

MARTWAY MIXED USE DEVELOPMENT Proposed Building Redevelopment and Parking 6045 Martway Mission, Kansas 66202 CFS Project No. 17-5085

Traffic Impact Analysis

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Prepared for: Clockwork Architecture & Design 423 Delaware, Suite 102 Kansas City, Missouri 64105





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Table of Contents

Review of Existing S	Site Conditions	3
Existing and Projecto	ed Traffic Volumes	6
Site's Trip Generation	on and Design Hour Volume Data	8
Trip Distribution and	l Traffic Assignment	8
Capacity Analysis		9
Traffic Accident His	tory	10
Internal Circulation a	and Parking	10
Traffic Operations as	nd Geometric Improvements	11
Summary and Recon	nmendations	12
Appendix I -	Exhibit Maps (Site Plan, FEMA FIRM Map)	
Appendix II -	Traffic Counts	
Appendix III -	Trip Generation & Traffic Distribution	
Appendix IV -	Synchro Results, AM Peak Traffic Conditions / Pre-Development	
Appendix V -	Synchro Results, AM Peak Traffic Conditions / Post-Development	
Appendix VI -	Synchro Results, PM Peak Traffic Conditions / Pre-Development	
Appendix VII -	Synchro Results, PM Peak Traffic Conditions / Post-Development	

Review of Existing Site Conditions

This Traffic Impact Analysis for the proposed Martway Mixed Use building and parking lot improvements at 6045 Martway in Mission, Kansas, has been prepared in accordance with the City of Mission's Street Design Criteria. The proposed 1.767 acre site calls for the removal of three existing single-story office buildings along the southern side of Martway Street between Beverly Avenue and Dearborn Street and replacing them with a multi-story apartment building elevated on piers to provide street-level parking.

The site is bounded on the north by Martway Street, on the south by Rock Creek, and along the east and west by low-rise commercial/office buildings. Johnson Drive and Mission's downtown shopping area is located less than a quarter mile to the north. The Sylvester Powell Jr. Community Center is located to the northwest. The Mission Aquatic Center is located across Rock Creek to the southeast.



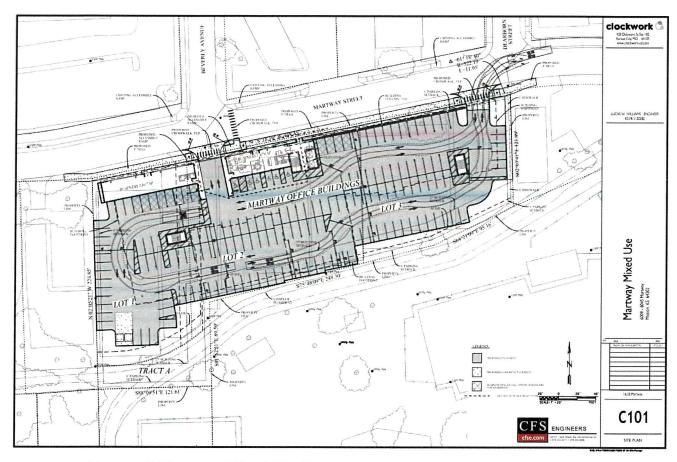
Site Location Map, Mission, Kansas Proposed Martway Mixed Use Development

<u>Area Street and Highway Network</u>: The existing streets around the Martway Mixed Use Development site include:

- Martway Street Two-lane collector.
 - O Posted speed limit of 25 mph.
- Lamar Avenue Two-lane collector.
 - O Posted speed limit of 30 mph.
- Johnson Drive Four-lane thoroughfare.
 - O Posted speed limit of 30 mph.
- Beverly Avenue Two-lane local.
 - O Posted speed limit of 25 mph.
- Dearborn Street Two-lane local.
 - O Posted speed limit of 25 mph.
- Woodson Road Two-lane local.
 - O Posted speed limit of 25 mph.
- W. 61st Street Two-lane local.
 - O Posted speed limit of 25 mph.

The existing intersection of Martway & Beverly Avenue is a tee intersection with a 25 ft+/- offset driveway for the existing office building parking lot. For the proposed improvements, the existing driveway would be shifted to the east to align with Beverly Avenue. Both Martway Street and Beverly Avenue are two lane, 28 ft wide (back of curb to back of curb). The intersection corner radii are 25 ft. There are sidewalks along the north and south sides of Martway and along the west on Beverly. There is a painted crosswalk across the northern leg of the intersection. The intersection is stop controlled with free movement for the east and westbound traffic on Martway and a stop sign for southbound traffic on Beverly.

Grades along Martway are less than 2% and the intersection sight distance from the proposed western driveway entrance to the Martway Mixed Use Development was estimated at approximately 500 ft looking east and approximately 450 ft looking west. Martway has a posted speed limit of 25 mph. A realistic design speed for regular traffic was estimated at 35 mph. AASHTO's Exhibit 9-55, Design Intersection Sight Distance-Case B1- Left Turn from Stop, requires a design intersection sight distance of 390 ft at a design speed of 35 mph. AASHTO's Exhibit 9-58, Design Intersection Sight Distance-Case B2- Right Turn from Stop, requires a design intersection sight distance of 335 ft at a design speed of 35 mph. The proposed western driveway entrance to the Martway Mixed Use Development appears to have adequate intersection sight distance.



Proposed Martway Mixed Use Site Plan and Street-Level Parking Layout

The existing intersection of Martway & Dearborn Street is a tee intersection with a 35 ft+/- offset driveway for the existing office building parking lot. For the proposed improvements, the existing driveway would be held in the same location. Both Martway and Dearborn Street are two lane, 28 ft wide (back of curb to back of curb). The intersection corner radii are 25 ft. There are sidewalks along the north and south sides of Martway and along the west on Dearborn. There is a painted crosswalk across the northern leg of the intersection. The intersection is stop controlled with free movement for the east and westbound traffic on Martway and a stop sign for southbound traffic on Dearborn.

Grades along Martway are less than 2% and the intersection sight distance from the proposed eastern driveway entrance to the Martway Mixed Use Development was estimated at approximately 400 ft looking east and approximately 700 ft looking west. Martway east of the driveway entrance curves to the south, so motorists would have to turn their heads further to observe oncoming traffic, but the there are no physical obstructions within the right-of-way to obscure the view. Martway has a posted speed limit of 25 mph. A realistic design speed for regular traffic was estimated at 35 mph. AASHTO's Exhibit 9-55, Design Intersection Sight Distance-Case B1- Left Turn from Stop, requires a design intersection sight distance of 390 ft at a design speed of 35 mph. AASHTO's Exhibit 9-58, Design Intersection Sight Distance-Case B2- Right Turn from Stop, requires a design intersection sight distance of 335 ft at a design speed of 35 mph. The proposed eastern driveway entrance to the Martway Mixed Use Development appears to have adequate intersection sight distance.

There are no known programmed improvements or future planned improvements for any of the roadways listed above in the region surrounding the Martway Mixed Use site.

Land Uses and Proposed Density: For the proposed 1.767 acre site, three lots would be combined into one (parcels KP20600000 0001, 0002 & 0003). The site has a current land use of offices with three existing single-story office buildings with a total footprint of approximately 34,465 sqft. For the proposed mixed use apartments and general office space, the existing buildings would be demolished and replaced with a multi-story apartment building with 156 units and 3,491 sqft of general office space. The main building would be raised on support piers to allow for parking beneath the structure. The general office space would be on the ground floor/parking level, comprised of two enclosed building sections flanking the sides of the entrance drive even with Beverly Avenue.

<u>Water Conflicts</u>: The FEMA FIRM Panel 20091C0024G indicates that a portion of the site is designated within 100-year flood zone AE from flooding from the adjacent Rock Creek which flows along the rear property line. In a 100-year flooding event, approximately 40 parking spaces along the creek could have up to seven inches of overbank water. A portion of the existing parking lot has been in the floodplain fringe area, and the reconfigured parking would closely match the existing parking limits in this area.

Existing Alternative Transportation Mode Choices: There are sidewalks along both sides of Martway Street, along the western side of Beverly Avenue, and along the western side of Dearborn Street. Portions of the Rock Creek Walking Trail coincide with the widened sidewalk section along the southern side of Martway Street fronting the proposed site. There are no designated bicycle lanes on any of the surrounding streets. There are Johnson County bus transit service stops on both sides of Martway Street approximately 300 ft west of Beverly Avenue.

<u>Anticipated Phasing and Time-line</u>: Construction is anticipated to begin in the spring of 2018 and would take approximately 18 months.

Existing and Projected Traffic Volumes

Existing Traffic Volumes: Weekday AM and PM Peak Hour traffic counts were taken at the intersections of Martway & Beverly Avenue and at Martway & Dearborn Street. Traffic volumes were recorded in 15 minute intervals on Wednesday June 14, 2017 and on Thursday June 15, 2017 during the AM Peak Hour from 7AM to 9AM and during the PM Peak Hour from 4PM to 6PM. Bad weather conditions or national holiday traffic did not impact traffic counts. The following tables summarize the traffic volumes measured for a typical AM and PM Peak Hour on a weekday:

Martway & Beverly Avenue, AM Peak Hour Traffic Movements (Wednesday, 06-14-17)

PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.94	56	160	2	3	124	35	1	0	1	19	0	41

Martway & Beverly Avenue, PM Peak Hour Traffic Movements (Wednesday, 06-14-17)

PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.91	36	253	0	0	274	36	1	0	3	42	0	76

Martway & Dearborn Street, AM Peak Hour Traffic Movements (Thursday, 06-15-17)

PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.92	16	131	7	3	137	5	1	0	1	5	1	24

Martway & Dearborn Street, PM Peak Hour Traffic Movements (Thursday, 06-15-17)

I	PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
(0.92	32	268	0	1	244	16	6	0	3	12	0	26

The PM peak hour traffic was notably heavier than the AM. Directional east-west distribution along Martway Street was roughly even during both AM and PM peak hours. The following tables show the measured traffic volumes and directional distribution percentages used to develop the trip distribution of the additional trip generation volumes:

Directional Distribution (AM Incoming)

Intersection	Direction	Volume	Percentage
Beverly & Martway	EB	218	48.3%
	SB	60	13.4%
Dearborn & Martway	WB	145	31.8%
	SB	30	6.5%
Total		457	100.0%

Directional Distribution (AM Outgoing)

Intersection	Direction	Volume	Percentage
Beverly & Martway	WB	166	40.0%
	NB	91	22.0%
Dearborn & Martway	EB	137	32.9%
	NB	21	5.1%
Total		431	100.0%

Directional Distribution (PM Incoming)

Intersection	Direction	Volume	Percentage
Beverly & Martway	EB	289	41.0%
	SB	118	16.7%
Dearborn & Martway	WB	261	36.9%
	SB	38	5.4%
Total		719	100.0%

Directional Distribution (PM Outgoing)

Intersection	Direction	Volume	Percentage
Beverly & Martway	WB	351	46.7%
	NB	72	9.6%
Dearborn & Martway	EB	283	37.3%
	NB	48	6.4%
Total		755	100.0%

Site's Trip Generation and Design Hour Volume Data

Trip Generation and Design Hour Volume Data: Trip generation calculations utilized the land use types categorized by the Institute of Transportation Engineer's Trip Generation Guidelines, 9th Edition. The ITE Land Use categories used to estimate the traffic volumes anticipated to be generated by the site were Apartments (ITE Code 220) and General Office (ITE Code 710). The estimated number of trips generated by the buildings were calculated based on the total 156 dwelling units (DU) in the apartments and 3,491 sqft of floor area for the general office space. Both the ITE's trip generation equations and the average rates were used to calculate the site-generated traffic, and the higher/more conservative figures were used to model the proposed traffic characteristics of the development. The following table shows the parameters for measurement units, total trip generation volumes for the weekday AM and PM peak hour traffic, and the corresponding total vehicles for AM and PM peak hour traffic and the total weekday traffic at the site:

ITE Traffic Generation Volumes for the Proposed Site Improvements (vph)

Description / ITE Code	Units	AM Total	AM Enter	AM Exit	PM Total	PM Enter	PM Exit	Weekday Total
Apartments (220)	156 DU	87	25	62	109	66	43	1069
General Office (710)	3.49 KSF	16	8	8	6	3	3	156
Total		103	33	70	115	69	46	1225

<u>Reductions for Pass-By and Diverted-Link Trips</u>: Not applicable for apartments, and the amount of general office space was relatively small compared to the entire development, so pass-by and diverted-link trips were not included in the proposed trip distribution and traffic assignment.

Trip Distribution and Traffic Assignment

<u>Trip Distribution and Traffic Assignment</u>: Trip distribution patterns were determined based on a gravity model based on the peak hour counts around the development's surrounding origins and destinations. Directional percentages were applied along incoming and outgoing paths so that site-generated trips could be distributed proportionally. Appendix III includes trip generation calculations and traffic distribution diagrams for the existing traffic volumes, the site-generated traffic and the existing plus site-generated traffic for the AM and PM peak hour conditions.

Capacity Analysis

<u>Creating Synchro Scenarios</u>: Using the traffic counts and the ITE trip generation volumes, four Synchro models were created for the traffic conditions surrounding the site.

- Scenario 1 Existing street/pre-development conditions (Pre-development AM Peak Traffic 2017)
- Scenario 2 Proposed site with trip-generated conditions (Post-development AM Peak Traffic 2017)
- Scenario 3 Existing street/pre-development conditions (Pre-development PM Peak Traffic 2017)
- Scenario 4 Proposed site with trip-generated conditions (Post-development PM Peak Traffic 2017)

Capacity and Level of Service Analysis: Three performance measures commonly used for Traffic Impact Studies are vehicle delay, level-of-service (LOS), and queue length. Vehicle delay is the average delay, in seconds, experienced by one vehicle passing through the intersection. The quality of traffic operation at an intersection is defined through level-of-service (LOS) which consists of assignments of 'A' for free-flowing conditions through 'F' for congested conditions. The procedures and methodology for determining the LOS are outlined in the Highway Capacity Manual (HCM 2010), produced by the Transportation Research Board. LOS 'A' through 'C' is considered acceptable. For intersections, no individual lane should be below LOS D. 95th percentile queue length is the overall length of a string of stopped vehicles. Note that for stop control intersections, the queue length is measured in terms of accumulated number of vehicles which would be lined up waiting to proceed. The "-" symbol represents shared lane or non-existent movement, thus no queue length given. The results of the Synchro models for the left-turn movements at the intersections of Martway & Beverly Avenue are summarized in the table below (Delays are in seconds and Queues are in vehicle lengths set at a nominal 25 ft for the actual length of the design vehicle plus the buffer spacing between vehicles):

Martway & Beverly Avenue (Two-Way Stop Controlled)

Scenario	Intersection Delay (sec)	NBL D-LOS-Q	EBL D-LOS-Q	WBL D-LOS-Q	SBL D-LOS-Q
1-AM-Pre	2.4	0/A/0	7.7/A/0.1	0/A/0	10.5/B/0.3
2-AM-Post	3.2	12.4/B/0.2	7.7/A/0.1	7.6/A/0	11.2/B/0.4
3-PM-Pre	2.7	0/A/0	8/A/0.1	0/A/0	13.9/B/0.9
4-PM-Post	3.5	15.3/C/0.2	8.1/A/0.1	7.9/A/0	16.1/C/1.3

Martway & Beverly Avenue (Two-Way Stop Controlled): At the Beverly Avenue intersection, the intersection delay was 2.4 sec (LOS A) in the AM and 2.7 sec (LOS A) in the PM for the predevelopment scenarios. The post-development scenarios intersection delays increased marginally to 3.2 sec (LOS A) in the AM and 3.5 sec (LOS A) in the PM. Eastbound and westbound movements were free except for the left-turns which had to yield to oncoming traffic. EB and WB average delay for left-

turns ranged from 7.6 sec (LOS A) to 8.1 sec (LOS A) throughout all scenarios. Northbound delays increased to 12.4 sec in the AM and 15.3 sec in the PM for the post-development scenario. Southbound delays increases to 11.2 sec in the AM and 16.1 sec in the PM for the post-development scenario. The longest 95th percentile queue length of any of the scenarios was 1.3 vehicle lengths.

Martway & Dearborn Street Avenue (Two-Way Stop Controlled)

Scenario	Intersection Delay (sec)	NBL D-LOS-Q	EBL D-LOS-Q	WBL D-LOS-Q	SBL D-LOS-Q
1-AM-Pre	1.2	0/A/0	7.6/A/0	0/A/0	9.5/A/0.1
2-AM-Post	2.3	11.1/B/0.2	7.6/A/0	7.6/A/0	9.7/A/0.1
3-PM-Pre	1.1	0/A/0	7.9/A/0.1	0/A/0	11.7/B/0.2
4-PM-Post	1.8	14.6/B/0.2	7.9/A/0.1	7.9/A/0	12.5/B/0.3

Martway & Dearborn Street (Two-Way Stop Controlled): At the Dearborn Street intersection, the intersection delay was 1.4 sec (LOS A) in the AM and 1.3 sec (LOS A) in the PM for the predevelopment scenarios. The post-development scenarios intersection delays increased marginally to 2.3 sec (LOS A) in the AM and 1.8 sec (LOS A) in the PM. Eastbound and westbound movements were free except for the left-turns which had to yield to oncoming traffic. EB and WB average delay for left-turns ranged from 7.6 sec (LOS A) to 7.9 sec (LOS A) throughout all scenarios. Northbound delays increased to 11.1 sec in the AM and 14.6 sec in the PM for the post-development scenario. Southbound delays increases to 9.7 sec in the AM and 12.5 sec in the PM for the post-development scenario. The longest 95th percentile queue length of any of the scenarios was 0.3 vehicle lengths.

Traffic Accident History

<u>Traffic Accident History</u>: No accident report were reviewed in the preparation of this study.

Internal Circulation and Parking

<u>Proposed Site Access</u>: The proposed Martway Mixed Use parking area would have two entranced drives coinciding with the existing entrances to the office buildings at 6009 and 6045 Martway. The entrances would be open without any security gating. The parking configuration would include head-in parking spaces around the outer perimeter with an inside tier of head-to-head parking spaces which would allow the service drive to loop around the central spaces and connect to both the east and west access driveway back to Martway Street. The proposed apartment building would be perched above supported by piers.

The proposed building would consist of 3,491 sqft of lower-floor general office space with 156 apartment units on the upper floors. Per the City of Mission's MS-2 Parking Regulations, Chapter 410.250, the proposed development would require the following number of parking spaces:

Parking Requirements

Building Use	Space Requirements	Parking Required
General Office	4 per 1000 sqft * 3,491 sqft	14 spaces
Apartments (156 Total Units)		
Studio Apartments (24 Units)	1 space per unit * 24 units	24 spaces
One Bedroom (92 Units)	1 space per unit * 92 units	92 spaces
Two Bedroom (40 Units)	2 spaces per unit * 40 units	80 spaces
		210 spaces

The proposed parking lot plan has a total of 166 spaces (including five ADA accessible spaces and one ADA van-accessible space), so the developer would need to lease an additional 44 off-site parking spaces to meet the City's total 210 space requirement for the proposed apartments and general office space. Superimposing the 100-year FEMA floodplain elevations from Rock Creek onto the proposed parking lot grading indicated that 40 spaces would be within the floodplain limits, however, no space would have more than the allowable 7 inches of water during the 100-year event.

Traffic Operations and Geometric Improvements

<u>Driveways</u>: The proposed west driveway entrance would be re-aligned to match Beverly Avenue and the proposed east driveway would remain close to its existing location. The east and west driveways are spaced approximately 300 ft apart and both entrances would be two-lane, full-access connections. Security gating would not be installed at either driveway entrance.

Right-Turn Lane for eastbound Martway Street at East or West Entrance Driveway: A review of KDOT's Access Management Policy indicated that neither driveway entrance would warrant the addition of a right-turn lane. The design speed for Martway Street coupled with the relatively low traffic volumes would not meet the minimum threshold levels on the KDOT Access Management Policy's Table 4-25, Right-Turn Treatment Guidelines for Two-Lane Highways.

<u>Left-Turn Lane for westbound Martway Street at East or West Entrance Driveway</u>: A review of KDOT's Access Management Policy indicated that neither driveway entrance would warrant the addition of a left-turn lane. The design speed for Martway Street coupled with the relatively low traffic volumes would not meet the minimum threshold levels on the KDOT Access Management Policy's Table 4-27, Recommended Left-Turn Lane Warrants for Two-Lane Highways.

<u>Signalization</u>: With the relatively low volume of traffic on Martway Street and the trips that would be generated from the proposed Martway Mixed Use development, signals are not warranted on Martway Street at either of the intersections with Beverly Avenue or with Dearborn Street.

Summary and Recommendations

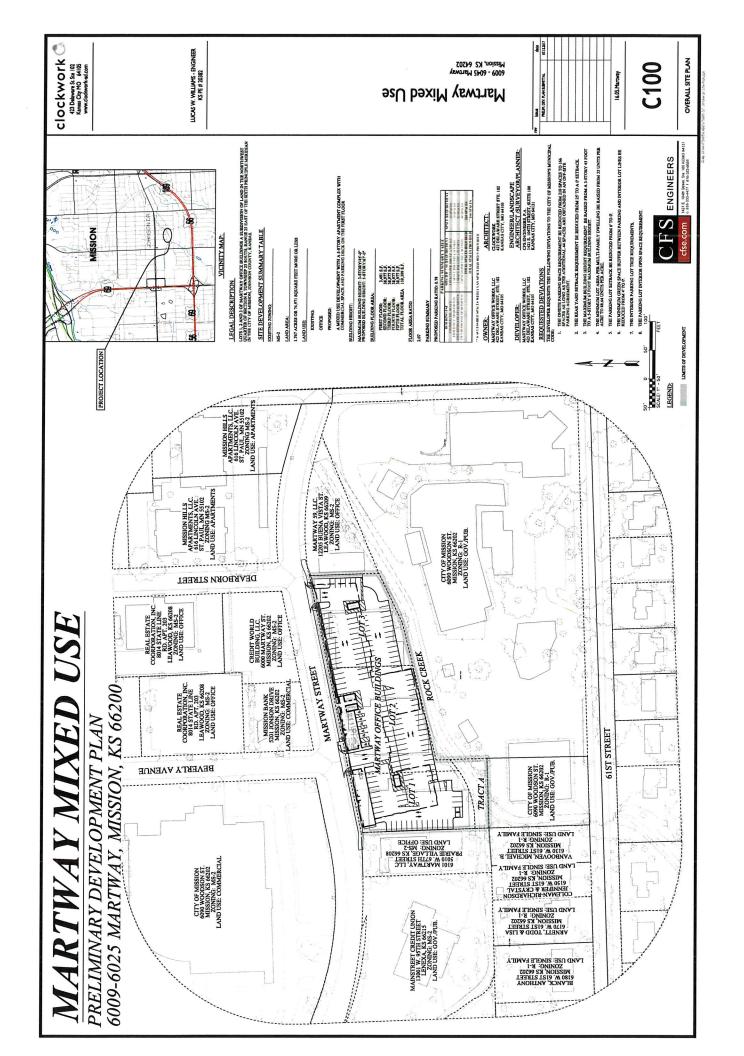
<u>Summary</u>: This study addressed the street access and potential traffic congestion for the proposed Martway Mixed Use Development at 6045 Martway Street in Mission, Kansas. The site would call for the demolition of three existing single-story office buildings and replacing them with a multi-story apartment building perched above a ground-floor parking lot. The apartment building would have 156 units comprised of 24 studio, 92 single and 40 double bedroom apartments. The development would need a total of 210 spaces and the proposed below-building parking lot would provide 166 spaces, with the developer obtaining off-site parking agreements to make-up the additional 44 spaces required.

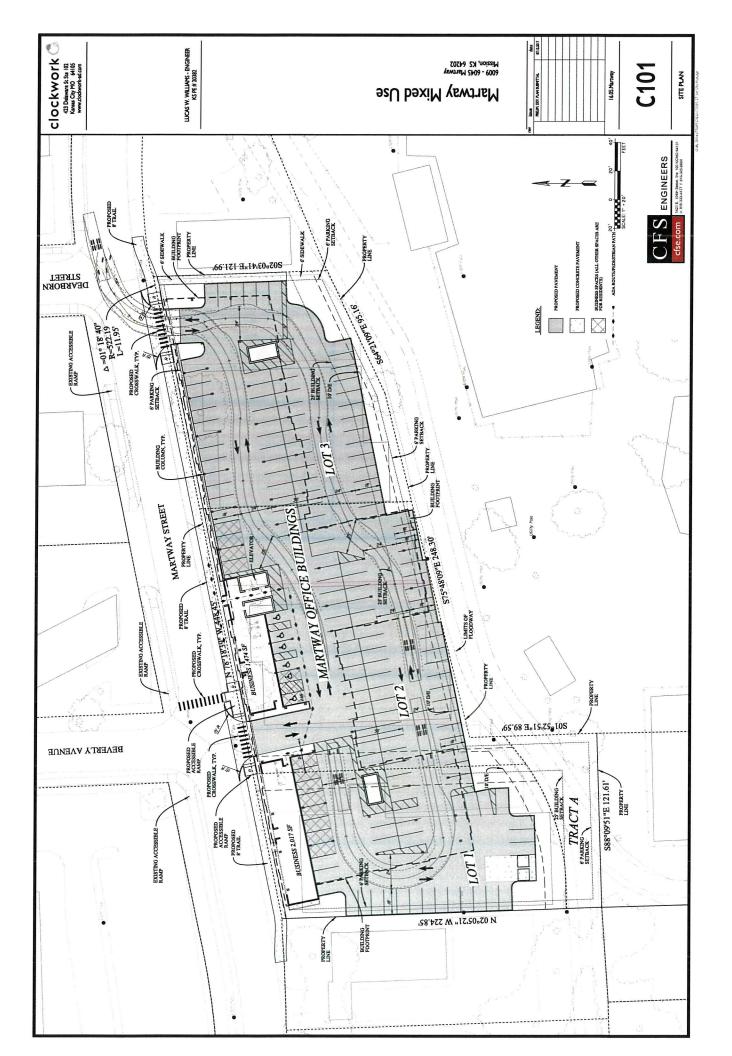
An assessment of the proposed trip generation traffic and the traffic volumes on Martway Street at the intersections with Beverly Avenue and with Dearborn Street indicated that no right or left-turn auxiliary lanes would be warranted for the proposed driveway entrances to the site. Level-of-service ratings at the intersections would remain at the LOS-A or B levels, and queued traffic would be kept at low levels.

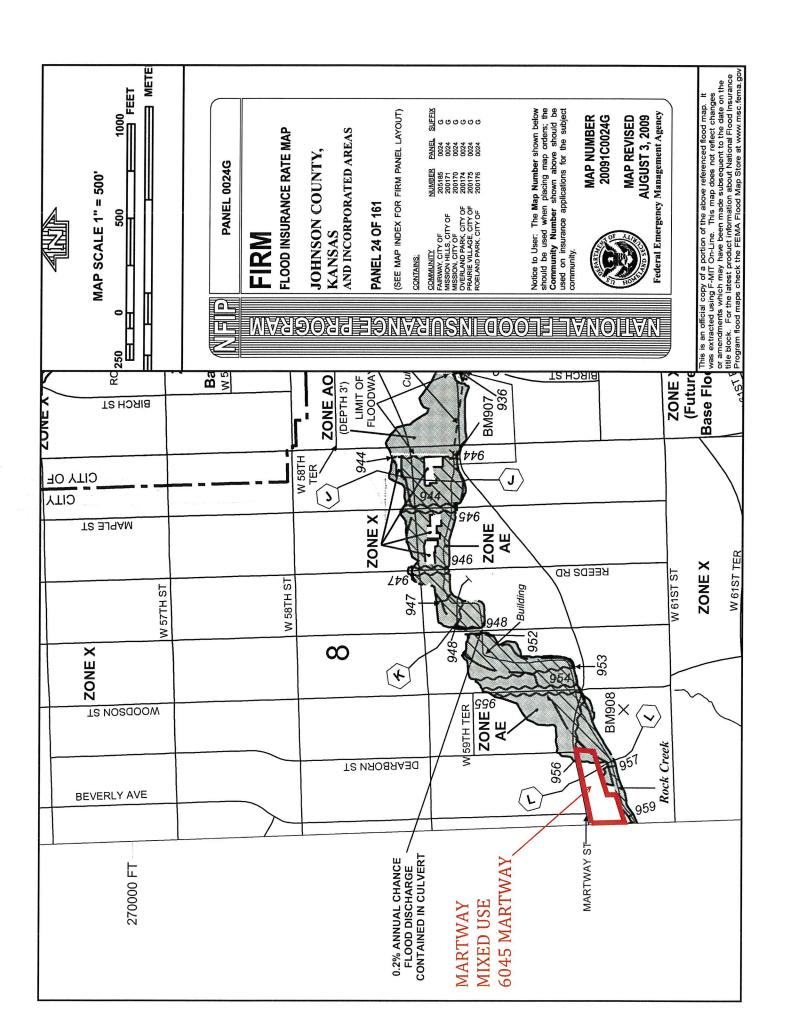
<u>Recommendations</u>: The following recommendations are made for the Martway Mixed Use Development and the surrounding area:

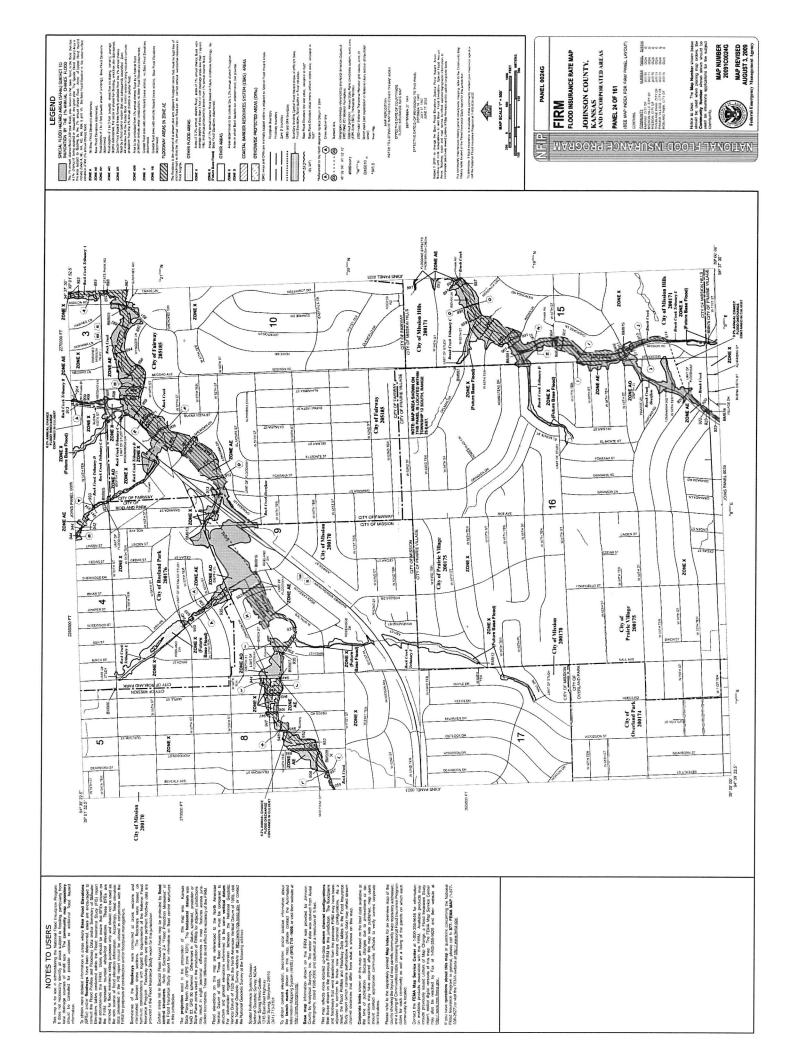
- The proposed west driveway entrance would be re-aligned to match Beverly Avenue and the east driveway entrance should remain at the present locations for the existing buildings at 6009 and 6045 Martway. Both driveways should be full-access entrances.
- The proposed development requires 210 parking spaces, and the proposed parking lot provides 166 spaces. The developer would need to lease an additional 44 off-site parking spaces to meet the City's total 210 space requirement.
- The existing Rock Creek walking trail running along the front side of the proposed building would remain unaltered by the development. During construction, the developer must make provisions to close the trail and divert pedestrian traffic to the northern side of Martway Street. The developer shall make all reasonable efforts to re-open the trail as quickly as possible once construction has been substantially completed and there would be no hazards to pedestrians.

Appendix I - Exhibit Maps (Site Plan, FEMA FIRM Map)









Appendix II – Traffic Counts

Martway St, Mission, Kansas - 2017 Traffic Counts

Wed 6-14-2017		N	1artwa	y St &	Beverly	y Ave T	urning	g Move	ement	Count	S		
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total Sum
7:00 AM	3	17	1	0	20	1	0	0	0	4	1	0	47
7:15 AM	7	20	0	1	24	3	0	0	0	2	0	6	63
7:30 AM	10	34	2	0	30	9	0	0	0	4	0	15	104
7:45 AM	12	46	0	0	38	13	0	0	0	3	0	6	118
8:00 AM	15	37	0	0	23	5	0	0	0	8	0	11	99
8:15 AM	16	37	1	2	31	11	0	0	0	5	0	7	110
8:30 AM	13	40	1	1	32	6	1	0	1	3	0	17	115
8:45 AM	5	30	0	1	24	7	0	0	1	2	1	17	88
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
0.94	56	160	2	3	124	35	1	0	1	19	0	41	
Max													118
Hourly Sum	32	117	3	1	112	26	0	0	0	13	1	27	332
Hourly Sum	44	137	2	1	115	30	0	0	0	17	0	38	384
Hourly Sum	53	154	3	2	122	38	0	0	0	20	0	39	431
Hourly Sum	56	160	2	3	124	35	1	0	1	19	0	41	442
Hourly Sum	49	144	2	4	110	29	1	0	2	18	1	52	412
	Maria de Caración					STATE OF STREET							
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Time 4:00 PM	2	EBT 50	EBR 2	WBL 0	WBT 59	WBR 5	NBL 3	NBT 0	NBR 3	SBL 4	SBT 0	15	143
Time 4:00 PM 4:15 PM	2 9	50 37	EBR 2 0	WBL00	WBT 59 45	WBR 5 8	NBL 3 0	0 0	NBR 3 1	SBL 4 5	0 0	15 14	143 119
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Time 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF	2 9 8 9 8 11 4 4 EBL	50 37 70 61 58 64 59 68 EBT	EBR 2 0 0 0 0 0 0 0 0 EBR	WBL 0 0 0 0 0 0 0 0 0 0 WBL	WBT 59 45 62 70 67 75 72 45 WBT	WBR 5 8 7 9 9 11 4 9 WBR	NBL 3 0 1 0 0 0 1 0 NBL	NBT 0 0 0 0 0 0 0 0 0 0 NBT	NBR 3 1 0 0 2 1 0 1 NBR	\$\frac{4}{4} \\ 5 \\ 7 \\ 10 \\ 10 \\ 15 \\ 6 \\ 5 \\ SBL	SBT 0 0 0 0 0 0 0 0 0 0 SBT	15 14 15 16 25 20 13 8 SBR	143 119 170 175 179 197 159
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Time 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.91 Max	2 9 8 9 8 11 4 4 EBL 36	50 37 70 61 58 64 59 68 EBT 253	EBR 2 0 0 0 0 0 0 0 EBR 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 59 45 62 70 67 75 72 45 WBT 274	WBR587991149WBR36	NBL 3 0 1 0 0 0 1 0 NBL 1	NBT 0 0 0 0 0 0 0 0 0 NBT 0	NBR 3 1 0 0 2 1 0 1 NBR 3	SBL 4 5 7 10 10 15 6 5 SBL 42	SBT 0 0 0 0 0 0 0 0 SBT 0	15 14 15 16 25 20 13 8 SBR 76	143 119 170 175 179 197 159 140
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Time 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.91 Max Hourly Sum Hourly Sum	2 9 8 9 8 11 4 4 EBL 36	50 37 70 61 58 64 59 68 EBT 253	EBR 2 0 0 0 0 0 0 0 0 EBR 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 59 45 62 70 67 75 72 45 WBT 274	WBR 5 8 7 9 9 11 4 9 WBR 36	NBL 3 0 1 0 0 0 1 0 NBL 1 4 1	NBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBR 3 1 0 0 2 1 0 1 NBR 3	SBL 4 5 7 10 10 15 6 5 SBL 42 26 32	SBT 0 0 0 0 0 0 0 0 SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 14 15 16 25 20 13 8 SBR 76	143 119 170 175 179 197 159 140
Time 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.91 Max Hourly Sum Hourly Sum	2 9 8 9 8 11 4 4 EBL 36	50 37 70 61 58 64 59 68 EBT 253	EBR 2 0 0 0 0 0 0 0 0 EBR 0 2 0 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 59 45 62 70 67 75 72 45 WBT 274 236 244 274	WBR 5 8 7 9 9 11 4 9 WBR 36	NBL 3 0 1 0 0 1 0 NBL 1 4 1 1	NBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBR 3 1 0 0 2 1 0 1 NBR 3 4 3 3	SBL 4 5 7 10 10 15 6 5 SBL 42 26 32 42	SBT 0 0 0 0 0 0 0 SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 14 15 16 25 20 13 8 SBR 76	143 119 170 175 179 197 159 140 197 607 643 721
Time 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.91 Max Hourly Sum Hourly Sum	2 9 8 9 8 11 4 4 EBL 36	50 37 70 61 58 64 59 68 EBT 253	EBR 2 0 0 0 0 0 0 0 0 EBR 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT 59 45 62 70 67 75 72 45 WBT 274	WBR 5 8 7 9 9 11 4 9 WBR 36	NBL 3 0 1 0 0 0 1 0 NBL 1 4 1	NBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBR 3 1 0 0 2 1 0 1 NBR 3	SBL 4 5 7 10 10 15 6 5 SBL 42 26 32	SBT 0 0 0 0 0 0 0 0 SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 14 15 16 25 20 13 8 SBR 76	143 119 170 175 179 197 159 140

Thur 6-15-2017		N	1 artwa	y St &	Dearbo	rn St T	urning	Move	ement (Count	S		1
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total Sum
7:00 AM	2	15	2	0	23	0	0	0	0	0	0	2	44
7:15 AM	3	22	0	0	32	0	0	0	0	1	0	3	61
7:30 AM	4	19	0	. 0	34	0	0	0	0	1	0	7	65
7:45 AM	5	25	3	0	47	1	0	0	0	2	0	7	90
8:00 AM	4	38	2	1	32	1	1	0	1	1	1	7	89
8:15 AM	5	34	1	2	26	2	0	0	0	0	0	5	75
8:30 AM	2	34	1	0	32	1	0	0	0	2	0	5	77
8:45 AM	8	30	0	0	31	3	0	0	0	1	0	4	77
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	Marca Destruction	SBT	SBR	1
0.92	16	131	7	3	137	5	1	0	1	5	1	24	ANTHER BOTH AND ANTHER STATE AND
Max													90
Hourly Sum	14	81	5	0	136	1	0	0	0	4	0	19	260
Hourly Sum	16	104	5	1	145	2	1	0	1	5	1	24	305
Hourly Sum	18	116	6	3	139	4	1	0	1	4	1	26	319
Hourly Sum	16	131	7	3	137	5	1	0	1	5	1	24	331
Hourly Sum	19	136	4	3	121	7	1	0	1	4	1	21	318
					Ages or a service and a service service			***					**
Thur 6-15-2017		STREET, STREET	ALL ROOM AND ADDRESS OF THE PARTY OF	y St &	The second secon	Charles of the Control of the Contro	N. Van Diezelle	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED AND ADDRESS	Manager of the Control of the Contro	COLUMN TO SERVICE AND ADDRESS OF THE PARTY O			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total Sum
Time 4:00 PM	3	EBT 46	EBR 0	WBL 0	WBT 53	WBR 2	NBL 3	NBT 0	NBR 1	SBL 2	SBT 0	4	114
Time 4:00 PM 4:15 PM	3 5	46 63	EBR 0 1	WBL 0 0	WBT 53 49	WBR 2 2	NBL 3 0	NBT 0 0	NBR 1 1	2 0	0 0	3	114 124
Time 4:00 PM 4:15 PM 4:30 PM	3 5	46 63 56	EBR 0 1 0 0	WBL 0 0 0 0	53 49 61	WBR 2 2 3	NBL 3 0 0	0 0 0	NBR 1 1 0	2 0 2	0 0 0	4 3 9	114 124 132
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM	3 5 1 6	46 63 56 72	EBR 0 1 0 0 0 0	WBL 0 0 0 0 0 0 0	WBT53496158	WBR 2 2 3 2 2	NBL 3 0 0 1	NBT 0 0 0 0	NBR 1 1 0 1	2 0 2 2	0 0 0 0	4 3 9 7	114 124 132 149
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	3 5 1 6 3	46 63 56 72 70	EBR 0 1 0 0 0 0 0 0 0	WBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBT5349615867	WBR 2 2 3 2 4	NBL 3 0 0 1 1	NBT 0 0 0 0	NBR 1 0 1 0 0	2 0 2 2 4	0 0 0 0 0	4 3 9 7 9	114 124 132 149 158
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	3 5 1 6 3 8	EBT 46 63 56 72 70 72	EBR 0 1 0 0 0 0 0 0 0 0 0	WBL 0 0 0 0 0 0 1 1	WBT 53 49 61 58 67	WBR 2 2 3 2 4 6	NBL 3 0 0 1 1 4	NBT 0 0 0 0 0	NBR 1 1 0 1 0 1 1	2 0 2 2 4 3	0 0 0 0 0 0	4 3 9 7 9 3	114 124 132 149 158 165
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	3 5 1 6 3 8 15	EBT 46 63 56 72 70 72 54	EBR 0 1 0 0 0 0 0 0 0	WBL 0 0 0 0 0 1 0	WBT 53 49 61 58 67 67 52	WBR 2 2 3 2 4 6 4	NBL 3 0 0 1 1 4 0	NBT 0 0 0 0 0 0	NBR 1 0 1 0 1 1 1 1 1 1 1 1 1	SBL 2 0 2 2 4 4 3 3 3	SBT 0 0 0 0 0 0 0	4 3 9 7 9 3 7	114 124 132 149 158 165 136
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Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF	3 5 1 6 3 8 15 14 EBL	EBT 46 63 56 72 70 72 54 50 EBT	EBR 0 1 0 0 0 0 0 0 0 0 EBR	WBL 0 0 0 0 0 1 0	WBT 53 49 61 58 67 67 67 52 61 WBT	WBR 2 2 3 2 4 6 4 1 WBR	NBL 3 0 1 1 4 0 3 NBL	NBT 0 0 0 0 0 0 0 0 0 NBT	NBR 1 0 1 0 1 0 1 NBR	SBL 2 0 2 2 4 3 3 1 SBL	SBT 0 0 0 0 0 0 0 0 0 SBT 3	4 3 9 7 9 3 7 5 SBR	114 124 132 149 158 165 136
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.92	3 5 1 6 3 8 15	EBT 46 63 56 72 70 72 54 50	EBR 0 1 0 0 0 0 0 0 0 0 0	WBL 0 0 0 0 0 1 0 0	WBT 53 49 61 58 67 67 52 61	WBR 2 2 3 2 4 6 4 1	NBL 3 0 1 1 4 0 3	NBT 0 0 0 0 0 0 0 0 0 0 0	NBR 1 0 1 0 1 0 1 0 1 0 1 0	SBL 2 0 2 2 4 3 3 3 1	SBT 0 0 0 0 0 0 0 0	4 3 9 7 9 3 7 5	114 124 132 149 158 165 136 135
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.92 Max	3 5 1 6 3 8 15 14 EBL 32	EBT 46 63 56 72 70 72 54 50 EBT 268	EBR 0 1 0 0 0 0 0 0 0 EBR 0	WBL 0 0 0 0 1 0 0 WBL 1	 WBT 53 49 61 58 67 67 52 61 WBT 244 	WBR 2 2 3 2 4 6 4 1 WBR 16	NBL 3 0 1 1 4 0 3 NBL 6	NBT 0 0 0 0 0 0 0 0 0 NBT 0	NBR 1 0 1 0 1 0 1 NBR 3	SBL 2 0 2 2 4 3 3 1 SBL 12	SBT 0 0 0 0 0 0 0 0 SBT 0 0	4 3 9 7 9 3 7 5 SBR 26	114 124 132 149 158 165 136 135
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.92 Max Hourly Sum	3 5 1 6 3 8 15 14 EBL 32	EBT 46 63 56 72 70 72 54 50 EBT 268	EBR 0 1 0 0 0 0 0 0 EBR 0 1	WBL 0 0 0 0 1 0 0 WBL 1	WBT 53 49 61 58 67 67 52 61 WBT 244	WBR 2 2 3 2 4 6 4 1 WBR 16	NBL 3 0 1 1 4 0 3 NBL 6	NBT 0 0 0 0 0 0 0 0 0 NBT 0	NBR 1 0 1 0 1 0 NBR 3	SBL 2 0 2 4 3 3 1 SBL 12	SBT 0 0 0 0 0 0 0 SBT 0	4 3 9 7 9 3 7 5 SBR 26	114 124 132 149 158 165 136 135
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.92 Max Hourly Sum Hourly Sum	3 5 1 6 3 8 15 14 EBL 32	EBT 46 63 56 72 70 72 54 50 EBT 268	EBR 0 1 0 0 0 0 0 0 0 EBR 0 1 1	WBL 0 0 0 0 0 1 0 0 WBL 1 0 0	WBT 53 49 61 58 67 67 52 61 WBT 244 221 235	WBR 2 2 3 2 4 6 4 1 WBR 16	NBL 3 0 1 1 4 0 3 NBL 6	NBT 0 0 0 0 0 0 0 0 0 0 NBT 0 0	NBR 1 0 1 0 1 0 1 0 NBR 3	SBL 2 0 2 4 3 3 1 SBL 12	SBT 0 0 0 0 0 0 0 SBT 0 0	4 3 9 7 9 3 7 5 SBR 26	114 124 132 149 158 165 136 135
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.92 Max Hourly Sum Hourly Sum	3 5 1 6 3 8 15 14 EBL 32	EBT 46 63 56 72 70 72 54 50 EBT 268	EBR 0 1 0 0 0 0 0 0 0 EBR 0 1 1 1 0	WBL 0 0 0 0 0 1 0 0 WBL 1 0 1	WBT 53 49 61 58 67 67 52 61 WBT 244 221 235 253	WBR 2 2 3 2 4 6 4 1 WBR 16 9 11 15	NBL 3 0 1 1 4 0 3 NBL 6	NBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBR 1 0 1 0 1 0 1 0 NBR 3	SBL 2 0 2 4 3 3 1 SBL 12 6 8 11	SBT 0 0 0 0 0 0 0 SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 3 9 7 9 3 7 5 SBR 26	114 124 132 149 158 165 136 135
Time 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM PHF 0.92 Max Hourly Sum Hourly Sum	3 5 1 6 3 8 15 14 EBL 32	EBT 46 63 56 72 70 72 54 50 EBT 268	EBR 0 1 0 0 0 0 0 0 0 EBR 0 1 1	WBL 0 0 0 0 0 1 0 0 WBL 1 0 0	WBT 53 49 61 58 67 67 52 61 WBT 244 221 235	WBR 2 2 3 2 4 6 4 1 WBR 16	NBL 3 0 1 1 4 0 3 NBL 6	NBT 0 0 0 0 0 0 0 0 0 0 NBT 0 0	NBR 1 0 1 0 1 0 1 0 NBR 3	SBL 2 0 2 4 3 3 1 SBL 12	SBT 0 0 0 0 0 0 0 SBT 0 0	4 3 9 7 9 3 7 5 SBR 26	114 124 132 149 158 165 136 135

Wed 6-14-2017		M.	[artwa	y St &	Beverly	Ave T	urning	g Move	ement (Count	S	
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.94	56	160	2	3	124	35	1	0	1	19	0	41

Wed 6-14-2017		M	[artwa	y St &	Beverly	Ave T	`urning	g Move	ement (Count	S	
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.91	- 36	253	0	0	274	36	1	0	3	42	0	76

Transmission of the	Thur 6-15-2017		N	Iartwa	y St &	Dearbo	rn St T	urning	Move	ment (Counts	8	
00100110000	PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	0.92	16	131	7	3	137	5	1	0	1	5	1	24

Thur 6-15-2017		N	1artwa	y St &	Dearbo	rn St T	urning	Move	ment (Counts	3	
PHF	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
0.92	32	268	0	1	244	16	6	0	3	12	0	26

Appendix III – Trip Generation & Traffic Distribution

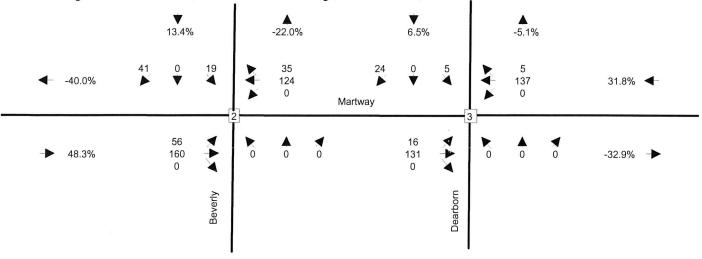
Trip Generation Calculation - Weekday Peak AM and PM Hour Martway Mixed-Use - 6045 Martway, Mission, Kansas

Cook Flatt and Strobel, Engineers CFS Project No. 17-5085

	ITE	ITE Square		0					AM Pea	AM Peak Hour (7-9 AM)	3 AM)				r				1	Jood Mc	9 77	5		l		}	Date: 09/13/17
Land	Land	Pootage	otal	Pass-By							(-	IN Peak	FINI FEAR HOUR (4-6 FINI)	LM)					Notes
	Code	or Unit Quantity	Daily Traffic	Traffic Percent	Total 2-Way PHV	Use or Unit Daily Traffic Total New-Gen Pass-By Enter T Code Quantity Traffic Percent 2-Way 2-Way 2-Way PHV PHV PHY PVH % P	Pass-By 2-Way PVH	Enter E	Total Ne Enter PHV	Total New-Gen Pass-By Enter Enter Enter PHV PHV PVH	ass-By Enter PVH	Exit	Total N Exit PHV	New-Gen Pass-By Total Exit Exit 2-Way PHV PVH	exit Exit PVH	Total N 2-Way PHV	New-Gen Pass-By 2-Way 2-Way PHV PVH	2-Way	Enter %	Total Ne Enter E	New-Gen Pass-By Enter Enter PHV PVH		Exit 7	Total New Exit	Total New-Gen Pass-Breit Exit Exit PHY	ass-By Exit	
Pre-Development Conditions General Office (KSF)	710	34.465	1527	%0	54	54	0	%88	48	48	0	12%		(0)		51	51	0	17%		6		83%		-	0	
Total						54				48				9			51				<u></u>				42		
																					ı				!		
Post-Development Conditions Apartments (Dwelling Units) (Equations)	220	156	1069	%0	87	87	0	29%	52	25	0	71%	62	62	0	109	109	0	61%	99	99	0	39%	43	43	0	
General Office (KSF)	710	3.491		%0	2	2	0	%88	4	4	0	12%	-	-	0	2	2	0	17%	-	-	0	83%	4	4	0	
Total			1069			92				59				63			114				29				47		
Notes: ITE 9th Edition Trip Generation								1	1		1				1					1		1	1	$\ $		1	

AM Peak Hour Existing Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



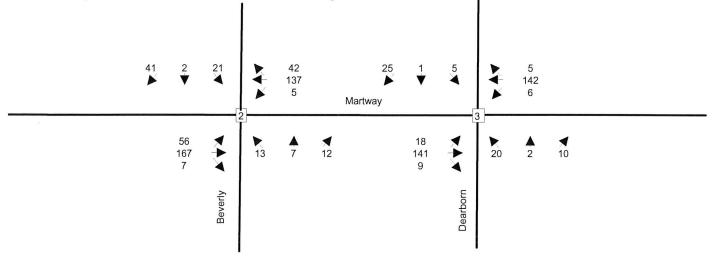
AM Peak Hour Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas

•	▼ 13.4%	-22.0%	♥ 6.5%	▲ -5.1%	
⋖ − -40.0%	0 2 2	7 13 5 Ma	1 1 0 ★ ★ ★	0 5 6	31.8%
→ 48.3%	0 7 7	13 7 12	2 10 9	20 2 10	-32.9% →
	Beverly		Dearborn		

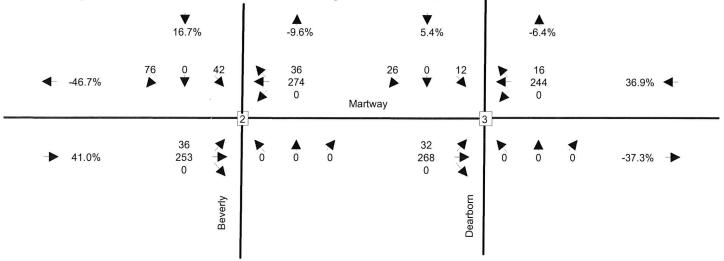
AM Peak Hour Existing Plus Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



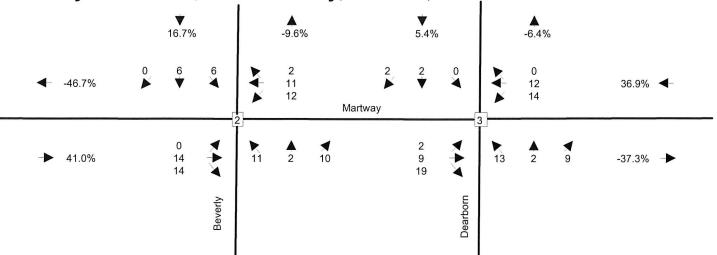
PM Peak Hour Existing Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



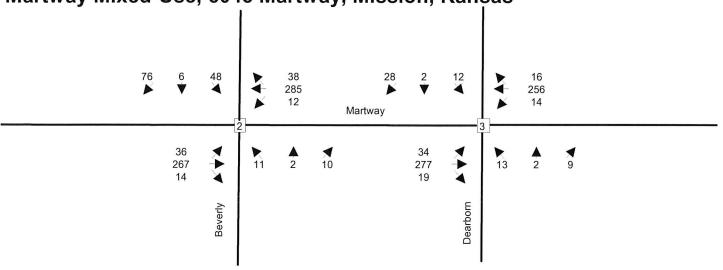
PM Peak Hour Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



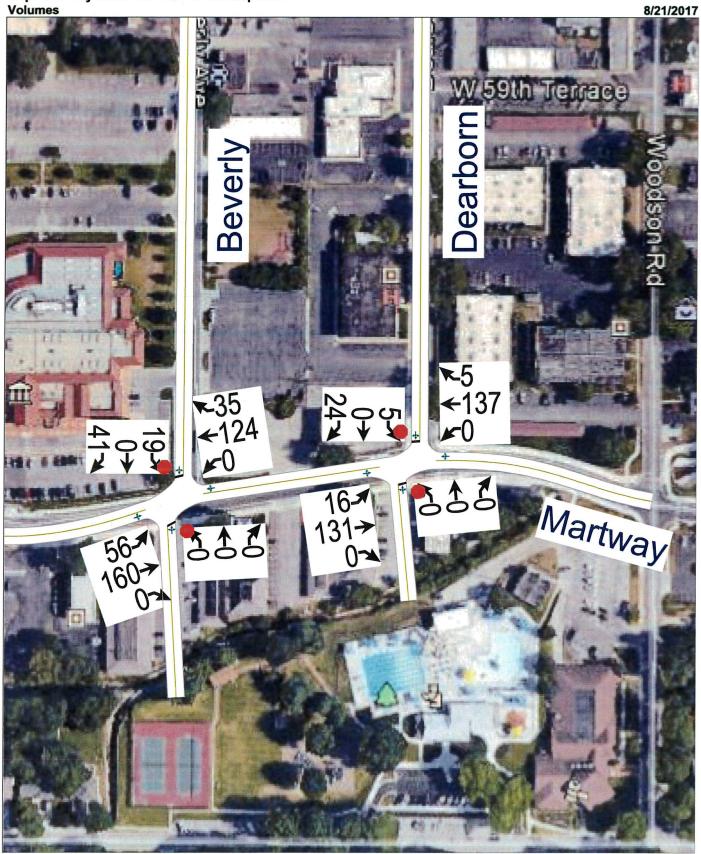
PM Peak Hour Existing Plus Site-Generated Traffic

Martway Mixed-Use, 6045 Martway, Mission, Kansas



Appendix-IV - Synchro Results, AM Peak Traffic Conditions / Pre-Development

Map - Martway Mixed Use-AM Pre-Development



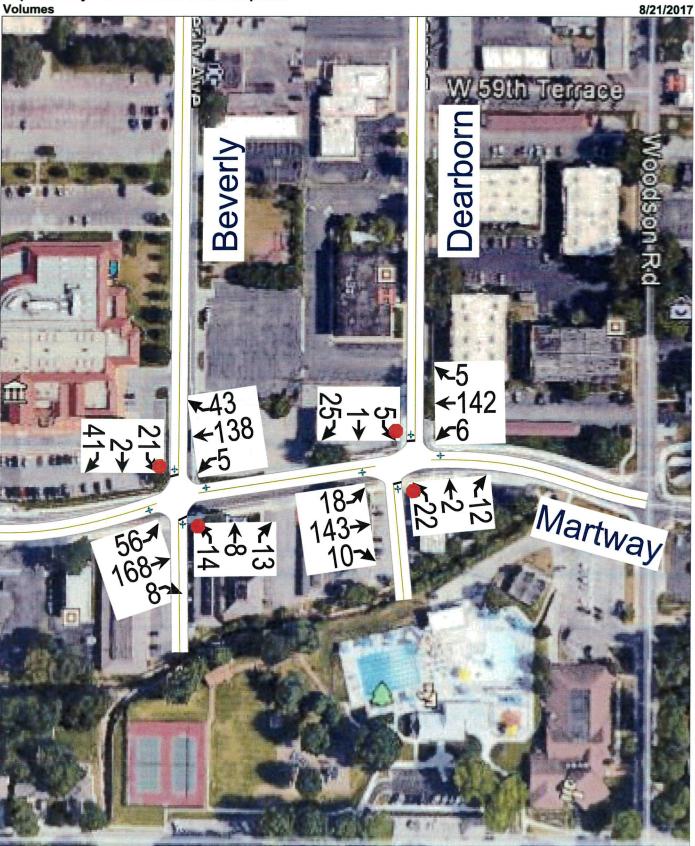
Martway Mixed Use-AM Pre-Development
C:\Users\Traffic User\Desktop\175085 - Martway\Synchro\Martway AM Pre.syn

Intersection													
Int Delay, s/veh	2.4												
Movement	EBL	EBT	EBR	WB	L WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	56	160	0		0 124	SHOWING THE PARTY		0	A SECURE AND A PROPERTY OF THE PERSON OF THE	0	19	0	CONTRACTOR OF THE PARTY.
Conflicting Peds, #/hr	0	0	0		0 0			0		0	0	0	
Sign Control	Free	Free	Free	Fre		or fall amineman and a		Stop	CONTRACTOR DESCRIPTION OF THE PARTY OF THE P	Stop	Stop	Stop	
RT Channelized	DERESO FERRITARIA	tipolinialisani.	None		A April Mary 1954 B	C-MODERNMENTS:		chicumbilia co	-	None		Notice and Associated Associated	THE REAL PROPERTY OF THE PARTY
Storage Length	-	-	-								-		AT PACKAGE SALLAS MAY A
Veh in Median Storage, #	PROPRESYNDER FOR THE PERSON NAMED IN THE PERSO	0	en referenselente men		- 0	-	AND		0		NO CHICAGO AND THE ACT OF SHEET AND ACT OF THE ACT OF T	0	Editor eterning
Grade, %		0	-		- 0	-			NAMES OF THE PARTY		-	0	
Peak Hour Factor	92	92	92	9:	DE CHARLESSANDER			92		92	92	92	
Heavy Vehicles, %	2	2	2		2 2			2		2	2	2	
Mvmt Flow	61	174	0		135			0	0	0	21	0	
Major/Minor	Major1			Majora	2		N	linor1			Minor2		
Conflicting Flow All	173	0	0	174		0		472	469	174	450	450	154
Stage 1		Mark Programme V						296	296	egarcases (mises)	154	154	ERSTABLEAT
Stage 2	-					-		176	173		296	296	ima e i mely
Critical Hdwy	4.12			4.12	2 -			7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1			-	MARKS TO CONTINUE TO THE		_		6.12	5.52		6.12	5.52	
Critical Hdwy Stg 2						entrophilisentes vi		6.12	5.52		6.12	5.52	Managara Ang
Follow-up Hdwy	2.218	-	-	2.218	3 -	_		3.518	4.018	3.318	3.518		3.318
Pot Cap-1 Maneuver	1404	Accession visited Visited List (1)		1403		KOHENNON BUTUNOON		502	492	869	519	504	892
Stage 1	-		-					712	668		848	770	
Stage 2			-	SELECTION OF STREET OF STREET OF STREET OF	- AND THE PROPERTY OF THE	reletic official special		826	756	STREET, STEAM CONT.	712	668	THE PERSON NAMED IN COLUMN
Platoon blocked, %											TOMORES TO THE		
Mov Cap-1 Maneuver	1404	-	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	1403	3 -	-		459	468	869	500	480	892
Mov Cap-2 Maneuver	-		•					459	468	HANGE !	500	480	Arriva.
Stage 1	e advocate to designable	-	-	to environ en entreferita des del to	• •	-		678	636	-	807	770	-
Stage 2		-	-					785	756	16 m 12 %	678	636	-
Approach	EB			WE				NB			SB		
HCM Control Delay, s	2			(An inches the particular						10.5		
HCM LOS								0 A			10.5 B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR WBL		WBR	SBLn1						
Capacity (veh/h)	·	1404	-	- 1403	-	-	715						
HCM Lane V/C Ratio		0.043					0.091						
HCM Control Delay (s)	0	7.7	0	- (-	-	10.5						
HCM Lane LOS	Α	Α	Α	- 4			В						
HCM 95th %tile Q(veh)	-	0.1	-	- 0	-	-	0.3						

Intersection														
Int Delay, s/veh	1.2													
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	16	131	0		0	137	5		0	0	0	5	0	CONTRACTOR OF THE PERSON
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop	Stop	Stop	THE RESERVE AND THE PARTY OF TH
RT Channelized	CHARL MODEL TON BOOK OF PROPERTY.	3.11C/341340H_104/10	None		parkey(26)0004-5	er (octoberesenter)	None		-	emphikabulak =	None	Entrement - Inches (Applemental) Expr		None
Storage Length	•								•		•			I CALLY TO BE DESCRIPTION
Veh in Median Storage, #	er systems energy access	0	-			0	errete acestale de si			0	STREET SECTIONS	18 (E. S. 19 19) - 122 (S. 4 1996) (12(19) 50 (18)) (E. S. 19) (E.	0	Machel Machine
Grade, %		0	-			0	-			0			0	•
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	
Heavy Vehicles, %	2	2	2		2	2	2		2		2	2	2	
Mvmt Flow	17	142	0		0	149	5		0	0	0	5	0	
Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	154	0	0		142	0	0		342	331	142	329	329	152
Stage 1	-	-	-		-	-	-		177	177	-	152	152	INC CONTRAPOSITA
Stage 2					•				165	154	-	177	177	
Critical Hdwy	4.12	-	-		4.12	-	-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1		e.					1		6.12	5.52	•	6.12	5.52	
Critical Hdwy Stg 2	•	-	-	NACTOR AND ADDRESS OF THE PARTY	-	-	-		6.12	5.52		6.12	5.52	hericatesaeni/ape
Follow-up Hdwy	2.218		-		2.218				3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-		1441	-	-		612	588	906	624	590	894
Stage 1		-					-		825	753	-	850	772	
Stage 2	-	-	• · · · · · · · · · · · · · · · · · · ·		-		-		837	770	-	825	753	naeses grandense
Platoon blocked, %														
Mov Cap-1 Maneuver	1426	.=	-		1441	-	-		588	580	906	618	582	894
Mov Cap-2 Maneuver	-	-	-						588	580	-	618	582	
Stage 1	-	:=	-		-		-		814	743	•	839	772	-
Stage 2	-	-	: (n=2±)			1	-		813	770		814	743	
A	ED				WD				ND			CD.		
Approach	EB				WB				NB			SB		
HCM Control Delay, s	0.8				0				0			9.5		
HCM LOS									Α			Α		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)		1426	_		1441			830	TOTAL STREET, SOUTH	# 10 (10) (50) (50)				
HCM Lane V/C Ratio	r- 15 TV HOT MA	0.012						0.038						
HCM Control Delay (s)	0	7.6	0	Mouna di	0			9.5						
HCM Lane LOS	A	7.0 A	A	14 111 1 01	A			9.5 A						
HCM 95th %tile Q(veh)	Δ.	0	-	es in tends	0	-		0.1						

Appendix V - Synchro Results, AM Peak Traffic Conditions / Post-Development

Map - Martway Mixed Use-AM Post-Development

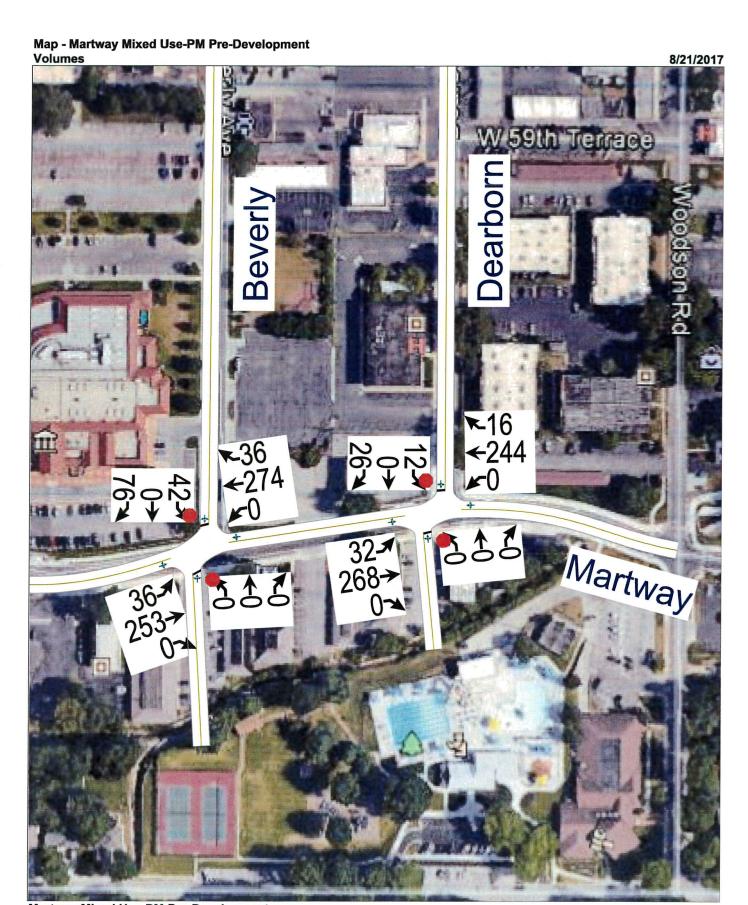


Martway Mixed Use-AM Post-Development
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Int Delay, s/veh Movement Vol, veh/h Conflicting Peds, #/hr	3.2 EBL 56 0	EBT 168	EBR				nt out to be							
Vol, veh/h	56 0	CALLEST CONTRACTOR	EBR											
Vol, veh/h	56 0	CALLEST CONTRACTOR	EDI		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
ANGRESTON PROPERTY AND SERVICE STREET,	0		8		5 VVDL	138	43	ASSESSMENT OF THE PARTY OF THE	14	8	13	21	2	The second second second second
CONTICTION PAGE TIOF	Contractor Contractor (Contractor)	0	0		0	0	0		0	0	0	0	0	
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop	Stop	Stop	
RT Channelized	arkhini - Jibaraka	-	None		-	-	None		Otop	Otop -	None	Otop -	- Olop	The second second second
Storage Length							110110				-	_	-	
Veh in Median Storage, #	ing the first of the last of t	0	1,000 and 1000			0	Masar New Air		includings (the)	0	-		0	
Grade, %		0				0	_			0			0	
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	
Heavy Vehicles, %	2	2	2		2	2	2		2		2	2	2	
Mymt Flow	61	183	9		5	150	47		15	9	14	23	2	DESCRIPTION OF THE PARTY OF THE
				uni basari							o de la compania del compania de la compania del compania de la compania del compania de la compania de la compania de la compania del compania de la compania del compania dela compania del compania del compania del compania del compania de			
Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	197	0	0		191	0	0		517	517	187	504	497	173
Stage 1	IS CHAPTER AND								309	309	-	184	184	
Stage 2					_				208	208		320	313	
Critical Hdwy	4.12				4.12				7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1			-						6.12	5.52	V. 	6.12	5.52	0.22
Critical Hdwy Stg 2		16,2,0,00 5 65							6.12	5.52	-	6.12	5.52	entretto:
Follow-up Hdwy	2.218	_	-		2.218				3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1376				1383				469	462	855	478	475	871
Stage 1		.							701	660		818	747	
Stage 2									794	730		692	657	ATTEMPTON
Platoon blocked, %		_	-			•								
Mov Cap-1 Maneuver	1376	SARAHARANINA.			1383	AASHADISTAN			425	437	855	444	449	871
Mov Cap-2 Maneuver	and the second								425	437		444	449	
Stage 1						5 4 10 5 11 11 11 11			666	627		777	744	
Stage 2		-	-						748	727		638	624	signores cu Signores cu
and the second s														
Approach	EB				WB				NB			SB		
HCM Control Delay, s	1.9				0.2				12.4			11.2		
HCM LOS									В			В		
						14.55				公 拉来在4年				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	527	1376	in West Lice Au-	-	1383	-	nega Manasa	648						
HCM Lane V/C Ratio	0.072			4 P. F.	0.004			0.107						
HCM Control Delay (s)	12.4	7.7	0	rosamenaka	7.6	0		11.2						
HCM Lane LOS	В	Α	Α	•	Α	Α		В						
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4						

Int Delay, s/veh										THE REPORT				
NATIONAL TRANSPORTATION OF THE PARTY OF THE	2.3	4225年100年	orelega) is ellerate	(A) (E) (E) (E) (E)	uncues me	entantra ya	Englishada		tra nemene de	tens succes	is light constitution to	vilageren begen steren	terrepresentation	ahawa sa s
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	18	143	10		6	142	5		22	2	12	5	1	A STATE OF THE PARTY OF THE PAR
Conflicting Peds, #/hr	0	0	0		0	0	0		0		0	0	0	
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Name and Address of the Owner, or other Party	Stop	Stop	Stop	
RT Channelized	HUNGSTERRENZAZATA	H SCHOOL BEING	None			#:X16.716.75#A	None			-	None	entroperingen in the	IDOTALISALINA -	NW/ENGENOUS CA
Storage Length	-		-							_		-	-	
Veh in Median Storage, #	-	0	-		-	0	-		AN CHIRECTURE AND THE SA	0	-	PRODUCTURE HER VEHICLES	0	BOSERA-HIVEOU
Grade, %		0				0	Jacoba.			0			0	
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	
Heavy Vehicles, %	2	2	2		2	2	2		2		2	2	2	
Mvmt Flow	20	155	11		7	154	5		24	2	13	5	1	
							6.4							
Major/Minor	Major1			1	/lajor2				Minor1			Minor2		
Conflicting Flow All	160	0	0		166	0	0		384	373	161	378	375	157
Stage 1	-	-	-		-	-	-		200	200	-	170	170	
Stage 2		•	-				-		184	173	• •	208	205	
Critical Hdwy	4.12	-	-		4.12	-	-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1			•		-				6.12	5.52	•	6.12	5.52	
Critical Hdwy Stg 2	-	C/Z/at/grama-3/2	-		-	-	-		6.12	5.52	-	6.12	5.52	ensus sensores
Follow-up Hdwy	2.218	•			2.218				3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-		1412	-	engotivesta in custo		574	557	884	580	556	889
Stage 1	in all lives	-	-						802	736		832	758	
Stage 2	-	- Contraction	western to the party		-	mat n paul teatre a	-		818	756	ENTERNACION PROPERTINA	794	732	POPULA CATAVASTA
Platoon blocked, %														
Mov Cap-1 Maneuver	1419	-			1412	**************************************	AUGUST AND A THE		547	545	884	561	544	889
Mov Cap-2 Maneuver			-				in de la company		547	545	and the second	561	544	
Stage 1	Treysopretta Gozelos de ele	- -	-		AND DESCRIPTION OF	enthers of the season	egradou do Rob		789	724		819	754	-
Stage 2	-	•			÷				788	752		767	720	
Approach	EB				WB				NB			SB		
Approach	AND DESCRIPTION OF THE PERSON NAMED IN				A STATE OF THE PARTY OF THE PAR							THE RESIDENCE OF THE PERSON NAMED IN		
HCM Control Delay, s HCM LOS	0.8				0.3				11.1 B			9.7 A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	1.002,000					
Capacity (veh/h)	626	1419	-		1412	_	-	797						
HCM Lane V/C Ratio		0.014			0.005			0.042						
HCM Control Delay (s)	11.1	7.6	0		7.6	0	ar (eg lange)	9.7						
HCM Lane LOS	В	Α.	A		Α.	A		Α.						
HCM 95th %tile Q(veh)	0.2	0			0	<u>_</u>		0.1						

Appendix VI - Synchro Results, PM Peak Traffic Conditions / Pre-Development



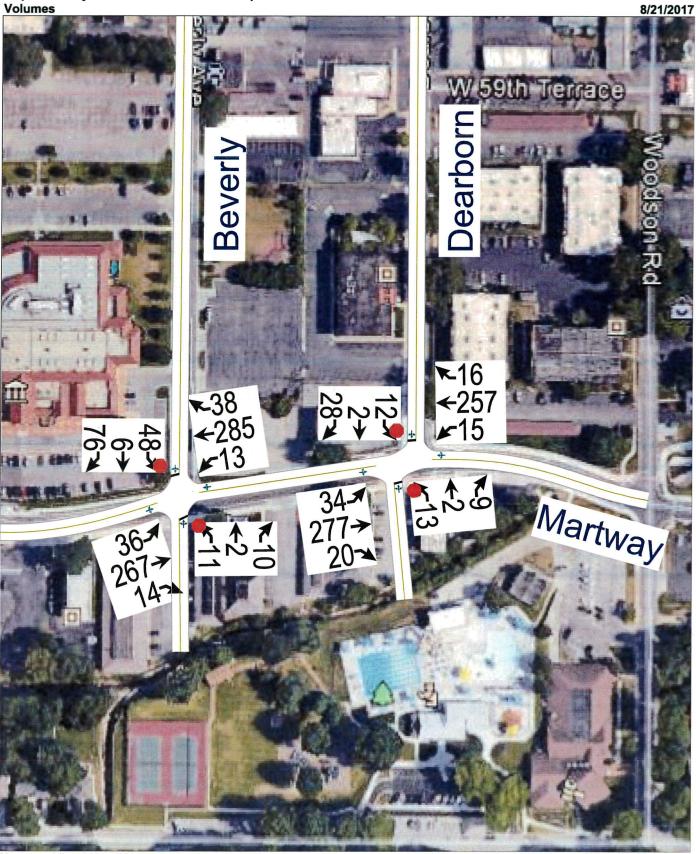
Martway Mixed Use-PM Pre-Development
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Vol, veh/h 36 253 0 0 274 36 0 0 42 0 Conflicting Peds, #hr 0	Intersection												di Ciki	
Vol, veh/h 36 253 0 0 274 36 0	Int Delay, s/veh	2.7												
Vol, veh/h 36 253 0 0 274 36 0 0 42 0 Conflicting Peds, #hr 0														
Conflicting Peds, #/hr	Movement	EBL	EBT	EBR	WB	L WBT	WBR	N	BL I	NBT	NBR	SBL	SBT	SBF
Sign Control Free Row Free RT RT Channelized Free RT Channelized Free RT Channelized Stop Stop Stop Stop Stop Stop Stop Stop	Vol, veh/h	36	253	0		0 274	36		0	0	0	42	0	76
RT Channelized - None - None - None - None Storage Length None None None Storage Length	Conflicting Peds, #/hr	0	0	0		0 0	0		0	0	0	0	0	0
Storage Length	Sign Control	Free	Free	Free	Fre	e Free	Free	S	top S	Stop	Stop	Stop	Stop	Stop
Veh in Median Storage, # 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - 2 3 </td <td>RT Channelized</td> <td>-</td> <td>-</td> <td>None</td> <td></td> <td></td> <td>None</td> <td></td> <td>-</td> <td>-</td> <td>None</td> <td>-</td> <td>-</td> <td>None</td>	RT Channelized	-	-	None			None		-	-	None	-	-	None
Grade, % - 0 0 0 0 0 0 0 0 - 0 - 0	Storage Length			-					-					
Peak Hour Factor 92	Veh in Median Storage, #	-	0	-		- 0	-		-	0	-	-	0	-
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2	Grade, %		0	-		- 0	-		-	0	· Aug		0	
Mymt Flow 39 275 0 0 298 39 0 0 0 46 0 Major/Minor Major! Major2 Minor1 Minor2 Conflicting Flow All 337 0 0 275 0 0 712 690 275 670 670 513 317 317 317 317 317 317 317 317 317 317 317 317 317 317 317 317 317 317 318 353 - 317 313 353 - 317 317 317 313 353 - 313 353 353 - 317 317 318 353 353 - 313 353 3	Peak Hour Factor	92	92	92	9	2 92	92		92	92	92	92	92	92
Major/Minor Major Major Minor Minor Minor	Heavy Vehicles, %	2	2	2		2 2	2		2	2	2	2	2	2
Conflicting Flow All 337 0 0 275 0 0 712 690 275 670 670 Stage 1 353 353 - 317 317 Stage 2 359 337 - 353 353 - 317 317 Stage 2 359 337 - 353 353 - 353 353 - 353 353 - 353 353	Mvmt Flow	39	275	0		298	39		0	0	0	46	0	83
Conflicting Flow All 337 0 0 275 0 0 712 690 275 670 670 Stage 1 353 353 - 317 317 Stage 2 359 337 - 353 353 - 317 317 Stage 2 359 337 - 353 353 - 353 353 - 353 353 - 353 353														
Conflicting Flow All 337 0 0 275 0 0 712 690 275 670 670 Stage 1 353 353 - 317 317 Stage 2 359 337 - 353 353 - 317 317 Stage 2 359 337 - 353 353 - 353 353 - 353 353 - 353 353	Major/Minor	Major1			Major	2		Mino	or1			Minor2		
Stage 1 - - - - 353 353 - 317 317 Stage 2 - - - - - 359 337 - 353 353 Critical Hdwy 4.12 - - 4.12 - 7.12 6.52 6.22 7.12 6.52 Critical Hdwy Stg 1 - - - - 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 - - - - 3.518 4.018 3.318 3.518 4.018 3.018 3.518 4.018 3.018 3.518 4.018 3.018 3.518 4.018 5.018 5.02 6.64 631			0	0			0			690	275	Control of the Contro	670	317
Stage 2 - - - - 359 337 - 353 353 Critical Hdwy 4.12 - 4.12 - 7.12 6.52 6.22 7.12 6.52 Critical Hdwy Stg 1 - - - - 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 - - - - - 6.12 5.52 - 6.12 5.52 Follow-up Hdwy 2.218 - - 2.218 - 3.518 4.018 3.318 3.518 4.018 Pot Cap-1 Maneuver 1222 - 1288 - 3.47 368 764 371 378 Stage 1 -	Moderate and conference (FFE) The State REPRESENTATION CONFERENCE (STATE STATE ST				A SHARE TO SHARE SHEET AND A S						*8.905 nazal-Arhabingi •			unicella della
Critical Hdwy 4.12 - 4.12 - 7.12 6.52 6.22 7.12 6.52 Critical Hdwy Stg 1 - - - - - 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 - - - - - 6.12 5.52 - 6.12 5.52 Follow-up Hdwy 2.218 - - 2.218 - - 3.518 4.018 3.318 3.518 4.018 Pot Cap-1 Maneuver 1222 - 1288 - 347 368 764 371 378 Stage 1 - - - - 664 631 - 664 631 Platoon blocked, % - - - - - 659 641 - 664 631 Mov Cap-1 Maneuver 1222 - 1288 - 298 354 764 360 364 Mov Cap-2 Maneuver - - - - 639 607 - 668 654	THE REPORT OF THE PARTY OF THE		-			- (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	-						353	
Critical Hdwy Stg 1 - - - - 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 Follow-up Hdwy 2.218 - 2.218 - 3.518 4.018 3.318 3.518 4.018 Pot Cap-1 Maneuver 1222 - 1288 - 347 368 764 371 378 Stage 1 - - - - 664 631 - 694 654 Stage 2 - - - - 659 641 - 664 631 Platoon blocked, % - - - - - - - - - - - - - 664 631 - 664 631 - - 664 631 - - - - - - - -	SPECIAL CONTRACTOR STREET, SECURITION IN SECURITION SEC	4.12	-	-	4.12	2 -		ESTERNITURE OR STREET			6.22		6.52	6.22
Critical Hdwy Stg 2 - - - - 6.12 5.52 - 6.12 5.52 Follow-up Hdwy 2.218 - 2.218 - 3.518 4.018 3.318 3.518 4.018 Pot Cap-1 Maneuver 1222 - 1288 - 347 368 764 371 378 Stage 1 - - - - 664 631 - 694 654 Stage 2 - - - - 659 641 - 664 631 Platoon blocked, % -	A PROTEST CONTROL OF THE PROPERTY OF THE PROPE			-	BATHOLISMON BERNETECKE								5.52	
Follow-up Hdwy 2.218 2.218 3.518 4.018 3.318 3.518 4.018 Pot Cap-1 Maneuver 1222 1288 347 368 764 371 378 Stage 1				ARRESTANT STATES		eroaleastropoles	ENDOLDER VE				-	DESIGNATION OF STREET STREET	5.52	
Pot Cap-1 Maneuver 1222 - 1288 - 347 368 764 371 378 Stage 1 - - - - - 664 631 - 694 654 Stage 2 - - - - - 659 641 - 664 631 Platoon blocked, % -	A PARTICULAR DE LA CONTRACTA DELA CONTRACTA DE LA CONTRACTA DE LA CONTRACTA DE LA CONTRACTA DE	2.218	-	-	2.218	3 -	•				3.318		4.018	3.318
Stage 1 - - - - 664 631 - 694 654 Stage 2 - - - - 659 641 - 664 631 Platoon blocked, % -<	THE PERSON NAMED IN THE PERSON OF THE PERSON	SALK ROLL SAMIDATE WITH REPORT	- -	-	SPACE AND REAL PROPERTY OF THE PROPERTY OF THE PERSON NAMED IN STREET, THE PERSON NAME						STEEN STATE OF THE PARTY OF THE	A CASA SECTION ASSESSMENT OF THE SECTION OF THE SEC	378	724
Stage 2 - - - - - 664 631 Platoon blocked, % -<	The second control of			-								694	654	
Platoon blocked, % - - - - Mov Cap-1 Maneuver 1222 - 1288 - 298 354 764 360 364 Mov Cap-2 Maneuver - - - - 298 354 - 360 364 Stage 1 - - - - 639 607 - 668 654 Stage 2 - - - - - 584 641 - 639 607 Approach EB WB NB NB SB HCM Control Delay, s 1 0 0 13.9 HCM LOS A B Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) 1222 1288 532 HCM Lane V/C Ratio 0.032 0.241 HCM Control Delay (s) 0	THE THE THE THE PROPERTY OF TH	**************************************		Aux establishmenta		•	HIGH ROUTER							600 E.25 (270) -
Mov Cap-1 Maneuver 1222 - 1288 - 298 354 764 360 364 Mov Cap-2 Maneuver - - - - - 298 354 - 360 364 Stage 1 - - - - - 639 607 - 668 654 Stage 2 - - - - - 584 641 - 639 607 Approach EB WB NB NB SB HCM Control Delay, s 1 0 0 13.9 HCM Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) - 1222 - - 1288 - - 532 HCM Lane V/C Ratio - 0.032 - - - - 0.241 HCM Control Delay (s) 0 8 0 -						•								
Mov Cap-2 Maneuver - - - - 298 354 - 360 364 Stage 1 - - - - - 639 607 - 668 654 Stage 2 - - - - - 584 641 - 639 607 Approach EB WB NB NB SB NB NB <td< td=""><td></td><td>1222</td><td>-</td><td>dooMhaaaana -</td><td>1288</td><td>} -</td><td>THE RELIEP COMPANY</td><td>2</td><td>98</td><td>354</td><td>764</td><td>360</td><td>364</td><td>724</td></td<>		1222	-	dooMhaaaana -	1288	} -	THE RELIEP COMPANY	2	98	354	764	360	364	724
Stage 1 - - - - - - - 668 654 654 Stage 2 - - - - - - 584 641 - 639 607 Approach EB WB NB NB SB HCM Control Delay, s 1 0 0 13.9 HCM LOS A B Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) - 1222 - 1288 - - 532 HCM Lane V/C Ratio - 0.032 - - - 0.241 HCM Control Delay (s) 0 8 0 - 0 - 13.9														
Stage 2 - - - - - - 584 641 - 639 607 Approach EB WB NB NB SB HCM Control Delay, s 1 0 0 13.9 HCM LOS A B Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBR SBLn1 Capacity (veh/h) - 1222 - 1288 - - 532 HCM Lane V/C Ratio - 0.032 - - - 0.241 HCM Control Delay (s) 0 8 0 - 0 - 13.9	Provide the second of the seco	MARIO PARAMETERAN	# TO SEE SEE SEE SEE SEE SEE SEE SEE SEE SE		HARLES MAD ANALOSA	AD TATUR DESIGNATION	erenda dae erend •				-		STATE STATE STATE	
HCM Control Delay, s 1 0 0 13.9 HCM LOS A B Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) - 1222 1288 532 HCM Lane V/C Ratio - 0.032 0.241 HCM Control Delay (s) 0 8 0 - 0 - 13.9			NEW THE				-				•		607	
HCM Control Delay, s 1 0 0 13.9 HCM LOS A B Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 Capacity (veh/h) - 1222 1288 532 HCM Lane V/C Ratio - 0.032 0.241 HCM Control Delay (s) 0 8 0 - 0 - 13.9														
Minor Lane/Major Mvmt NBLn1 EBL EBR WBL WBT WBR SBLn1 Capacity (veh/h) - 1222 - 1288 - 532 HCM Lane V/C Ratio - 0.032 0.241 HCM Control Delay (s) 0 8 0 - 0 - 0 - 13.9	Approach	EB			WE	}		1	√B			SB	omerica Mas	
Minor Lane/Major Mvmt NBLn1 EBL EBR WBL WBT WBR SBLn1 Capacity (veh/h) - 1222 - - 1288 - - 532 HCM Lane V/C Ratio - 0.032 - - - - 0.241 HCM Control Delay (s) 0 8 0 - 0 - - 13.9	HCM Control Delay, s	1			()			0			13.9		
Capacity (veh/h) - 1222 - 1288 - 532 HCM Lane V/C Ratio - 0.032 0.241 HCM Control Delay (s) 0 8 0 - 0 - 13.9	HCM LOS								Α			В		
Capacity (veh/h) - 1222 - 1288 - 532 HCM Lane V/C Ratio - 0.032 0.241 HCM Control Delay (s) 0 8 0 - 0 - 13.9	Minor Lane/Major Mymt	NRI n1	ERI	FRT	FRR WPI	WRT	WRD	SRI n1						
HCM Lane V/C Ratio - 0.032 0.241 HCM Control Delay (s) 0 8 0 - 0 13.9							WDI(C							
HCM Control Delay (s) 0 8 0 - 0 13.9					- 1200									
APPROXIMATION OF THE PROPERTY		THE PARTY PROPERTY.				erticieki (a	alogy a L ej							
HOW LAND LOS A A A - A B							enerkijas							
HCM 95th %tile Q(veh) - 0.1 0 0.9														

Intersection														
Int Delay, s/veh	1.1	and the second							n sy man	MACHE LINE				
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	32	268	0		0	244	16	Company of the Compan	0	AND DESIGNATION OF THE	0	12	0	and the second second second
Conflicting Peds, #/hr	0	0	0		0	0	0		0		0	0	0	THOUSAN CHARLES
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	TIS CHIET THE BEST CONTROL WARRIEST	TO VERSON DECEMBER.	None		-	NOCCHE NYME - SOM	None		e Kristinokoja Bill	THE WARRIEST PARTY.	None	ONE EST ATTING TELESTER AND	La STATON BOOKER, A SE	O STATE OF THE PARTY OF
Storage Length			-		-							-		
Veh in Median Storage, #	n valational and an area	0	-		-	0	en e		-	0	# Unit Head months alignment seed a	Automiteisono Asiasteveno •	0	# 12/2/2014/12/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/2/
Grade, %		0	-			0			-	0	•		0	
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2	2	2	2
Mvmt Flow	35	291	0		0	265	17		0	0	0	13	0	28
Major/Minor	Major1			N	/ajor2				Minor1			Minor2		
Conflicting Flow All	283	0	0	W New York	291	0	0		649	644	291	635	635	274
Stage 1	203	-	_	00% 自线图	291	V	UpASP U		361	361	291	274	274	214
Stage 2						-	-		288	283	energy salah	361	361	
Critical Hdwy	4.12	-			4.12		and the same of		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	4.12				4.12	- 	-		6.12	5.52	0.22	6.12	5.52	0.22
Critical Hdwy Stg 2	tar salah da T	laraja kerdis			and the latest		estation.		6.12	5.52		6.12	5.52	
Follow-up Hdwy	2.218				2.218				3.518		3.318		4.018	3.318
Pot Cap-1 Maneuver	1279				1271		HIP HER		383	391	748	3.316	396	765
Stage 1	1213				12/1				657	626	140	732	683	700
Stage 2	-					Mark St.			720	677		657	626	
Platoon blocked, %	areas recommend								120			001	020	regrande a tr
Mov Cap-1 Maneuver	1279				1271				360	378	748	381	383	765
Mov Cap-1 Maneuver	1213				12/1				360	378	740	381	383	700
Stage 1		rio carl de P	A de la constante				The same of the sa		635	605		708	683	
Stage 2									693	677		635	605	
Glaye 2					-				093	011		033	003	
Approach	EB				WB				NB			SB		
HCM Control Delay, s	0.8				0				0			11.7		
HCM LOS									A			В		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WRD	SBLn1						
Capacity (veh/h)		1279			1271	1101	WDI\	580						
HCM Lane V/C Ratio					12/1		September 1							
	0	0.027	.	ALLEY FIS.	_			0.071						
HCM Control Delay (s)	0	7.9	0		0			11.7						
HCM Lane LOS	Α	Α	Α		A			В						
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.2						

Appendix VII - Synchro Results, PM Peak Traffic Conditions / Post-Development

Map - Martway Mixed Use-PM Post-Development Volumes



Martway Mixed Use-PM Post-Development
C:\Users\Traffic User\Desktop\175085 - Martway\Synchro\Martway PM Post.syn

Intersection														
Int Delay, s/veh	3.5			New York		ALEXANDER IN				and the	of motor or and a second			
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	36	The second second	14		13	285	38		11	2	10	48	6	
Conflicting Peds, #/hr	0	THE PERSON NAMED IN COLUMN	0		0	0	0		0		0	0	0	
Sign Control	Free	Free	Free		Free	Free	Free		Stop		Stop	Stop	Stop	alternative name of the owner
RT Channelized	•	e aso centrologica e	None		-	-	CONTRACTOR STORY			1948/GEALTH	None			
Storage Length	DESCRIPTION OF THE													
Veh in Median Storage, #	Correspondent der eine	0	23,111,1212,020,001		-	0			The Park of the Pa	0	A I CHEMINA		0	BANGA ANG
Grade, %		cuburation and make				0				CONTRACTOR OF THE			0	
Peak Hour Factor	92		92		92	92	92		92		92	92	92	
Heavy Vehicles, %	2		2		2	2	and the second second		2		2	2	2	
Mvmt Flow	39	290	15	energy (14	310	41		12		11	52	7	DATE OF THE PARTY
Major/Minor	Major1				Major	A SEA SEA			Minor1			Minor2		
	and the second s	Δ.	Λ.		Major2	Δ.	0			755	200	Carl Street Carlotte and Carlotte Control	740	000
Conflicting Flow All	351	0	0		305	0	0		779	755	298	742	743	330
Stage 1 Stage 2	rozanieni	eneralismo			-				376	376		359	359	50% S/16
The state of the s	4.40				4.40		التلافة		403	379	-	383	384	0.00
Critical Hdwy	4.12				4.12		-		7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1			•		4/4	,	eroleta i		6.12	5.52	100 mm	6.12	5.52	terre!
Critical Hdwy Stg 2	0.040	-	-		0.040		90296888		6.12	5.52	0.040	6.12	5.52	0.040
Follow-up Hdwy	2.218				2.218		1			4.018	3.318		4.018	CHIEF HOUSE INCOME.
Pot Cap-1 Maneuver	1208				1256	-			313	338	741	332	343	712
Stage 1		•	# - 54E						645	616	STATE OF	659	627	
Stage 2	Markey Academ					· · · · · · · · · · · · · · · · · · ·			624	615		640	611	Down to Herry
Platoon blocked, %	4000				4050				000	000		040	205	-10
Mov Cap-1 Maneuver	1208				1256		-		262	320	741	312	325	712
Mov Cap-2 Maneuver	and and a					4 61	in and in		262	320	e u Cars	312	325	
Stage 1					-	en and the			620	592	St. Clark Charles	633	618	-
Stage 2		-				A MEST	•		538	606		604	587	
Approach	EB				WB				NB			SB		
HCM Control Delay, s	0.9				0.3				15.3			16.1		
HCM LOS									C			С		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WRR	SBLn1						
Capacity (veh/h)	373	1208			1256		-	466						
HCM Lane V/C Ratio		0.032			0.011			0.303						
HCM Control Delay (s)	15.3	8.1	0	Markin	7.9	0	NAME AND	16.1						
HCM Lane LOS	13.5 C	Α	A		Α.5	A		C						
HCM 95th %tile Q(veh)	0.2	0.1	^			۸.	Y Sales To	1.3						
HOW SOUL WILL (VEII)	0.2	U. I	-	-	0	-		1.3						

Intersection														
Int Delay, s/veh	1.8													
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	SBF
Vol, veh/h	34	277	20		15	257	16	10000	13		9	12	2	
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0	0	0	0
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None		-	-	None		-	-	None	-	-	None
Storage Length										al element			-	
Veh in Median Storage, #	-	0	-		_	0	-		-	0	-	-	0	
Grade, %		0				0				0	•	•	0	
Peak Hour Factor	92	92	92		92	92	92		92	92	92	92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2	2	2	2
Mvmt Flow	37	301	22		16	279	17		14	2	10	13	2	30
Major/Minor	Major1			A	Major2				Minor1			Minor2		
Conflicting Flow All	297	0	0		323	0	0		723	715	312	713	718	288
Stage 1	231	-	-		323	U	-		386	386	312	321	321	200
Stage 2									337	329		392	397	
Critical Hdwy	4.12				4.12				7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	7.12				7.12	a conta			6.12	5.52	0.22	6.12	5.52	0.22
Critical Hdwy Stg 2	_								6.12	5.52		6.12	5.52	a distant
Follow-up Hdwy	2.218	1680 E-128			2.218				3.518		3.318			3.318
Pot Cap-1 Maneuver	1264				1237		TO THE STREET		342	356	728	347	355	751
Stage 1	1204				1201		N. FOLK		637	610		691	652	701
Stage 2	-				-	Barrery.	TATELLA PLE		677	646		633	603	
Platoon blocked, %			Y 97 -							010			000	
Mov Cap-1 Maneuver	1264		-		1237				314	338	728	327	337	751
Mov Cap-2 Maneuver					1201				314	338	120	327	337	701
Stage 1		-	en creen			#1.GH #1.FE	n, strate pos		614	588		666	642	
Stage 2	•	•	•		•				637	636	969411 14 110011 1	600	581	
Approach	EB				WB				NB			SB		
HCM Control Delay, s	0.8				0.4				14.6			12.5	Sept 1	
HCM LOS	0.8				0.4				В		•	12.5 B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1						
Capacity (veh/h)	402	1264	_		1237	-	-	526						
HCM Lane V/C Ratio	0.065				0.013			0.087						
HCM Control Delay (s)	14.6	7.9	0	- Contraction Co	7.9	0	chinterior i	12.5						
HCM Lane LOS	В	Α	Α	•	Α	A		В						
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3						