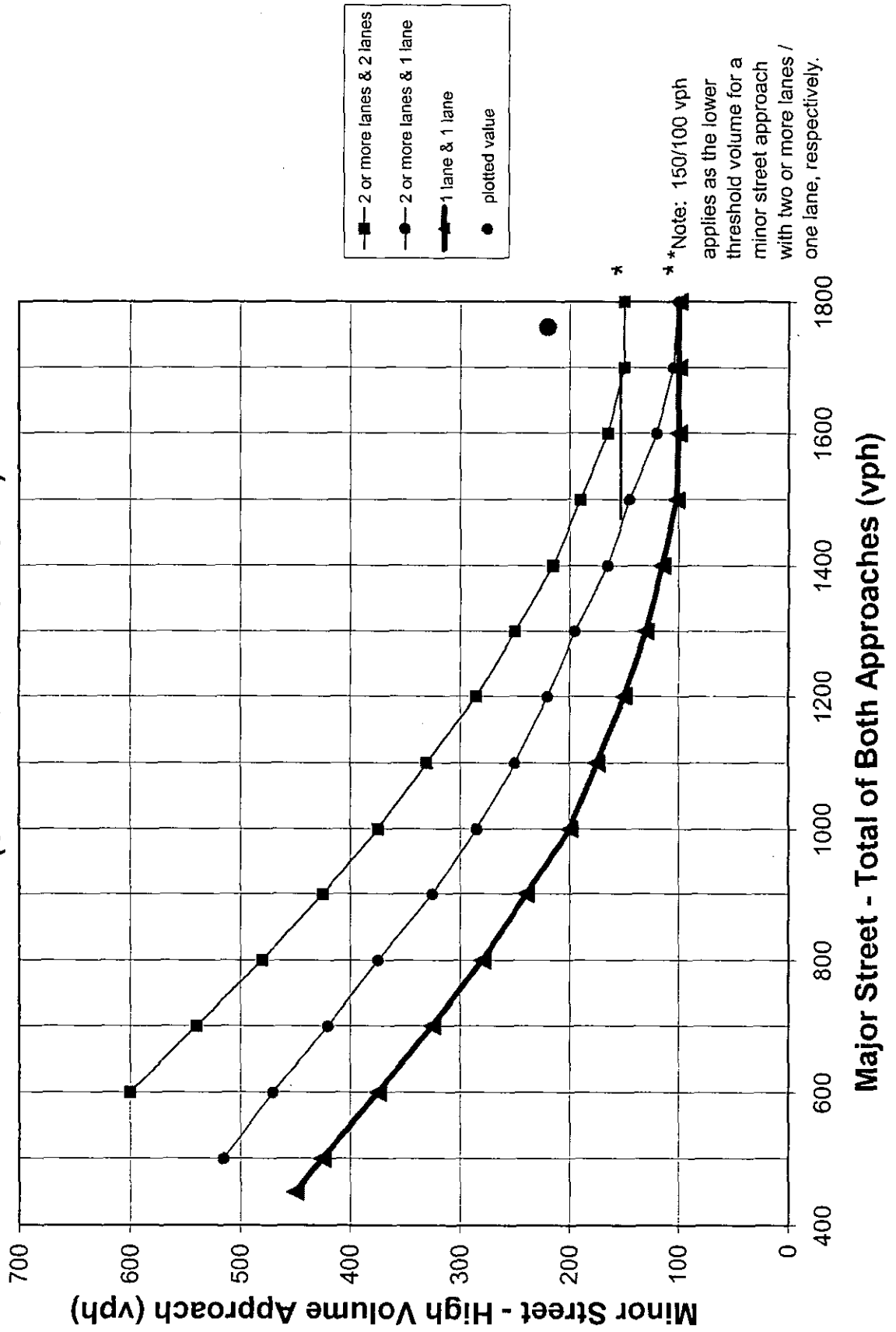
[illegible]

- 2024 Signal Warrants

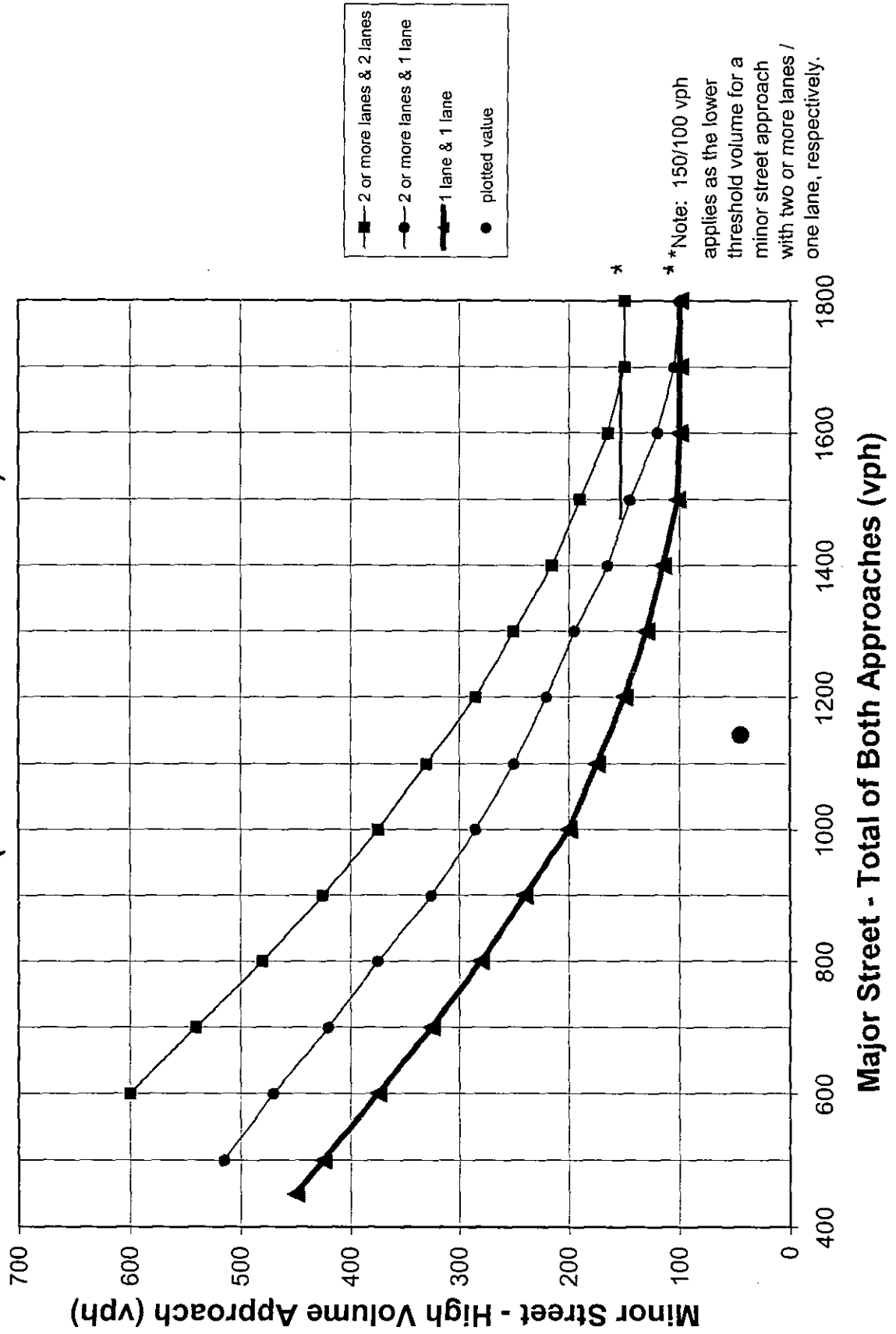
Future Year 2024 Peak Hour Volume Warrant - AM Peak Hour (Southwest Blvd & 25th St)



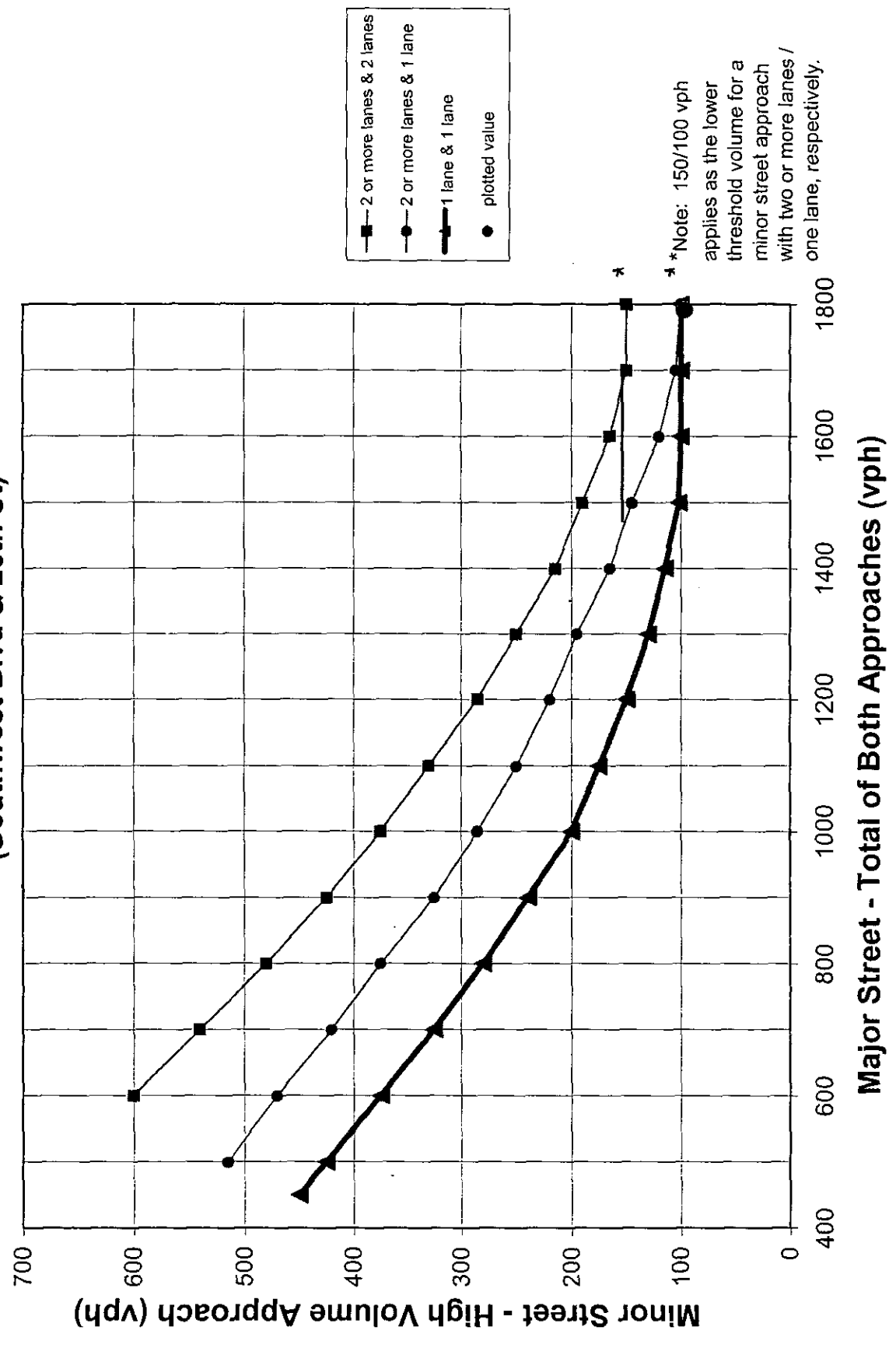
Future Year 2024 Peak Hour Volume Warrant - PM Peak Hour (Southwest Blvd & 25th St)



Future Year 2024 Peak Hour Volume Warrant - AM Peak Hour (Southwest Blvd & 26th St)



Future Year 2024 Peak Hour Volume Warrant - PM Peak Hour (Southwest Blvd & 26th St)



- 2024 Reports

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CP	Intersection	SW Blvd & 26th St
Agency/Co.	Olsson Associates	Jurisdiction	KC, MO
Date Performed	08/18/2004	Analysis Year	2024 AM
Analysis Time Period	2024 AM		
Project Description		2-2003-1280	
East/West Street:		North/South Street:	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	1076	26	17	379	0
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR	0	1169	28	18	411	0
Percent Heavy Vehicles	0	—	—	3	—	—
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18	0	27	0	0	0
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR	19	0	29	0	0	0
Percent Heavy Vehicles	3	0	3	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		18	19		29			
C (m) (vph)		573	121		443			
v/c		0.03	0.16		0.07			
95% queue length		0.10	0.54		0.21			
Control Delay		11.5	40.2		13.7			
LOS		B	E		B			
Approach Delay	--	--	24.2					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CP			Intersection	SW Blvd & 26th St		
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO		
Date Performed	08/18/2004			Analysis Year	2024 PM		
Analysis Time Period	2024 PM						
Project Description 2-2003-1280							
East/West Street:				North/South Street:			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	731	18	40	1003	0	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00	
Hourly Flow Rate, HFR	0	794	19	43	1090	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	73	0	24	0	0	0	
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00	
Hourly Flow Rate, HFR	79	0	26	0	0	0	
Percent Heavy Vehicles	3	0	3	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound		Eastbound		
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (vph)		43	79		26		
C (m) (vph)		803	116		592		
v/c		0.05	0.68		0.04		
95% queue length		0.17	3.60		0.14		
Control Delay		9.7	85.4		11.4		
LOS		A	F		B		
Approach Delay	--	--	67.0				
Approach LOS	--	--	F				

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CP			Intersection	26th Street & Jarboe St.		
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO		
Date Performed	08/18/2004			Analysis Year	2024 AM		
Analysis Time Period	2024 AM						
Project Description 2-2003-1280							
East/West Street:				North/South Street:			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	34	9	19	30	0	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00	
Hourly Flow Rate, HFR	0	36	9	20	32	0	
Percent Heavy Vehicles	0	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	10	0	13	0	0	0	
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00	
Hourly Flow Rate, HFR	10	0	14	0	0	0	
Percent Heavy Vehicles	3	0	3	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound		Southbound		
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		20		24			
C (m) (vph)		1557		956			
v/c		0.01		0.03			
95% queue length		0.04		0.08			
Control Delay		7.3		8.9			
LOS		A		A			
Approach Delay	--	--	8.9				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information		
Analyst	CP			Intersection	26th Street & Jarboe St.	
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO	
Date Performed	08/18/2004			Analysis Year	2024 PM	
Analysis Time Period	2024 PM					
Project Description 2-2003-1280						
East/West Street:				North/South Street:		
Intersection Orientation: East-West				Study Period (hrs): 0.25		
Vehicle Volumes and Adjustments						
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	51	7	35	82	0
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR	0	55	7	38	89	0
Percent Heavy Vehicles	0	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10	0	10	0	0	0
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR	10	0	10	0	0	0
Percent Heavy Vehicles	3	0	3	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				
Delay, Queue Length, and Level of Service						
Approach	EB	WB	Northbound		Southbound	
Movement	1	4	7	8	9	10 11 12
Lane Configuration		LT		LR		
v (vph)		38		20		
C (m) (vph)		1535		855		
v/c		0.02		0.02		
95% queue length		0.08		0.07		
Control Delay		7.4		9.3		
LOS		A		A		
Approach Delay	--	--	9.3			
Approach LOS	--	--	A			

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	CP
Agency/Co.	Olsson Associates
Date Performed	08/18/2004
Analysis Time Period	2024 AM

Site Information

Intersection	26th & Belleview
Jurisdiction	KC, MO
Analysis Year	2024 AM

Project Description 2-2003-1280

East/West Street:

North/South Street:

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	26	21	17	21	0
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	28	22	18	22	0
Percent Heavy Vehicles	2	--	--	3	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	10	28
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Hourly Flow Rate, HFR	0	0	0	0	0	30
Percent Heavy Vehicles	2	2	2	2	2	3
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT						R
v (vph)		18						30
C (m) (vph)		1550						1052
v/c		0.01						0.03
95% queue length		0.04						0.09
Control Delay		7.3						8.5
LOS		A						A
Approach Delay	--	--				8.5		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	CP		Intersection	26th & Belleview			
Agency/Co.	Olsson Associates		Jurisdiction	KC, MO			
Date Performed	08/18/2004		Analysis Year	2024 PM			
Analysis Time Period	2024 PM						
Project Description 2-2003-1280							
East/West Street:			North/South Street:				
Intersection Orientation: East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	44	17	18	40	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	47	18	19	43	0	
Percent Heavy Vehicles	2	--	--	3	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	0	0	0	0	0	77	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	0	0	0	0	83	
Percent Heavy Vehicles	2	2	2	2	2	3	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	1	
Configuration						R	
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT					R
v (vph)		19					83
C (m) (vph)		1531					1025
v/c		0.01					0.08
95% queue length		0.04					0.26
Control Delay		7.4					8.8
LOS		A					A
Approach Delay	--	--				8.8	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	CP		Intersection	25th & Belleview				
Agency/Co.	Olsson Associates		Jurisdiction	KC, MO				
Date Performed	08/18/2004		Analysis Year	2024 AM				
Analysis Time Period	2024 AM							
Project Description 2-2003-1280								
East/West Street:			North/South Street:					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	285	52	24	28	0		
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR	0	309	56	26	30	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	7	0	2	0	0	0		
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	0	0	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT						
v (vph)		26						
C (m) (vph)		1188						
v/c		0.02						
95% queue length		0.07						
Control Delay		8.1						
LOS		A						
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	CP			Intersection	25th & Belleview			
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO			
Date Performed	08/18/2004			Analysis Year	2024 PM			
Analysis Time Period	2024 PM							
Project Description 2-2003-1280								
East/West Street:				North/South Street:				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	82	42	52	220	0		
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00		
Hourly Flow Rate, HFR	0	89	45	56	239	0		
Percent Heavy Vehicles	0	--	--	3	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	28	0	8	0	0	0		
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00		
Hourly Flow Rate, HFR	0	0	0	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration								
Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT						
v (vph)		56						
C (m) (vph)		1444						
v/c		0.04						
95% queue length		0.12						
Control Delay		7.6						
LOS		A						
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CP			Intersection	Private Dr & 26th		
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO		
Date Performed	08/18/2004			Analysis Year	2024 AM		
Analysis Time Period	2024 AM						
Project Description 2-2003-1280							
East/West Street:				North/South Street:			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	58	0	0	40	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	63	0	0	43	0	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		T			T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	0	0	0	0	0	5	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	0	0	0	0	5	
Percent Heavy Vehicles	2	2	2	2	2	100	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	1	
Configuration						R	
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration							R
v (vph)							5
C (m) (vph)							806
v/c							0.01
95% queue length							0.02
Control Delay							9.5
LOS							A
Approach Delay	--	--				9.5	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	CP			Intersection	Private Dr & 26th		
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO		
Date Performed	08/18/2004			Analysis Year	2024 PM		
Analysis Time Period	2024 PM						
Project Description 2-2003-1280							
East/West Street:				North/South Street:			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	58	0	0	98	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	63	0	0	106	0	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		T			T		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	0	0	0	0	0	5	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	0	0	0	0	5	
Percent Heavy Vehicles	2	2	2	2	2	100	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	1	
Configuration						R	
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration							R
v (vph)							5
C (m) (vph)							737
v/c							0.01
95% queue length							0.02
Control Delay							9.9
LOS							A
Approach Delay	--	--				9.9	
Approach LOS	--	--				A	

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	CP				Intersection	SW & Truck entrance			
Agency/Co.	Olsson Associates				Jurisdiction	KC, MO			
Date Performed	08/18/2004				Analysis Year	2024 AM			
Analysis Time Period	2024 AM								
Project Description 2-2003-1280									
East/West Street:					North/South Street:				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Northbound			Southbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume	0	1100	3	2	396	0			
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly Flow Rate, HFR	0	1195	3	2	430	0			
Percent Heavy Vehicles	2	--	--	100	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	2	0	1	2	0			
Configuration		T	TR	L	T				
Upstream Signal		0			0				
Minor Street	Westbound			Eastbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume	0	0	0	0	0	0			
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly Flow Rate, HFR	0	0	0	0	0	0			
Percent Heavy Vehicles	2	2	2	2	2	2			
Percent Grade (%)	0			0					
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	0	0	0	0	0			
Configuration									
Delay, Queue Length, and Level of Service									
Approach	NB	SB	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		L							
v (vph)		2							
C (m) (vph)		240							
v/c		0.01							
95% queue length		0.03							
Control Delay		20.1							
LOS		C							
Approach Delay	--	--							
Approach LOS	--	--							

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	CP			Intersection	SW & Truck entrance		
Agency/Co.	Olsson Associates			Jurisdiction	KC, MO		
Date Performed	08/18/2004			Analysis Year	2024 PM		
Analysis Time Period	2024 PM						
Project Description 2-2003-1280							
East/West Street:				North/South Street:			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	752	3	2	1043	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	817	3	2	1133	0	
Percent Heavy Vehicles	2	--	--	100	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	0	0	0	0	0	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly Flow Rate, HFR	0	0	0	0	0	0	
Percent Heavy Vehicles	2	2	2	2	2	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration							
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L					
v (vph)		2					
C (m) (vph)		395					
v/c		0.01					
95% queue length		0.02					
Control Delay		14.2					
LOS		B					
Approach Delay	--	--					
Approach LOS	--	--					

Queues

3: Southwest Blvd. & 25th Street

11/22/2004



Lane Group	NBT	SBL	SBT	NWL	NWR
Lane Group Flow (vph)	1196	116	417	15	15
v/c Ratio	0.50	0.37	0.14	0.06	0.07
Control Delay	6.3	5.5	1.8	17.5	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	5.5	1.8	17.5	10.2
Queue Length 50th (ft)	37	0	0	3	0
Queue Length 95th (ft)	176	21	31	16	12
Internal Link Dist (ft)	663		161	84	
Turn Bay Length (ft)	200				
Base Capacity (vph)	2397	310	3044	441	405
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.37	0.14	0.03	0.04

Intersection Summary

HCM Signalized Intersection Capacity Analysis

3: Southwest Blvd. & 25th Street

11/22/2004



Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3395		1752	3505	1752	1568
Flt Permitted	1.00		0.18	1.00	0.95	1.00
Satd. Flow (perm)	3395		329	3505	1752	1568
Volume (vph)	870	230	107	384	14	14
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	946	250	116	417	15	15
RTOR Reduction (vph)	23	0	0	0	0	14
Lane Group Flow (vph)	1173	0	116	417	15	1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type			pm+pt			Prot
Protected Phases	2		1	6	8	8
Permitted Phases			6			
Actuated Green, G (s)	41.6		49.8	49.8	3.3	3.3
Effective Green, g (s)	43.6		51.8	51.8	5.3	5.3
Actuated g/C Ratio	0.67		0.80	0.80	0.08	0.08
Clearance Time (s)	6.0		4.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap. (vph)	2274		354	2789	143	128
v/s Ratio Prot	c0.35		c0.02	0.12	0.01	c0.01
v/s Ratio Perm			0.24			
v/c Ratio	0.52		0.33	0.15	0.10	0.01
Uniform Delay, d1	5.4		2.9	1.5	27.7	27.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.5	0.0	0.3	0.0
Delay (s)	5.6		3.4	1.6	28.0	27.5
Level of Service	A		A	A	C	C
Approach Delay (s)	5.6			2.0	27.8	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	65.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

3: Southwest Blvd. & Bellevue Ave.

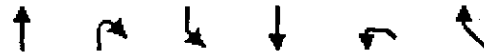
11/22/2004



Lane Group	NBT	SBL	SBT	NWL	NWR
Lane Group Flow (vph)	818	76	1028	108	132
v/c Ratio	0.42	0.22	0.44	0.31	0.31
Control Delay	9.5	6.0	5.6	15.1	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	6.0	5.6	15.1	4.7
Queue Length 50th (ft)	80	7	64	23	0
Queue Length 95th (ft)	140	21	120	56	31
Internal Link Dist (ft)	663		161	84	
Turn Bay Length (ft)		200			
Base Capacity (vph)	1949	344	2402	525	563
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.22	0.43	0.21	0.23
Intersection Summary					

HCM Signalized Intersection Capacity Analysis
3: Southwest Blvd. & Bellevue Ave.

11/22/2004



Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3466		1752	3505	1752	1568
Flt Permitted	1.00		0.26	1.00	0.95	1.00
Satd. Flow (perm)	3466		487	3505	1752	1568
Volume (vph)	696	56	70	946	99	121
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	757	61	76	1028	108	132
RTOR Reduction (vph)	8	0	0	0	0	107
Lane Group Flow (vph)	810	0	76	1028	108	25
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type			pm+pt			Perm
Protected Phases	2		1	6	8	
Permitted Phases			6			8
Actuated Green, G (s)	30.8		38.6	38.6	9.3	9.3
Effective Green, g (s)	32.8		40.6	40.6	11.3	11.3
Actuated g/C Ratio	0.55		0.68	0.68	0.19	0.19
Clearance Time (s)	6.0		4.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1898		410	2376	331	296
v/s Ratio Prot	0.24		0.01	0.29	0.06	
v/s Ratio Perm			0.11			0.08
v/c Ratio	0.43		0.19	0.43	0.33	0.08
Uniform Delay, d1	8.0		3.9	4.4	21.0	20.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		0.2	0.1	0.6	0.1
Delay (s)	8.2		4.2	4.5	21.6	20.2
Level of Service	A		A	A	C	C
Approach Delay (s)	8.2			4.5	20.8	
Approach LOS	A			A	C	

Intersection Summary

HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	59.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Case #:
EC-2006-0332
Exhibit 13 Attachment
(Final Development
& Permit Set Plans)

Non-Scannable

These documents are viewable in the
Data Center located at:

200 Madison Street, 1st Floor
Jefferson City MO