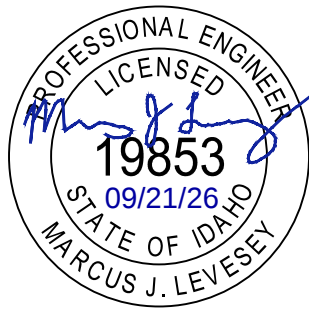


Long Bridge Marina Expansion
Long Bridge Holding Company, LLC

TRAFFIC IMPACT STUDY

Bonner County, Idaho
September 2026



Prepared by:



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I. INTRODUCTION AND SUMMARY

A. PURPOSE OF REPORT AND STUDY OBJECTIVES

The purpose of this Traffic Impact Study (TIS) is to evaluate the transportation impacts of the proposed Long Bridge Marina Expansion at 41 Lakeshore Drive in Bonner County.

This study estimates traffic generated by the proposed marina expansion, distributes trips onto the existing roadway network, evaluates impacts to the county roadway and State Highway System, and identifies necessary improvements.

Trip generation was calculated using the ITE trip generation manual. The trip generation was estimated using average trip rate and new berths for each applicable day and peak hour to show the trips generated for each time period. Trip distribution was then assigned across surrounding traffic zones. Traffic impacts were evaluated based on level of service (LOS) at the proposed access and key intersections.

The study specifically evaluates potential impacts at the US-95/Lakeshore Drive intersection and the US-95 U-turn intersection and identifies improvements needed to maintain adequate LOS.

B. EXECUTIVE SUMMARY

1. Site Location and Study Area

The proposed Long Bridge Marina Expansion is located in Bonner County, west of US-95 and north of Lakeshore Drive. A vicinity map is located in Appendix A.

2. Development Description

The proposed Long Bridge Marina Expansion will add 45 new marina slips to the 47 existing marina slips, resulting in a total of 92 marina slips. The project will also reconstruct and restripe the existing parking lot, providing a total of 53 parking spaces. A sign will be installed prohibiting boat trailers in the parking lot.

3. Principal Findings

The proposed Long Bridge Marina Expansion trips were derived from the traffic generated in accordance with the Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition. These trips are generated from the average rate for Marina land use.

This report analyzed the existing turning movements during a.m. and p.m. peak hours for the US-95/Lakeshore Drive, US-95 U-turn intersections and Lakeshore drive/Smokehouse Road. The intersections operate at acceptable levels of service for the Design Years of 2026 and 2046. No improvements are necessary to accommodate base traffic during this 20-year study period, the proposed development will not have a significant impact on these intersections.

4. Conclusions

Traffic generated from the proposed Long Bridge Marina Expansion has very little impact on the affected intersections. No improvements are required to accommodate the additional traffic generated by the Long Bridge Marina during this 20-year study period. The intersections currently operate at acceptable levels and the addition of this development will not significantly change the level of delay experienced at these intersections.

5. Recommendations

Additional improvements are not necessary to accommodate on-site or off-site traffic.

II. PROPOSED DEVELOPMENT

A. OFF-SITE DEVELOPMENT

The proposed development is bordered by residential developments to the west and east, and local services to the south.

B. DESCRIPTION OF ON-SITE DEVELOPMENT

1. Land Use and Density

The proposed development is located on approximately 2.16-acre parcel. The project will add 45 new marina slips to the 47 existing marina slips, resulting in a total of 92 marina slips. The project will also reconstruct and restripe the existing parking lot, providing a total of 53 parking spaces, which meets county standards of 0.5 parking spaces per marina slips and 1.5 spaces per dwelling unit. The total number of parking spaces required per Bonner County code is 51 parking spaces. A sign will be installed stating that boat trailers are prohibited in this parking lot. The existing single-family residence, rental cabins, and a boat rental shack will remain as part of the proposed development, although the boat rental shack may be relocated on the site.

2. Location

The proposed Long Bridge Marina Expansion is located in Bonner County, west of US-95 and north of Lakeshore Drive. A vicinity map is located in Appendix A.

3. Site Plan

A preliminary site plan of the proposed Long Bridge Marina Expansion can be found in Appendix B.

4. Zoning

The property is zoned Recreation (Rec).

5. Project Phasing and Timing

The proposed Long Bridge Marina Expansion is planned for construction beginning in winter 2026-2027.

III. AREA CONDITIONS

A. STUDY AREA

1. Area of Influence

The proposed development is located at 41 Lakeshore Drive on a 2.16-acre parcel west of US-95 and north of Lakeshore Drive.

2. Area of Significant Traffic Impact

The intersections identified as potential traffic impact area include US-95/Lakeshore Drive and US-95 U-turn intersections. Traffic counts obtained for the Lakeshore Drive/Smokehouse Road intersection indicated a single vehicle entering Smokehouse Road during the observation period; therefore this intersection is not considered an area of significant traffic impact.

3. Collision History

Available crash data from a Crash Summary Report from ITD for the US-95/Lakeshore drive intersection was reviewed for the five-year period from 2021 through 2025. The review identified that there were 11 total crashes and 10 of those crashes were related to the intersection. The crash severity of the crashes was 1 suspected serious injury, 2 possible injuries/complaint, 2 suspected minor/visible injuries, and 6 property damage reports. The events that caused the crashes were 6 angle turning, 2 head-on turning, 1 animal related, 1 rear-end, and 1 side swipe. A majority of the crashes were caused by turning movements in the intersection. The Crash Summary Report can be found in Appendix C.

A U-turn location was constructed in 2023 on US-95 approximately 0.4 miles south of the US-95/Lakeshore Drive intersection to accommodate traffic requiring access to the northbound lanes. In 2026, the Lakeshore Drive intersection was reconfigured to restrict left-turn movements and force eastbound traffic exiting Lakeshore Drive to turn southbound onto US-95. The restriction is currently maintained through pavement markings and delineators, with additional improvements planned.

A concrete median, with a raised island and raised curb to enhance safety compliance, is proposed to further restrict northbound left-turn movements and reinforce the designated southbound turning movement. Figure 1 presents the ITD Crash Summary Report map for the US-95/Lakeshore Drive intersection, including the reported crashes.



Figure 1: ITD Crash Summary Report map

B. STUDY AREA LAND USE

1. Existing Land Uses

The study area is primarily residential developments to the west, east, and south.

2. Existing Zoning

The study area zoning: to the west is recreation (Rec) and Suburban (S), to the East is Suburban (S), and to the south Rural Service Center (Rsc) and Suburban (S).

3. Anticipated Future Development

Surrounding properties may develop over time, however the timing of any future development is unknown.

C. SITE ACCESSIBILITY

1. Area Roadway System

a) Existing

Lakeshore Drive is a paved, two-lane roadway with a posted speed limit of 35 mph. At its intersection with US-95, Lakeshore Drive provides two lanes of traffic. The westbound lane accommodates traffic departing the intersection, while the eastbound traffic is designated for southbound movements onto US-95.

US-95 is a paved roadway with a posted speed limit of 55 mph. At the intersection with Lakeshore Drive, US-95 provides a through lane, dedicated left-turn, and right-turn lanes

for northbound and southbound traffic. An acceleration lane is dedicated for traffic entering southbound US-95 from eastbound Lakeshore Drive's forced right turn.

The US-95 U-turn intersection is a paved roadway that provides a single-lane U-turn connection from southbound US-95 to northbound US-95. At the U-turn intersection US-95 provides one through lane in each direction and a dedicated left-turn lane for southbound traffic. An acceleration lane is also provided for northbound traffic exiting the U-turn. US-95 has a posted speed limit of 55 mph.

b) Future

A future project is planned for US-95 between Dufort and Lakeshore Drive. Although currently unfunded, the project is anticipated to be constructed within the next 10 to 15 years according to ITDs project information website. The proposed improvements include a four-lane divided highway intended to improve safety, mobility, and long-term transportation functionality while accommodating anticipated increases in traffic demand.

As part of the proposed improvements, direct access between Lakeshore Drive and US-95 will be removed, as shown in Figure 2. Traffic from Lakeshore Drive will be directed south along Frontage Road to Brisboys Road, where new on-ramps will provide access to US-95. This configuration will eliminate the direct connection between Lakeshore Drive and US-95 while maintaining highway access through Brisboys Road. A map of the proposed improvements is provided in Appendix D.

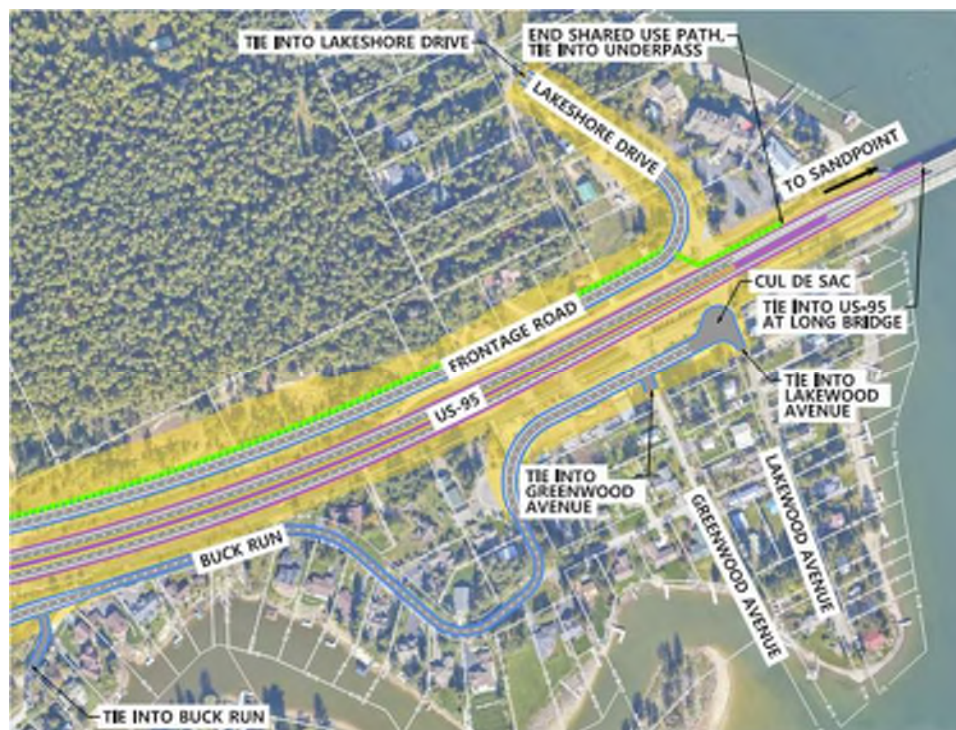


Figure 2: US-95 From Dufort to Lakeshore Drive

2. Traffic Volumes and Conditions

Quality Counts performed traffic counts for the US-95/Lakeshore Drive intersection and the US-95 U-turn location. Existing traffic volumes were collected using automatic traffic counters on August 13 and 15, 2026, capturing both weekday and weekend conditions during the AM and PM peak hours. The full count data provided by Quality Counts is included in Appendix E.

Current and projected Average Daily Traffic (ADT) and Peak Hourly Volume (PHV) for each intersection can be found in Table 1. PHV is typically found to be 8-12% of ADT. The PHV was calculated from the traffic counts collected. Results are shown below in Table 1. An annual growth rate of 1.4% was used to project traffic volumes for the years 2026 and 2046 as specified in the Bonner County Transportation Plan published in 2023. The data for the projections can be found in Appendix F. Projection results are shown below in Table 1. This projection does not include the US-95 From Dufort to Lakeshore Drive project, which includes removing both intersections that have been studied in this TIS.

Table 1: 2026 & 2046 Traffic Volumes

Road	Volume	2026	2046
US-95	ADT ₁	24,142	31,882
	PHV ₂	2,199	2,904
Lakeshore Rd	ADT ₃	2,433	3,213
	PHV ₄	194	256

- 1) Estimated from ITD MADT July 2025, Annual Growth Rate 1.4%
- 2) August 13, 2026, Traffic Counts by Quality Counts
- 3) Estimated from ITD MADT July 2024, Annual Growth Rate 1.4%
- 4) August 13, 2026, Traffic Counts by Quality Counts

3. Public Transportation Service

There are no planned public transportation services in the project vicinity.

4. Stopping Sight Distance

The site access approach was permitted by Bonner County Road and Bridge in 2022. Lakeshore Drive has a posted speed limit of 35 mph, and a design speed of 35 mph was used for the analysis. At this speed, a stopping sight distance of 250 feet is required for a vehicle to come to a complete stop. The trees along the approach will be removed as part of the parking lot reconfiguration and the boat rental shack will be relocated on site to ensure sufficient stopping sight distance. An exhibit showing the available line of sight and the required stopping sight distance is shown in Appendix G.

IV. PROJECTED TRAFFIC

A. SITE TRAFFIC

1. Trip Generation

The applicable Institute of Transportation Engineers (ITE) land use code for the project is 420 (Marina). Based on the characteristics of the project site and the surrounding development pattern, the General Urban/Suburban setting was determined to be the most appropriate (ITE) location category. Because Land Use Code 420 (Marina) is not included in the ITE *Trip Generation Manual*, 12th Edition, trip generation and distribution were determined using the 11th Edition of the manual. The Land Use Code 420 (Marina) is shown in Appendix H.

The proposed number of marina berths is below the data ranges represented in the applicable ITE data clusters. Therefore, the average trip-generation rates were applied to estimate the number of trips generated for each marina berth. The resulting trip-generation calculations are presented in Table 2.

Table 2: Trip Generation

Trip Generation Rates -Trip Generation Manual 11th Edition			
Vehicle Trip Ends vs Number of Berths			
Marina (420)	Average Rate	Berths	Trips
Weekday	2.41	45	109
Weekday Peak Hour AM	0.12	45	6
Weekday Peak Hour PM	0.20	45	9
Saturday	2.61	45	118
Saturday Peak Hour	0.22	45	10

2. Trip Distribution

Most vehicle trips to and from the site will be generated by marina patrons. Based on the 2024 census data, 96% of the population in Bonner County resides north of the Long Bridge. Therefore, traffic is anticipated primarily on US-95.

3. Modal Split

This is not identified as a public transportation route. The primary mode of transportation is personal vehicle due to the limited pedestrian/bicycle infrastructure.

4. Trip Assignment

Trips entering and exiting the site were calculated using the directional distribution established in the marina (Land Use Code 420) for the peak hour. Long Bridge Marina has one approach accessing Lakeshore Drive. Table 4 shows the trip assignment results.

Table 3: Trip Assignments

Directional Distribution -Trip Generation Manual 11th Edition				
Trip Ends	%Entering	Trips	%Exiting	Trips
Weekday	50%	55	50%	54
Weekday Peak Hour AM	64%	4	36%	2
Weekday Peak Hour PM	51%	5	49%	4
Saturday	50%	59	50%	59
Saturday Peak Hour	44%	4	56%	6

B. THROUGH TRAFFIC

1. Method of Projection

There are no through streets included as part of this development.

2. Non-Site Traffic for Anticipated Development in Study Area

a) *Method of Projections*

No through streets are anticipated.

3. Through Traffic

There are no through streets included as part of this development.

4. Estimated Volumes

With no through traffic in this development, estimates were not developed.

C. TOTAL TRAFFIC

With no through traffic included in this development, these volumes are the same as shown in Section IV.A.4.

V. TRAFFIC ANALYSIS

A. SITE ACCESS

The property is currently a parking lot with marina slips and has an existing, permitted approach onto Lakeshore Drive. The proposed Long Bridge Marina Expansion is adding additional marina slips, reconstructing and restriping the parking lot, and will maintain the approach onto Lakeshore Drive. A sign will be installed in the parking lot stating that no boat trailers will be allowed.

The property has an existing access easement to the neighboring property. The neighboring property has an approach to Lakeshore Drive, but the easement does not provide sufficient access to utilize this approach for Long Bridge Marina. Long Bridge Marina has one approach for access to Lakeshore Drive. The limits of the easement are shown in Appendix B.

The turning movements into and out of Long Bridge Marina were reviewed to determine LOS and queuing at the US-95/Lakeshore Drive intersection for the weekday and weekend AM and PM peak hours. The highest trip attraction and productions for the developments occurs at the weekday PM peak hour. The intersections affected and the traffic counts are shown in the Figures below.

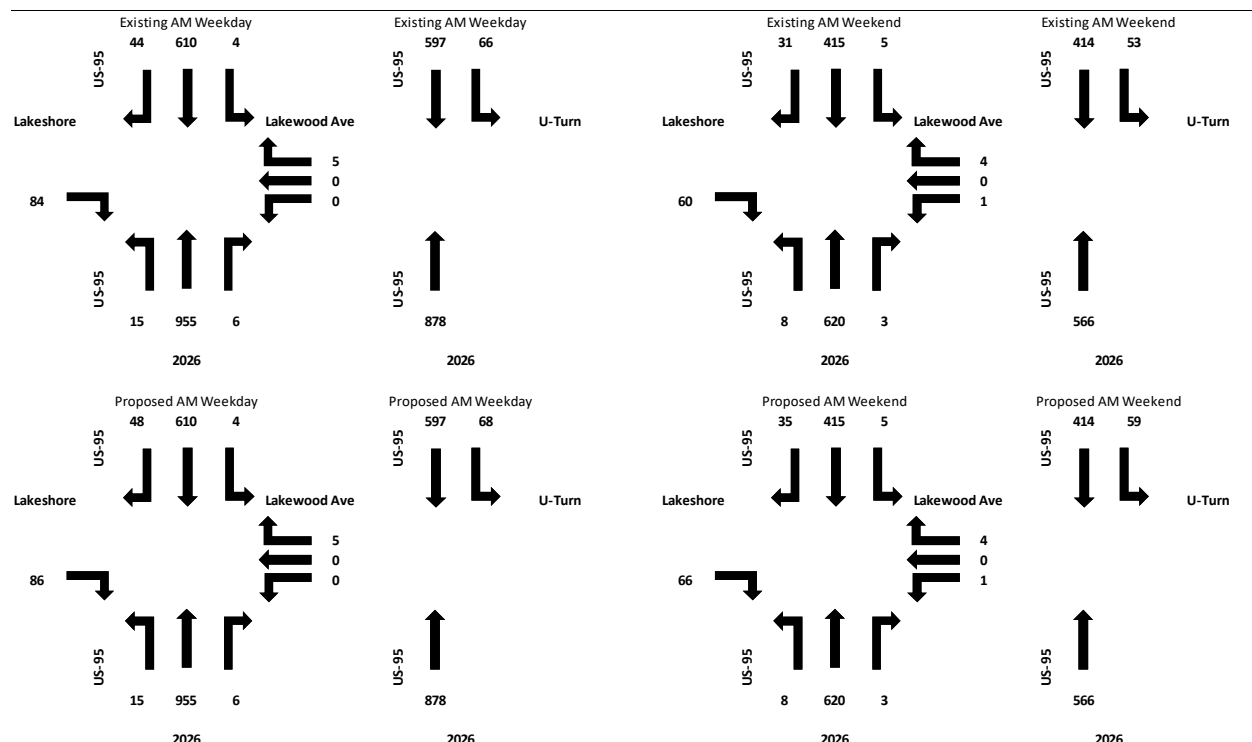


Figure 3: AM Intersection Traffic Counts 2026

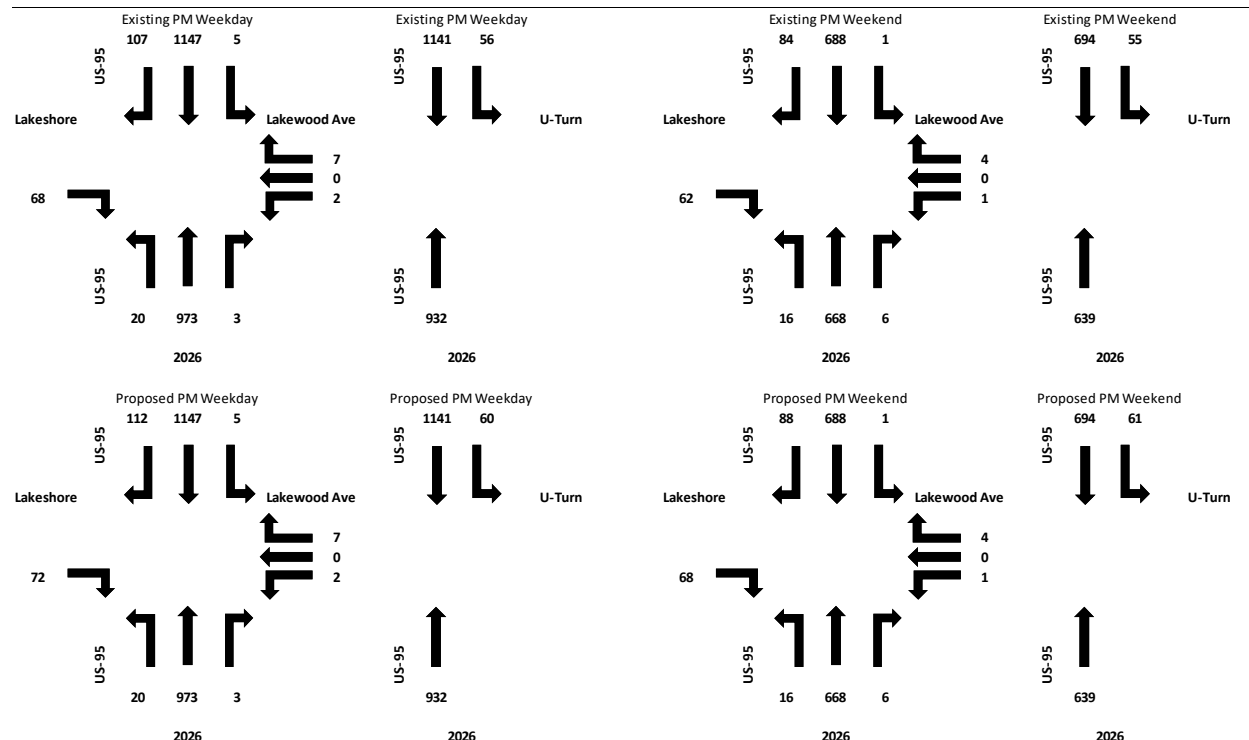


Figure 4: PM Intersection Traffic Counts 2026

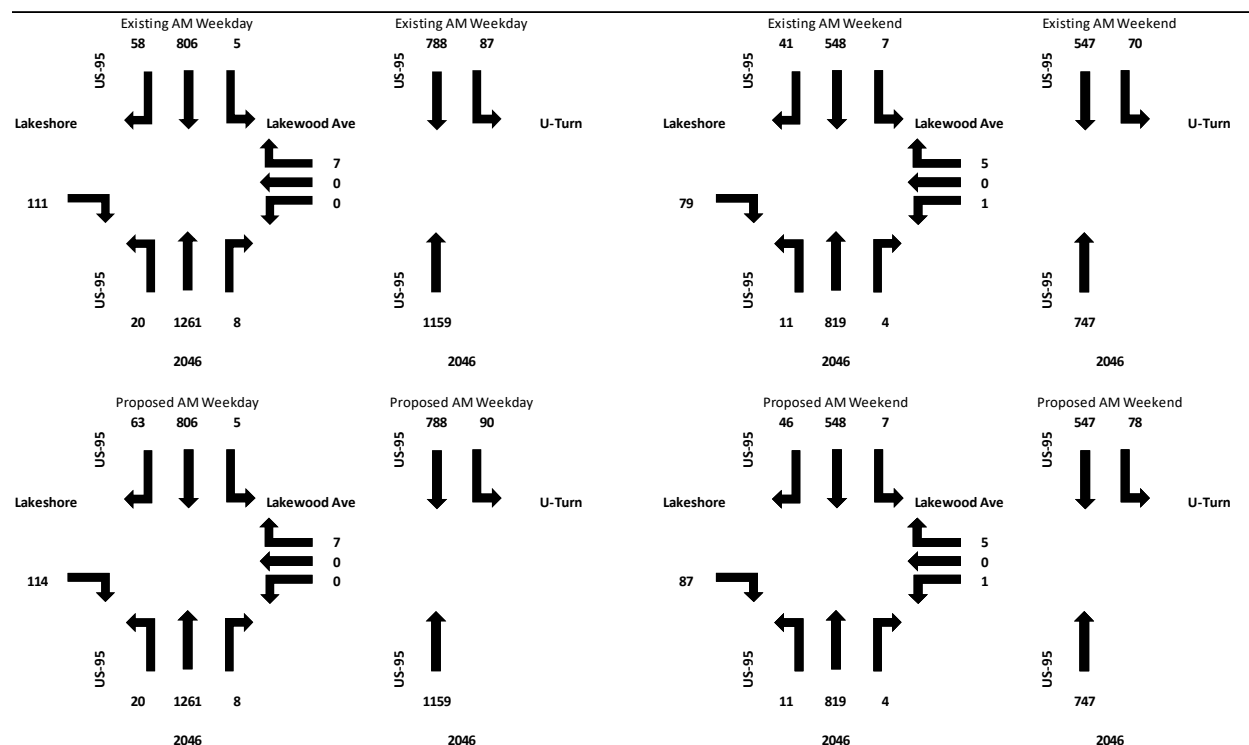


Figure 5: AM Intersection Traffic Counts 2046

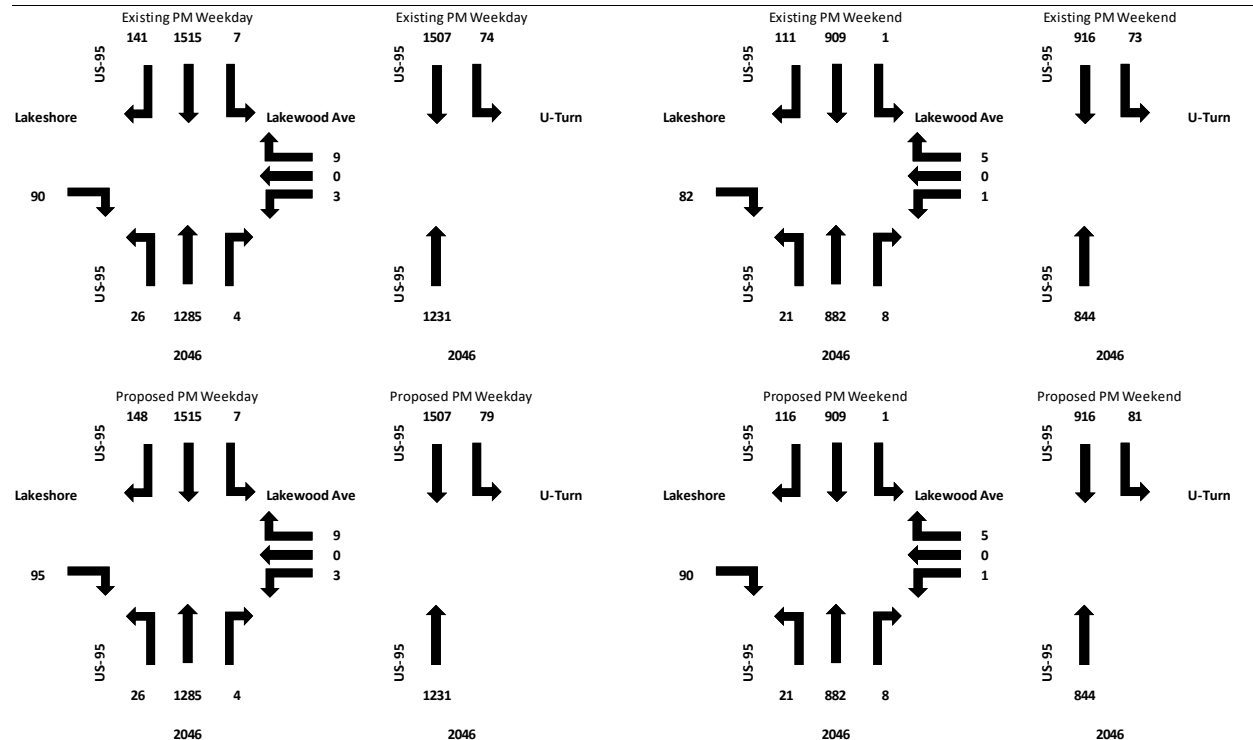


Figure 6: PM Intersection Traffic Count 2046

B. CAPACITY AND LEVEL OF SERVICE

Two intersections were analyzed for the potential impacts due to the Long Bridge Marina expansion. The intersections analyzed are US-95/Lakeshore Drive and US-95 U-turn intersections. Each intersection was analyzed with its current acceleration lane control conditions. Table 4 summarizes LOS and delay at each intersection during the 2026 and 2046 Design Years. The full Level Of Service calculations can be found in Appendix I.

Table 4: 2026 & 2046 Intersection LOS and Delay

Year		2026		2046		2026		2046	
Configuration		AM		AM		PM		PM	
		LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
US-95/Lakeshore Drive Weekday	Existing	A	9.5	B	10.0	B	10.3	B	11.5
	Proposed	A	9.5	B	10.0	B	10.4	B	11.6
US-95 U-Turn Weekday	Existing	B	10.7	B	13.2	B	10.6	B	12.8
	Proposed	B	10.8	B	13.3	B	10.6	B	12.9
US-95/Lakeshore Drive Weekend	Existing	A	9.2	A	9.5	A	9.3	A	9.7
	Proposed	A	9.2	A	9.6	A	9.3	A	9.8
US-95 U-Turn Weekend	Existing	A	9.4	B	10.6	A	9.2	B	10.2
	Proposed	A	9.4	B	10.7	A	9.2	B	10.3

C. QUEUEING

The turning movements from Long Bridge Marina were reviewed to evaluate the anticipated vehicle queues. The largest queue for the eastbound free right-turn movement from Lakeshore Drive onto US-95 is 0.6 vehicles, occurring during the weekday PM peak hour. Based on an average queue length of 25 feet per vehicle, the estimated queue length is approximately 25 feet. This queue would not interfere with vehicles exiting Long Bridge Marina.

The U-turn movement for southbound US-95 traffic U-turning to northbound US-95 was reviewed. The largest anticipated queue is 0.7 vehicles, occurring during the weekday AM peak hour. Assuming an average queue length of 25 feet per vehicle, the resulting queue length is approximately 25 feet. This queue would remain within the available storage length on US-95.

D. TRAFFIC SAFETY

ITDs plan to construct a permanent concrete median to reinforce the left turn restriction will further enhance the safety of the intersection.

A sight distance analysis was completed for the marina approach shown in Appendix G. The existing trees along the east side of the marina approach will be removed during construction, and the boat rental shack will be relocated on the site to ensure adequate sight distance is provided.

E. TRAFFIC SIGNALS

There are no existing traffic signals within the impact area of this development, and it will not impact either studied intersection in a way requiring a signal warrant analysis. No signal warrant analyses were conducted.

F. SITE CIRCULATION AND PARKING

Parking for the Long Bridge Marina will be provided in accordance with the Bonner County Standards.

VI. IMPROVEMENT ANALYSIS

A. IMPROVEMENTS TO ACCOMMODATE BASE TRAFFIC

Both intersections studied operate at acceptable levels (LOS C or better) of service, during p.m. peak hour for the design years of 2026 and 2046. No improvements are required to accommodate base traffic during this 20-year study period.

B. ADDITIONAL IMPROVEMENTS TO ACCOMMODATE ON-SITE AND OFF-SITE TRAFFIC

Additional improvements are not necessary to accommodate on-site & off-site traffic. When the development of traffic is applied to the current and future background traffic, the impacts are negligible and the intersections still function at acceptable levels of service.

C. ALTERNATIVE IMPROVEMENTS

There will be no alternative improvements.

VII. CONCLUSIONS

A. SITE ACCESSIBILITY

The Long Bridge Marina Expansion will reconstruct and restripe the existing parking lot and will maintain the approach to Lakeshore Drive. No roadside improvements are required to accommodate the approaches.

B. TRAFFIC IMPACTS

Traffic generated by the proposed development does not significantly impact either of the intersections studied. The intersections currently operate at acceptable levels, and the

traffic generated by the Long Bridge Marina Expansion will not significantly change the level delay experienced at these intersections.

C. NEED FOR IMPROVEMENTS

Additional improvements are not necessary to accommodate on-site or off-site traffic.

D. COMPLIANCE WITH APPLICABLE LOCAL CODES

Improvements to the Long Bridge Marina Expansion development will be designed and constructed to Bonner County and other applicable standards.

VIII. RECOMMENDATIONS

A. SITE ACCESS/CIRCULATION PLAN

The Long Bridge Marina Expansion will maintain the approach to Lakeshore Drive. No roadside improvements are required to accommodate these approaches.

B. ROADWAY IMPROVEMENTS

1. On-Site

The site currently includes a parking lot, the existing single-family residence, rental cabins, and a boat rental shack. The development does not contain any internal public roads.

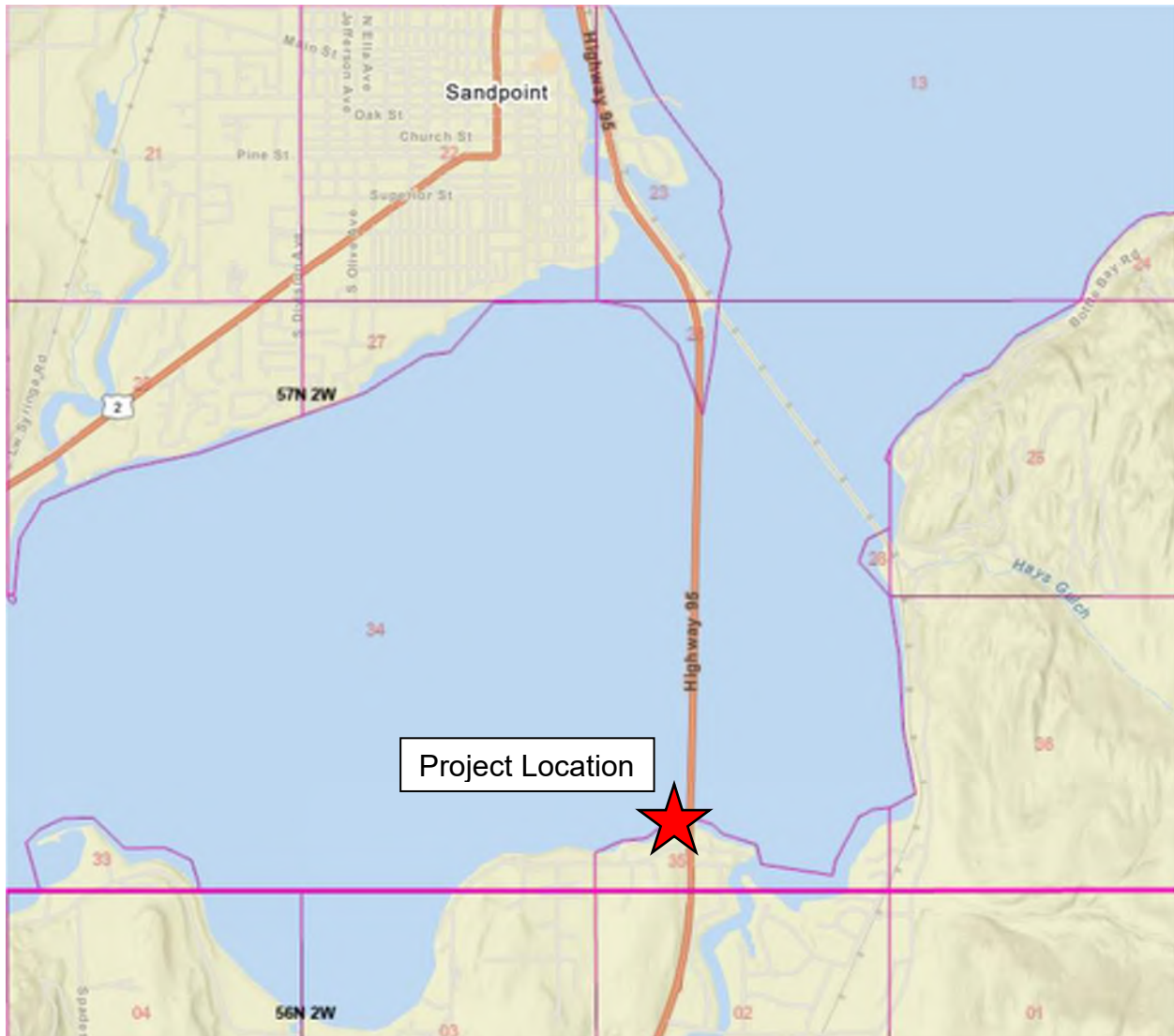
2. Off-Site

No off-site improvements are recommended as a result of the traffic generated by this development.

Appendix A:

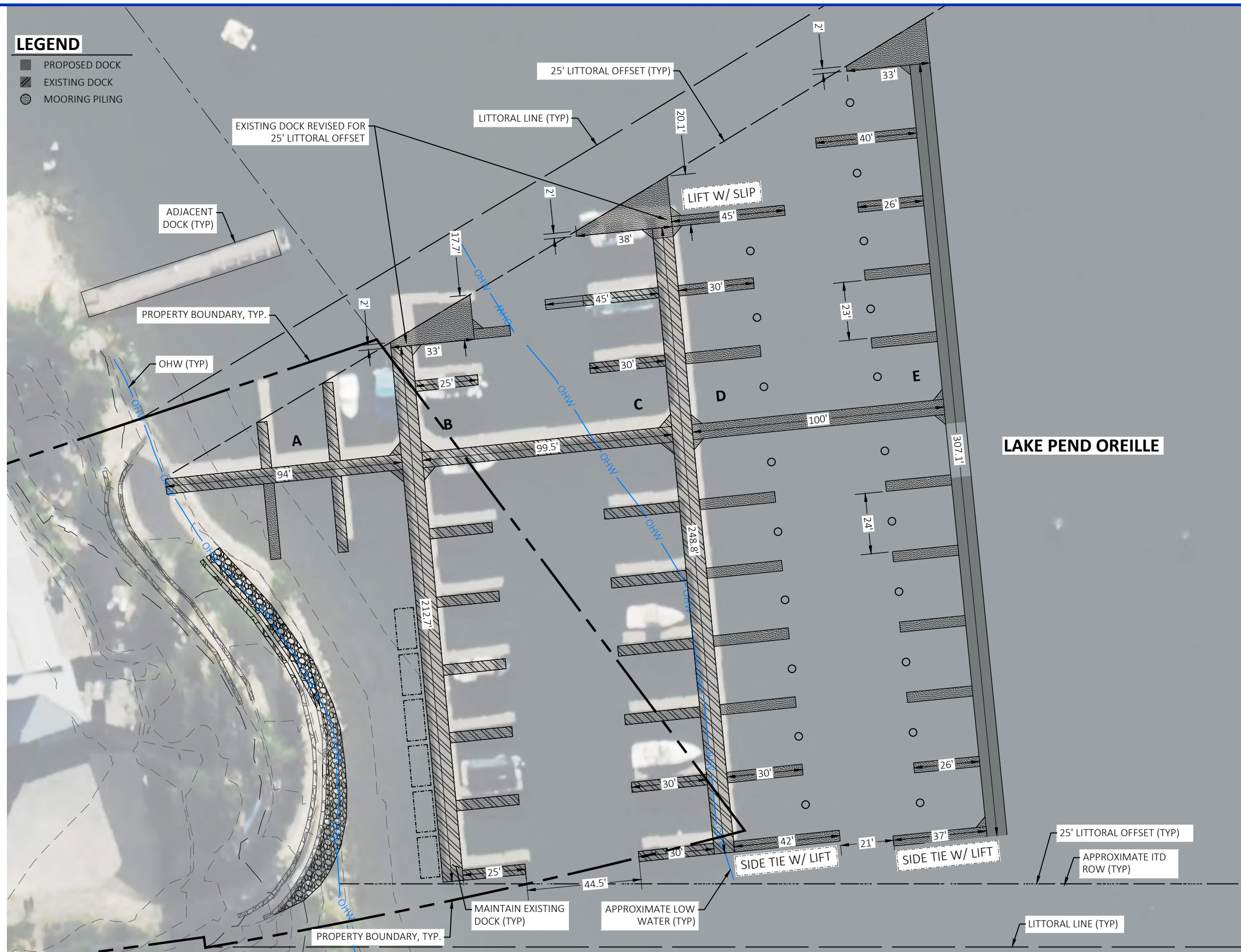
Vicinity Map

Section 35, Township 57 N., Range 2 W., Boise Meridian, Bonner County, Idaho



Appendix B:

Preliminary Site Plan



Appendix C:

ITD Crash Summary Report

US-95 & Lakeshore Jan 2021 - Dec 2025

Created on September 10, 2026

Created by Robert Beachler

Data extents: January 1, 2021 to December 31, 2025



Applied Filters

Shape: Polygon 1



Total Crashes

11

Fatal Crashes

0

ITD Crash Summary		Crash	
Total Crashes	11	100.00%	
Intersection Related	10	90.91%	
Work Zone Related	3	27.27%	

Alcohol Related	1	9.09%
Distracted Driver Related	1	9.09%
Impaired Driver Related	1	9.09%
Wild Animal Related	1	9.09%
+ 6 more	0	0%

Date & Time (Year)	Crash	
2025	2	18.18%
2024	4	36.36%
2023	1	9.09%
2021	4	36.36%
+ 15 more	0	0%

Crash Severity (# of Crashes)	Crash	
(O) Property Damage Report	6	54.55%
(B) Suspected Minor/Visible Injury	2	18.18%
(C) Possible Injury/Complaint	2	18.18%
(A) Suspected Serious Injury	1	9.09%
(K) Fatal Injury	0	0.00%

Injury Name	Person	
No Apparent Injury	19	70.37%
Suspected Minor Injury	4	14.81%
Possible Injury	3	11.11%
Suspected Serious Injury	1	3.70%
Fatal Injury	0	0.00%

Intersection Related	Crash	
Yes	10	90.91%
No	1	9.09%

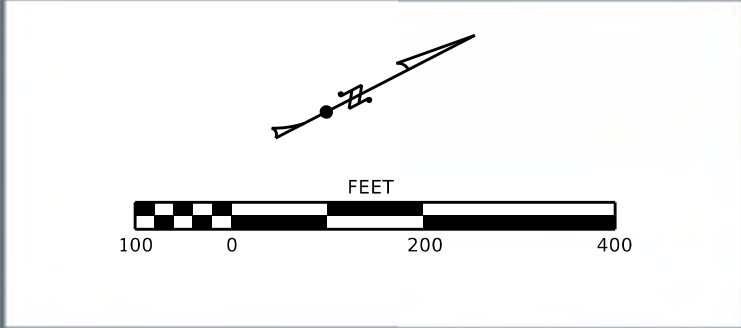
Date & Time (Day of Week)	Crash	
Monday	3	27.27%
Tuesday	2	18.18%
Wednesday	1	9.09%
Thursday	1	9.09%
Friday	2	18.18%
Saturday	2	18.18%
Sunday	0	0.00%

County	Crash	
Bonner	11	100.00%
+ 43 more	0	0%
Operator Action	Unit	
Going Straight	11	52.38%
Turning Left	7	33.33%
Changing Lanes	1	4.76%
Slowing in Traffic	1	4.76%
Turning Right	1	4.76%
+ 51 more	0	0%
Unit Type	Unit	
Car	11	52.38%
SUV/Crossover	7	33.33%
Pickup	2	9.52%
Motor Home	1	4.76%
+ 26 more	0	0%
Urban / Rural	Crash	
Urban	11	100.00%
Rural	0	0.00%
Contributing Circumstances (All)	Crash	
None	11	100.00%
Failed to Yield	8	72.73%
Alcohol Impaired	1	9.09%
Animal(s) in Roadway	1	9.09%
Distracted IN or ON Vehicle	1	9.09%
Improper Use of Turn Lane	1	9.09%
+ 35 more	0	0%
Most Harmful Event	Crash	
Angle Turning	6	54.55%
Head-On Turning	2	18.18%
Animal - Wild	1	9.09%
Rear-End	1	9.09%
Side Swipe Same	1	9.09%
+ 59 more	0	0%

Appendix D:

US-95 From Dufort to Lakeshore Drive

NOT FOR CONSTRUCTION
FEBRUARY 2025



LEGEND

US-95

FRONTAGE ROAD

SHARED USE PATH

EXISTING PROPERTY LINES

BNSF RAILROAD

ANTICIPATED ROADWAY EMBANKMENT/SLOPE

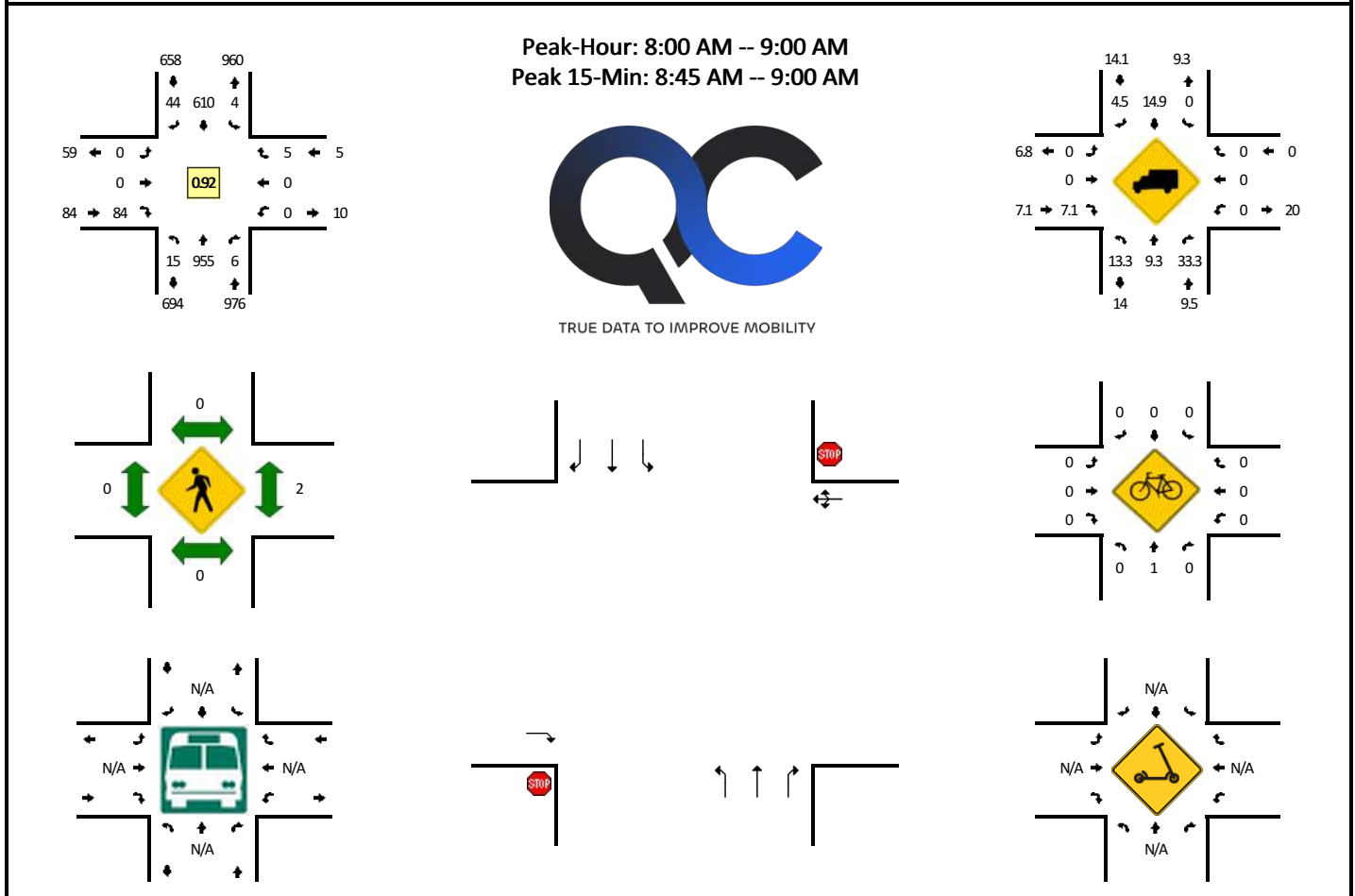
BRIDGE

Appendix E:

Traffic Data

LOCATION: US Hwy 95 -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442401
DATE: Thu, Aug 13 2026



15-Min Count Period Beginning At	US Hwy 95 (Northbound)				US Hwy 95 (Southbound)				Lakeshore Dr (Eastbound)				Lakeshore Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	184	0	0	0	113	1	0	0	0	21	0	1	0	2	0	323	
7:15 AM	2	201	1	0	1	105	7	0	0	0	17	0	0	0	2	0	336	
7:30 AM	1	287	0	0	0	131	9	0	0	0	24	0	1	0	2	0	455	
7:45 AM	2	278	0	0	1	132	11	0	0	0	27	0	0	0	1	0	452	1566
8:00 AM	0	205	0	0	1	143	15	0	0	0	24	0	0	0	0	0	388	1631
8:15 AM	2	234	1	0	2	153	7	0	0	0	13	0	0	0	3	0	415	1710
8:30 AM	7	247	0	0	0	160	11	0	0	0	25	0	0	0	0	0	450	1705
8:45 AM	6	269	5	0	1	154	11	0	0	0	22	0	0	0	2	0	470	1723
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	1076	20	0	4	616	44	0	0	0	88	0	0	0	8	0	1880	
Heavy Trucks	4	120	8		0	92	0		0	0	4		0	0	0		228	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

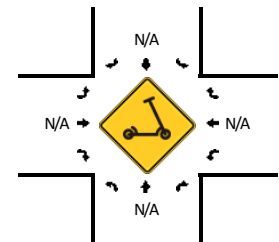
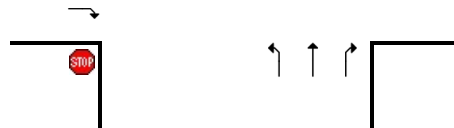
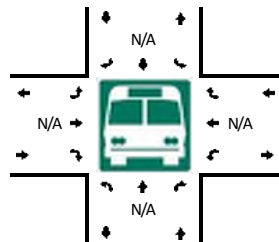
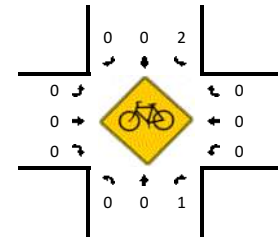
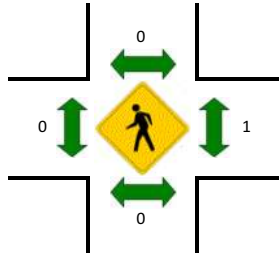
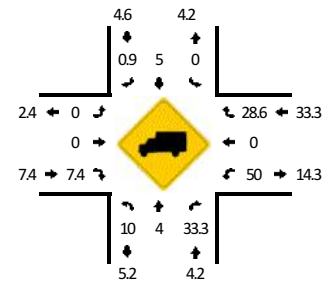
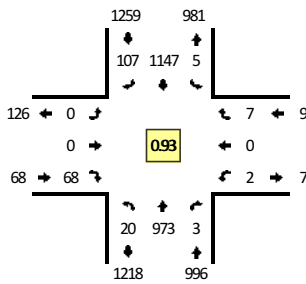
Report generated on 8/19/2026 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: US Hwy 95 -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442402
DATE: Thu, Aug 13 2026

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



15-Min Count Period Beginning At	US Hwy 95 (Northbound)				US Hwy 95 (Southbound)				Lakeshore Dr (Eastbound)				Lakeshore Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	254	1	0	1	290	21	0	0	0	12	0	0	0	2	0	585	
4:15 PM	6	253	0	0	0	273	29	0	0	0	14	0	1	0	0	0	576	
4:30 PM	3	212	1	0	1	286	28	1	0	0	13	0	0	0	2	0	547	
4:45 PM	6	254	1	1	2	298	29	0	0	0	29	0	1	0	3	0	624	2332
5:00 PM	4	213	0	0	0	258	18	0	0	0	18	0	0	0	1	0	512	2259
5:15 PM	4	224	0	0	0	274	22	0	0	0	8	0	0	0	0	0	532	2215
5:30 PM	3	174	1	0	1	222	31	0	0	0	21	0	0	0	3	0	456	2124
5:45 PM	2	181	1	0	1	214	22	0	0	0	6	0	0	0	1	0	428	1928
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	1016	4	4	8	1192	116	0	0	0	116	0	4	0	12	0	2496	
Heavy Trucks	8	36	0		0	64	0		0	0	12		4	0	4		128	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	4		8	0	0		0	0	0		0	0	0		12	
Scooters																		

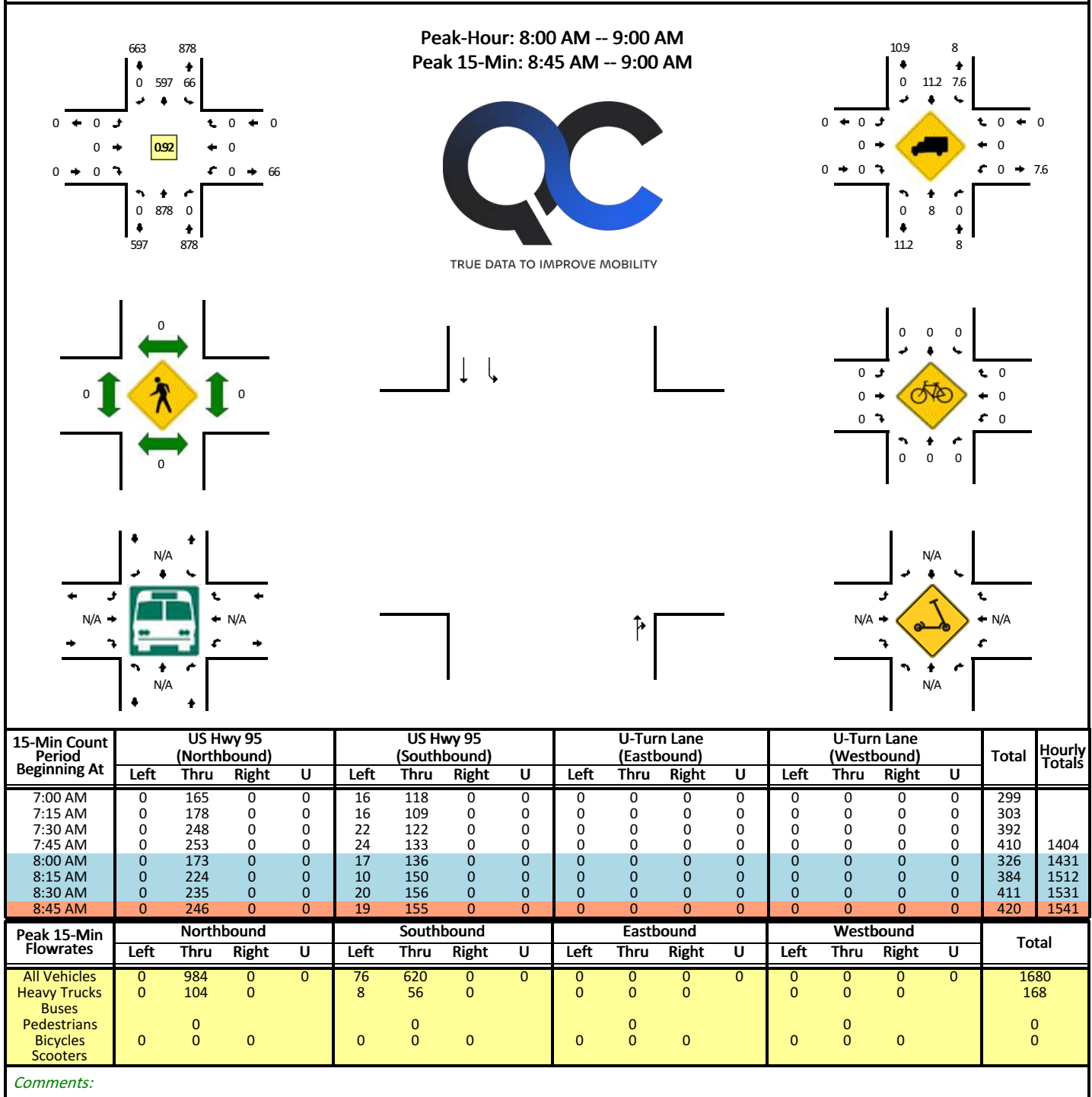
Comments:

Report generated on 8/19/2026 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

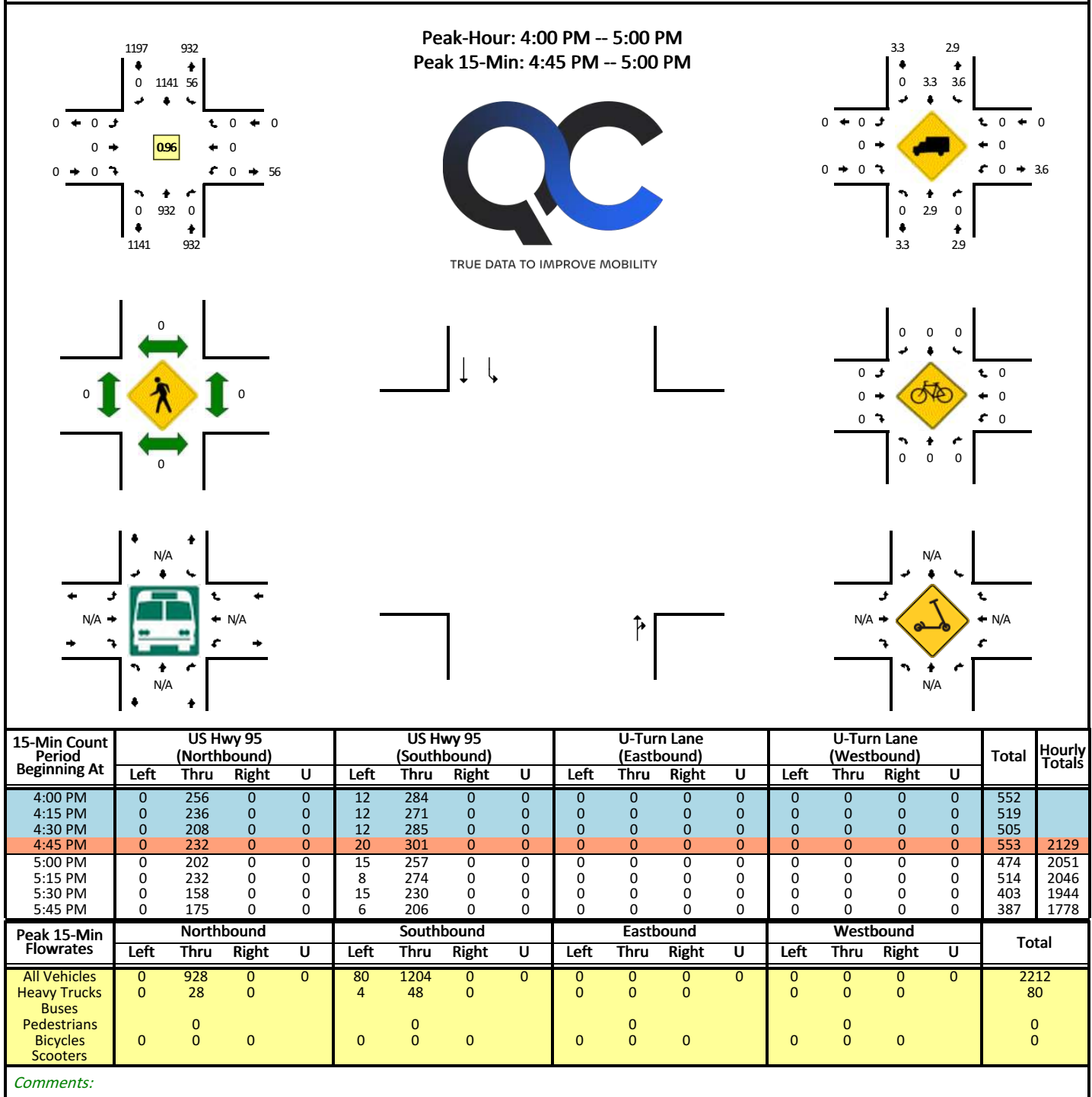
LOCATION: US Hwy 95 -- U-Turn Lane
CITY/STATE: Sagle, ID

QC JOB #: 17442403
DATE: Thu, Aug 13 2026



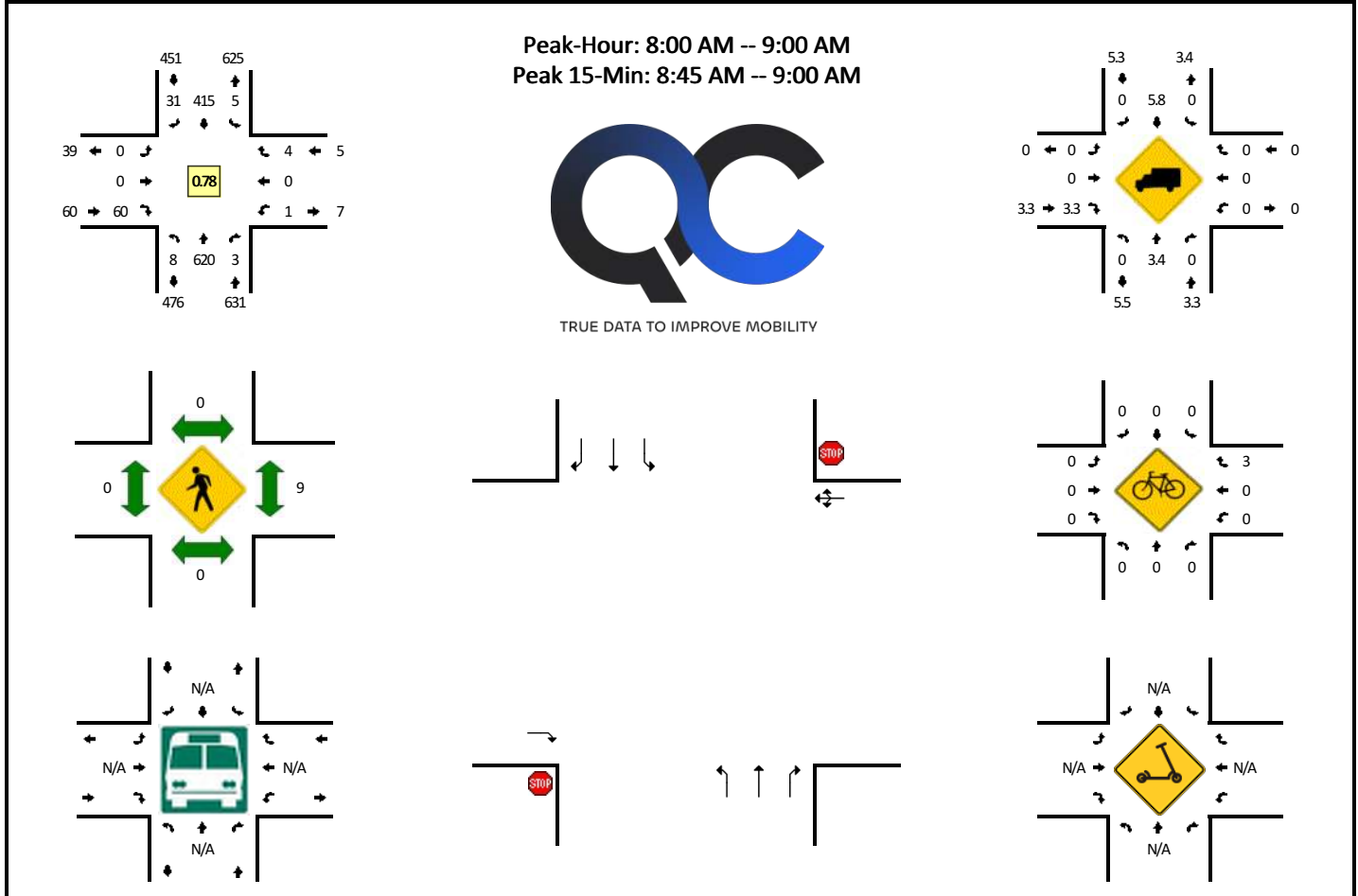
LOCATION: US Hwy 95 -- U-Turn Lane
CITY/STATE: Sagle, ID

QC JOB #: 17442404
DATE: Thu, Aug 13 2026



LOCATION: US Hwy 95 -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442405
DATE: Sat, Aug 15 2026



15-Min Count Period Beginning At	US Hwy 95 (Northbound)				US Hwy 95 (Southbound)				Lakeshore Dr (Eastbound)				Lakeshore Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	88	0	0	0	35	3	0	0	0	11	0	0	0	0	0	140	
7:15 AM	0	94	1	0	1	61	7	0	0	0	9	0	0	0	0	0	173	
7:30 AM	1	133	1	0	0	51	2	0	0	0	9	0	0	0	2	0	199	
7:45 AM	1	120	0	0	0	71	5	0	0	0	8	0	0	0	2	0	207	719
8:00 AM	2	99	2	0	1	90	6	1	0	0	9	0	1	0	1	0	212	791
8:15 AM	1	131	1	0	0	109	10	0	0	0	14	0	0	0	2	0	268	886
8:30 AM	1	169	0	0	2	103	8	0	0	0	17	0	0	0	0	0	300	987
8:45 AM	4	221	0	0	1	113	7	0	0	0	20	0	0	0	1	0	367	1147
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	884	0	0	4	452	28	0	0	0	80	0	0	0	4	0	1468	
Heavy Trucks	0	36	0	0	0	20	0	0	0	0	0	0	0	0	0	0	56	
Buses																		
Pedestrians		0				0				0				28			28	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	12		12	
Scooters																		

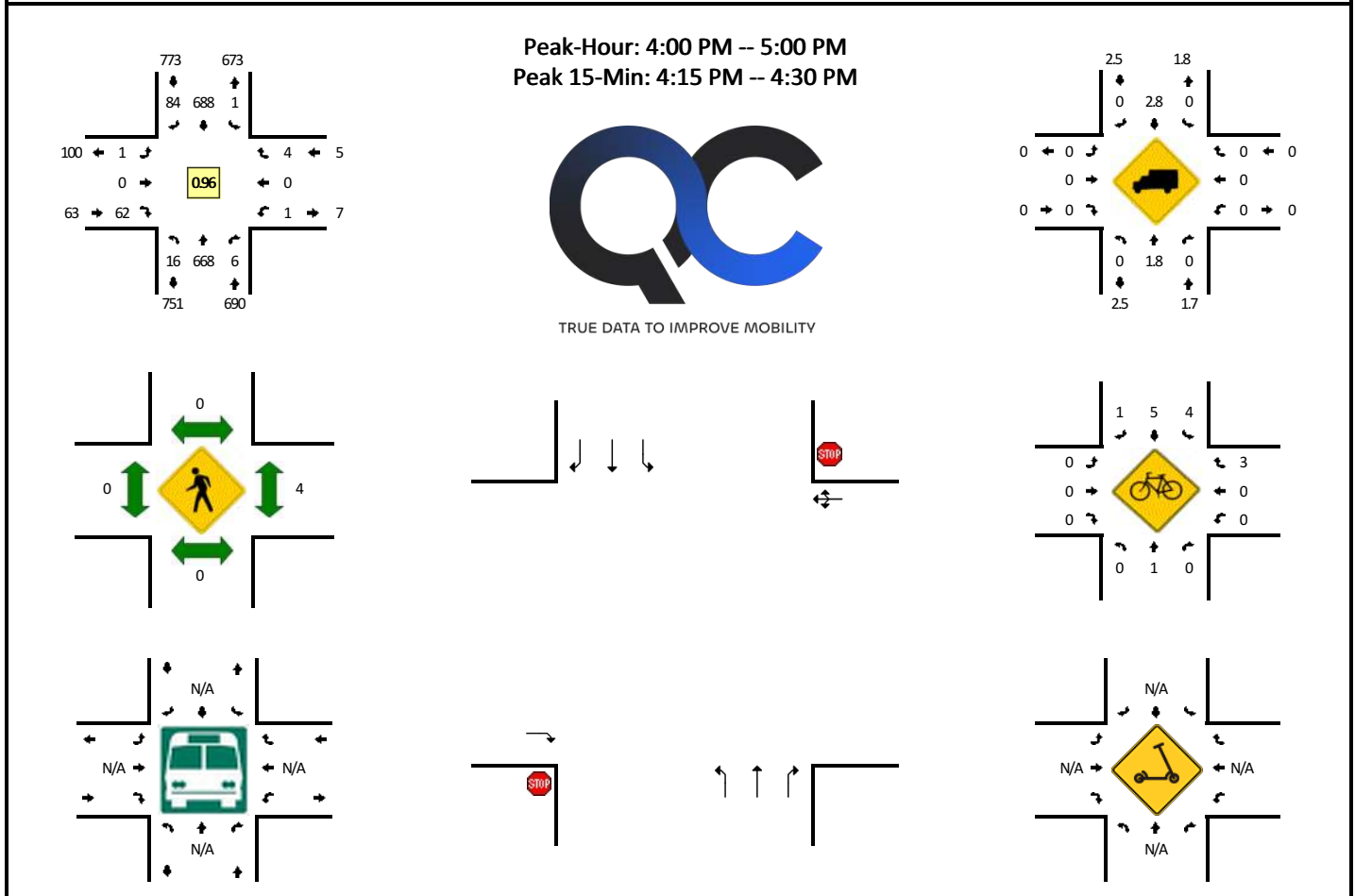
Comments:

Report generated on 8/19/2026 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: US Hwy 95 -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442406
DATE: Sat, Aug 15 2026



15-Min Count Period Beginning At	US Hwy 95 (Northbound)				US Hwy 95 (Southbound)				Lakeshore Dr (Eastbound)				Lakeshore Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	171	2	0	0	171	22	0	0	0	18	0	0	0	1	0	391	
4:15 PM	3	168	0	0	1	197	19	0	1	0	10	0	0	0	1	0	400	
4:30 PM	4	157	2	0	0	170	21	0	0	0	10	0	1	0	1	0	366	
4:45 PM	3	172	2	0	0	150	22	0	0	0	24	0	0	0	1	0	374	1531
5:00 PM	2	173	0	0	1	152	21	0	0	0	18	0	0	0	1	0	368	1508
5:15 PM	5	164	0	0	1	162	20	0	0	0	20	0	0	0	0	0	372	1480
5:30 PM	4	159	0	0	1	145	21	0	0	0	22	0	0	0	2	0	354	1468
5:45 PM	1	165	0	0	1	132	5	0	0	0	20	0	0	0	1	0	325	1419
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	672	0	0	4	788	76	0	4	0	40	0	0	0	4	0	1600	
Heavy Trucks	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	16	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		12	4	4		0	0	0		0	0	8		28	
Scoters																		

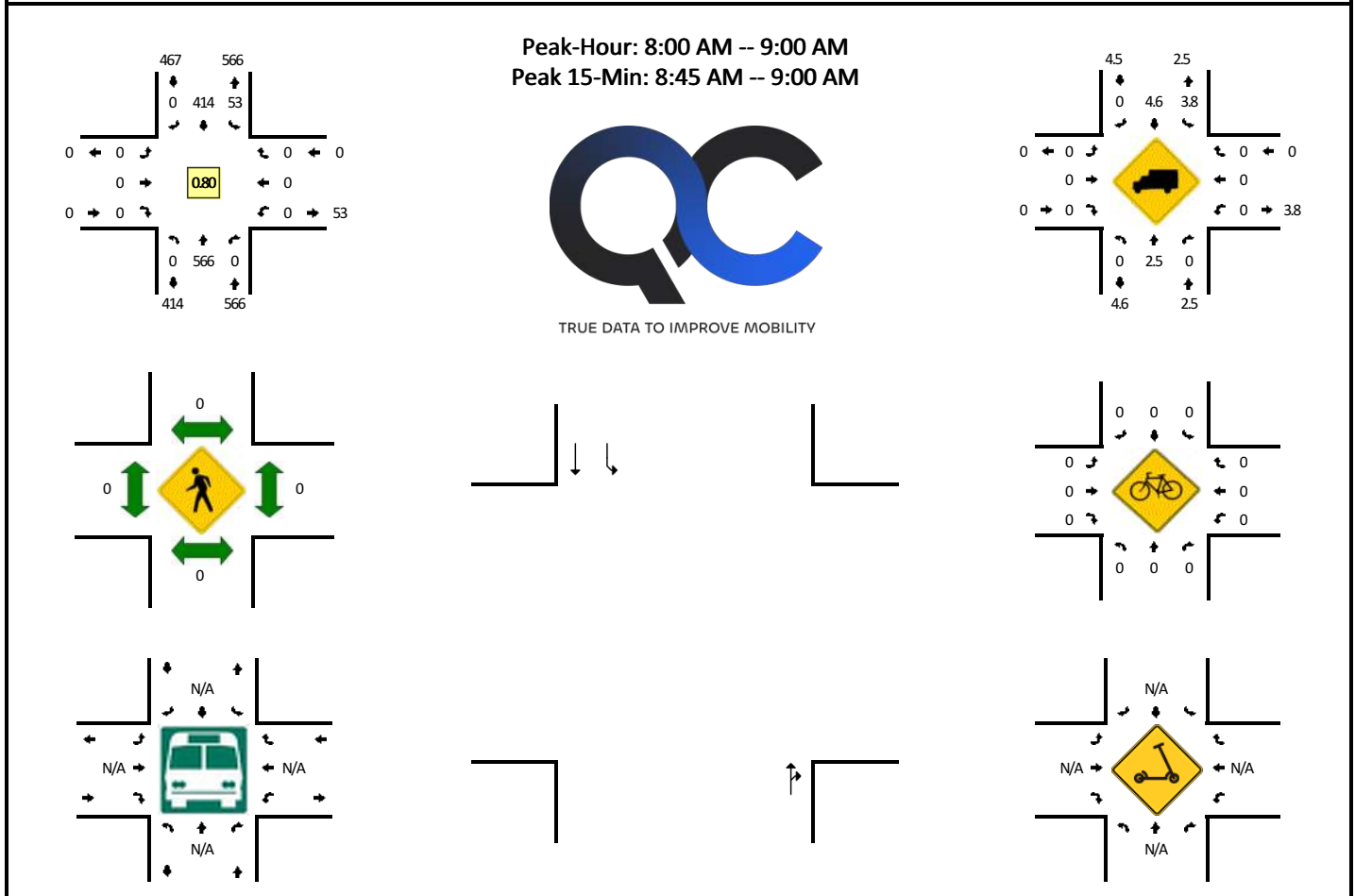
Comments:

Report generated on 8/19/2026 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: US Hwy 95 -- U-Turn Lane
CITY/STATE: Sagle, ID

QC JOB #: 17442407
DATE: Sat, Aug 15 2026



15-Min Count Period Beginning At	US Hwy 95 (Northbound)				US Hwy 95 (Southbound)				U-Turn Lane (Eastbound)				U-Turn Lane (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	78	0	0	9	34	0	0	0	0	0	0	0	0	0	0	121	
7:15 AM	0	88	0	0	5	63	0	0	0	0	0	0	0	0	0	0	156	
7:30 AM	0	124	0	0	10	51	0	0	0	0	0	0	0	0	0	0	185	
7:45 AM	0	108	0	0	5	68	0	0	0	0	0	0	0	0	0	0	181	643
8:00 AM	0	89	0	0	10	89	0	0	0	0	0	0	0	0	0	0	188	710
8:15 AM	0	133	0	0	11	102	0	0	0	0	0	0	0	0	0	0	246	800
8:30 AM	0	151	0	0	16	110	0	0	0	0	0	0	0	0	0	0	277	892
8:45 AM	0	193	0	0	16	113	0	0	0	0	0	0	0	0	0	0	322	1033
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	772	0	0	64	452	0	0	0	0	0	0	0	0	0	0	1288	
Heavy Trucks	0	20	0	0	4	16	0	0	0	0	0	0	0	0	0	0	40	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

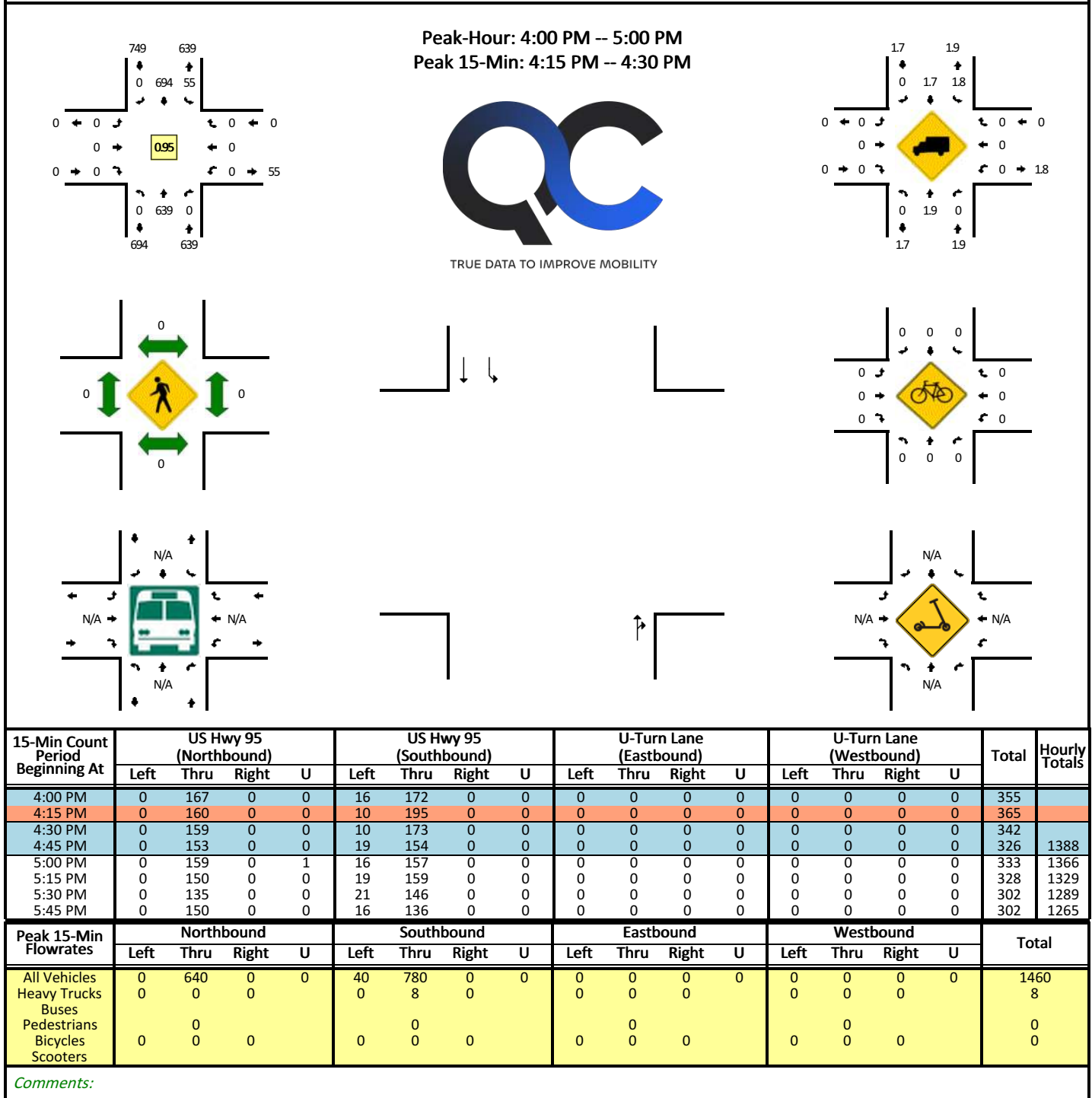
Comments:

Report generated on 8/19/2026 8:05 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

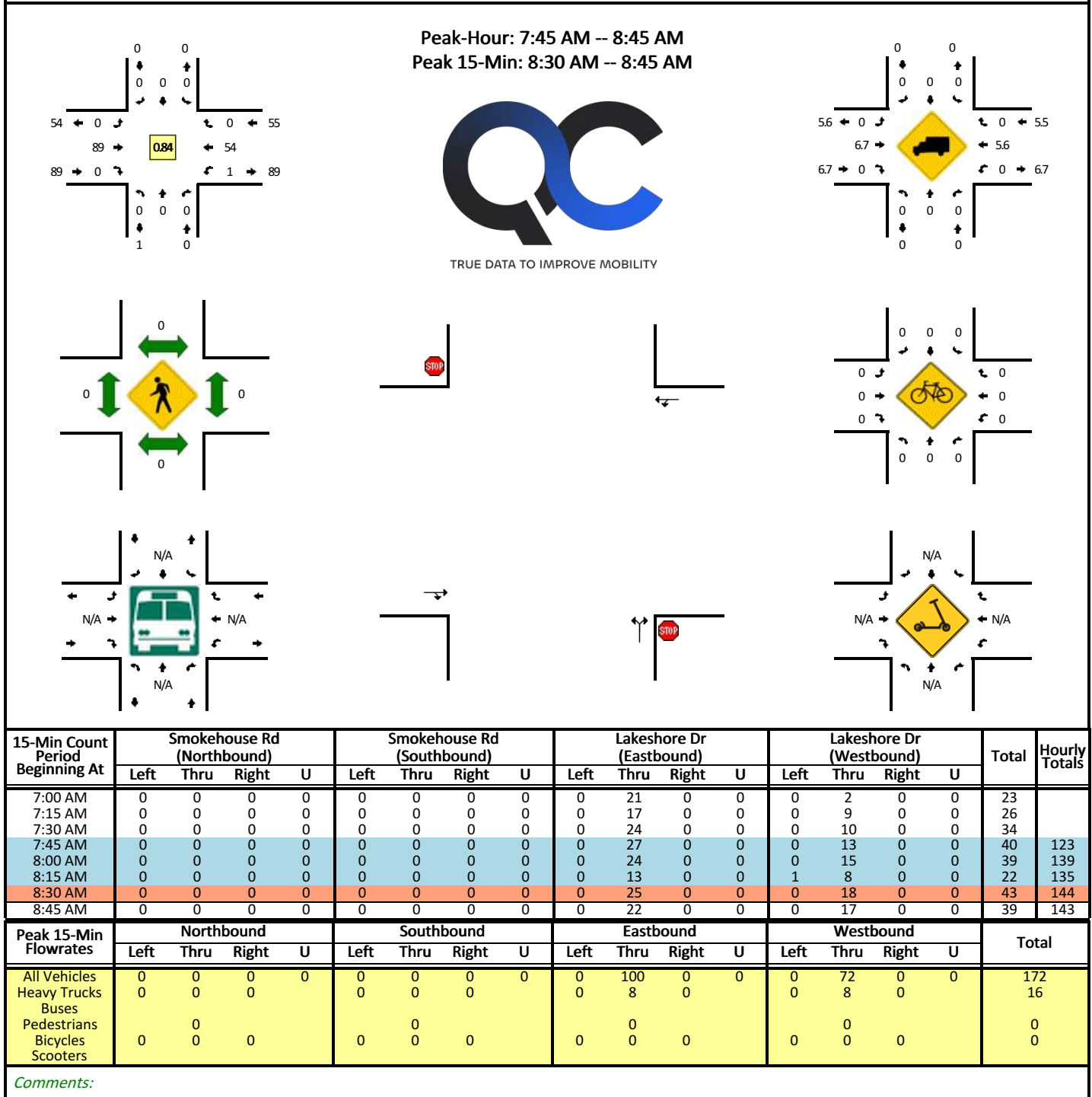
LOCATION: US Hwy 95 -- U-Turn Lane
CITY/STATE: Sagle, ID

QC JOB #: 17442408
DATE: Sat, Aug 15 2026



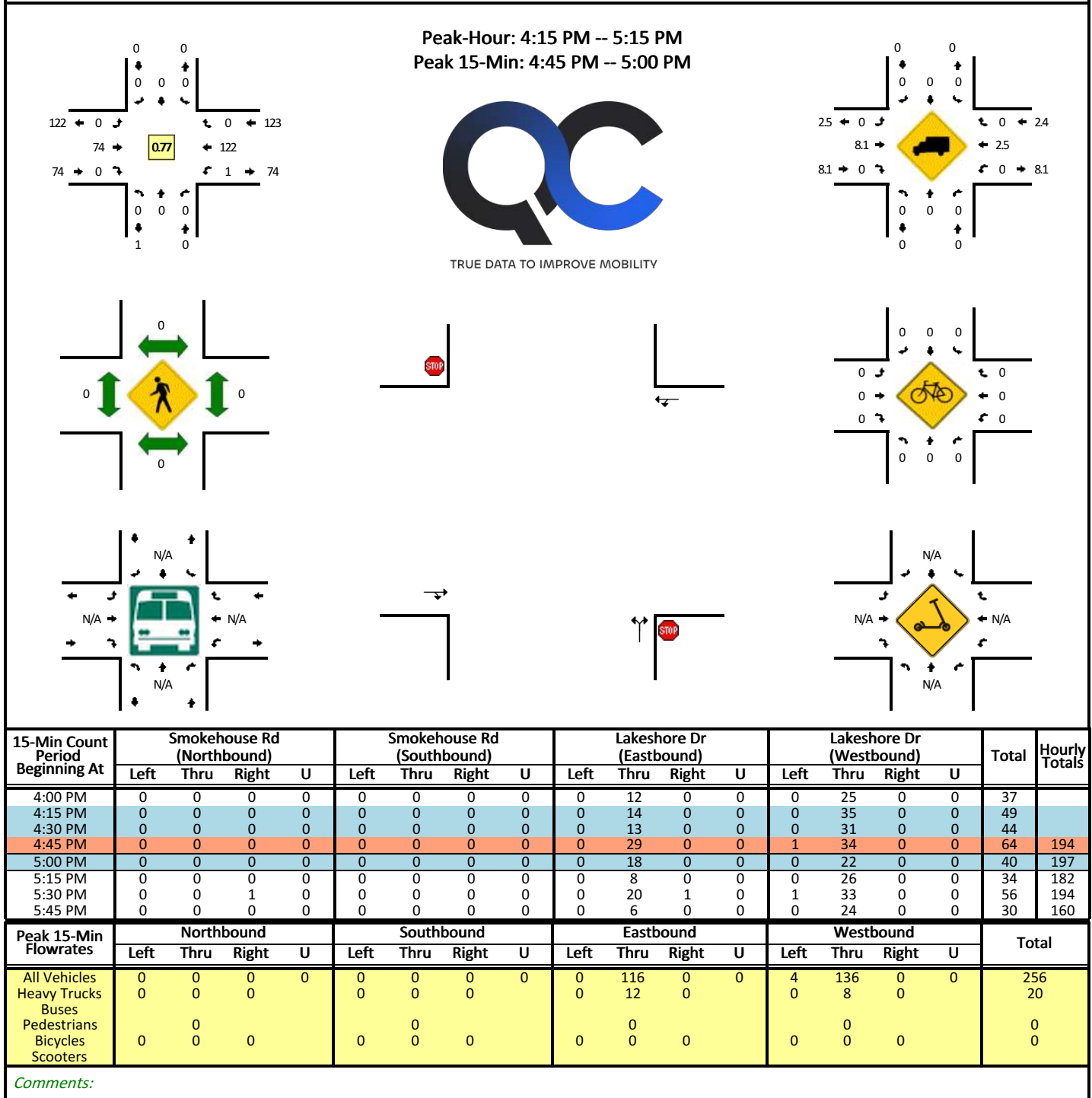
LOCATION: Smokehouse Rd -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442409
DATE: Thu, Aug 13 2026



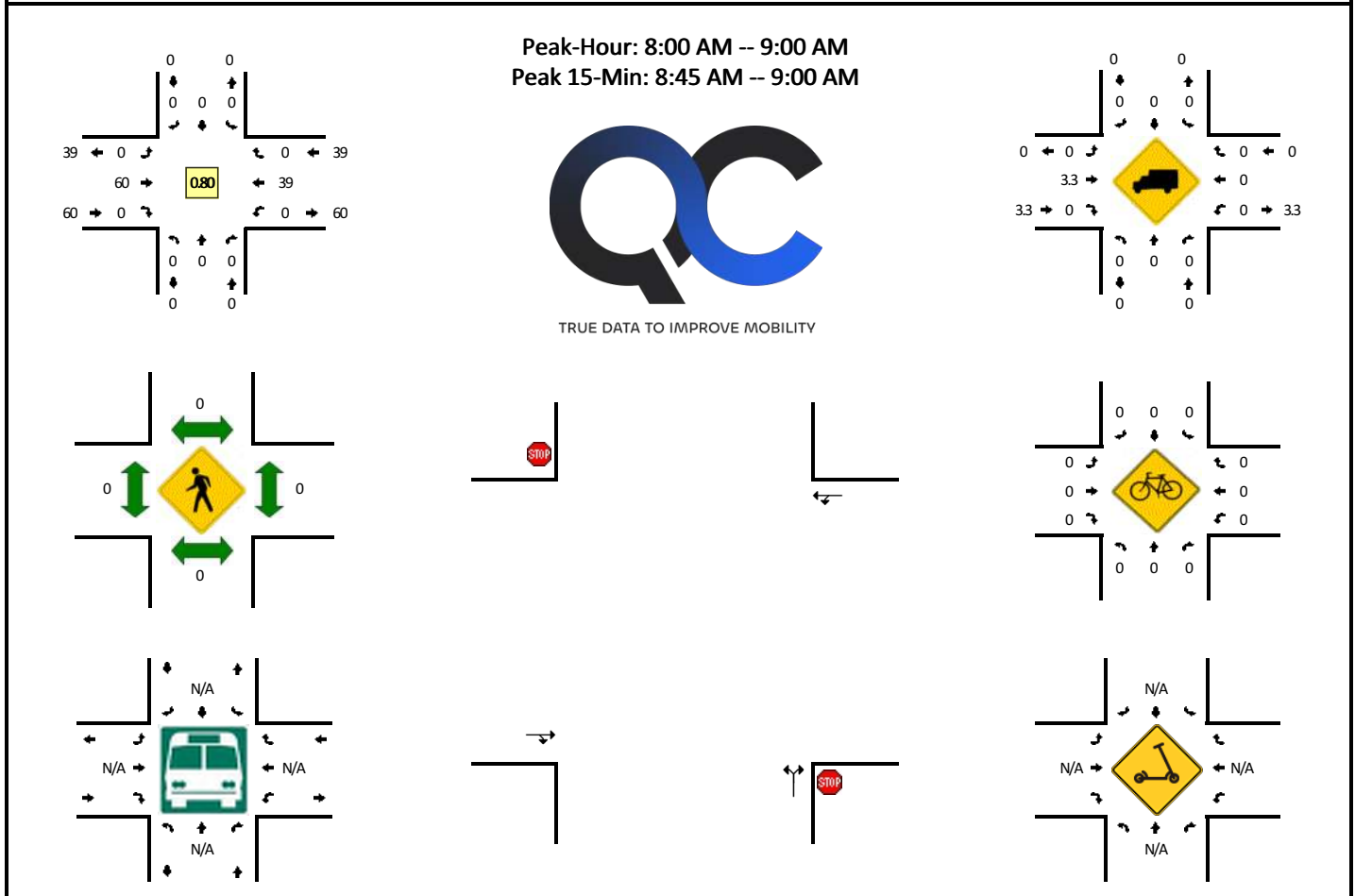
LOCATION: Smokehouse Rd -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442410
DATE: Thu, Aug 13 2026



LOCATION: Smokehouse Rd -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442411
DATE: Sat, Aug 15 2026



15-Min Count Period Beginning At	Smokehouse Rd (Northbound)				Smokehouse Rd (Southbound)				Lakeshore Dr (Eastbound)				Lakeshore Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	6	0	0	17	
7:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	0	16	
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	0	12	
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14	59
8:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17	59
8:15 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	0	25	68
8:30 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	9	0	0	26	82
8:45 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	11	0	0	31	99
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	80	0	0	0	44	0	0	124	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

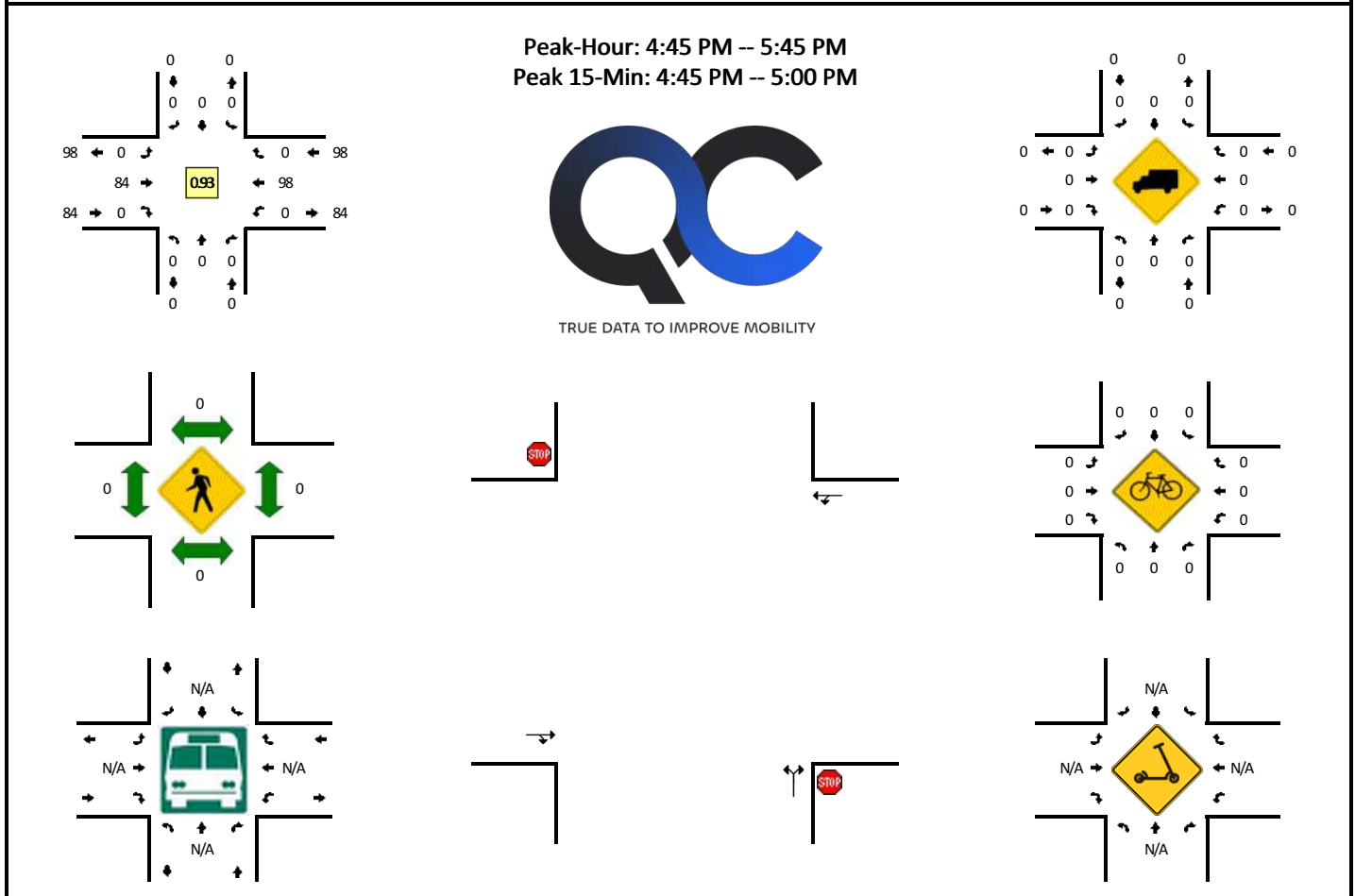
Comments:

Report generated on 8/27/2026 11:18 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Smokehouse Rd -- Lakeshore Dr
CITY/STATE: Sagle, ID

QC JOB #: 17442412
DATE: Sat, Aug 15 2026



15-Min Count Period Beginning At	Smokehouse Rd (Northbound)				Smokehouse Rd (Southbound)				Lakeshore Dr (Eastbound)				Lakeshore Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	28	0	0	46	
4:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	22	0	0	33	
4:30 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	25	0	0	35	
4:45 PM	0	0	0	0	0	0	0	0	0	24	0	0	0	25	0	0	49	163
5:00 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	23	0	0	41	158
5:15 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	25	0	0	45	170
5:30 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	25	0	0	47	182
5:45 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	6	0	0	26	159
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	96	0	0	0	100	0	0	196	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 8/27/2026 11:18 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix F:

ITD AADT and MADT

Lakeshore Drive AADT/MADT

OBJECTID		243741
Year		2024
Route ID	00836AOH000	
From Measure		10.708487
To Measure		12.18333
AADT		1900
Passenger AADT		1730
Commercial AADT		170
Description From	BRISBOYS RD	
Description To	US-95	
Effective Date		12/31/2023
Expiration Date		12/31/2024
DHV		266
MADT (Jan)		1320
MADT (Feb)		1501
MADT (Mar)		1599
MADT (Apr)		1794
MADT (May)		2032
MADT (Jun)		2254
MADT (Jul)		2366
MADT (Aug)		2297
MADT (Sep)		2186
MADT (Oct)		2077
MADT (Nov)		1712
MADT (Dec)		1560
GlobalID	{E2C4903B-0737-4BD8-BDED-6674283D68DC}	

US-95 AADT/MADT

OBJECTID		259636
Year		2025
Route ID	01540AUS095	
From Measure		457.451647
To Measure		460.003694
AADT		19000
Passenger AADT		17600
Commercial AADT		1400
Description From	BOTTLE BAY RD	
Description To	BEG NEW ALIGN IC #474	
Effective Date		12/31/2024
Expiration Date		12/31/2025
DHV		1900
MADT (Jan)		14472
MADT (Feb)		14490
MADT (Mar)		16378
MADT (Apr)		17016
MADT (May)		20408
MADT (Jun)		22602
MADT (Jul)		23612
MADT (Aug)		22721
MADT (Sep)		21315
MADT (Oct)		19894
MADT (Nov)		17890
MADT (Dec)		15412
GlobalID	{5AAB36E9-CD36-4534-A9C7-E2319B8517F2}	

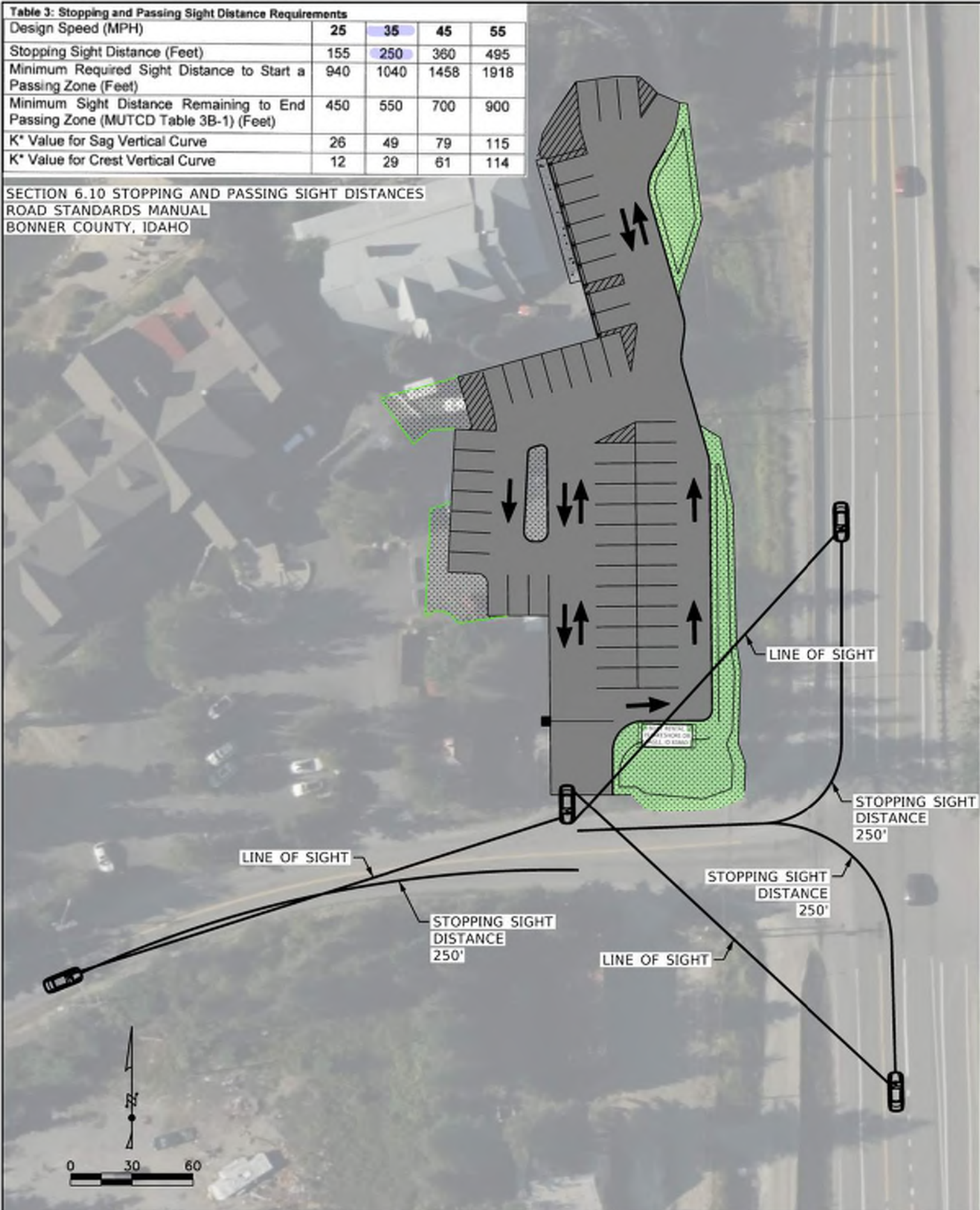
Appendix G:

Stopping Sight Distance

Table 3: Stopping and Passing Sight Distance Requirements

Design Speed (MPH)	25	35	45	55
Stopping Sight Distance (Feet)	155	250	360	495
Minimum Required Sight Distance to Start a Passing Zone (Feet)	940	1040	1458	1918
Minimum Sight Distance Remaining to End Passing Zone (MUTCD Table 3B-1) (Feet)	450	550	700	900
K* Value for Sag Vertical Curve	26	49	79	115
K* Value for Crest Vertical Curve	12	29	61	114

SECTION 6.10 STOPPING AND PASSING SIGHT DISTANCES
ROAD STANDARDS MANUAL
BONNER COUNTY, IDAHO



Appendix H:

ITE Reference Material

Land Use: 420

Marina

Description

A marina is a public or private facility that provides docks and berths for boats and may include limited retail and restaurant space.

Additional Data

The sites were surveyed in the 1980s in Connecticut and Washington.

Source Numbers

123, 265

Marina (420)

Vehicle Trip Ends vs: Berths
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Berths: 939

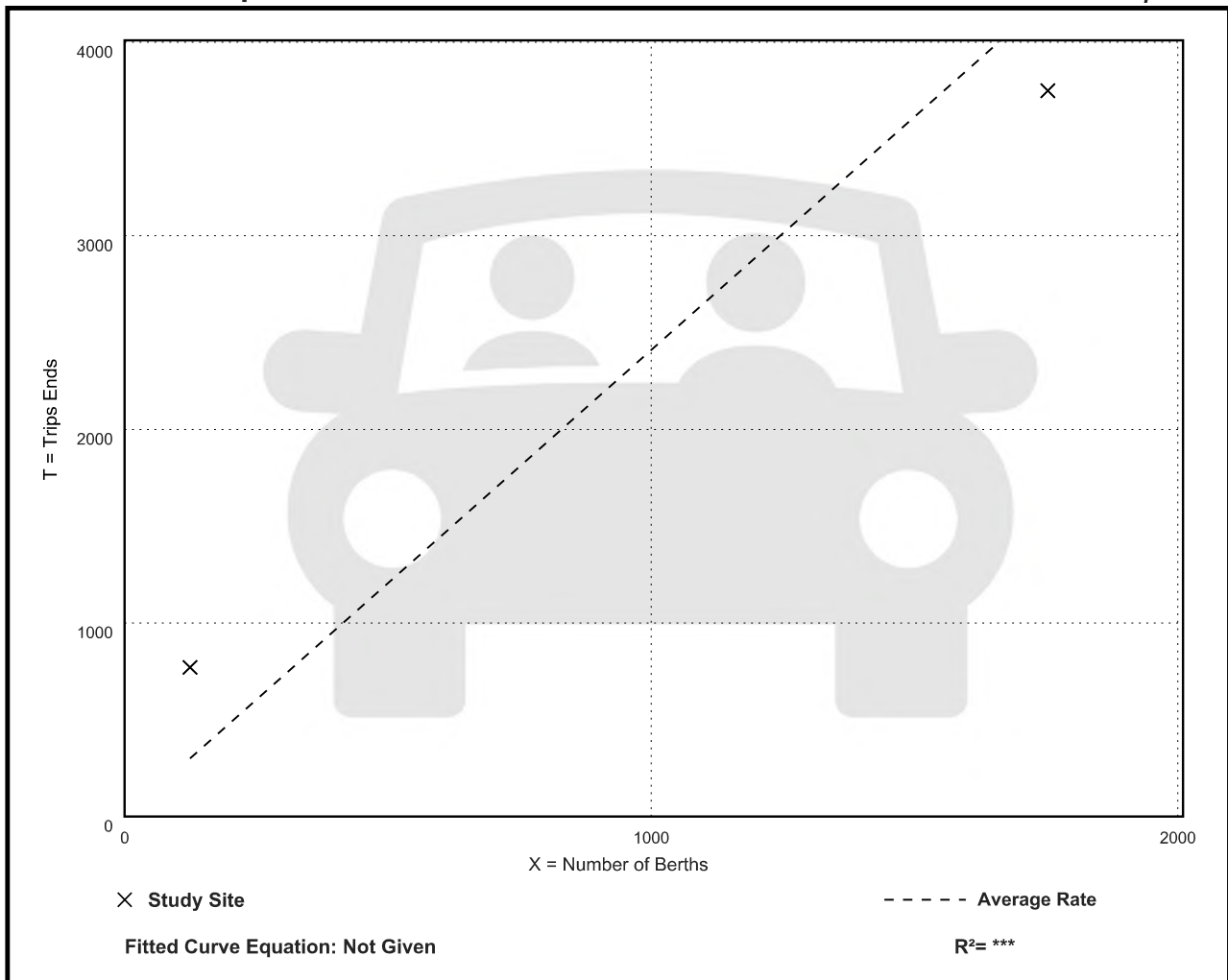
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
2.41	2.14 - 6.21	***

Data Plot and Equation

Caution – Small Sample Size



Marina (420)

Vehicle Trip Ends vs: Berths

On a: **Weekday,**

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Berths: 300

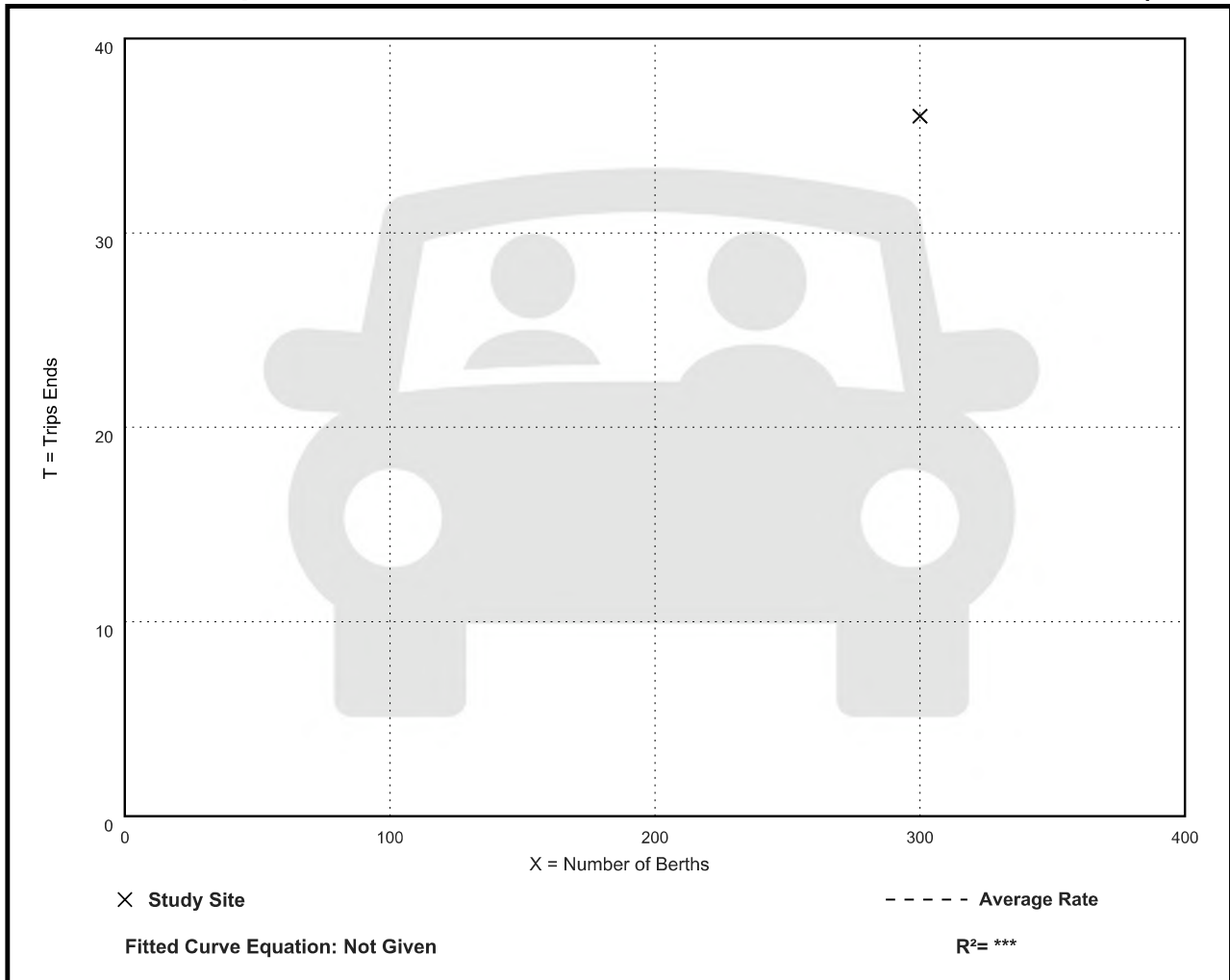
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.12	0.12 - 0.12	***

Data Plot and Equation

Caution – Small Sample Size



Marina (420)

Vehicle Trip Ends vs: Berths

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Berths: 1027

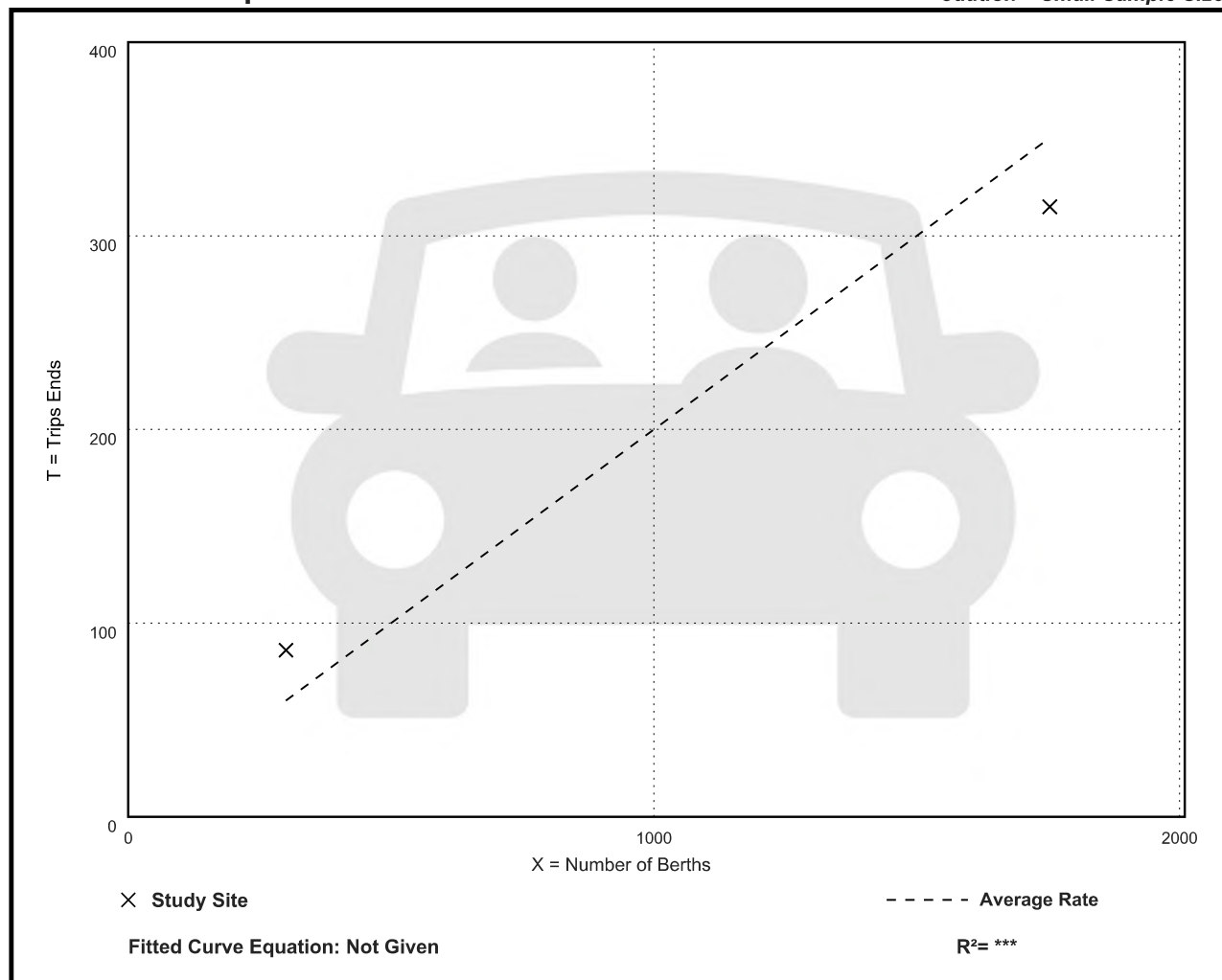
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.20	0.18 - 0.29	***

Data Plot and Equation

Caution – Small Sample Size



Marina (420)

Vehicle Trip Ends vs: Berths
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Berths: 1027

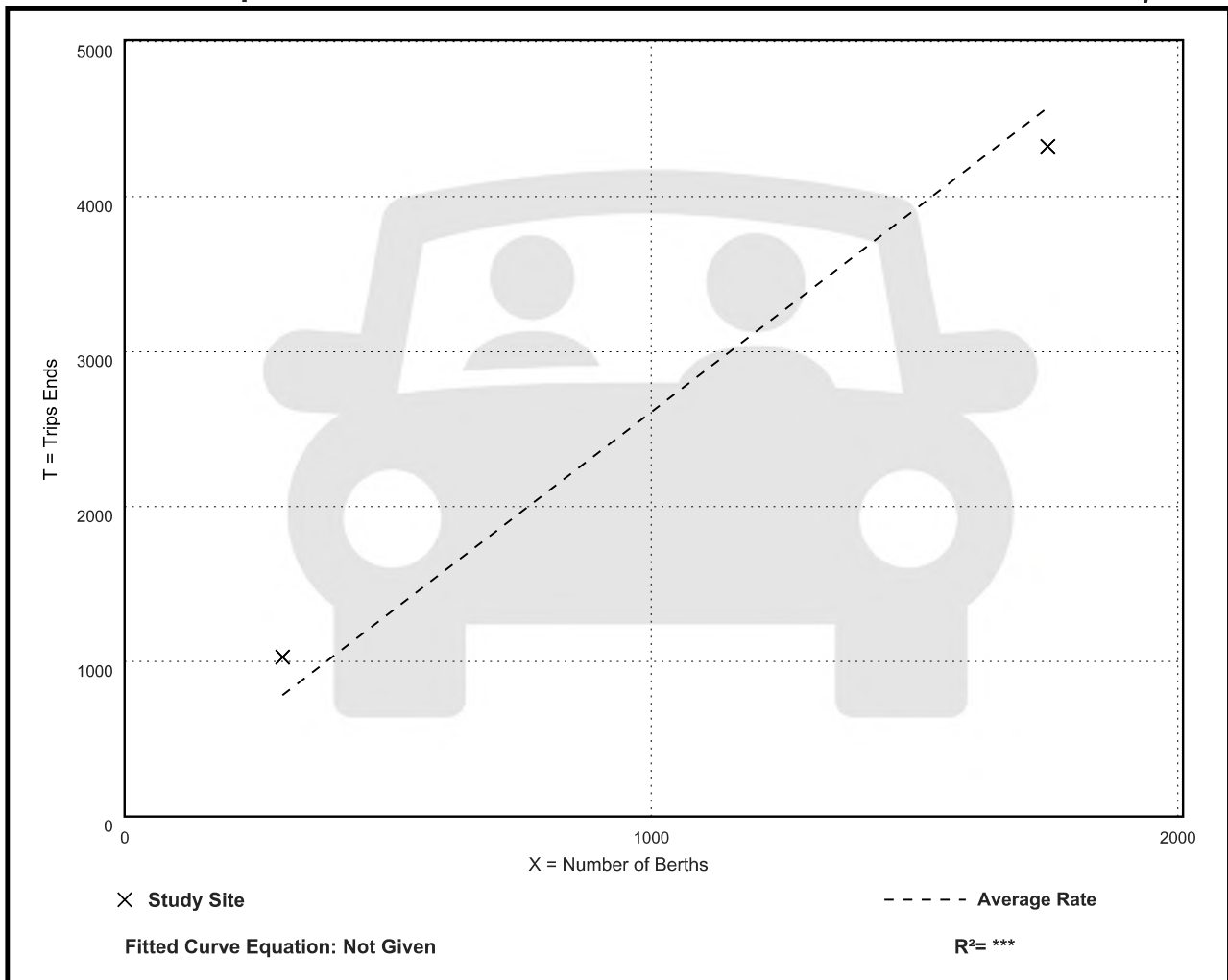
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
2.61	2.47 - 3.43	***

Data Plot and Equation

Caution – Small Sample Size



Marina (420)

Vehicle Trip Ends vs: Berths

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Berths: 1027

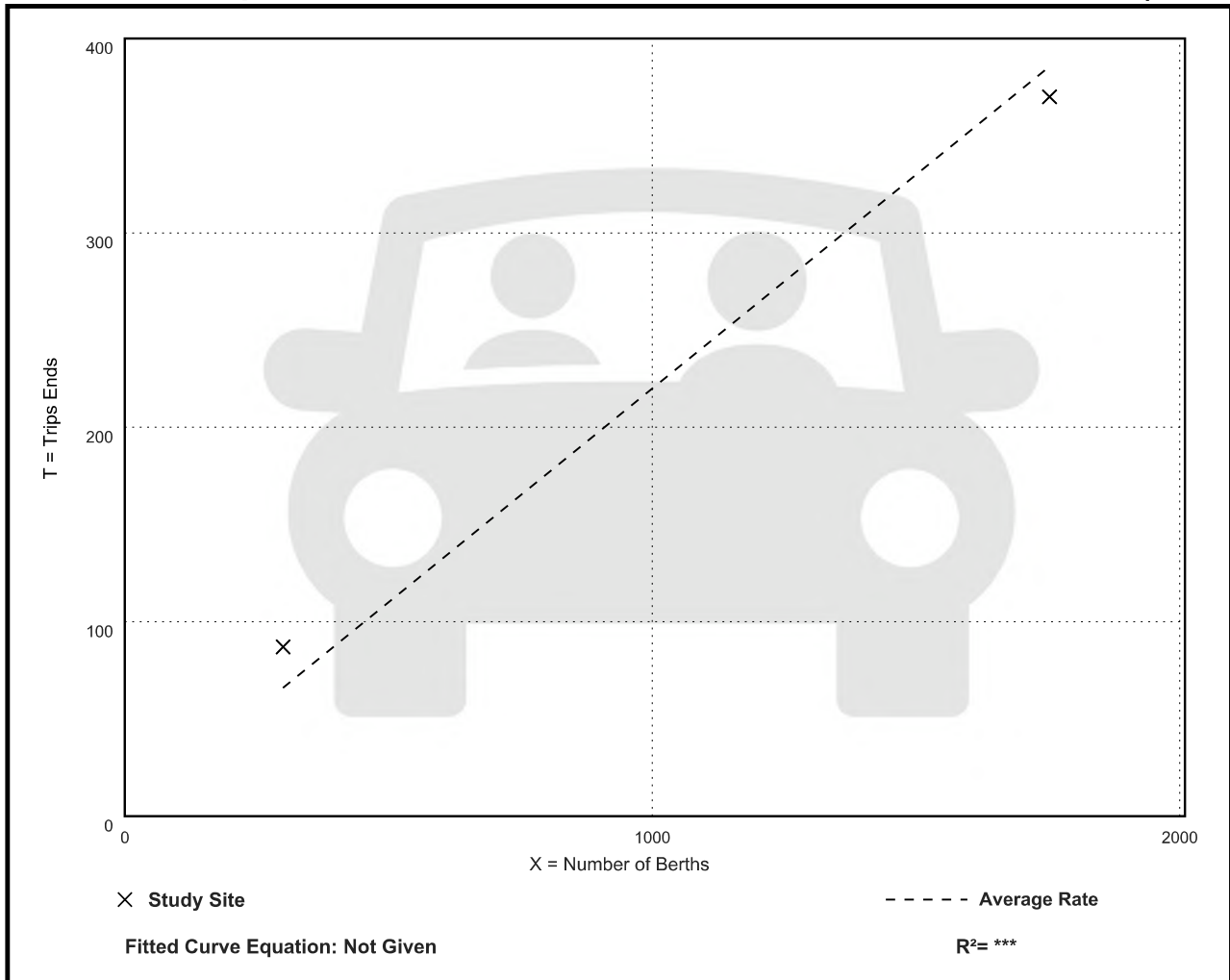
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.22	0.21 - 0.29	***

Data Plot and Equation

Caution – Small Sample Size



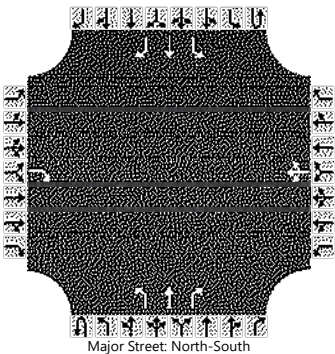
Appendix I:

Level Of Service Calculations

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				84		0	0	5		15	955	6		4	610	44
Percent Heavy Vehicles (%)				7		0	0	0		13				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.10	6.50	6.20		4.23				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.36		3.50	4.00	3.30		2.32				2.20		

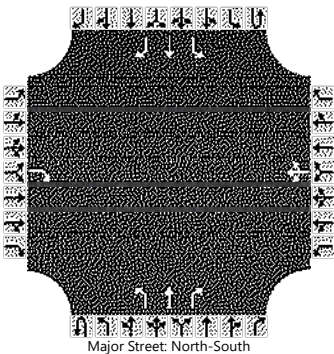
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				91			5			16				4		
Capacity, c (veh/h)				894			283			876				678		
v/c Ratio				0.10			0.02			0.02				0.01		
95% Queue Length, Q ₉₅ (veh)				0.3			0.1			0.1				0.0		
Control Delay (s/veh)				9.5			18.0			9.2				10.3		
Level of Service (LOS)				A			C			A				B		
Approach Delay (s/veh)	9.5				18.0				0.1				0.1			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing AM Weekend	Peak Hour Factor	0.78
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				60		1	0	4		8	620	3		5	415	31
Percent Heavy Vehicles (%)				3		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.53		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.33		3.50	4.00	3.30		2.20				2.20		

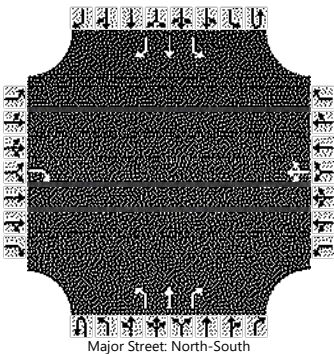
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				77			6			10				6		
Capacity, c (veh/h)				941			363			1046				835		
v/c Ratio				0.08			0.02			0.01				0.01		
95% Queue Length, Q ₉₅ (veh)				0.3			0.0			0.0				0.0		
Control Delay (s/veh)				9.2			15.1			8.5				9.3		
Level of Service (LOS)				A			C			A				A		
Approach Delay (s/veh)	9.2				15.1				0.1				0.1			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing PM Weekday	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				68		2	0	7		20	973	3		5	1147	107
Percent Heavy Vehicles (%)				7		50	0	28		10				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								No				No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.60	6.50	6.48		4.20				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.37		3.95	4.00	3.55		2.29				2.20		

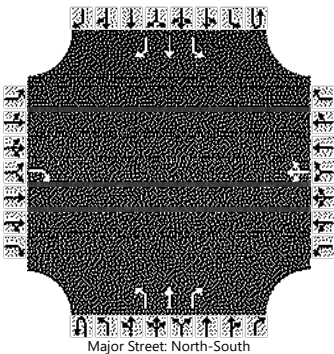
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				73			10			22				5		
Capacity, c (veh/h)				746			163			486				671		
v/c Ratio				0.10			0.06			0.04				0.01		
95% Queue Length, Q ₉₅ (veh)				0.3			0.2			0.1				0.0		
Control Delay (s/veh)				10.3			28.4			12.8				10.4		
Level of Service (LOS)				B			D			B				B		
Approach Delay (s/veh)	10.3				28.4				0.3				0.0			
Approach LOS	B				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing PM Weekend	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				62		1	0	4		16	668	6		1	688	84
Percent Heavy Vehicles (%)				0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.50		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.30		3.50	4.00	3.30		2.20				2.20		

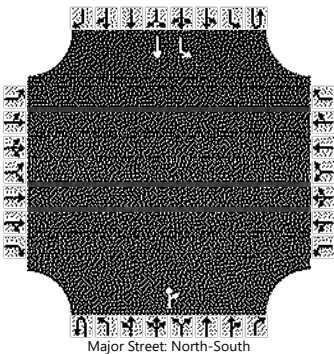
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				65			5			17				1		
Capacity, c (veh/h)				905			364			893				909		
v/c Ratio				0.07			0.01			0.02				0.00		
95% Queue Length, Q ₉₅ (veh)				0.2			0.0			0.1				0.0		
Control Delay (s/veh)				9.3			15.0			9.1				9.0		
Level of Service (LOS)				A			C			A				A		
Approach Delay (s/veh)	9.3				15.0				0.2				0.0			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											878	0		66	597	
Percent Heavy Vehicles (%)														8		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.18		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.27		

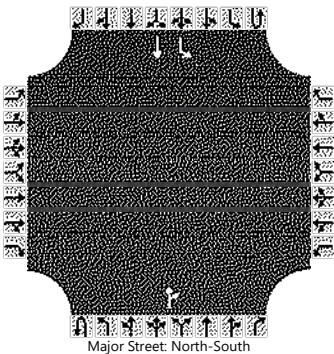
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														72		
Capacity, c (veh/h)														698		
v/c Ratio														0.10		
95% Queue Length, Q ₉₅ (veh)														0.3		
Control Delay (s/veh)														10.7		
Level of Service (LOS)														B		
Approach Delay (s/veh)													1.1			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing AM Weekend	Peak Hour Factor	0.80
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											566	0		53	414	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

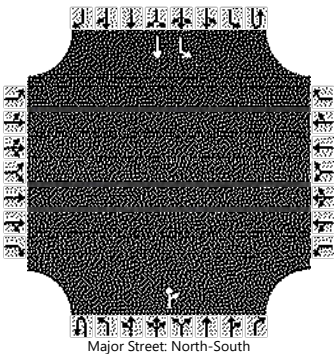
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														66		
Capacity, c (veh/h)														883		
v/c Ratio														0.08		
95% Queue Length, Q ₉₅ (veh)														0.2		
Control Delay (s/veh)														9.4		
Level of Service (LOS)														A		
Approach Delay (s/veh)													1.1			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing PM Weekday	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											932	0		56	1141	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

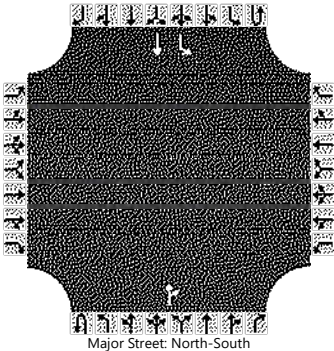
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														58		
Capacity, c (veh/h)														704		
v/c Ratio														0.08		
95% Queue Length, Q ₉₅ (veh)														0.3		
Control Delay (s/veh)														10.6		
Level of Service (LOS)														B		
Approach Delay (s/veh)													0.5			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Existing PM Weekend	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											639	0		55	694	
Percent Heavy Vehicles (%)														2		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.12		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.22		

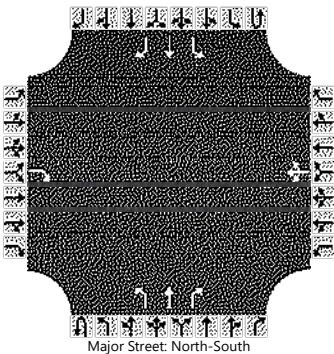
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														58		
Capacity, c (veh/h)														919		
v/c Ratio														0.06		
95% Queue Length, Q ₉₅ (veh)														0.2		
Control Delay (s/veh)														9.2		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.7			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				86		0	0	5		15	955	6		4	610	48
Percent Heavy Vehicles (%)				7		0	0	0		13				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.10	6.50	6.20		4.23				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.36		3.50	4.00	3.30		2.32				2.20		

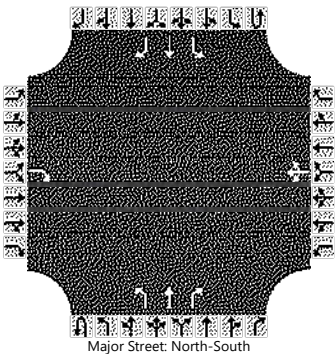
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				93			5			16				4		
Capacity, c (veh/h)				894			283			876				678		
v/c Ratio				0.10			0.02			0.02				0.01		
95% Queue Length, Q ₉₅ (veh)				0.3			0.1			0.1				0.0		
Control Delay (s/veh)				9.5			18.0			9.2				10.3		
Level of Service (LOS)				A			C			A				B		
Approach Delay (s/veh)	9.5				18.0				0.1				0.1			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed AM Weekend	Peak Hour Factor	0.78
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				66		1	0	4		8	620	3		5	415	35
Percent Heavy Vehicles (%)				3		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.53		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.33		3.50	4.00	3.30		2.20				2.20		

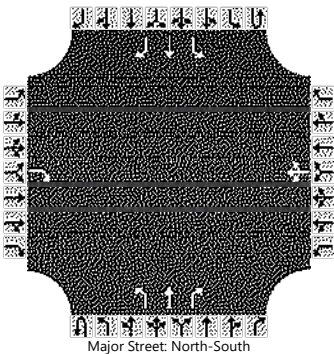
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				85			6			10				6		
Capacity, c (veh/h)				941			342			1046				835		
v/c Ratio				0.09			0.02			0.01				0.01		
95% Queue Length, Q ₉₅ (veh)				0.3			0.1			0.0				0.0		
Control Delay (s/veh)				9.2			15.7			8.5				9.3		
Level of Service (LOS)				A			C			A				A		
Approach Delay (s/veh)	9.2				15.7				0.1				0.1			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed PM Weekday	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				72		2	0	7		20	973	3		5	1147	112
Percent Heavy Vehicles (%)				7		50	0	28		10				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								No				No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.60	6.50	6.48		4.20				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.37		3.95	4.00	3.55		2.29				2.20		

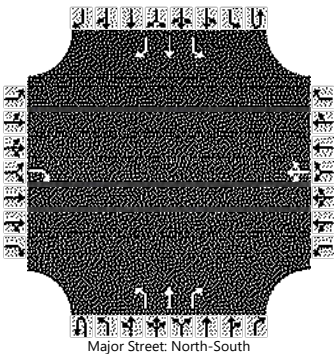
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				77			10			22				5		
Capacity, c (veh/h)				746			163			483				671		
v/c Ratio				0.10			0.06			0.04				0.01		
95% Queue Length, Q ₉₅ (veh)				0.3			0.2			0.1				0.0		
Control Delay (s/veh)				10.4			28.5			12.8				10.4		
Level of Service (LOS)				B			D			B				B		
Approach Delay (s/veh)	10.4				28.5				0.3				0.0			
Approach LOS	B				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed PM Weekend	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				68		1	0	4		16	668	6		1	688	88
Percent Heavy Vehicles (%)				0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.50		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.30		3.50	4.00	3.30		2.20				2.20		

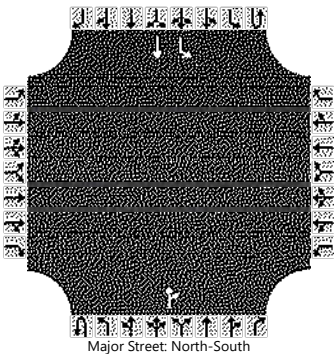
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				71			5			17				1		
Capacity, c (veh/h)				905			362			893				909		
v/c Ratio				0.08			0.01			0.02				0.00		
95% Queue Length, Q ₉₅ (veh)				0.3			0.0			0.1				0.0		
Control Delay (s/veh)				9.3			15.1			9.1				9.0		
Level of Service (LOS)				A			C			A				A		
Approach Delay (s/veh)	9.3				15.1				0.2				0.0			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											878	0		68	597	
Percent Heavy Vehicles (%)														8		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.18		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.27		

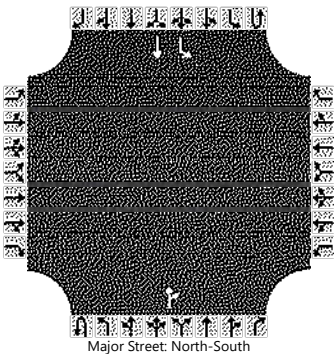
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														74		
Capacity, c (veh/h)														698		
v/c Ratio														0.11		
95% Queue Length, Q ₉₅ (veh)														0.4		
Control Delay (s/veh)														10.8		
Level of Service (LOS)														B		
Approach Delay (s/veh)													1.1			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed AM Weekend	Peak Hour Factor	0.80
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											566	0		59	414	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

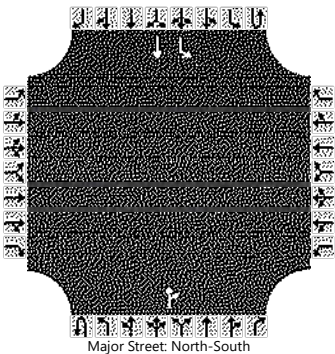
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														74		
Capacity, c (veh/h)														883		
v/c Ratio														0.08		
95% Queue Length, Q ₉₅ (veh)														0.3		
Control Delay (s/veh)														9.4		
Level of Service (LOS)														A		
Approach Delay (s/veh)													1.2			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed PM Weekday	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											932	0		60	1141	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

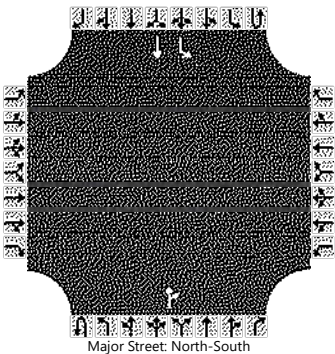
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														63		
Capacity, c (veh/h)														704		
v/c Ratio														0.09		
95% Queue Length, Q ₉₅ (veh)														0.3		
Control Delay (s/veh)														10.6		
Level of Service (LOS)														B		
Approach Delay (s/veh)													0.5			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2026	North/South Street	US-95
Time Analyzed	Proposed PM Weekend	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											639	0		61	694	
Percent Heavy Vehicles (%)														2		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.12		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.22		

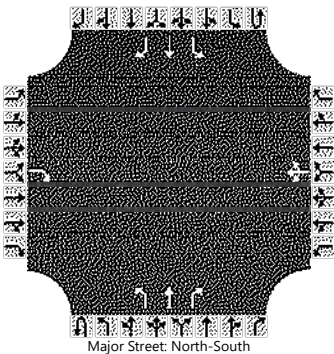
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														64		
Capacity, c (veh/h)														919		
v/c Ratio														0.07		
95% Queue Length, Q ₉₅ (veh)														0.2		
Control Delay (s/veh)														9.2		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.7			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Existing AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				111		0	0	7		20	1261	8		5	806	58
Percent Heavy Vehicles (%)				7		0	0	0		13				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.10	6.50	6.20		4.23				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.36		3.50	4.00	3.30		2.32				2.20		

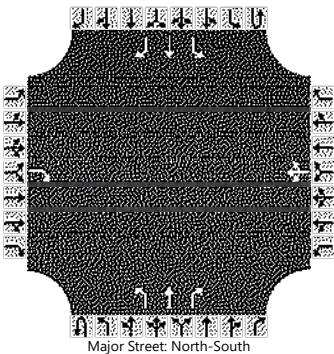
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				121			8			22				5		
Capacity, c (veh/h)				838			181			726				507		
v/c Ratio				0.14			0.04			0.03				0.01		
95% Queue Length, Q ₉₅ (veh)				0.5			0.1			0.1				0.0		
Control Delay (s/veh)				10.0			25.8			10.1				12.2		
Level of Service (LOS)				B			D			B				B		
Approach Delay (s/veh)	10.0				25.8				0.2				0.1			
Approach LOS	B				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Existing AM Weekend	Peak Hour Factor	0.78
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				79		1	0	5		11	819	4		7	548	41
Percent Heavy Vehicles (%)				3		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.53		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.33		3.50	4.00	3.30		2.20				2.20		

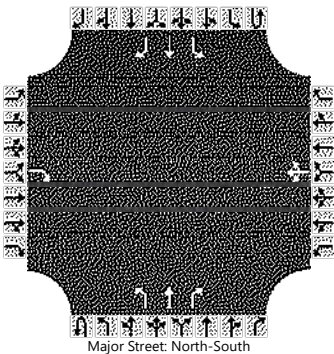
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				101			8			14				9		
Capacity, c (veh/h)				897			245			904				671		
v/c Ratio				0.11			0.03			0.02				0.01		
95% Queue Length, Q ₉₅ (veh)				0.4			0.1			0.0				0.0		
Control Delay (s/veh)				9.5			20.2			9.0				10.4		
Level of Service (LOS)				A			C			A				B		
Approach Delay (s/veh)	9.5				20.2				0.1				0.1			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Existing PM Weekday	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				90		3	0	9		26	1265	4		7	1515	141
Percent Heavy Vehicles (%)				7		50	0	28		10				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								No				No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.60	6.50	6.48		4.20				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.37		3.95	4.00	3.55		2.29				2.20		

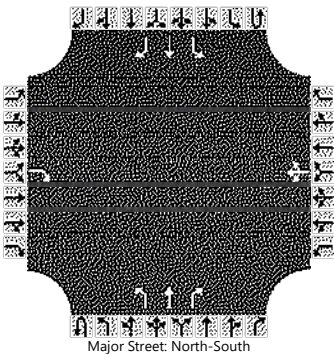
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				97			13			28				8		
Capacity, c (veh/h)				650			78			329				510		
v/c Ratio				0.15			0.16			0.08				0.01		
95% Queue Length, Q ₉₅ (veh)				0.5			0.6			0.3				0.0		
Control Delay (s/veh)				11.5			59.8			17.0				12.2		
Level of Service (LOS)				B			F			C				B		
Approach Delay (s/veh)	11.5				59.8				0.3				0.1			
Approach LOS	B				F											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Existing PM Weekend	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				82		1	0	5		21	882	8		1	909	111
Percent Heavy Vehicles (%)				0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.50		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.30		3.50	4.00	3.30		2.20				2.20		

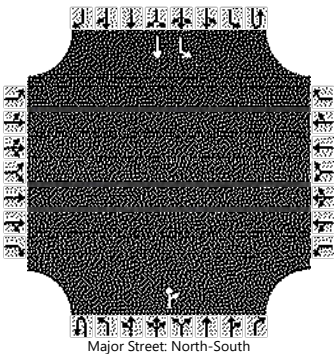
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				85			6			22				1		
Capacity, c (veh/h)				846			267			733				751		
v/c Ratio				0.10			0.02			0.03				0.00		
95% Queue Length, Q ₉₅ (veh)				0.3			0.1			0.1				0.0		
Control Delay (s/veh)				9.7			18.8			10.1				9.8		
Level of Service (LOS)				A			C			B				A		
Approach Delay (s/veh)	9.7				18.8				0.2				0.0			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Existing AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											1159	0		87	788	
Percent Heavy Vehicles (%)														8		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.18		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.27		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														95		
Capacity, c (veh/h)														533		
v/c Ratio														0.18		
95% Queue Length, Q ₉₅ (veh)														0.6		
Control Delay (s/veh)														13.2		
Level of Service (LOS)														B		
Approach Delay (s/veh)													1.3			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information

Analyst

Agency/Co.

Date Performed

8/19/2026

Analysis Year

2046

Time Analyzed

Existing AM Weekend

Intersection Orientation

North-South

Project Description

Site Information

Intersection

Jurisdiction

East/West Street

U-Turn

North/South Street

US-95

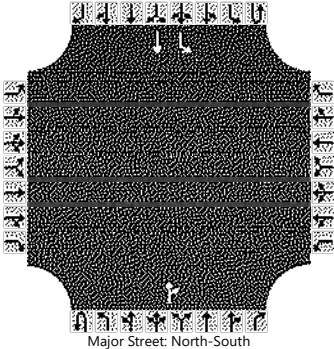
Peak Hour Factor

0.80

Analysis Time Period (hrs)

0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											747	0		70	547	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways																
Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)														88		
Capacity, c (veh/h)														726		
v/c Ratio														0.12		
95% Queue Length, Q ₉₅ (veh)														0.4		
Control Delay (s/veh)														10.6		
Level of Service (LOS)														B		
Approach Delay (s/veh)													1.2			
Approach LOS																

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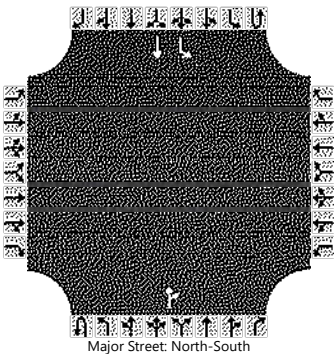
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Existing U-Turn AM 8.15.xtw

Generated: 8/25/2026 10:33:20 AM

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Existing PM Weekday	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											1231	0		74	1507	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

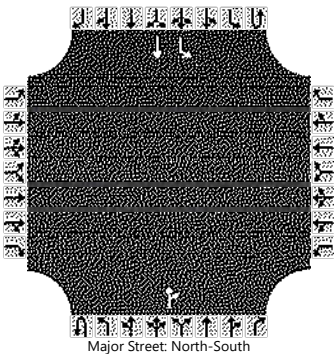
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														77		
Capacity, c (veh/h)														536		
v/c Ratio														0.14		
95% Queue Length, Q ₉₅ (veh)														0.5		
Control Delay (s/veh)														12.8		
Level of Service (LOS)														B		
Approach Delay (s/veh)													0.6			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Existing PM Weekend	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											844	0		73	916	
Percent Heavy Vehicles (%)														2		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.12		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.22		

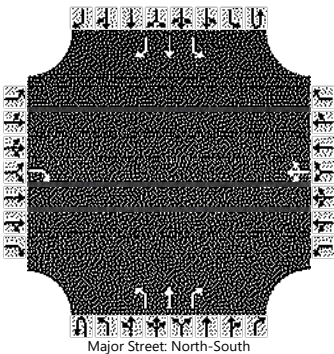
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														77		
Capacity, c (veh/h)														763		
v/c Ratio														0.10		
95% Queue Length, Q ₉₅ (veh)														0.3		
Control Delay (s/veh)														10.2		
Level of Service (LOS)														B		
Approach Delay (s/veh)													0.8			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				114		0	0	7		20	1261	8		5	806	63
Percent Heavy Vehicles (%)				7		0	0	0		13				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.10	6.50	6.20		4.23				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.36		3.50	4.00	3.30		2.32				2.20		

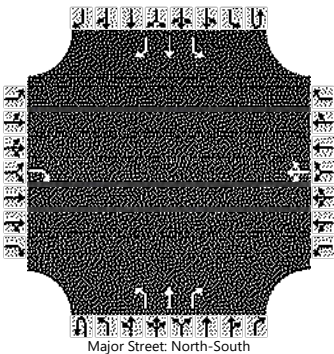
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				124			8			22				5		
Capacity, c (veh/h)				838			181			726				507		
v/c Ratio				0.15			0.04			0.03				0.01		
95% Queue Length, Q ₉₅ (veh)				0.5			0.1			0.1				0.0		
Control Delay (s/veh)				10.0			25.8			10.1				12.2		
Level of Service (LOS)				B			D			B				B		
Approach Delay (s/veh)	10.0				25.8				0.2				0.1			
Approach LOS	B				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed AM Weekend	Peak Hour Factor	0.78
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				87		1	0	5		11	819	4		7	548	46
Percent Heavy Vehicles (%)				3		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.53		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.33		3.50	4.00	3.30		2.20				2.20		

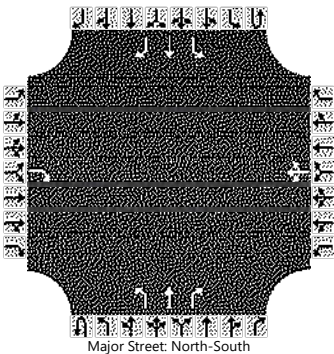
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				112			8			14				9		
Capacity, c (veh/h)				897			244			904				671		
v/c Ratio				0.12			0.03			0.02				0.01		
95% Queue Length, Q ₉₅ (veh)				0.4			0.1			0.0				0.0		
Control Delay (s/veh)				9.6			20.2			9.0				10.4		
Level of Service (LOS)				A			C			A				B		
Approach Delay (s/veh)	9.6				20.2				0.1				0.1			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	US-95/Lakeshore Dr
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed PM Weekday	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				95		3	0	9		26	1284	4		7	1515	148
Percent Heavy Vehicles (%)				7		50	0	28		10				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	Yes								No				No			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.57		7.60	6.50	6.48		4.20				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.37		3.95	4.00	3.55		2.29				2.20		

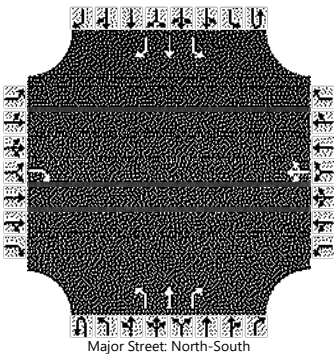
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				102			13			28				8		
Capacity, c (veh/h)				650			76			327				501		
v/c Ratio				0.16			0.17			0.09				0.02		
95% Queue Length, Q ₉₅ (veh)				0.6			0.6			0.3				0.0		
Control Delay (s/veh)				11.6			61.6			17.0				12.3		
Level of Service (LOS)				B			F			C				B		
Approach Delay (s/veh)	11.6				61.6				0.3				0.1			
Approach LOS	B				F											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	Lakeshore Dr
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed PM Weekend	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	1	0	0	1	1	1	0	1	1	1
Configuration				R			LTR			L	T	R		L	T	R
Volume (veh/h)				90		1	0	5		21	882	8		1	909	116
Percent Heavy Vehicles (%)				0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No								Yes				Yes			
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				2.5		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)				2.50		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)				3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)				3.30		3.50	4.00	3.30		2.20				2.20		

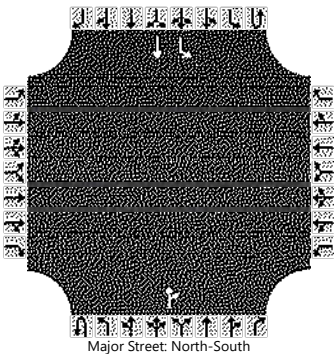
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				94			6			22				1		
Capacity, c (veh/h)				846			266			733				751		
v/c Ratio				0.11			0.02			0.03				0.00		
95% Queue Length, Q ₉₅ (veh)				0.4			0.1			0.1				0.0		
Control Delay (s/veh)				9.8			18.9			10.1				9.8		
Level of Service (LOS)				A			C			B				A		
Approach Delay (s/veh)	9.8				18.9				0.2				0.0			
Approach LOS	A				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed AM Weekday	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											1159	0		90	788	
Percent Heavy Vehicles (%)														8		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.18		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.27		

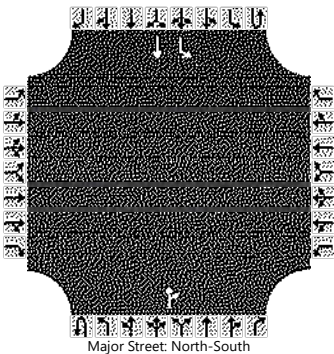
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														98		
Capacity, c (veh/h)														533		
v/c Ratio														0.18		
95% Queue Length, Q ₉₅ (veh)														0.7		
Control Delay (s/veh)														13.3		
Level of Service (LOS)														B		
Approach Delay (s/veh)													1.4			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed AM Weekend	Peak Hour Factor	0.80
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											747	0		78	547	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

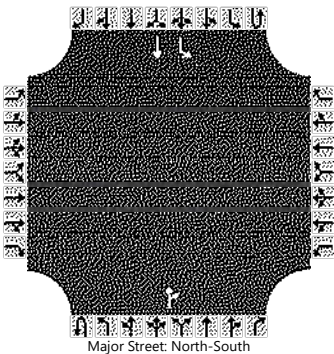
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														98		
Capacity, c (veh/h)														726		
v/c Ratio														0.13		
95% Queue Length, Q ₉₅ (veh)														0.5		
Control Delay (s/veh)														10.7		
Level of Service (LOS)														B		
Approach Delay (s/veh)													1.3			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed PM Weekday	Peak Hour Factor	0.96
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											1231	0		79	1507	
Percent Heavy Vehicles (%)														4		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.14		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.23		

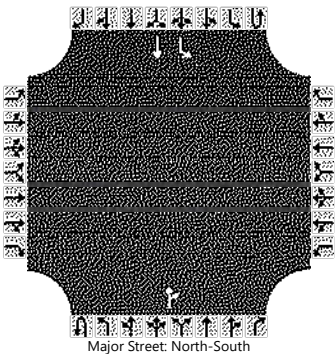
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														82		
Capacity, c (veh/h)														536		
v/c Ratio														0.15		
95% Queue Length, Q ₉₅ (veh)														0.5		
Control Delay (s/veh)														12.9		
Level of Service (LOS)														B		
Approach Delay (s/veh)													0.6			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	8/19/2026	East/West Street	U-Turn
Analysis Year	2046	North/South Street	US-95
Time Analyzed	Proposed PM Weekend	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	1	1	0
Configuration												TR		L	T	
Volume (veh/h)											844	0		81	916	
Percent Heavy Vehicles (%)														2		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.12		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														85		
Capacity, c (veh/h)														763		
v/c Ratio														0.11		
95% Queue Length, Q ₉₅ (veh)														0.4		
Control Delay (s/veh)														10.3		
Level of Service (LOS)														B		
Approach Delay (s/veh)													0.8			
Approach LOS																