

FoleyShald ENGINEERING
3930 S. 147TH STREET, SUITE 200 | OMAHA, NE 68144
WEBSITE: foleyshald.com | PHONE: 402.804.3933
NEBRASKA CA-4197

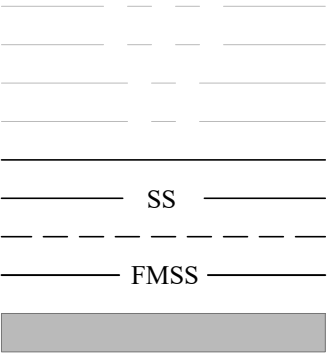
SANITARY SEWER AND PAVING

SID 390 - VILLAGE ON MAIN

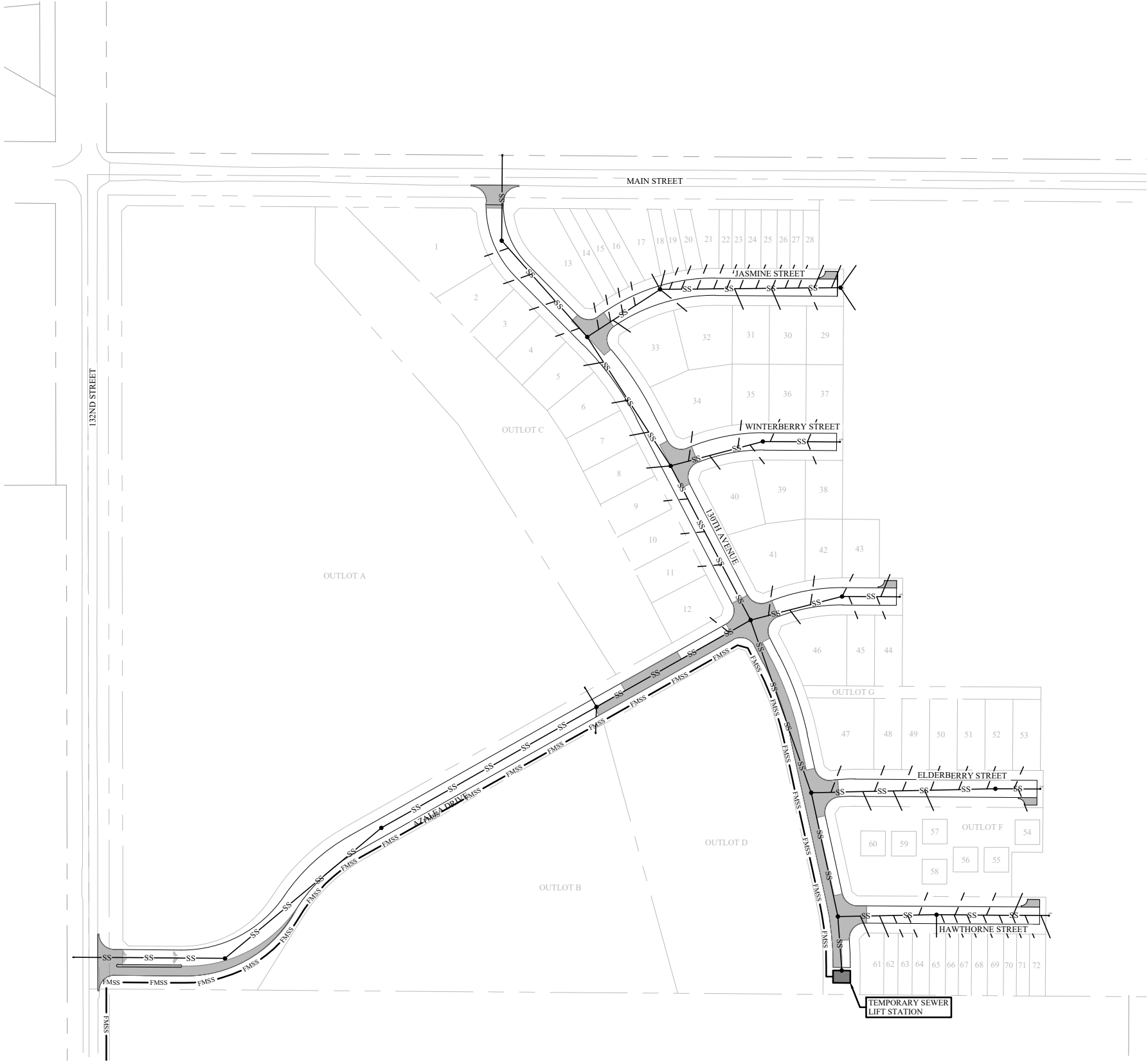
SPRINGFIELD, NE

SUBDIVISION AGREEMENT

LEGEND

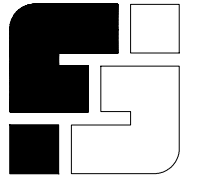
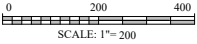
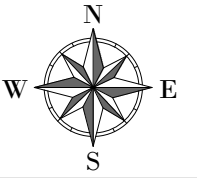


- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- PROPOSED PAVEMENT
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SERVICE
- PROPOSED FORCE MAIN
- PROPOSED GENERAL OBLIGATION PAVEMENT



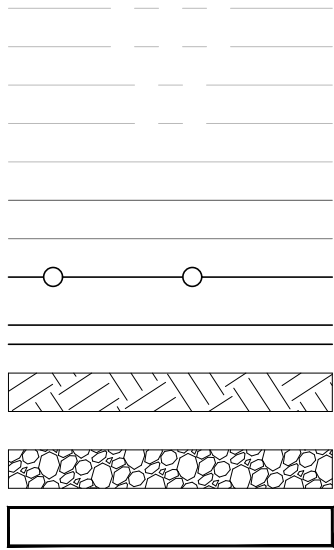
PLAN REVISIONS			
NO.	DATE	REVISION DESCRIPTION	BY

DRAWN BY: JK	REVIEWED BY: JS
DATE: 09/10/2026	PROJECT NUMBER: 102.002
SHEET NO.	
EXHIBIT B	

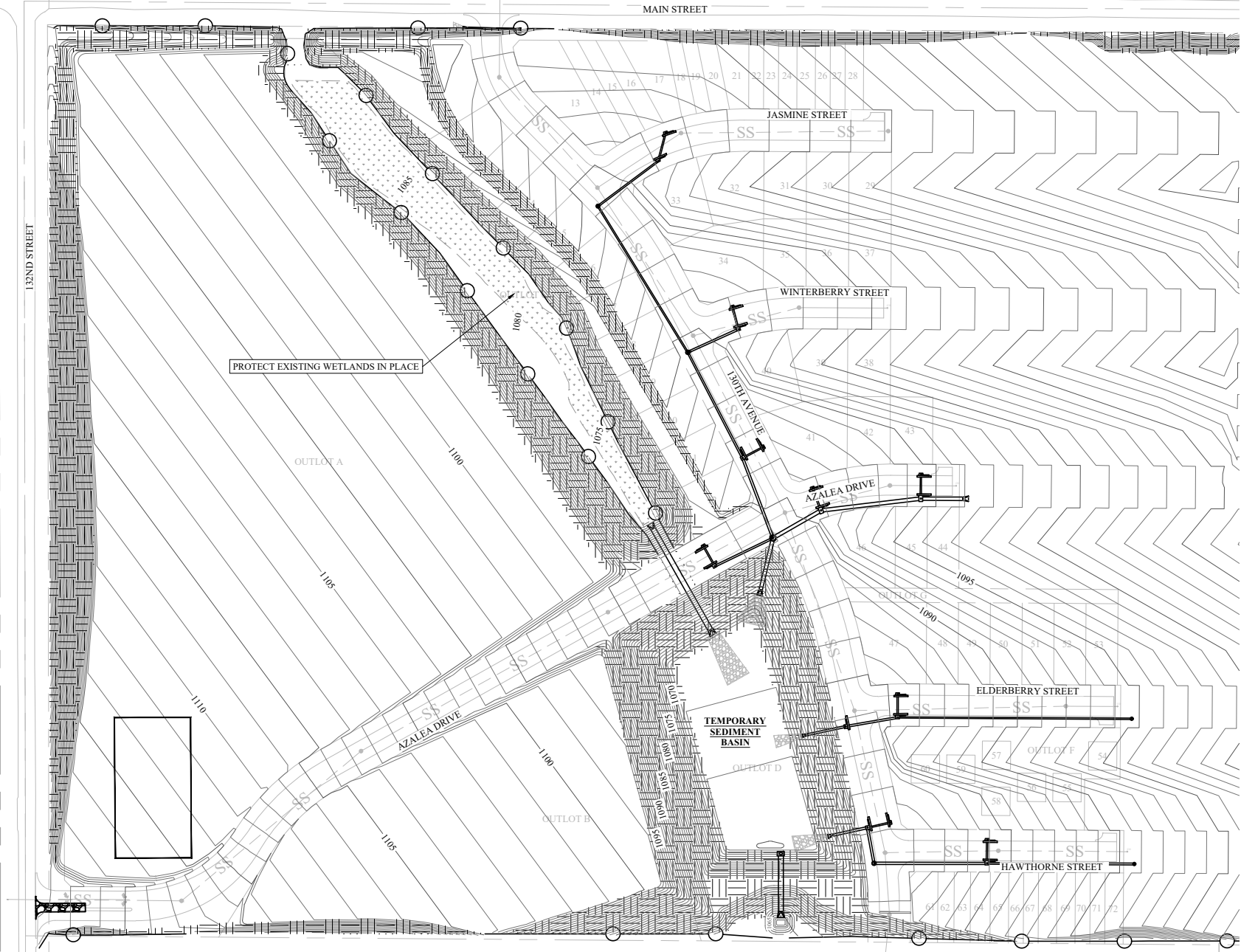


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LEGEND



- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- PROPOSED PAVEMENT
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED SILT FENCE
- PROPOSED STORM SEWER
- PROPOSED EROSION CONTROL BLANKET
- PROPOSED CONSTRUCTION ENTRANCE
- PROPOSED STAGING AREA



STORM SEWER, GRADING, AND EROSION CONTROL

SID 390 - VILLAGE ON MAIN

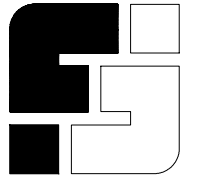
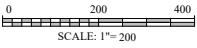
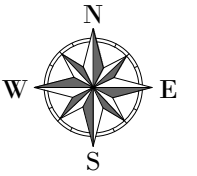
SPRINGFIELD, NE

SUBDIVISION AGREEMENT

PLAN REVISIONS		
NO.	DATE	REVISION DESCRIPTION

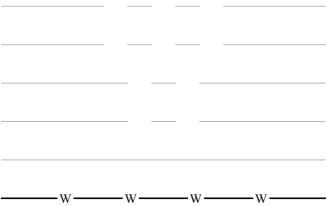
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SHEET NO. EXHIBIT C



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LEGEND



EXISTING PROPERTY LINE
PROPOSED PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
PROPOSED PAVEMENT
PROPOSED WATER MAIN



WATER SYSTEM

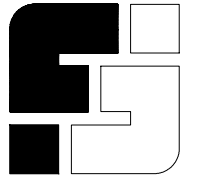
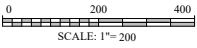
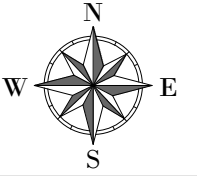
SID 390 - VILLAGE ON MAIN

SPRINGFIELD, NE

SUBDIVISION AGREEMENT

PLAN REVISIONS			
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EXHIBIT D	



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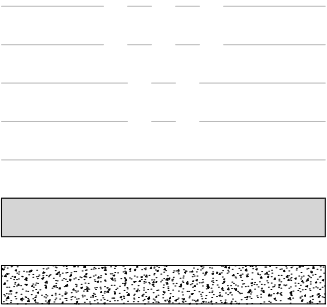
TRAIL AND SIDEWALK PLAN

SID 390 - VILLAGE ON MAIN

SPRINGFIELD, NE

SUBDIVISION AGREEMENT

LEGEND



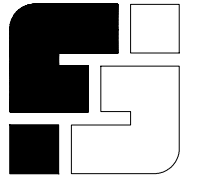
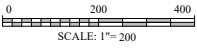
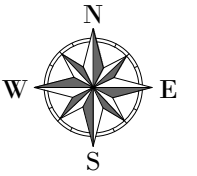
- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- PROPOSED PAVEMENT
- PROPOSED TRAIL/SIDEWALK
- GENERAL OBLIGATION
- PROPOSED TRAIL/SIDEWALK
- SPECIAL ASSESSMENT



PLAN REVISIONS			
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DATE: 09/10/2026		PROJECT NUMBER: 102.002	

SHEET NO. EXHIBIT E



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LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- PROPOSED PAVEMENT
- PROPOSED TREE



LIST OF ACCEPTABLE STREET TREES

BOTANICAL NAME	COMMON NAME
AM - ACER MIYABEI	STATE STREET MAPLE
BN - BETULA NIGRA	SWAMP WHITE OAK
CO - CELTIS OCCIDENTALIS	COMMON HACKBERRY
GTS - GLEDITSIA TRIACANTHOS 'SKYLINE'	HONEY LOCUST
PS - PRUNUS SARGENTII	SARGENT CHERRY
MJ - MAGNOLIA 'JANE'	MAGNOLIA
MSS - MALUS 'SPRING SNOW'	CRABAPPLE
QB - QUERCUS BICOLOR	RIVER BIRCH
TAM - TILIA AMERICANA 'REDMOND'	AMERICAN LINDEN

-MINIMUM TREE SPACING FOR PLATTED LOTS ALONG MAIN STREET SHALL BE 40 FEET.
-ALL INDIVIDUAL LOTS ALONG MAIN STREET SHALL HAVE A MINIMUM OF ONE STREET TREE.



LANDSCAPE PLAN

SID 390 - VILLAGE ON MAIN

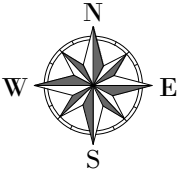
SPRINGFIELD, NE

SUBDIVISION AGREEMENT

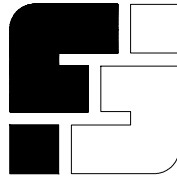
PLAN REVISIONS			
NO.	DATE	REVISION DESCRIPTION	BY

DRAWN BY: JK		REVIEWED BY: JS	
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SHEET NO. EXHIBIT F



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SCALE: 1"= ###



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PERIMETER FENCING

SID 390 - VILLAGE ON MAIN

SPRINGFIELD, NE

SUBDIVISION AGREEMENT

FENCING NOTES

- ALL PERIMETER FENCING SHALL BE CONSTRUCTED OF BLACK WROUGHT IRON OR ALUMINUM.
- ALL PERIMETER FENCING SHALL BE SIX FEET IN HEIGHT.
- SEE PICTURE ABOVE FOR EXAMPLE FENCE VISUAL AESTHETIC.
- ALL FENCE DESIGNS SHALL BE APPROVED BY THE CITY OF SPRINGFIELD PRIOR TO INSTALLATION.

PLAN REVISIONS			
NO.	DATE	REVISION DESCRIPTION	BY

DRAWN BY: JK	REVIEWED BY: JS
DATE: 09/10/2026	PROJECT NUMBER: 102.002
SHEET NO.	
EXHIBIT G	



EXTENDED DRY DETENTION BASIN INFORMATION																		
BASIN			OUTLET STRUCTURE				WATER QUALITY						OUTLET PIPE				OVERFLOW WEIR	
BASIN NUMBER	BOTTOM ELEVATION	TOP ELEVATION	STRUCTURE TYPE	STRUCTURE SIZE	TOP ELEVATION	WEIR OPENING ELEVATION	DISTURBED AREA (AC)	REQUIRED VOLUME (CF)	PROVIDED VOLUME (CF)	NUMBER OF HOLES	HOLE DIAMETER	HOLE ELEVATION	MATERIAL	DIAMETER	UPSTREAM INVERT	DOWNSTREAM INVERT	OVERFLOW LENGTH (LF)	OVERFLOW ELEV
EDDB #1	1065.00	1078.65	CAST-IN-PLACE	96" x 96"	1074.65	1069.65	74.6	135400	141954	1	6"	1065.00	RCP	72"	1063.65	1063.20	210	1078.65

EXHIBIT I

POST-CONSTRUCTION STORMWATER MANAGEMENT MAINTENANCE PLAN BMP MAINTENANCE REQUIREMENTS AND INSPECTIONS

SPR-20260205-8250-P
VILLAGE ON MAIN

I. GENERAL BMP INFORMATION

BMP IDENTIFIER	TYPE OF BMP	BMP LOCATION	LATITUDE, LONGITUDE
EDDB #1	Dry Detention Basin	Outlot D	41.078270, -96.115560

II. OWNER RESPONSIBILITIES

The Owner shall perform maintenance and inspection of all BMP's listed above in accordance with the respective annual inspection form(s). A report of all BMP maintenance and inspections shall be prepared annually and kept on file by the Owner for a period covering the previous three years. The first report shall be prepared within one year of the BMP Certification date. Upon request by the City, the Owner shall provide copies of the annual maintenance inspection reports within three business days.

EXHIBIT I
Dry Detention Basin
Annual Inspection Form

BMP Identification: _____ Inspection Date: _____

Every response that is a 'yes' requires a corrective action, to whom the action is assigned, and the expected completion date of the assignment.

Condition: ☐ Outstanding (No Maintenance Needed)
☐ Satisfactory (Minor Maintenance Needed)
☐ Needs Improvement (Maintenance Needed)
☐ Not Applicable

Inflow Points (Curb Cut, Daylight Pipe, Overland Flow, Etc.)

Assessment	Yes/No	Corrective Actions	Assigned To	Expected Completion
Obstruction (vegetation/debris/sediment)				
Erosion/Undercutting				
Displacement/sedimentation of fabric/rip-rap/ proprietary matting				
Energy dissipation structural issues				
Comments				

Condition: ☐ Outstanding (No Maintenance Needed)
☐ Satisfactory (Minor Maintenance Needed)
☐ Needs Improvement (Maintenance Needed)
☐ Not Applicable

Pre-Treatment Area (Forebay, Grass Swales, Etc.) *As Applicable*

Assessment	Yes/No	Corrective Actions	Assigned To	Expected Completion
Sediment/debris accumulation				
Erosion/Undercutting				
Unwanted vegetation				
Flow is by-passing pretreatment				
Comments				

Condition: ☐ Outstanding (No Maintenance Needed)
☐ Satisfactory (Minor Maintenance Needed)
☐ Needs Improvement (Maintenance Needed)
☐ Not Applicable

Embankment

Assessment	Yes/No	Corrective Actions	Assigned To	Expected Completion
Erosion/Bare soil/Loss of dam material				
Unwanted vegetation present				
Animal burrows present				
Sparse/Unhealthy vegetative cover				
Signs of seepage on downstream face				
Comments				

Condition: ☐ Outstanding (No Maintenance Needed)
☐ Satisfactory (Minor Maintenance Needed)
☐ Needs Improvement (Maintenance Needed)
☐ Not Applicable

Main Treatment Area

Assessment	Yes/No	Corrective Actions	Assigned To	Expected Completion
Standing water (>3 days after storm)				
Sediment/debris accumulation				
Erosion/Undercutting				
Vegetation inadequately maintained				
Comments				

EXHIBIT I
Dry Detention Basin
Annual Inspection Form

Condition:	☐ Outstanding (No Maintenance Needed)
	☐ Satisfactory (Minor Maintenance Needed)
	☐ Needs Improvement (Maintenance Needed)
	☐ Not Applicable

Outflow Structure

Assessment	Yes/No	Corrective Actions	Assigned To	Expected Completion
Obstructed pipe/trash rack/draw down orifice				
Erosion present				
Joint failure/loss of joint material/soil piping				
Point of discharge not stabilized				
Displacement/sedimentation of fabric/rip-rap/ proprietary matting				
Comments				

Condition:	☐ Outstanding (No Maintenance Needed)
	☐ Satisfactory (Minor Maintenance Needed)
	☐ Needs Improvement (Maintenance Needed)
	☐ Not Applicable

Spillway

Assessment	Yes/No	Corrective Actions	Assigned To	Expected Completion
Eroded/Bare areas in spillway				
Unwanted vegetation				
Spillway obstructed				
Comments				

Condition:	☐ Outstanding (No Maintenance Needed)
	☐ Satisfactory (Minor Maintenance Needed)
	☐ Needs Improvement (Maintenance Needed)
	☐ Not Applicable

Miscellaneous

Assessment	Yes/No	Corrective Actions	Assigned To	Expected Completion
Access restricted (ex.fence, vegetation, etc.)				
Evidence of routine maintenance not being performed				
Issues with additional features (ex. walkways, fences, etc.)				
Is site modified from approved plan				
Comments				

Photographs:

Attach photographs of the site and BMP features using the photo log template attached. Include captions describing each photograph.

Additional Comments:

EXHIBIT J

SID 390 - Village on Main

Project Summary

Source and Use of Funds

Springfield, NE



PROPOSED IMPROVEMENT	QUANTITY	UNIT	CONSTRUCTION COST	SOFT COST	TOTAL COST	GENERAL OBLIGATION	SPECIAL ASSESSMENT	REIMBURSABLE	PRIVATE
GRADING	668,250	CY	\$ 2,089,750	\$ 229,872	\$ 2,319,622	\$ -	\$ -	\$ -	\$ 2,319,622
SANITARY SEWER									
Interior	10,636	LF	\$ 2,217,573	\$ 919,486	\$ 3,137,059	\$ -	\$ 3,094,053	\$ 43,005	\$ -
Exterior	3,140	LF	\$ 1,695,375	\$ 702,964	\$ 2,398,339	\$ 799,446	\$ -	\$ 1,598,893	\$ -
Capital Facilities Fee			\$ 1,760,496	\$ 282,543	\$ 2,043,039	\$ 1,021,519	\$ -	\$ -	\$ 1,021,519
STORM SEWER									
Interior	4,893	LF	\$ 939,840	\$ 389,692	\$ 1,329,532	\$ 1,329,532	\$ -	\$ -	\$ -
Watershed Fee			\$ 509,363	\$ -	\$ 509,363	\$ -	\$ -	\$ -	\$ 509,363
PCSMP			\$ 144,364	\$ 59,859	\$ 204,223	\$ 204,223	\$ -	\$ -	\$ -
PCSMP - Outlot Purchase	5.44	AC	\$ 206,271	\$ 41,390	\$ 247,660	\$ 247,660			
PAVING									
Interior	36,949	SY	\$ 2,653,571	\$ 1,100,267	\$ 3,753,837	\$ 1,043,733	\$ 2,710,105	\$ -	\$ -
Exterior	13,300	SY	\$ 1,303,787	\$ 233,998	\$ 1,537,785	\$ 1,537,785	\$ -	\$ -	\$ -
Traffic Signal			\$ 110,000	\$ 17,198	\$ 127,198	\$ 127,198	\$ -	\$ -	\$ -
Arterial Street Improvement Fee			\$ 1,047,296	\$ -	\$ 1,047,296	\$ -	\$ -	\$ -	\$ 1,047,296
WATER									
Interior	11,900	LF	\$ 1,536,480	\$ 637,080	\$ 2,173,560	\$ -	\$ 2,173,560	\$ -	\$ -
Exterior	2,700	LF	\$ 415,800	\$ 102,563	\$ 518,363	\$ 259,182	\$ -	\$ 259,182	\$ -
132nd Street	1,350	LF	\$ 105,600	\$ 17,732	\$ 123,332	\$ 123,332	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 679,340	\$ 110,146	\$ 789,486	\$ 396,987	\$ -	\$ -	\$ 392,499
SIDEWALKS/TRAILS/PARKS									
Interior	40,990	SF	\$ 844,492	\$ 350,157	\$ 1,194,649	\$ 1,194,649	\$ -	\$ -	\$ -
Park Space Fee			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
POWER									
Interior	12,130	LF	\$ 869,044	\$ 360,337	\$ 1,229,381	\$ -	\$ 1,229,381	\$ -	\$ -
Gas Main			\$ 63,800	\$ 9,975	\$ 73,775	\$ -	\$ 73,775	\$ -	\$ -
REVIEW FEES			\$ 107,104	\$ 16,746	\$ 123,849	\$ 123,849	\$ -	\$ -	\$ -
TOTAL			\$ 19,299,344	\$ 5,582,005	\$ 24,881,349	\$ 8,409,095	\$ 9,280,875	\$ 1,901,079	\$ 5,290,300
PROJECTED VALUATION									
			Unit Valuation		Valuation				
Single Family Residential	102	Units	\$ 400,000		\$ 40,800,000				250
Bungalow Residential	41	Units	\$ 375,000		\$ 15,375,000				250
Cottage Residential	31	Units	\$ 350,000		\$ 10,850,000				250
Townhome Residential	160	Units	\$ 300,000		\$ 48,000,000				250
Multi-Family (17.8 AC)	340	Units	\$ 175,000		\$ 59,500,000				500
			Total - 100%		\$ 174,525,000				
			Total - 95%		\$ 165,798,750				
			Debt Ratio at 95% Valuation		6.22%				
			Debt Ratio after Reimbursement		5.07%				

SID 390 - Village on Main

Phase 1A

Source and Use of Funds

Springfield, NE



PROPOSED IMPROVEMENT	QUANTITY	UNIT	CONSTRUCTION COST	SOFT COST	TOTAL COST	GENERAL OBLIGATION	SPECIAL ASSESSMENT	REIMBURSABLE	PRIVATE
GRADING	668,250	CY	\$ 2,089,750	\$ 229,872	\$ 2,319,622	\$ -	\$ -	\$ -	\$ 2,319,622
SANITARY SEWER									
Interior	4,366	LF	\$ 785,538	\$ 325,712	\$ 1,111,250	\$ -	\$ 1,068,244	\$ 43,005	\$ -
Exterior	3,140	LF	\$ 1,695,375	\$ 702,964	\$ 2,398,339	\$ 799,446	\$ -	\$ 1,598,893	\$ -
Capital Facilities Fee			\$ 279,483	\$ 43,697	\$ 323,180	\$ 161,590	\$ -	\$ -	\$ 161,590
STORM SEWER									
Interior	2,563	LF	\$ 609,400	\$ 252,679	\$ 862,079	\$ 862,079	\$ -	\$ -	\$ -
Watershed Fee			\$ 88,862	\$ -	\$ 88,862	\$ -	\$ -	\$ -	\$ 88,862
PCSMP			\$ 144,364	\$ 59,859	\$ 204,223	\$ 204,223	\$ -	\$ -	\$ -
PCSMP - Outlot Purchase	5.44	AC	\$ 206,271	\$ 41,390	\$ 247,660	\$ 247,660	\$ -	\$ -	\$ -
PAVING									
Interior	13,589	SY	\$ 1,040,069	\$ 431,250	\$ 1,471,319	\$ 636,645	\$ 834,673	\$ -	\$ -
Exterior	4,400	SY	\$ 546,612	\$ 98,104	\$ 644,716	\$ 644,716	\$ -	\$ -	\$ -
Traffic Signal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Arterial Street Improvement Fee			\$ 209,550	\$ -	\$ 209,550	\$ -	\$ -	\$ -	\$ 209,550
WATER									
Interior	4,250	LF	\$ 568,480	\$ 235,712	\$ 804,192	\$ -	\$ 804,192	\$ -	\$ -
Exterior	750	LF	\$ 118,800	\$ 49,259	\$ 168,059	\$ 84,029	\$ -	\$ 84,029	\$ -
132nd Street	1,350	LF	\$ 105,600	\$ 17,732	\$ 123,332	\$ 123,332	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 75,175	\$ 11,754	\$ 86,929	\$ 45,298	\$ -	\$ -	\$ 41,630
SIDEWALKS/TRAILS/PARKS									
Interior	20,040	SF	\$ 175,472	\$ 72,757	\$ 248,229	\$ 248,229	\$ -	\$ -	\$ -
Park Space Fee			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
POWER									
Interior	4,390	LF	\$ 343,552	\$ 142,449	\$ 486,001	\$ -	\$ 486,001	\$ -	\$ -
Gas Main			\$ 63,800	\$ 9,975	\$ 73,775	\$ -	\$ 73,775	\$ -	\$ -
REVIEW FEES			\$ 49,931	\$ 7,807	\$ 57,738	\$ 57,738	\$ -	\$ -	\$ -
TOTAL			\$ 9,196,084	\$ 2,732,972	\$ 11,929,056	\$ 4,114,987	\$ 3,266,887	\$ 1,725,927	\$ 2,821,255

PROJECTED VALUATION

		Unit Valuation	Valuation
Single Family Residential	27 Units	\$ 400,000	\$ 10,800,000
Bungalow Residential	10 Units	\$ 375,000	\$ 3,750,000
Cottage Residential	7 Units	\$ 350,000	\$ 2,450,000
Townhome Residential	28 Units	\$ 300,000	\$ 8,400,000
Multi-Family	0 Units	\$ 175,000	\$ -
		Total - 100%	\$ 25,400,000
		Total - 95%	\$ 24,130,000
		Debt Ratio at 95% Valuation	24.21%
		Debt Ratio after Reimbursement	17.05%

Cost of Infrastructure Fronting Phase 1B	\$ 601,999.75
Adjusted Phase 1A Special Assessment	\$ 2,664,886.85

SID 390 - Village on Main

Phase 1B

Source and Use of Funds

Springfield, NE



PROPOSED IMPROVEMENT	QUANTITY	UNIT	CONSTRUCTION COST	SOFT COST	TOTAL COST	GENERAL OBLIGATION	SPECIAL ASSESSMENT	REIMBURSABLE	PRIVATE
GRADING	0	CY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SANITARY SEWER									
Interior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Exterior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 630,536	\$ 105,875	\$ 736,411	\$ 368,206	\$ -	\$ -	\$ 368,206
STORM SEWER									
Interior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Watershed Fee			\$ 97,140	\$ -	\$ 97,140	\$ -	\$ -	\$ -	\$ 97,140
PCSMP			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAVING									
Interior	0	SY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Exterior	3,800	SY	\$ 349,928	\$ 62,804	\$ 412,731	\$ 412,731	\$ -	\$ -	\$ -
Traffic Signal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Arterial Street Improvement Fee			\$ 98,340	\$ -	\$ 98,340	\$ -	\$ -	\$ -	\$ 98,340
WATER									
Interior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Exterior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
132nd Street	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 340,000	\$ 57,090	\$ 397,090	\$ 198,545	\$ -	\$ -	\$ 198,545
SIDEWALKS/TRAILS/PARKS									
Interior	0	SF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Park Space Fee			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
POWER									
Interior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gas Main			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REVIEW FEES			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL			\$ 1,515,944	\$ 225,769	\$ 1,741,713	\$ 979,482	\$ -	\$ -	\$ 762,231

PROJECTED VALUATION

	Unit Valuation	Valuation
Single Family Residential	0 Units \$ 400,000	\$ -
Bungalow Residential	0 Units \$ 375,000	\$ -
Cottage Residential	0 Units \$ 350,000	\$ -
Townhome Residential	0 Units \$ 300,000	\$ -
Multi-Family (17.88 AC @ 19 units/acre)	340 Units \$ 175,000	\$ 59,500,000
	Total - 100%	\$ 59,500,000
	Total - 95%	\$ 56,525,000
	Debt Ratio at 95% Valuation	1.73%
	Total Debt Ratio of Project	1.83%

Cost of Infrastructure Fronting Phase 1B	\$ 601,999.75
Adjusted Phase 1B Special Assessment	\$ 601,999.75

SID 390 - Village on Main

Phase 2

Source and Use of Funds

Springfield, NE



PROPOSED IMPROVEMENT	QUANTITY	UNIT	CONSTRUCTION COST	SOFT COST	TOTAL COST	GENERAL OBLIGATION	SPECIAL ASSESSMENT	REIMBURSABLE	PRIVATE
GRADING	0	CY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SANITARY SEWER									
Interior	3,040	LF	\$ 661,045	\$ 274,093	\$ 935,138	\$ -	\$ 935,138	\$ -	\$ -
Exterior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 379,924	\$ 59,401	\$ 439,324	\$ 219,662	\$ -	\$ -	\$ 219,662
STORM SEWER									
Interior	1,860	LF	\$ 284,625	\$ 118,016	\$ 402,641	\$ 402,641	\$ -	\$ -	\$ -
Watershed Fee			\$ 141,933	\$ -	\$ 141,933	\$ -	\$ -	\$ -	\$ 141,933
PCSMP			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAVING									
Interior	11,600	SY	\$ 837,760	\$ 347,366	\$ 1,185,126	\$ 196,691	\$ 988,435	\$ -	\$ -
Exterior	2,870	SY	\$ 250,335	\$ 44,929	\$ 295,264	\$ 295,264	\$ -	\$ -	\$ -
Traffic Signal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Arterial Street Improvement Fee			\$ 331,856	\$ -	\$ 331,856	\$ -	\$ -	\$ -	\$ 331,856
WATER									
Interior	3,750	LF	\$ 484,495	\$ 200,889	\$ 685,384	\$ -	\$ 685,384	\$ -	\$ -
Exterior	1,300	LF	\$ 198,000	\$ 35,536	\$ 233,536	\$ 116,768	\$ -	\$ 116,768	\$ -
132nd Street	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 116,465	\$ 18,209	\$ 134,674	\$ 67,337	\$ -	\$ -	\$ 67,337
SIDEWALKS/TRAILS/PARKS									
Interior	13,350	SF	\$ 570,460	\$ 236,533	\$ 806,993	\$ 806,993	\$ -	\$ -	\$ -
Park Space Fee			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
POWER									
Interior	3,790	LF	\$ 265,210	\$ 109,966	\$ 375,176	\$ -	\$ 375,176	\$ -	\$ -
Gas Main			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REVIEW FEES			\$ 32,867	\$ 5,139	\$ 38,006	\$ 38,006	\$ -	\$ -	\$ -
TOTAL			\$ 4,554,975	\$ 1,450,077	\$ 6,005,052	\$ 2,143,363	\$ 2,984,133	\$ 116,768	\$ 760,788
PROJECTED VALUATION									
			Unit Valuation		Valuation				
Single Family Residential	43	Units	\$	400,000	\$	17,200,000			
Bungalow Residential	11	Units	\$	375,000	\$	4,125,000			
Cottage Residential	12	Units	\$	350,000	\$	4,200,000			
Townhome Residential	49	Units	\$	300,000	\$	14,700,000			
Multi-Family	0	Units	\$	175,000	\$	-			
Total - 100%					\$	40,225,000			
Total - 95%					\$	38,213,750			
Debt Ratio at 95% Valuation					5.91%				
Total Debt Ratio of Project					6.09%				

SID 390 - Village on Main

Phase 3

Source and Use of Funds

Springfield, NE



PROPOSED IMPROVEMENT	QUANTITY	UNIT	CONSTRUCTION COST	SOFT COST	TOTAL COST	GENERAL OBLIGATION	SPECIAL ASSESSMENT	REIMBURSABLE	PRIVATE
GRADING	0	CY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SANITARY SEWER									
Interior	3,230	LF	\$ 770,990	\$ 319,680	\$ 1,090,670	\$ -	\$ 1,090,670	\$ -	\$ -
Exterior	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 470,553	\$ 73,570	\$ 544,123	\$ 272,061	\$ -	\$ -	\$ 272,061
STORM SEWER									
Interior	470	LF	\$ 45,815	\$ 18,997	\$ 64,812	\$ 64,812	\$ -	\$ -	\$ -
Watershed Fee			\$ 181,427	\$ -	\$ 181,427	\$ -	\$ -	\$ -	\$ 181,427
PCSMP			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PAVING									
Interior	11,760	SY	\$ 775,742	\$ 321,651	\$ 1,097,393	\$ 210,396	\$ 886,997	\$ -	\$ -
Exterior	2,230	SY	\$ 156,912	\$ 28,162	\$ 185,074	\$ 185,074	\$ -	\$ -	\$ -
Traffic Signal			\$ 110,000	\$ 17,198	\$ 127,198	\$ 127,198	\$ -	\$ -	\$ -
Arterial Street Improvement Fee			\$ 407,550	\$ -	\$ 407,550	\$ -	\$ -	\$ -	\$ 407,550
WATER									
Interior	3,900	LF	\$ 483,505	\$ 200,479	\$ 683,984	\$ -	\$ 683,984	\$ -	\$ -
Exterior	650	LF	\$ 99,000	\$ 17,768	\$ 116,768	\$ 58,384	\$ -	\$ 58,384	\$ -
132nd Street	0	LF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Facilities Fee			\$ 147,700	\$ 23,093	\$ 170,793	\$ 85,806	\$ -	\$ -	\$ 84,986
SIDEWALKS/TRAILS/PARKS									
Interior	7,600	SF	\$ 98,560	\$ 40,867	\$ 139,427	\$ 139,427	\$ -	\$ -	\$ -
Park Space Fee			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
POWER									
Interior	3,950	LF	\$ 260,282	\$ 107,922	\$ 368,204	\$ -	\$ 368,204	\$ -	\$ -
Gas Main			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REVIEW FEES			\$ 24,305	\$ 3,800	\$ 28,105	\$ 28,105	\$ -	\$ -	\$ -
TOTAL			\$ 4,032,341	\$ 1,173,187	\$ 5,205,528	\$ 1,171,263	\$ 3,029,855	\$ 58,384	\$ 946,025

PROJECTED VALUATION

		Unit Valuation	Valuation
Single Family Residential	32 Units	\$ 400,000	\$ 12,800,000
Bungalow Residential	20 Units	\$ 375,000	\$ 7,500,000
Cottage Residential	12 Units	\$ 350,000	\$ 4,200,000
Townhome Residential	83 Units	\$ 300,000	\$ 24,900,000
Multi-Family	0 Units	\$ 175,000	\$ -
Total - 100%			\$ 49,400,000
Total - 95%			\$ 46,930,000
Debt Ratio at 95% Valuation			2.62%
Total Debt Ratio of Project			5.07%

EXHIBIT M



VILLAGE ON MAIN

Traffic Impact Study



Prepared by:
Sorin Juster, P.E., PTOE
August 30th, 2025

VILLAGE ON MAIN TRAFFIC IMPACT STUDY

Prepared for:

Sudbeck Homes
City of Springfield
Sarpy County
FoleyShald Engineering, LLC

Prepared by:

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JCE Project No.: 250701
August 2025

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1. INTRODUCTION

1.1 Juster Civil Engineering (JCE) was hired to conduct a Traffic Impact Study (TIS) for the proposed Village on Main Development. This report summarizes the findings and recommendations of the traffic study. The study area includes the following intersections:

- S 132nd Street and Main Street
- Four proposed access points, 1-3 and 5, to the proposed development.

The purpose of the study is to determine the traffic impacts of the new Village on Main Development on the surrounding intersections and roadway network. Additionally, this study will propose public street improvements that will positively affect the roadway network, in the vicinity of the proposed development, by operating at acceptable level of service and improving overall safety concerns. The Village on Main development is a proposed residential housing subdivision made up of 98 single-family dwelling units, 43 bungalow units, 31 cottage units, 132 townhomes units and approximately 360 multi-family units. The new development will be on the southeast corner of S 132nd Street and Main Street intersection in Springfield, Sarpy County, Nebraska

.

No other studies were referenced in this analysis.

A study area and vicinity map of the proposed development is shown in Figure 1, in the appendix.

1.2 Executive Summary

- A proposed site plan of the proposed development and the access points is attached as **Figure 2**, in the Appendix.
- Traffic operations were analyzed during the morning and evening peak hours of a typical weekday at the study intersections.

Two scenarios were analyzed:

1. Existing 2025 AM and PM peak hours.
 2. Full build-out year (2035) of background traffic for AM and PM peak hour and
 3. 2035 build-out conditions for the AM and PM peak hours
- Following is a description of the MOE's (Measures of Effectiveness) that were analyzed as part of this study:
 - LOS (Level of Service) before and after the proposed construction.
 - Queues.
 - Auxiliary left-turn and right-turn lanes warrants.
 - Traffic signal warrants.
 - IDV – Overall Intersection Delay per Vehicle in second per vehicle.
 - Safety impacts of possible lane geometry changes.
 - The impact of this development on the studied intersections is minor in terms of the MOE's described above. This can be mainly attributed to the relatively low existing background traffic volumes and the current capacity of the system to absorb added volumes. As an example, the 2025 Intersection Delay per Vehicle (IDV hereunder) of S 132nd Street and Main Street is 7.6 sec /veh during PM peak hour, with LOS A. The 2035 Intersection Delay per Vehicle of S 132nd Street and Main Street, for buildout condition, is 10 sec/ veh during PM peak with LOS A.

It is particularly important to note that the area is developing fast and new developments will eventually come online. It is essential, in that case, to monitor the area and continuously update this study accordingly in terms of the impacts these future developments will have.

Traffic volumes on Main Street East of 132nd Street is currently very low. Future pavement of Main Street from S 132nd Street to 120th Street will allow for a more balanced traffic volumes in this vicinity.

As this project develops, it will be beneficial to pave Main Street section east of 132nd Street. Paving these adjacent streets will shift some of the traffic that currently uses S 132nd Street thus creating a more balanced roadway network.

The main conclusion at the end of this TIS is that the current roadway system, after the proposed improvements, will operate at acceptable LOS for the foreseeable future.

- Following is a list of conclusions and recommended improvements:
 - Paving Main Street east of S 132nd Street to the east end of the project.
 - Right-turn Lane is warranted at 132nd Street and Main Street south-bound right movement during PM Peak Hour for both background and buildout condition. This is due to background traffic movement.
 - Due to low background volumes, even during the buildout year, with the exception noted above, no warrants are met for:
 - Left-turn lanes.
 - Right-turn lanes and
 - traffic signalization.
 - Dedicated Left-turn Lanes at Intersection 1, 2, 3 and 5 out of Development. Despite not currently meeting warrants, we recommend incorporating enough right-of-way for left-turn lanes out of the development at intersections 1, 23 and 5. This will avoid future dedication when warrants are met and dealing with Right-of-way acquisition will be difficult.
 - Dedicate enough right-of-way on both S 132nd Street and Main Street frontage to accommodate future three-lanes wide paved section.

1.3 Data Gathering

- AM, PM and Mid-day peak hour traffic counts were performed on July 17, 2025, at the intersection of :
 - 132nd Street and Main Street

The result of the volume counting is shown in the **Appendix**.

- Site generated trips – *ITE Trip Generation Manual, 11th Edition, September 2025*.

2. EXISTING ROADWAY AND TRAFFIC CONDITIONS

2.1 Surrounding Land Uses

Surrounding land uses are mainly agricultural, except for City of Springfield Located west of 132nd Street.

2.2 Existing Roadway Network

The existing roadway system (See **Figure 3**, in the Appendix for existing lanes configuration) in the study area includes the following primary facilities:

- **Main Street** is a gravel surfaced road east of S 132nd Street.
- Both S 132nd Street and Main Street are two-lane roads with no left or right-turn lanes approaching the intersection.
- Intersection of S 132nd Street and Main Street is an unsignalized intersection operating under four-way traffic control.

2.3 Existing Traffic Conditions

Summaries of the peak period turning movement counts are provided in the **Appendix**. Traffic operations were analyzed for the study intersections using procedures documented in the HCM 6th Edition Highway Capacity Manual, Transportation Research Board, December 2016. From the analysis, a key measure or “level of service” rating of the traffic operational condition was obtained. In general, level of service (LOS) is a qualitative assessment of traffic operational conditions within a traffic stream in terms of the average stopped delay per vehicle at a controlled intersection. Levels of service are described by a letter designation of either A, B, C, D, E or F, with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. Unsignalized, or stop sign controlled, intersection capacity analyses produce Analysis of intersection capacity, respective delays and queues for peak hour volumes were performed using Synchro 12 and Symtraffic 12. Level-of-service (LOS) is a measure of effectiveness for intersection operating conditions, and is based on delay experienced by vehicles passing through an intersection. It can range from LOS “A” to LOS “F”, with LOS “A” representing little or no delay. A LOS “C” or better is considered desirable. LOS D is considered acceptable under certain congestion and practical criteria. This is an acknowledgement of the local conditions at the project impact area. This is not a policy universally applied. **Table 1** shows the intersection LOS criteria for both signalized and unsignalized intersections.

TABLE 1 – Intersection LOS Criteria

Level of Service	Signalized Control Delay Range	Unsignalized Control Delay Range
A	≤10 seconds	≤10 seconds
B	>10 and ≤20 seconds	>10 and ≤15 seconds
C	>20 and ≤35 seconds	>15 and ≤25 seconds
D	>35 and ≤55 seconds	>25 and ≤35 seconds
E	>55 and ≤80 seconds	>35 and ≤50 seconds
F	>80 seconds	>50 seconds

Traffic counts were recorded, July 17th, 2025, at the intersection of S 132nd Street and Main Street, at consecutive 15-minute intervals. Weekday traffic was recorded during three peak periods: 6:30-9:30 AM, 11:30-1:30 MID-DAY and 3:30-6:30 PM. After reviewing the traffic counts, it was determined that the highest one-hour AM traffic

volumes occurred during the 7:00 – 8:00 AM hour. The highest PM traffic volumes occurred during the 4:30 – 5:30 PM hour. The highest Mid-day traffic volumes occurred during the 11:30 AM to 12:30 PM. Peak hour volume is defined as the highest four, consecutive 15-minutes intervals of traffic volumes that were measured.

Based on growth information provided by MAPA, for previous projects in Sarpy County and engineering judgment, it was determined, conservatively, that a linear growth factor of 4% will be universally applied to the project background traffic volume growth for future milestone years. Raw, directional background traffic volumes, obtained in the field as described above, were projected, based on the growth factors calculated as shown in Figures 4 and 5 and Tables 2 and 3. Following is description of the milestone years used in this analysis:

- 2025 is the baseline year for background traffic analysis,
- 2035 is the expected full buildout of the proposed new project.

Results of the background condition projected as described above, for the milestone years can be seen in Figures 6 and 7 the Sychro reports in the Appendix.

Results of the background traffic, existing and projected, capacity analysis, show some of the following:

- Existing unsignalized intersection at S 132nd Street and Main Street operates at LOS A for both AM and PM conditions, both existing (2025) and projected (2035).

3. FUTURE ROADWAY CONDITIONS

3.1 **Changes in Study Area Land Use**

The Village on Main development is a proposed residential housing subdivision comprised of 98 single-family dwelling units, 43 bungalow units, 31 cottage units, 132 townhomes units and approximately 360 multi-family units. The new development will be in the southeast corner of S 132nd Street and Main Street intersection.

3.2 **Traffic Growth**

A linear growth factor of **four percent per year** was applied to the 2025 AM and PM peak hour traffic counts to determine the 2035, (assumed development build-out year) forecasted background traffic volumes. Both AM and PM peak hour volumes were analyzed in this study. See **Table 2 and 3**, in the Appendix for AM and PM counted and forecasted background volumes.

3.3 **Trip Generation, Distribution and Assignment**

The ITE Trip Generation Manual, 11th Edition, was used to estimate the trips that will be generated when the Village on Main development is build-out (assumed 2035). These trips are the volume of traffic that will be added to the background traffic for the total volumes in the full build-out. The total daily trips, AM and PM peak hour trips generated by the development can be seen in **Table 4**, in the Appendix.

Due to the land uses of this proposed development, Internal trips and pass-by trips were not considered.

The trips generated by the proposed development were assigned to the site entrances based on distribution percentages. These percentages were determined by general proximity of the lots to a certain entrance and respective construction phases. The next stage in the distribution and assignment of the site generated trips, onto the studied intersections, was based upon existing background trips patterns supplemented with engineering judgment. The results of the distribution percentages and site generated trip assignment can be seen in **Figure 8 and Tables 5, 6 and 7** in the Appendix.

The site generated volumes were then added to the background volumes for the buildout year (2035). The total build-out volumes for 2035 can be seen in Figures 9 and Tables 8 and 9, in the Appendix.

3.4 Buildout Condition Traffic Analysis

An MOE's summary, for buildout conditions can be found in Figures 10 and 11 for AM and PM Peak, in the Appendix, respectively:

- Overall intersection LOS, for AM and PM for all intersections.
- 95% Queues length.

Following conclusions could be drawn from the MOE's analysis of the buildout conditions:

- All intersections in this study will operate at LOS A for the study period.

The impact of this development on the studied intersections is minor in terms of the MOE's described above. This can be mainly attributed to the relatively low existing background traffic volumes and the current capacity of the system to absorb additional volumes. As an example, the 2025 Intersection Delay per Vehicle (IDV hereunder) of S 132nd Street and Main Street is 7.6 sec /veh during PM peak hour, with LOS A. The 2035 Intersection Delay per Vehicle of S 132nd Street and Main Street, for buildout condition, is 10 sec/ veh during PM peak with LOS A.

3.5 Queueing Analysis

Queueing analysis was performed using the SimTraffic simulation program. Results are shown in Figures 10 and 11, and the full Queueing Reports in the Appendix, for the buildout conditions. Queues, overall, are relatively short.

3.6 Warrant Analysis

Proposed system performs at LOA A with a two-lane configuration with stop control. Proposed lane configuration is shown in Figure 12. Following are left and right-turn lanes and signal warrants analysis:

3.6.1 Right-Turn Lane Warrants.

As shown in the **Appendix**, NCHRP Report 279: Intersection Channelization Design Guide was used to analyze traffic volumes at the unsignalized intersections in this study to determine if auxiliary right-turn lanes would be warranted for the 2035 Build-out traffic conditions. NCHRP Report 279 guidelines are based upon three measures:

- Number of through lanes
- Total peak hour approach traffic volumes
- Right-turn traffic volumes

See **Tables 8 and 9** for right-turn warrant calculation. Highlighted in green you will see the right-turn movements meeting warrants. Following is a list of those locations:

- S 132nd Street and Main Street south-bound right movement during PM Peak Hour for both background and buildout condition.

3.6.2 Signal Warrants

A review of the unsignalized study intersections was performed to determine if MUTCD traffic signalization Peak Hour warrants would be satisfied with 2035 Build-out traffic volumes. Analysis was performed at the intersection of S 132nd and Main Street. The other intersections will not meet signal warrants under projected traffic volume conditions. The results for intersection of S 132nd and Main Street are shown in the **Appendix**. Highest minor approach (Main Street) is 109 vph and both Major approaches (S 1232^{ns} Street) are 303 vph. Thus, signal warrant is not met, under proposed buildout volumes.

3.6.3 Auxiliary Left-Turn Lane Warrants

Left-turn warrants were checked using the AASHTO Green Book left-turn guidelines, which are attached to the **Appendix**. This warrant is based on four criteria:

- Advancing volumes,
- % of left-turn volumes of the advancing volumes and
- Opposing volumes
- Operating speed

To meet this, warrant all three criteria need to be above the threshold shown on the warrant table.

This criterion was calculated, and the results can be seen in Tables 8 and 9.

None of the advancing volumes meet the criteria. Some of the left-turn movements' percentage of the advancing movements are high and this needs to be observed in future studies.

4. CONCLUSIONS AND RECOMMENDATIONS

The recommendations that follow assume that the Village on Main development will be buildout by 2035, with similar lot configuration and access points as shown in Figure 2. If there are any changes to these assumptions, portions of this report may need to be reevaluated.

The impact of the proposed development on the studied roadway network is minor in terms of the MOE's described above. This can be mainly attributed to the relatively low existing background traffic volumes and the current capacity of the system to absorb additional volumes.

Following is a list of conclusions and recommended improvements:

- Paving Main Street east (two lanes) of S 132nd Street to the east end of the project.

- Right-turn Lane is warranted at 132nd Street and Main Street south-bound right movement during PM Peak Hour for both background and buildout condition. This is due to background traffic movement. This improvement can be implemented at the later stage when additional intersection improvements will be warranted.
- Due to low background volumes, even during the buildout year, with the exception noted above, no warrants are met for:
 - Left-turn lanes
 - Right-turn lanes and
 - traffic signalization.
- Dedicated Left-turn Lanes at Intersection 1, 2, 3 and 5 out of Development. Despite not currently meeting warrants, we recommend incorporating enough right-of-way for left-turn lanes out of the development at intersections 1, 2, 3 and 5. This will avoid future dedication when warrants are met and dealing with Right-of-way acquisition will be difficult.
- Dedicate enough right-of-way on both S 132nd Street and Main Street frontage to accommodate future three-lanes wide paved section.

The overall conclusion of this study is that the existing roadway network, with some minor improvements, will operate at desirable LOS well into the future, even considering the addition of the proposed Village on Main land development.

It is very important to note that the area is developing fast and new developments will eventually come online. It is essential, in that case, to monitor the area and update this study accordingly, in terms of the impacts these future developments will have.



APPENDIX

FIGURES 1-12

FIGURE 1



PROJECT AREA

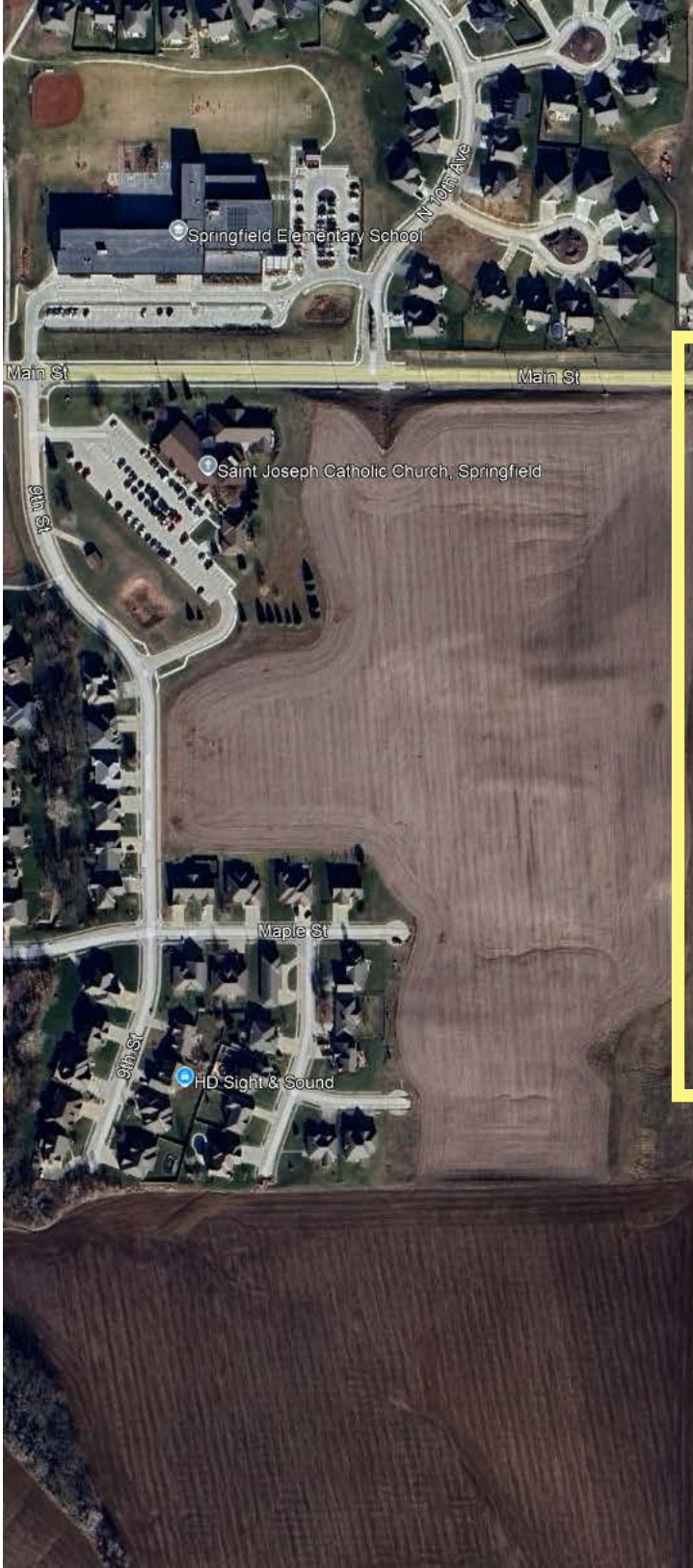
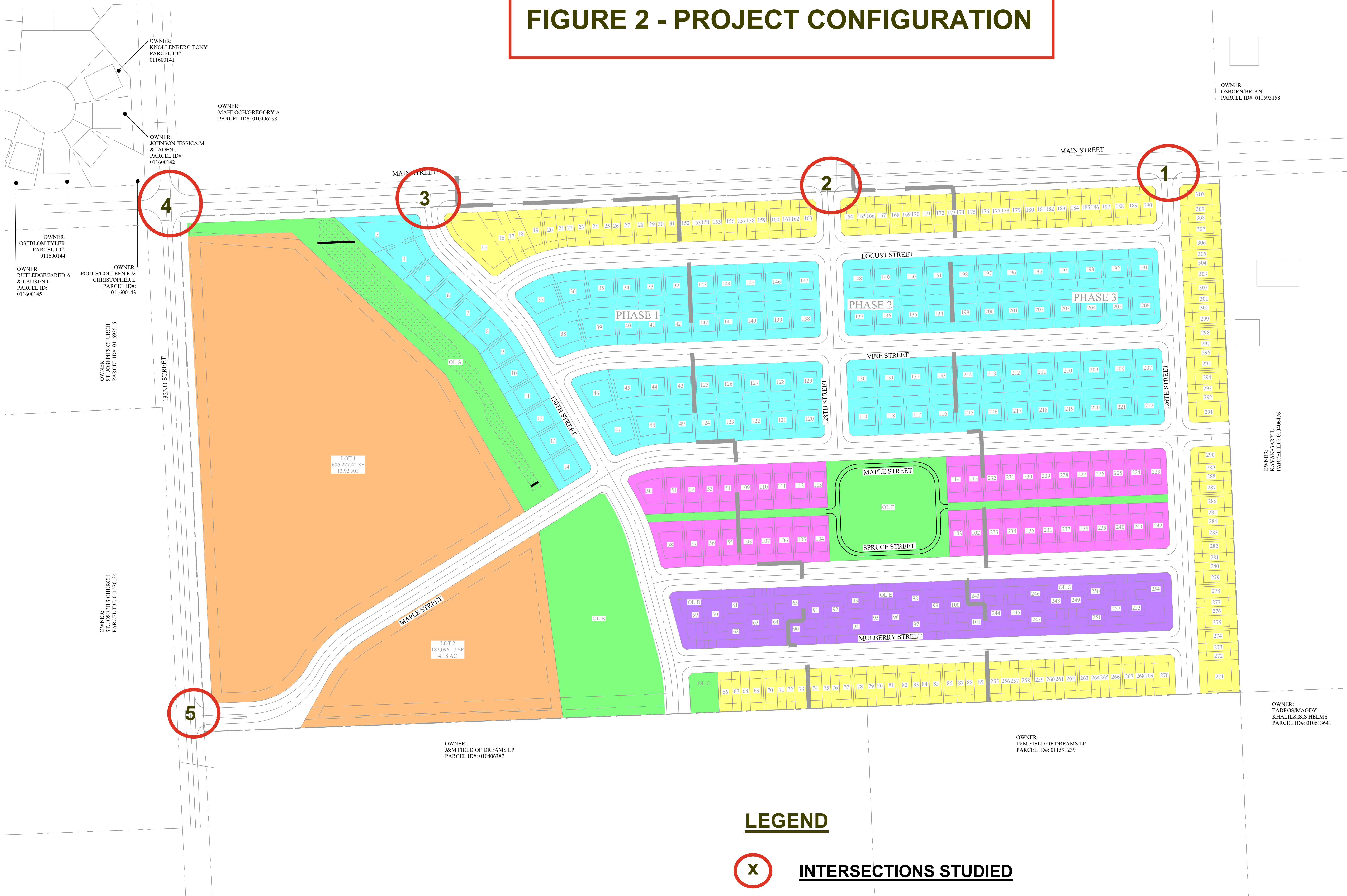


FIGURE 2 - PROJECT CONFIGURATION



LEGEND

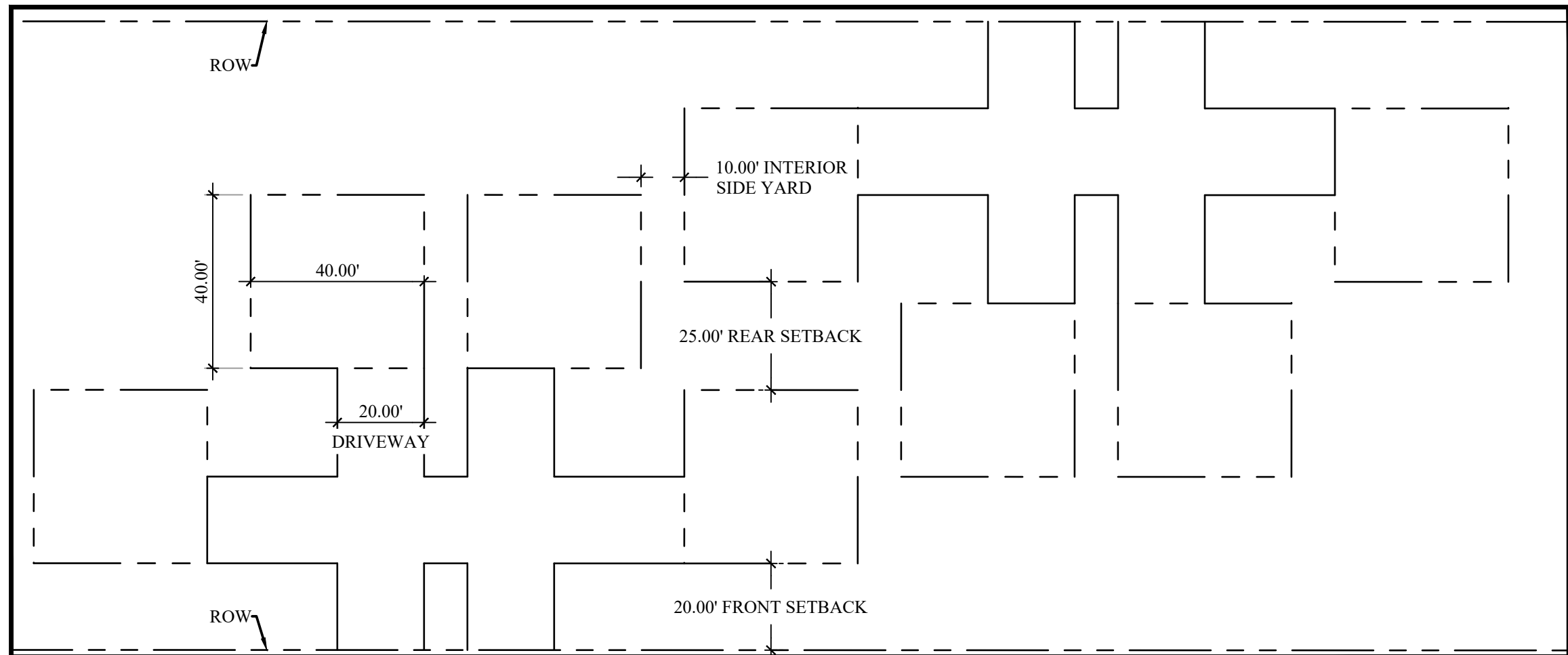


INTERSECTIONS STUDIED

LOT TYPE LEGEND

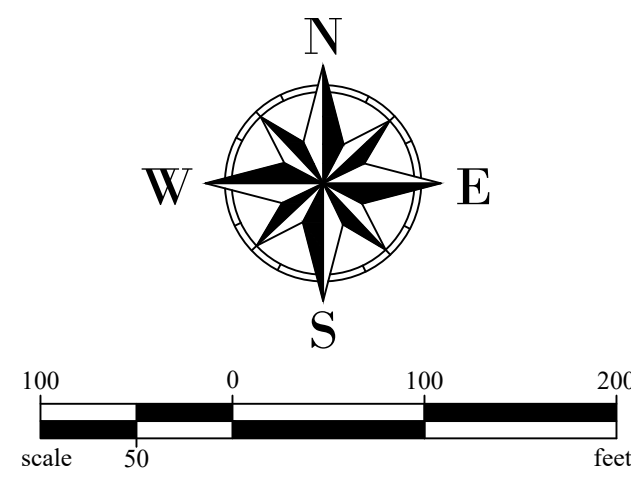
- PUD (SINGLE FAMILY)
- PUD TOWN HOMES
- PUD COTTAGES
- PUD BUNGALOW
- R-30 (MULTI-FAMILY)
- OUTLOT

COTTAGE DETAIL



PROPERTY SETBACK TABLE

	SINGLE FAMILY	MULTI- FAMILY	TOWN HOMES	COTTAGES	COTTAGES OUT LOT	BUNGALOW
FRONT YARD	25'	25'	20'	00.00'	20'	25'
STREET SIDE YARD	15'	25'	15'	00.00'	20'	15'
REAR YARD	25'	25'	20'	00.00'	20'	25'
INTERIOR SIDE YARD	5'	25'	5'	00.00'	10'	5'



REVISIONS

NUMBER DATE DESCRIPTION

Village on Main

Springfield, NE

FSE: CA-4197
FSE #: 102.001

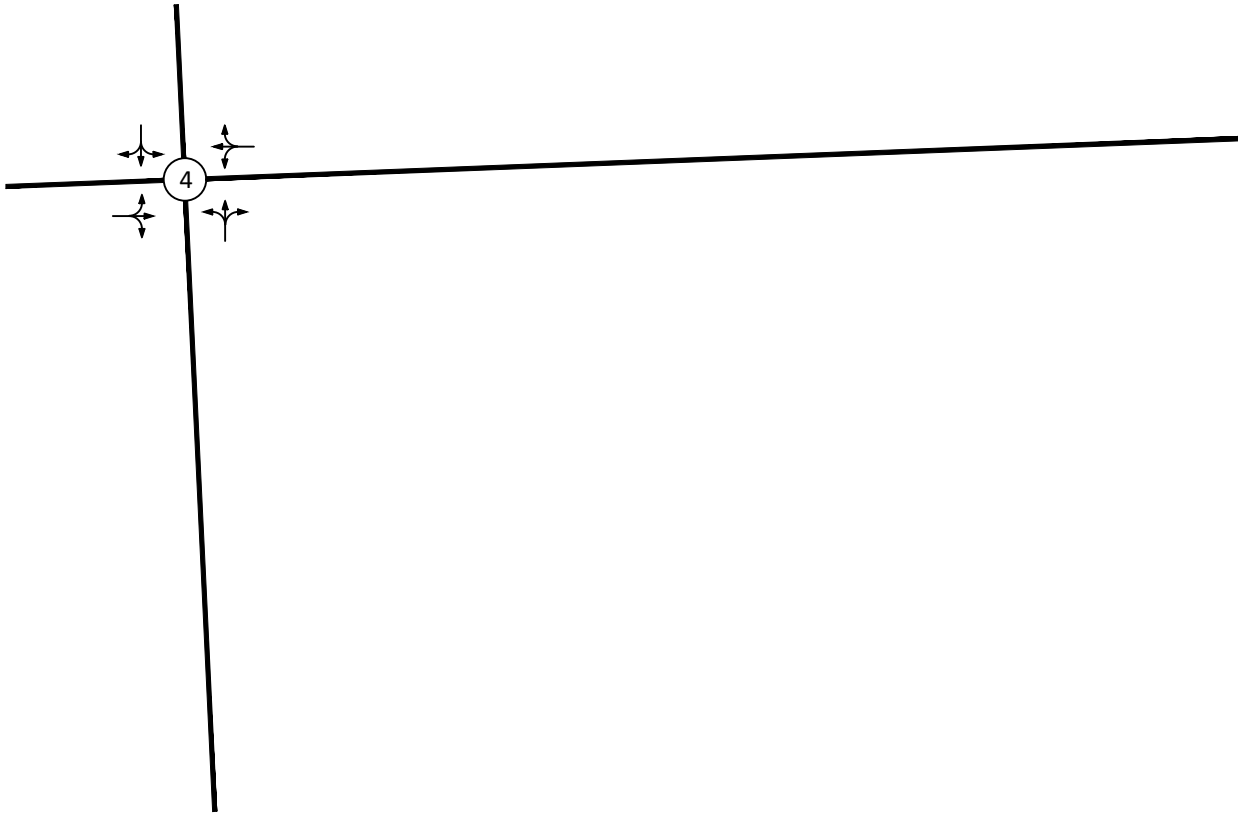
July 10, 2025

Preliminary
NOT FOR CONSTRUCTION

PUD

Exhibit A

FIGURE 3 - EXISTING INTERSECTION LANE CONFIGURATION

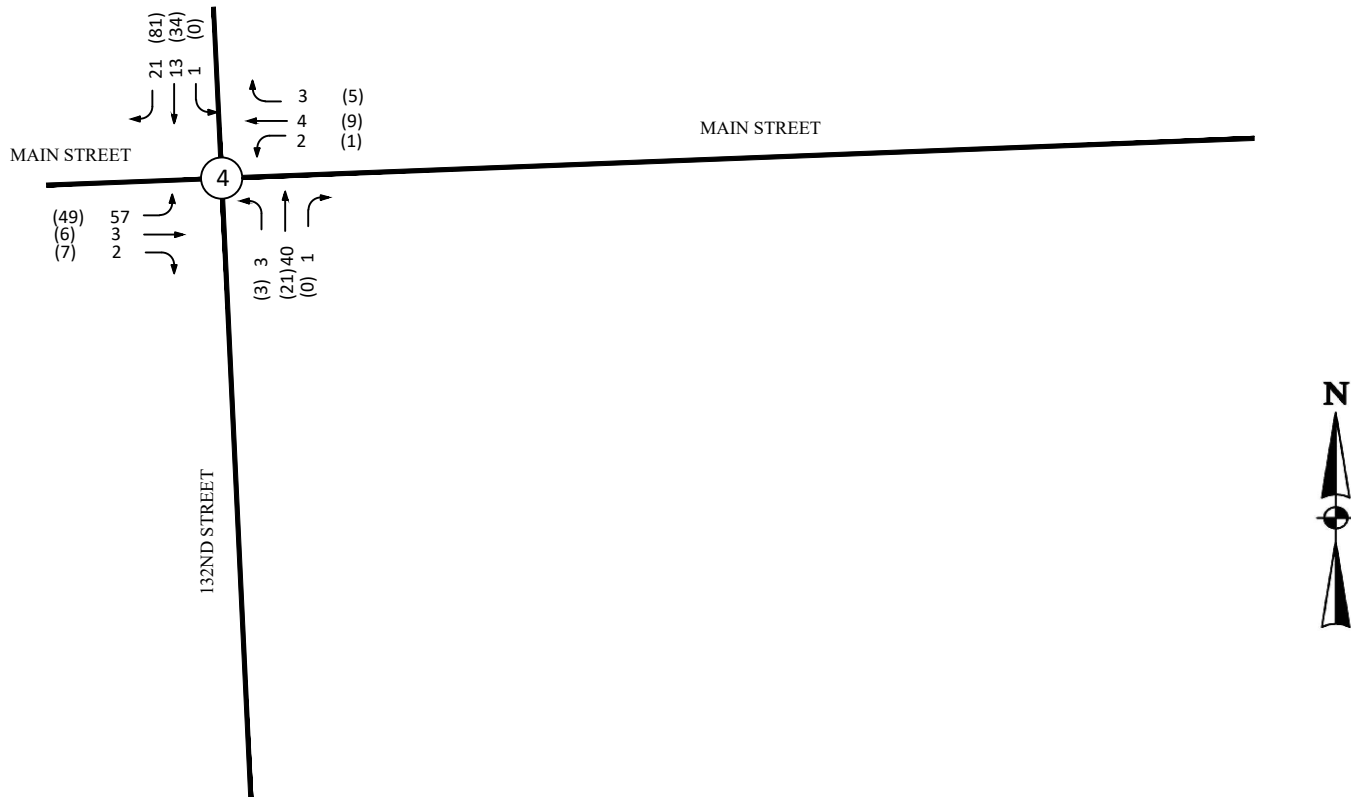


LEGEND

(X) UNSIGNALIZED INTERSECTION



FIGURE 4 - 2025 AM /PM P.H. BACKGROUND VOLUMES



LEGEND



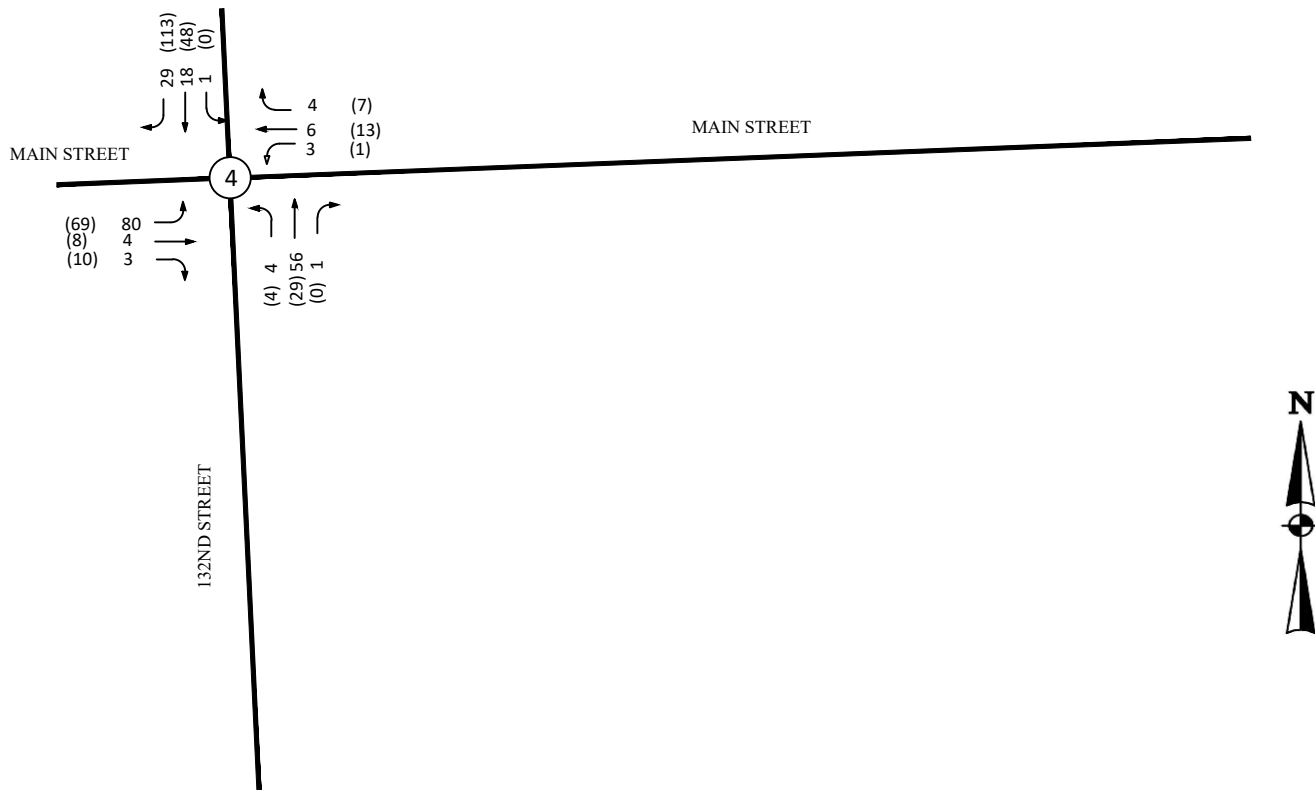
UNSIGNALIZED INTERSECTION

XXX AM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME

(XXX) PM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME



FIGURE 5 - 2035 BACKGROUND (PROJECTED) P.H. VOLUMES

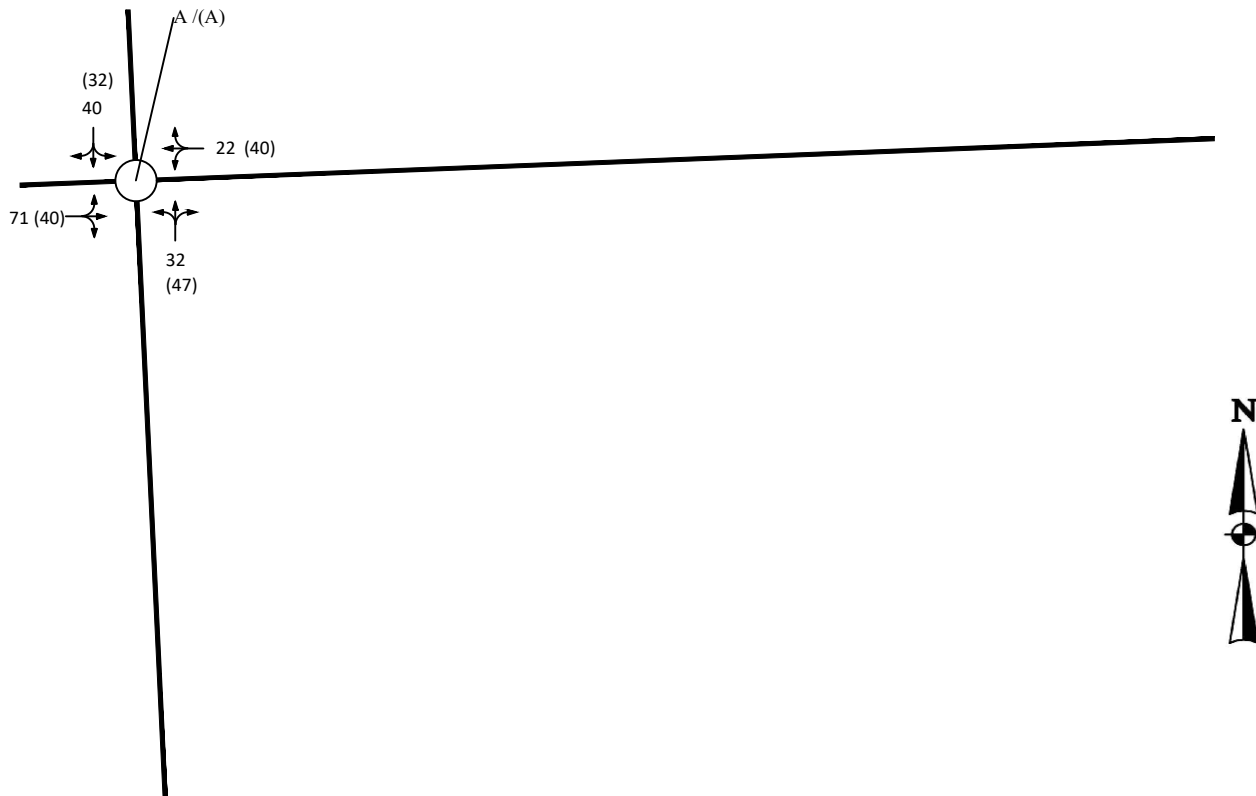


LEGEND

- UNSIGNALIZED INTERSECTION
- XXX AM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME
- (XXX) PM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME



FIGURE 6 - 2025/ 2035 AM P.H. BACKGROUND LOS & QUEUES

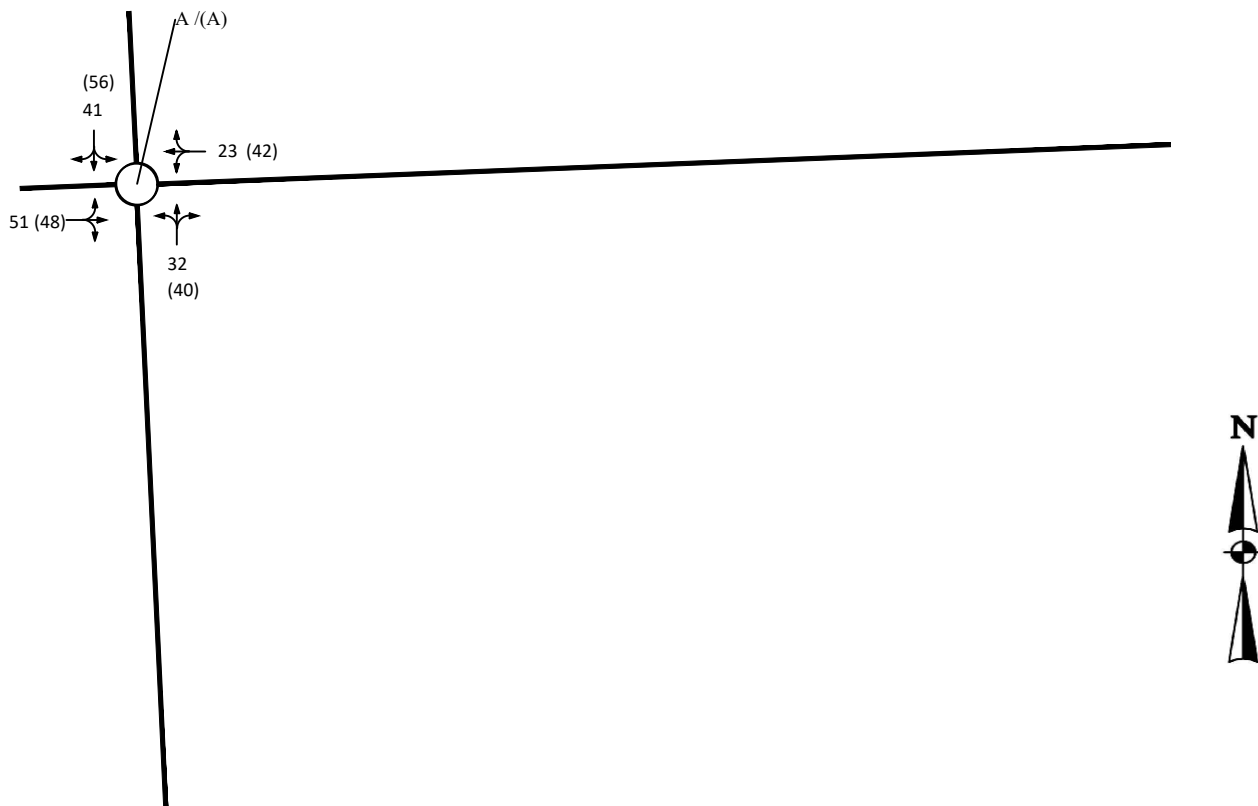


LEGEND

- UNSIGNALIZED INTERSECTION
- XXX 95TH QUEUE LENGTH
- (XXX) 95TH QUEUE LENGTH
- 2025 (2035) UNSIGNALIZED INTERSECTION LOS



FIGURE 7 - 2025/ 2035 PM P.H. BACKGROUND LOS & QUEUES

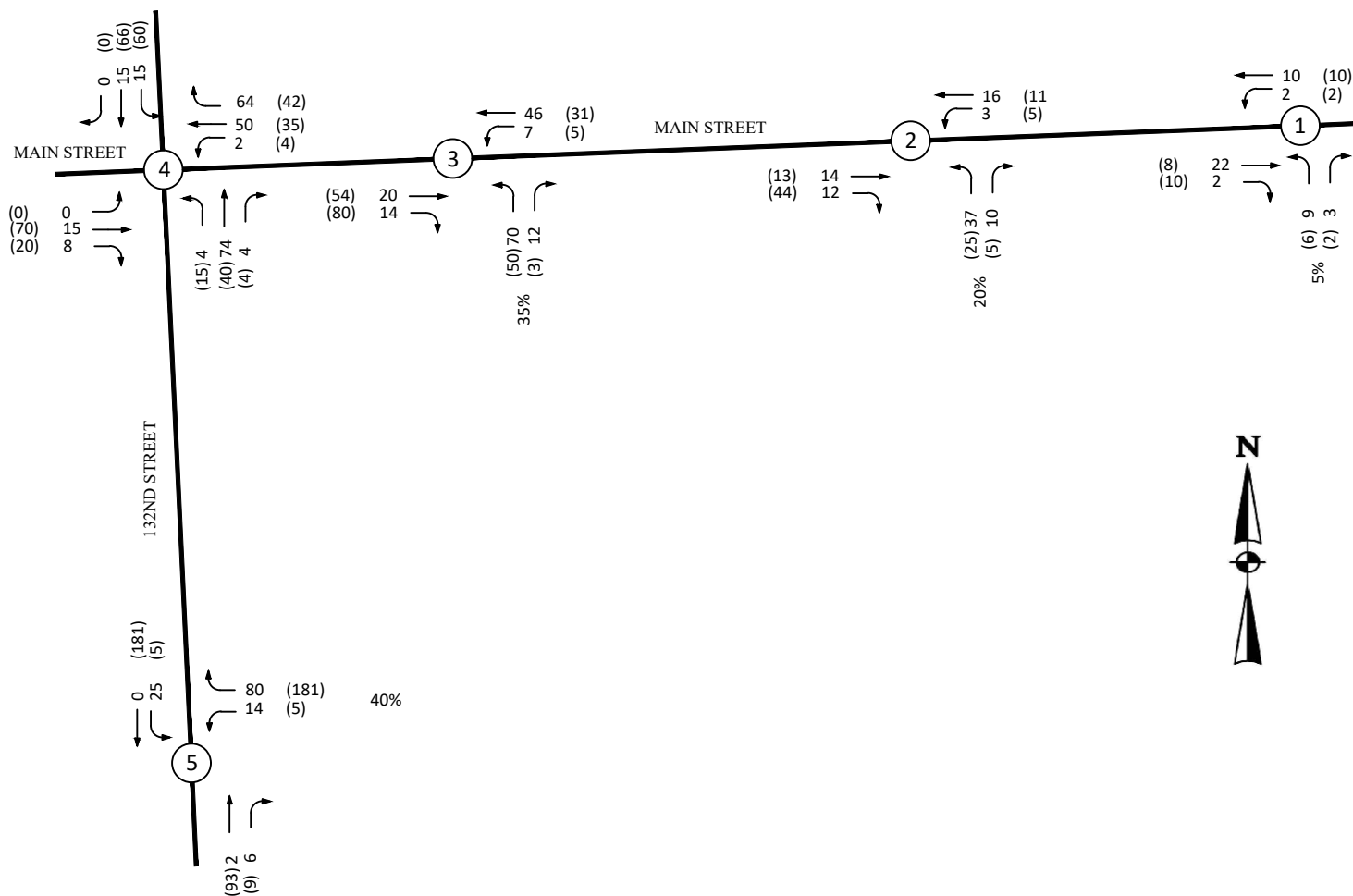


LEGEND

- UNSIGNALIZED INTERSECTION
- XXX 95TH QUEUE LENGTH
- (XXX) 95TH QUEUE LENGTH
- 2025 (2035) UNSIGNALIZED INTERSECTION LOS



FIGURE 8 - SITE GENERATED ASSIGNMENT AND DISTRIBUTION



LEGEND



UNSIGNALIZED INTERSECTION

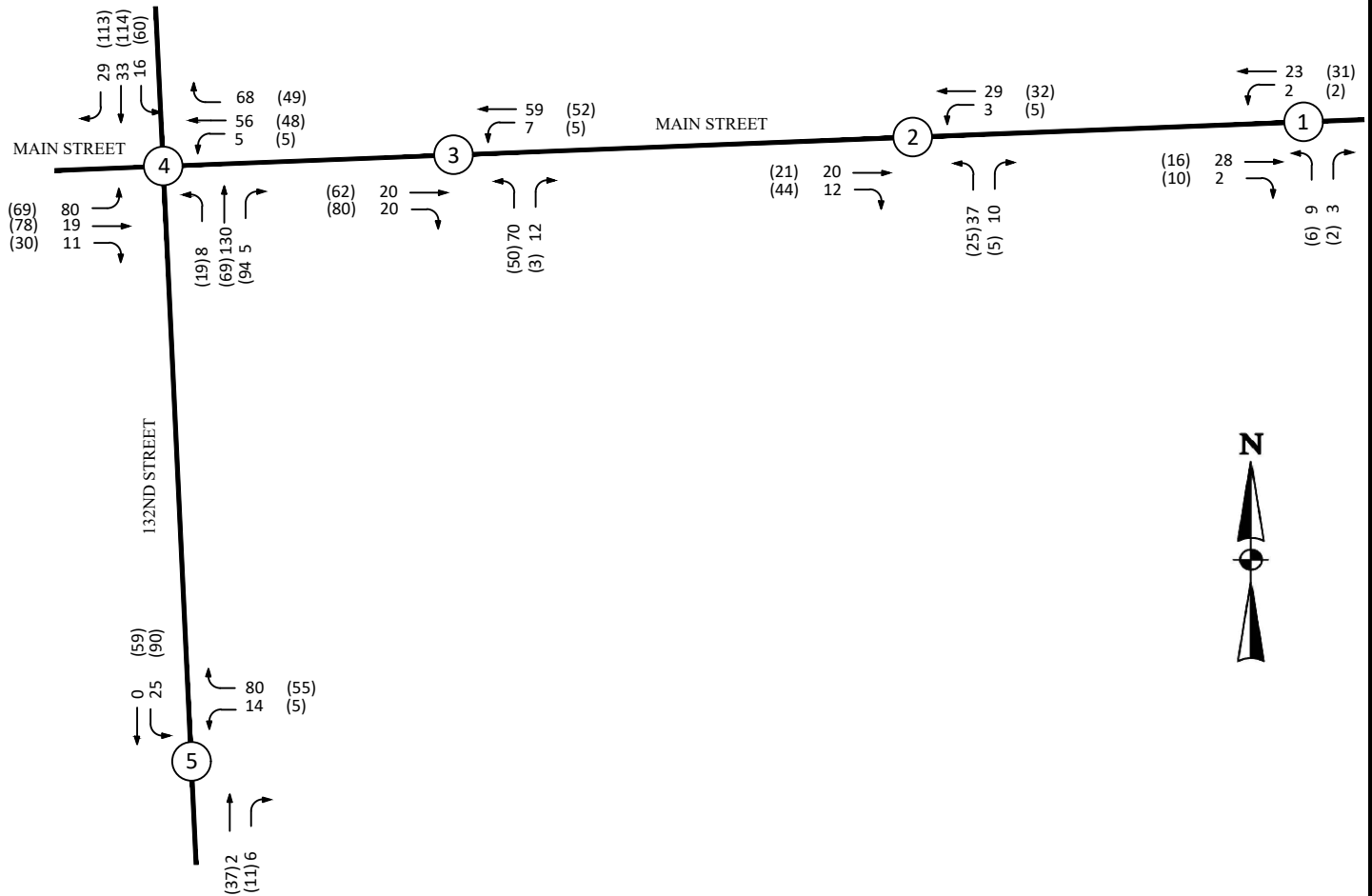
XXX AM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME

(XXX) PM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME

XX% % SITE GENERATED TRIP ASSIGNMENT



FIGURE 9 - 2035 AM/ PM P.H. BUILDOUT TRAFFIC VOLUMES



LEGEND



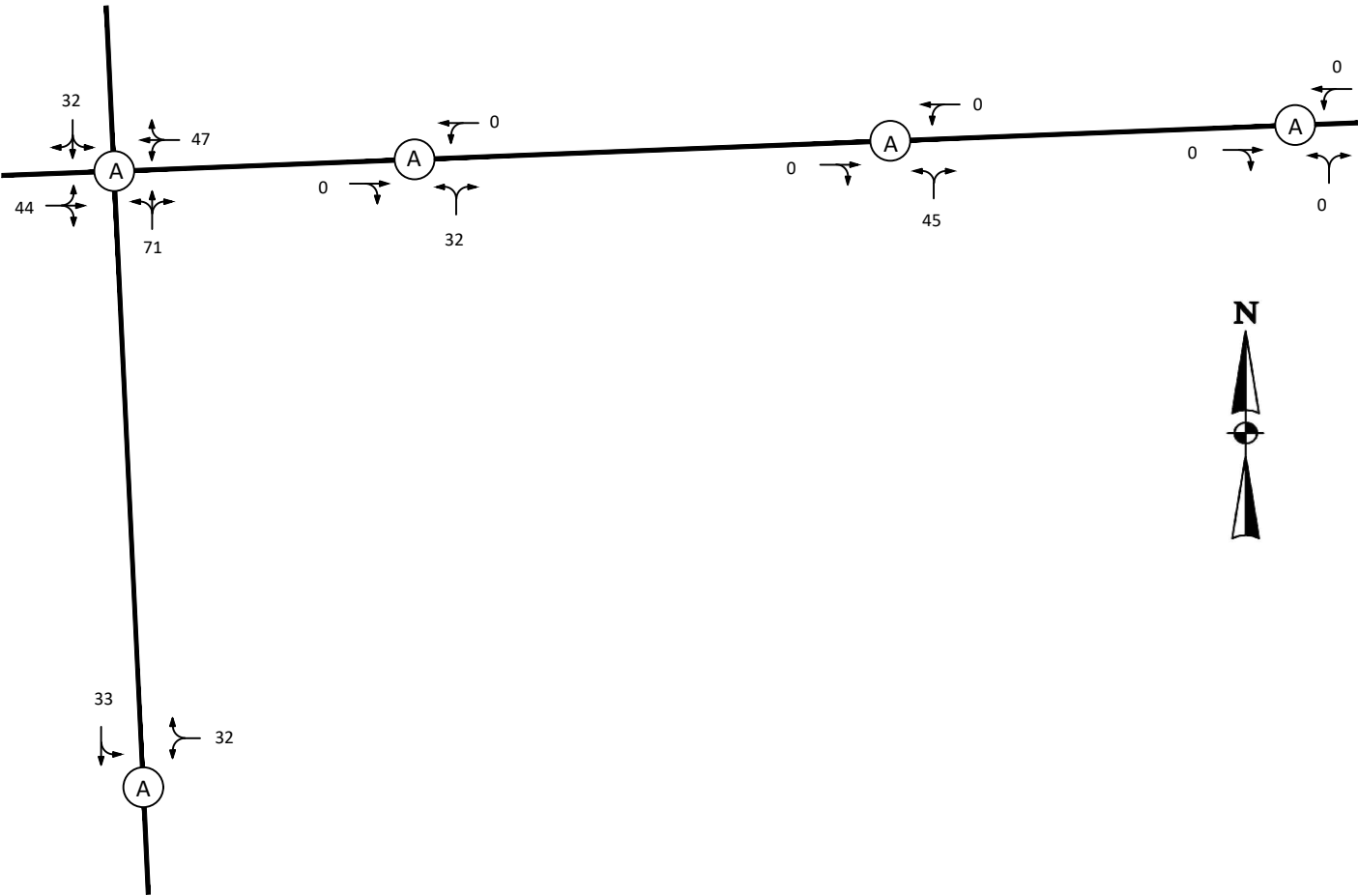
UNSIGNALIZED INTERSECTION

XXX AM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME

(XXX) PM PEAK HOURLY DIRECTIONAL TRAFFIC VOLUME



FIGURE 10 - 2035 AM PEAK BUILDOUT LOS AND QUEUES

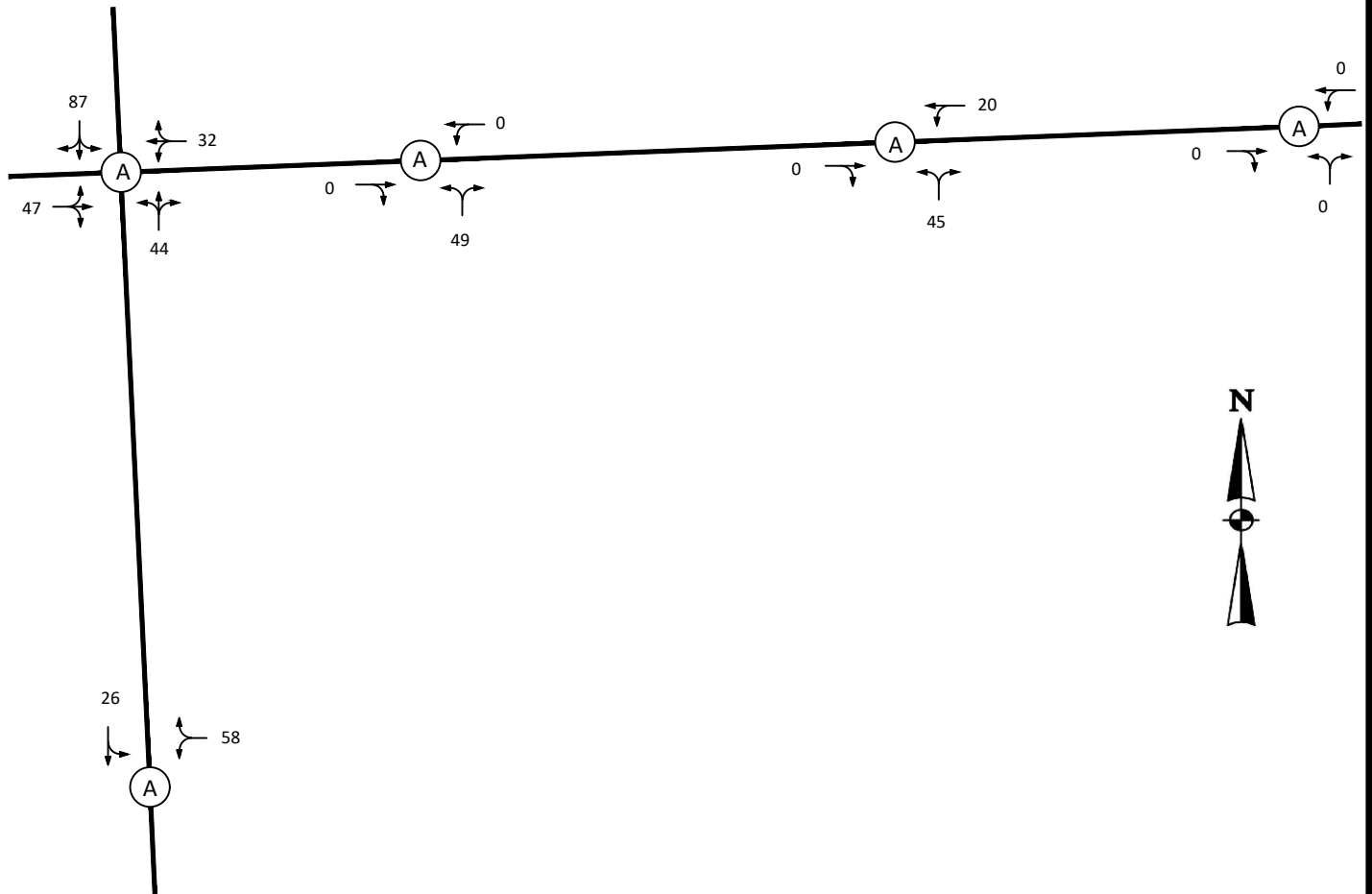


LEGEND

- UNSIGNALIZED INTERSECTION
- XXX QUEUE LENGTH
- (C) UNSIGNALIZED INTERSECTION LOS



FIGURE 11 - 2035 PM PEAK BUILDOUT LOS AND QUEUES

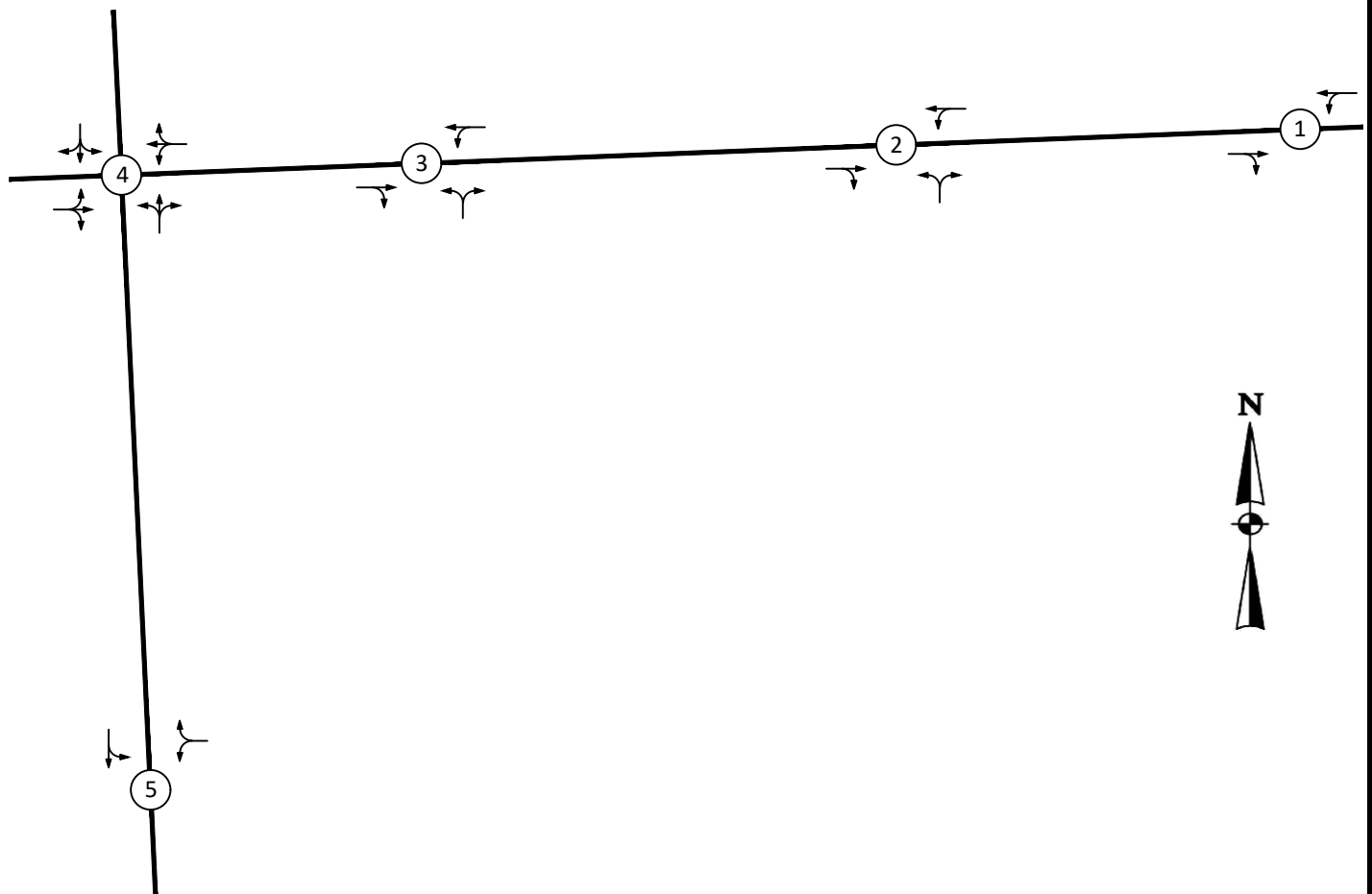


LEGEND

- UNSIGNALIZED INTERSECTION
- XXX QUEUE LENGTH
- (C) UNSIGNALIZED INTERSECTION LOS

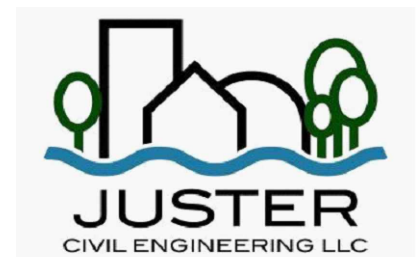


FIGURE 12 - PROPOSED INTERSECTIONS LANE CONFIGURATION



LEGEND

- (X) UNSIGNALIZED INTERSECTION
-  DIRECTIONAL LANE CONFIGURATION
- (1) SITE ACCESS INTERSECTION



TABLES 2-10

Table 2				AM Peak Background Traffic Volume Forecasts										
132nd Street & Main Street														
AM Peak Hour Forecasts														
	Eastbound			Westbound			Northbound			Southbound			Total	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
2025	57	3	2	2	4	3	3	40	1	1	13	21	150	
2035	80	4	3	3	6	4	4	56	1	1	18	29	209	
Opposing Volumes		13		87		48		61						
Advancing Volumes		87		13		61		48						
Lt. %		92%		23%		7%		2%						

4.0%	Annual Growth Rate
------	--------------------

Table 3				PM Peak Background Traffic Volume Forecast									
132nd Street & Main Street													
PM Peak Hour Forecasts													
	Eastbound			Westbound			Northbound			Southbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2025	49	6	7	1	9	5	3	21	0	0	34	81	216
2035	69	8	10	1	13	7	4	29	0	0	48	113	302
Oposing Volumes	21			87			161			33			
Advancing Volumes	87			21			33			161			
Lt. %	79%			5%			12%			0%			

4.0%	Annual Growth Rate
------	--------------------

Table 4		AM/ PM Trips Generated from Development												
Building or Lot ID	Land Use	ITE Code	Development Units	Quantity	Daily Rate	Daily Volume	AM Peak Rate	AM Peak Volume	AM Peak In	AM Peak Out	PM Peak Rate	PM Peak Volume	PM Peak In	PM Peak Out
Lots 1 and 2	Multifamily Housing (Low-Rise) (Between Two and Three Floors)	220	Dwelling Units	360	6.74	2,426	0.40	144	24% 35	76% 109	0.51	184	63% 116	37% 68
Figure 2	Single-Family Detached Housing	210	Dwelling Units	98	9.43	924	0.70	69	26% 18	74% 51	0.94	92	63% 58	37% 34
Figure 2	Single-Family Attached Housing	215	Dwelling Units	206	7.2	1,483	0.48	99	25% 25	75% 74	0.57	117	59% 69	41% 48
Total Deveopment Buil-out				664		4,834		311	77	234		393	243	150

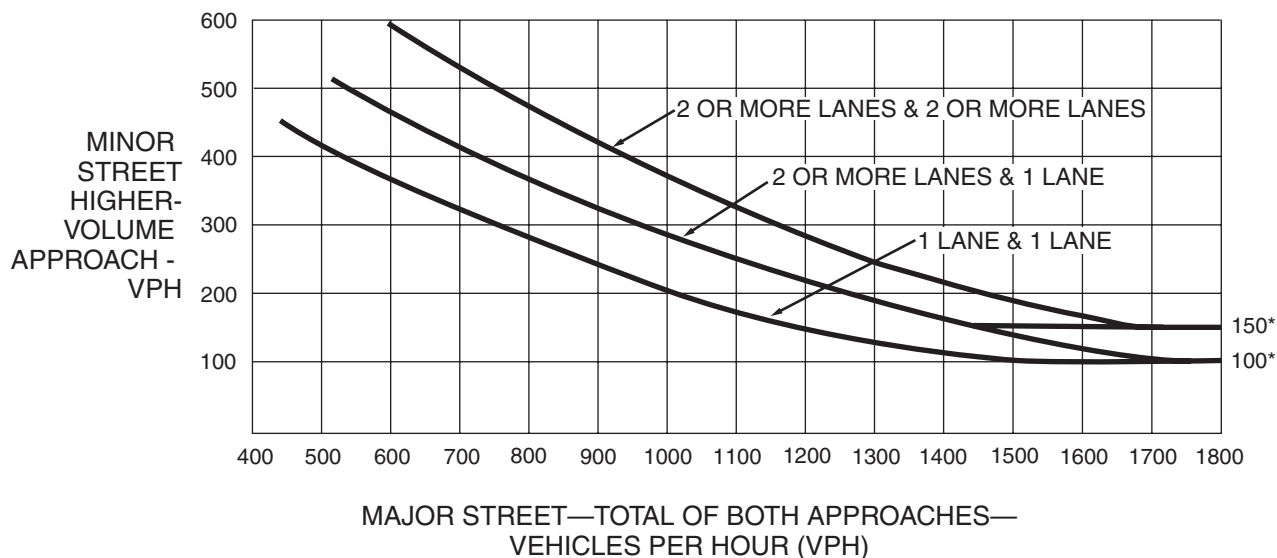
Notes

1 Peak Hour of Adjacent Street Traffic was used

2 Bungalows and Cottages don't have a specific trip generation table, in practice the trip generation was assumed as table 215 (Single-Family Attached Housing)

Table 5			Internal Trips Assignment		
Entrance Number	Percentage of Residential (Based on Phase and Proximity)	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
1	5%	4	12	12	8
2	20%	15	47	49	30
3	35%	27	82	85	53
5	40%	31	94	97	60
Total	100%	77	234	243	150

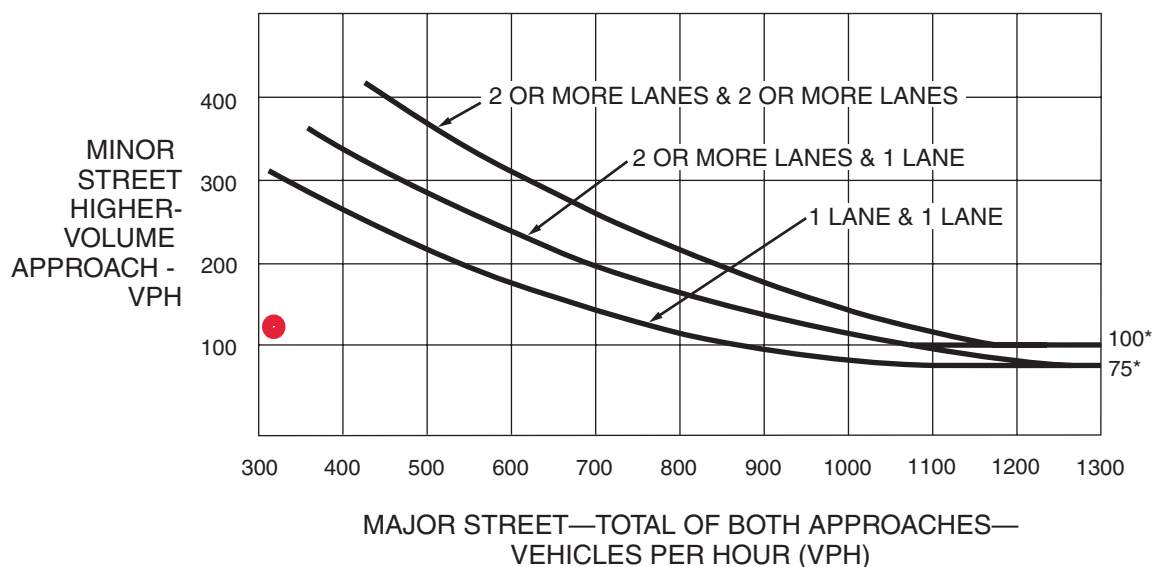
TRAFFIC SIGNAL WARRANTS

Figure 4C-3. Warrant 3, Peak Hour

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

S 132nd Street & Main Street

LEFT AND RIGHT TURN LANES WARRANTS

AASHTO GREEN BOOK LEFT-TURN GUIDELINES

Table 9-23. Guide for Left-Turn Lanes on Two-Lane Highways (10)

Metric					U.S. Customary				
Opposing Volume (veh/h)	Advancing Volume (veh/h)				Opposing Volume (veh/h)	Advancing Volume (veh/h)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns		5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
60-km/h Operating Speed					40-mph Operating Speed				
800	330	240	180	160	800	330	240	180	160
600	410	305	225	200	600	410	305	225	200
400	510	380	275	245	400	510	380	275	245
200	640	470	350	305	200	640	470	350	305
100	720	515	390	340	100	720	515	390	340
80-km/h Operating Speed					50-mph Operating Speed				
800	280	210	165	135	800	280	210	165	135
600	350	260	195	170	600	350	260	195	170
400	430	320	240	210	400	430	320	240	210
200	550	400	300	270	200	550	400	300	270
100	615	445	335	295	100	615	445	335	295
100-km/h Operating Speed					60-mph Operating Speed				
800	230	170	125	115	800	230	170	125	115
600	290	210	160	140	600	290	210	160	140
400	365	270	200	175	400	365	270	200	175
200	450	330	250	215	200	450	330	250	215
100	505	370	275	240	100	505	370	275	240

NCHRP REPORT 279 RIGHT-TURN GUIDELINES

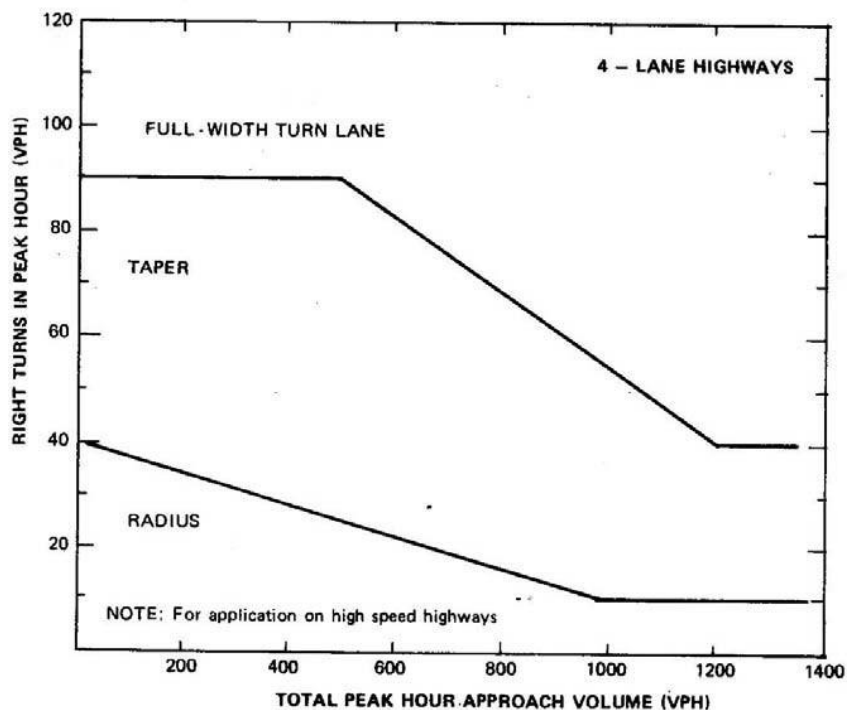
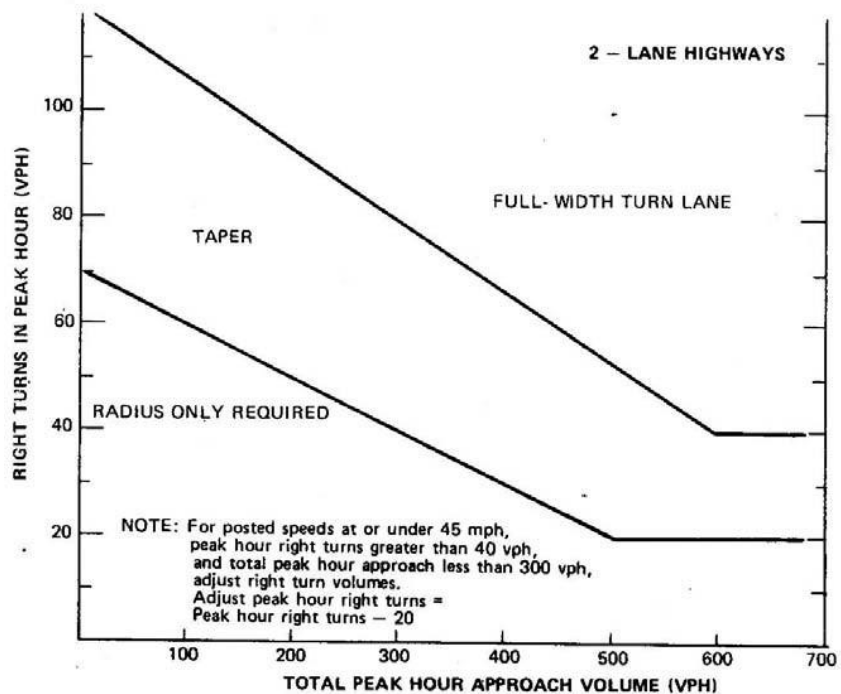


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)

RAW TRAFFIC VOLUMES COUNTING TABLES



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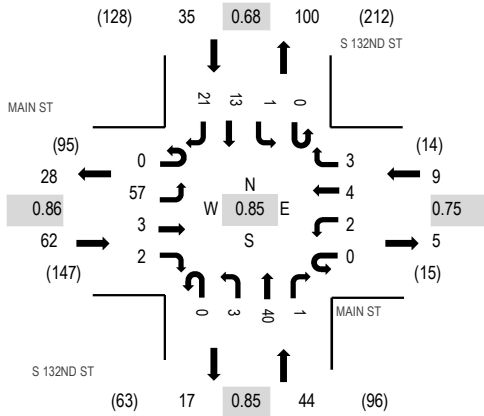
Location: 1 S 132ND ST & MAIN ST AM

Date: Thursday, July 17, 2025

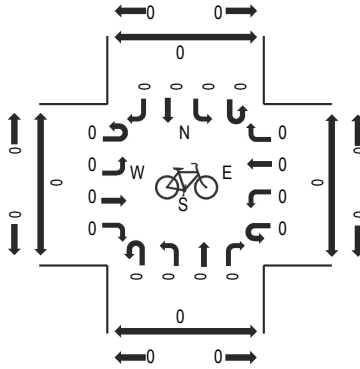
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

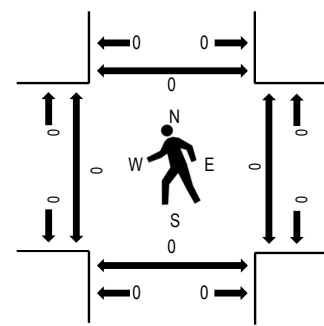
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				S 132ND ST Northbound				S 132ND ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	6	0	0	0	0	0	0	0	2	6	0	0	1	3	8	26	138	0	0	0	0
6:45 AM	0	15	1	3	0	0	0	0	0	0	5	0	0	0	6	12	42	148	0	0	0	0
7:00 AM	0	15	0	1	0	0	0	1	0	1	8	0	0	0	3	6	35	150	0	0	0	0
7:15 AM	0	11	0	0	0	0	2	0	0	0	12	0	0	0	5	5	35	149	0	0	0	0
7:30 AM	0	15	3	1	0	0	1	1	0	1	9	0	0	1	1	3	36	140	0	0	0	0
7:45 AM	0	16	0	0	0	2	1	1	0	1	11	1	0	0	4	7	44	124	0	0	0	0
8:00 AM	0	11	0	1	0	0	1	3	0	3	6	0	0	1	4	4	34	109	0	0	0	0
8:15 AM	0	10	1	1	0	0	0	1	0	0	4	0	0	0	3	6	26	107	0	0	0	0
8:30 AM	0	4	1	2	0	0	0	0	0	1	3	0	0	0	3	6	20	107	0	0	0	0
8:45 AM	0	11	0	1	0	0	0	0	0	3	5	1	0	1	4	3	29		0	0	0	0
9:00 AM	0	6	0	3	0	0	0	0	0	2	4	0	0	1	8	8	32		0	0	0	0
9:15 AM	0	6	1	1	0	0	0	0	0	1	6	0	0	1	3	7	26		0	0	0	0
Count Total	0	126	7	14	0	2	5	7	0	15	79	2	0	6	47	75	385		0	0	0	0
Peak Hour	0	57	3	2	0	2	4	3	0	3	40	1	0	1	13	21	150		0	0	0	0



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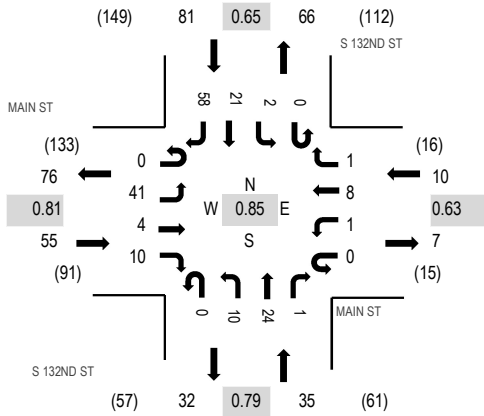
Location: 1 S 132ND ST & MAIN ST Noon

Date: Thursday, July 17, 2025

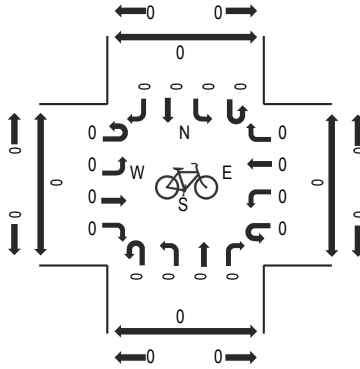
Peak Hour: 11:30 AM - 12:30 PM

Peak 15-Minutes: 12:00 PM - 12:15 PM

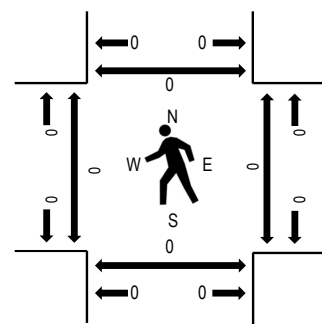
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				S 132ND ST Northbound				S 132ND ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
11:30 AM	0	6	0	2	0	0	1	1	0	3	5	0	0	0	8	10	36	181	0	0	0	0
11:45 AM	0	10	2	1	0	0	2	0	0	0	5	0	0	1	9	21	51	180	0	0	0	0
12:00 PM	0	13	1	4	0	0	2	0	0	3	9	1	0	1	3	16	53	165	0	0	0	0
12:15 PM	0	12	1	3	0	1	3	0	0	4	5	0	0	0	1	11	41	139	0	0	0	0
12:30 PM	0	6	5	0	0	1	1	0	0	0	7	0	0	0	9	6	35	136	0	0	0	0
12:45 PM	0	7	0	1	0	0	1	0	0	4	7	1	0	0	3	12	36		0	0	0	0
1:00 PM	0	6	0	0	0	0	2	0	0	1	2	0	0	0	4	12	27		0	0	0	0
1:15 PM	0	8	2	1	0	1	0	0	0	1	3	0	0	0	5	17	38		0	0	0	0
Count Total	0	68	11	12	0	3	12	1	0	16	43	2	0	2	42	105	317		0	0	0	0
Peak Hour	0	41	4	10	0	1	8	1	0	10	24	1	0	2	21	58	181		0	0	0	0



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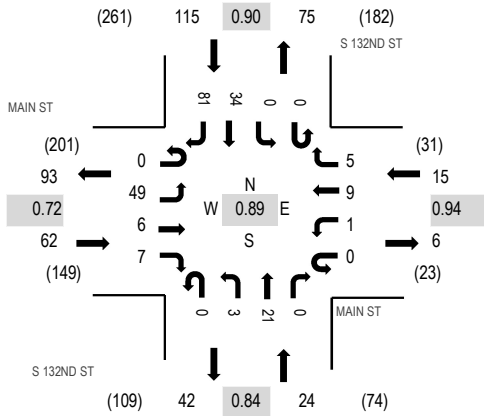
Location: 1 S 132ND ST & MAIN ST PM

Date: Thursday, July 17, 2025

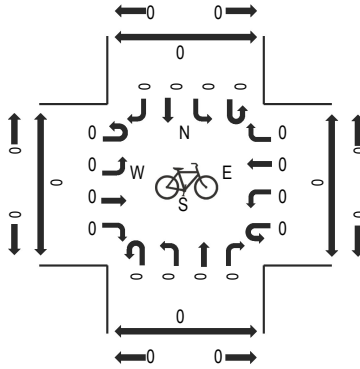
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

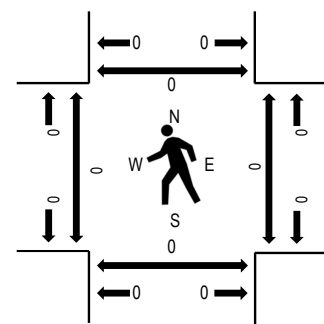
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				S 132ND ST Northbound				S 132ND ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM	0	4	2	3	0	1	1	0	0	1	8	0	0	0	5	4	29	148	0	0	0	0
3:45 PM	0	4	2	2	0	0	0	0	0	1	4	0	0	0	5	12	30	175	0	0	0	0
4:00 PM	0	11	0	1	0	1	3	0	0	1	3	0	0	1	8	11	40	202	0	0	0	0
4:15 PM	0	7	0	3	0	0	1	1	0	3	5	0	0	1	13	15	49	204	0	0	0	0
4:30 PM	0	8	2	3	0	1	2	1	0	1	6	0	0	0	9	23	56	216	0	0	0	0
4:45 PM	0	11	3	0	0	0	3	1	0	2	5	0	0	0	11	21	57	207	0	0	0	0
5:00 PM	0	10	1	1	0	0	1	3	0	0	5	0	0	0	3	18	42	189	0	0	0	0
5:15 PM	0	20	0	3	0	0	3	0	0	0	5	0	0	0	11	19	61	186	0	0	0	0
5:30 PM	0	13	3	1	0	0	2	0	0	2	4	0	0	2	5	15	47	151	0	0	0	0
5:45 PM	0	9	0	1	0	1	1	3	0	0	4	1	0	1	4	14	39		0	0	0	0
6:00 PM	0	12	2	1	0	0	1	0	0	0	6	1	0	0	6	10	39		0	0	0	0
6:15 PM	0	4	1	1	0	0	0	0	0	1	5	0	0	0	5	9	26		0	0	0	0
Count Total	0	113	16	20	0	4	18	9	0	12	60	2	0	5	85	171	515		0	0	0	0
Peak Hour	0	49	6	7	0	1	9	5	0	3	21	0	0	0	34	81	216		0	0	0	0

SYNCHRO RESULTS

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	3	2	2	4	3	3	40	1	1	13	21
Future Vol, veh/h	57	3	2	2	4	3	3	40	1	1	13	21
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	3	2	3	5	4	4	47	1	1	19	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.1	7.4	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	92%	22%	3%
Vol Thru, %	91%	5%	44%	37%
Vol Right, %	2%	3%	33%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	62	9	35
LT Vol	3	57	2	1
Through Vol	40	3	4	13
RT Vol	1	2	3	21
Lane Flow Rate	52	72	12	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.059	0.086	0.013	0.054
Departure Headway (Hd)	4.12	4.287	4.013	3.765
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	833	884	942
Service Time	2.175	2.33	2.073	1.824
HCM Lane V/C Ratio	0.06	0.086	0.014	0.054
HCM Control Delay, s/veh	7.4	7.7	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0	0.2

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	6	7	1	9	5	3	21	0	0	34	81
Future Vol, veh/h	49	6	7	1	9	5	3	21	0	0	34	81
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	7	8	1	12	7	4	25	0	0	50	119
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.3	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	79%	7%	0%
Vol Thru, %	88%	10%	60%	30%
Vol Right, %	0%	11%	33%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	24	62	15	115
LT Vol	3	49	1	0
Through Vol	21	6	9	34
RT Vol	0	7	5	81
Lane Flow Rate	28	72	20	169
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.088	0.023	0.173
Departure Headway (Hd)	4.249	4.382	4.146	3.692
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	811	852	961
Service Time	2.328	2.446	2.228	1.756
HCM Lane V/C Ratio	0.034	0.089	0.023	0.176
HCM Control Delay, s/veh	7.5	7.9	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.6

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	4	3	3	6	4	4	56	1	1	18	29
Future Vol, veh/h	80	4	3	3	6	4	4	56	1	1	18	29
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	5	3	4	8	5	5	66	1	1	26	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.3	7.7	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	92%	23%	2%
Vol Thru, %	92%	5%	46%	38%
Vol Right, %	2%	3%	31%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	87	13	48
LT Vol	4	80	3	1
Through Vol	56	4	6	18
RT Vol	1	3	4	29
Lane Flow Rate	72	101	17	71
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.122	0.02	0.075
Departure Headway (Hd)	4.198	4.357	4.122	3.836
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	842	815	855	918
Service Time	2.281	2.423	2.213	1.927
HCM Lane V/C Ratio	0.086	0.124	0.02	0.077
HCM Control Delay, s/veh	7.7	8	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.1	0.2

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	8	10	1	13	7	4	29	0	0	48	113
Future Vol, veh/h	69	8	10	1	13	7	4	29	0	0	48	113
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	9	12	1	17	9	5	34	0	0	71	166
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.3	7.6	7.7	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	79%	5%	0%
Vol Thru, %	88%	9%	62%	30%
Vol Right, %	0%	11%	33%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	87	21	161
LT Vol	4	69	1	0
Through Vol	29	8	13	48
RT Vol	0	10	7	113
Lane Flow Rate	39	101	28	237
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.13	0.035	0.255
Departure Headway (Hd)	4.494	4.627	4.436	3.875
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	799	777	809	933
Service Time	2.511	2.644	2.455	1.875
HCM Lane V/C Ratio	0.049	0.13	0.035	0.254
HCM Control Delay, s/veh	7.7	8.3	7.6	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.1	1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	19	11	5	56	68	8	130	5	16	33	29
Future Vol, veh/h	80	19	11	5	56	68	8	130	5	16	33	29
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.85	0.85	0.85	0.68	0.68	0.68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	22	13	7	75	91	9	153	6	24	49	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	8.7	9.2	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	73%	4%	21%
Vol Thru, %	91%	17%	43%	42%
Vol Right, %	3%	10%	53%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	110	129	78
LT Vol	8	80	5	16
Through Vol	130	19	56	33
RT Vol	5	11	68	29
Lane Flow Rate	168	128	172	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.174	0.213	0.149
Departure Headway (Hd)	4.762	4.894	4.46	4.662
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	730	802	765
Service Time	2.812	2.945	2.508	2.715
HCM Lane V/C Ratio	0.224	0.175	0.214	0.15
HCM Control Delay, s/veh	9.2	9	8.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.6	0.8	0.5

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	2	2	23	9	3
Future Vol, veh/h	28	2	2	23	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	2	2	25	10	3

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	32	0	60	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1580	-	947	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1580	-	946	1043
Mov Cap-2 Maneuver	-	-	-	-	946	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	969	-	-	1580	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	12	3	29	37	10
Future Vol, veh/h	20	12	3	29	37	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	13	3	32	40	11
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	35	0	67	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1576	-	938	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	936	1046
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	982	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.7		9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	957	-	-	1576	-	
HCM Lane V/C Ratio	0.053	-	-	0.002	-	
HCM Ctrl Dly (s/v)	9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q (veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	20	7	59	70	12
Future Vol, veh/h	20	20	7	59	70	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	22	8	64	76	13
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	113	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	80	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1564	-	884	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	880	1041
Mov Cap-2 Maneuver	-	-	-	-	880	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	938	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.8		9.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	900	-	-	1564	-	
HCM Lane V/C Ratio	0.099	-	-	0.005	-	
HCM Ctrl Dly (s/v)	9.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q (veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	80	63	6	25	24
Future Vol, veh/h	14	80	63	6	25	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	87	68	7	27	26

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	152	72	0
Stage 1	72	-	-
Stage 2	80	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	840	990	-
Stage 1	951	-	-
Stage 2	943	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	825	990	-
Mov Cap-2 Maneuver	825	-	-
Stage 1	951	-	-
Stage 2	926	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.2	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	961	1524
HCM Lane V/C Ratio	-	-	0.106	0.018
HCM Ctrl Dly (s/v)	-	-	9.2	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	62	80	5	52	50	3
Future Vol, veh/h	62	80	5	52	50	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	87	5	57	54	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	154	0	178	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1426	-	812	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	809	942
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	952	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.7		9.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	816	-	-	1426	-	
HCM Lane V/C Ratio	0.071	-	-	0.004	-	
HCM Ctrl Dly (s/v)	9.7	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q (veh)	0.2	-	-	0	-	

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	78	30	5	48	49	19	69	4	60	114	113
Future Vol, veh/h	69	78	30	5	48	49	19	69	4	60	114	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	85	33	5	52	53	21	75	4	65	124	123
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	8.9	9	10.8
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	39%	5%	21%
Vol Thru, %	75%	44%	47%	40%
Vol Right, %	4%	17%	48%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	177	102	287
LT Vol	19	69	5	60
Through Vol	69	78	48	114
RT Vol	4	30	49	113
Lane Flow Rate	100	192	111	312
Geometry Grp	1	1	1	1
Degree of Util (X)	0.141	0.269	0.151	0.4
Departure Headway (Hd)	5.082	5.025	4.892	4.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	698	708	725	774
Service Time	3.167	3.101	2.976	2.682
HCM Lane V/C Ratio	0.143	0.271	0.153	0.403
HCM Control Delay, s/veh	9	10	8.9	10.8
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.5	1.1	0.5	1.9

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	10	2	31	6	2
Future Vol, veh/h	16	10	2	31	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	11	2	34	7	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	28	0	61	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1585	-	945	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1585	-	944	1054
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	983	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.4		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	969	-	-	1585	-	
HCM Lane V/C Ratio	0.009	-	-	0.001	-	
HCM Ctrl Dly (s/v)	8.7	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q (veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	44	5	32	25	5
Future Vol, veh/h	21	44	5	32	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	48	5	35	27	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	92	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1529	-	908	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	905	1022
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	974	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	923	-	-	1529	-	
HCM Lane V/C Ratio	0.035	-	-	0.004	-	
HCM Ctrl Dly (s/v)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q (veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	55	37	11	90	59
Future Vol, veh/h	5	55	37	11	90	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	60	40	12	98	64

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	306	46	0
Stage 1	46	-	-
Stage 2	260	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	686	1023	-
Stage 1	976	-	-
Stage 2	783	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	641	1023	-
Mov Cap-2 Maneuver	641	-	-
Stage 1	976	-	-
Stage 2	732	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	975	1554
HCM Lane V/C Ratio	-	-	0.067	0.063
HCM Ctrl Dly (s/v)	-	-	9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0.2

QUEUE ANALYSIS REPORTS

Intersection: 3: 132nd Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	75	26	31	30
Average Queue (ft)	31	5	30	17
95th Queue (ft)	71	22	32	40
Link Distance (ft)	447	642	1228	566
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: 132nd Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	26	31	31
Average Queue (ft)	26	5	30	22
95th Queue (ft)	51	23	32	41
Link Distance (ft)	447	642	1228	566
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: 132nd Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	31	50	31
Average Queue (ft)	22	17	33	28
95th Queue (ft)	40	40	47	32
Link Distance (ft)	447	642	1228	566
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: 132nd Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	51	31	31	54
Average Queue (ft)	32	18	17	39
95th Queue (ft)	48	42	40	56
Link Distance (ft)	447	642	1228	566
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: 132nd Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	50	78	31
Average Queue (ft)	34	34	40	30
95th Queue (ft)	44	47	71	32
Link Distance (ft)	2077	649	1089	2141
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Entrance 3 & Main Street

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	30
95th Queue (ft)	32
Link Distance (ft)	670
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: 132nd Street & Entrance 5

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	26
Average Queue (ft)	31	5
95th Queue (ft)	32	23
Link Distance (ft)	931	1089
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Entrance 2 & Main Street

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	25
95th Queue (ft)	45
Link Distance (ft)	688
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: Entrance 1 & Main Street

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 3: 132nd Street & Main Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	31	31	76
Average Queue (ft)	34	29	24	60
95th Queue (ft)	47	32	44	87
Link Distance (ft)	2077	649	1089	2141
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Entrance 3 & Main Street

Movement	NB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	34
95th Queue (ft)	49
Link Distance (ft)	670
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: 132nd Street & Entrance 5

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	31
Average Queue (ft)	30	6
95th Queue (ft)	58	26
Link Distance (ft)	931	1089
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Entrance 2 & Main Street

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	23	31
Average Queue (ft)	5	24
95th Queue (ft)	20	45
Link Distance (ft)	939	688
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Entrance 1 & Main Street

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0
