



SITE-25-13

Site Plan Submittal

Status: Active

Submitted On: 6/18/2025

Primary Location

32.240474, -81.195743

Owner

No owner information

Applicant



HEATHER WILBURN



912-235-2915



heather@maupinengineering.com



114 W. 42ND ST

SAVANNAH, GA 31401

Internal Documents

Staff Report



No File Uploaded

Staff Review Letter



No File Uploaded

Board of Commissioners Meeting*

07/15/2025

Map *

466C

Parcel*

1C

Description of Development*

Flex Space building

Road Name*

Old Augusta Road South

Sketch Plan Modifications

Recommended Changes for Preliminary Plan

Applicant Information

Applicant / Agent Name*

MAUPIN ENGINEERING

Applicant Phone Number*

(912) 235-2915

Applicant Email Address*

HEATHER@MAUPINENGINEERING.COM

Applicant Address*

114 W. 42ND ST.

Applicant City*

SAVANNAH

Applicant State*

GA

Applicant Zip Code*

31401

Is Applicant owner of property?*

No

Project Information

Proposed Name of Project*

KICKLIGHTER COMMERCIAL

Map Number*

PLT 29/250

Parcel Number*

O466C001C00

Total Acreage of Property*

5.293 AC SUBDIVIDED FROM 62.2 AC
PARCEL

Number of Proposed Buildings*

1

Current Property Zoning*

I-1

Water Provider?*

Effingham County

Sewer Provider?*

Effingham County

Variance Requested?*

No

The undersigned (applicant)(owner), hereby acknowledges that the information contained herein is true and complete to the best of its knowledge.

Applicant*

 HEATHER WILBURN
Jun 17, 2025

Owner*

 OLEG MITNIK
Jun 17, 2025

Owner Information

Owner of Record*

SAV PARKWAY PROPERTIES LLC

Owner Phone Number*

(973)544-7100

Owner Address*

250 PORT ST

Owner City*

NEWARK

Owner State*

NJ

Owner Zip Code*

07114

Engineer Information

Engineer Company Name*

MAUPIN ENGINEERING

Engineer *

HEATHER WILBURN

Engineer Phone Number*

(912)235-2915

Engineer Address*

114 W. 42ND ST.

Engineer City*

SAVANNAH

Engineer State*

GA

Engineer Zip Code*

31401

Surveyor Information

Surveyor*

COLEMAN COMPANY

Surveyor Phone Number*

(912) 200-3041

Surveyor Address*

1480 CHATHAM PARKWAY, SUITE 100

Surveyor City*

SAVANNAH

Surveyor State*

GA

Surveyor Zip Code*

31405

EFFINGHAM COUNTY
Non-Residential Site Plan Submittal Form

OFFICIAL USE ONLY

Date Received: _____ Project Number: _____ Classification: _____

Date Reviewed: _____ Reviewed by: _____

Proposed Name of Project 2755 Old Augusta Rd S, Rincon, GA 31326, USA

Name of Applicant/Agent Heather Wilburn Phone 912.235.2915

Company Name Maupin Engineering, Inc.

Address 114 West 42nd Street Savannah, GA 31401

Owner of Record SAV PARKWAY PROPERTIES LLC Phone +19735447100

Address 250 Port Street, Newark, NJ 07114

Engineer Maupin Engineering, Inc. Phone 912.235.2915

Address 114 West 42nd Street Savannah, GA 31401

Surveyor Coleman Company Phone 912-200-3041

Address 1480 Chatham Parkway, Suite 100 Savannah, GA 31405

Proposed water Effingham County Proposed sewer Effingham County

Total acreage of property 5.293 Acreage to be divided 2.2 Number of Lots Proposed 1

Current Zoning I-1 Proposed Zoning 1-1 Tax map – Block – Parcel No ----- 0466C001C00

Are any variances requested? No If so, please describe: _____

The undersigned (applicant) (owner), hereby acknowledges that the information contained herein is true and complete to the best of its knowledge.

This 18th day of June, 2025.

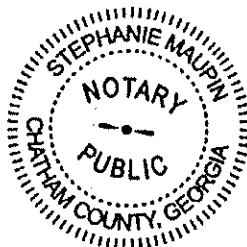
Applicant

[Signature]

Notary

Owner

[Signature]



Stephanie Maupin

06-18-2025

My Commission Ex 9/19/2026

EFFINGHAM COUNTY

SITE PLAN CHECKLIST

OFFICIAL USE ONLY

Subdivision Name: _____ Project Number: _____

Date Received: _____ Date Reviewed: _____ Reviewed by: _____

The following checklist is designed to inform applicants of the requirements for preparing sketch plans for review by Effingham County. Applicants should check off items to confirm that it is included as part of the submission. **CHECKLIST ITEMS OMITTED CAN RESULT IN THE APPLICATION BEING FOUND INCOMPLETE AND THEREFORE DELAY CONSIDERATION BY THE BOARD.** This checklist must be submitted with the application.

Office Use	Applicant Use
(a) Project Information:	
☒	1. Proposed name of development.
☒	2. Names, addresses and telephone numbers of owner and applicant.
☒	3. Name, address and telephone number of person or firm who prepared the plans.
☒	4. Graphic scale (approximately 1"=100') and north arrow.
☒	5. Location map (approximately 1" = 1000').
☒	6. Date of preparation and revision dates.
☒	7. Acreage to be subdivided.
☒	8. A written description of proposed use of property.
(b) Existing Conditions:	
☒	1. Location of all property lines.
☒	2. Existing easements, covenants, reservations, and right-of-ways.
☐	3. Buildings and structures.
☒	4. Sidewalks, streets, alleys, driveways, parking areas, etc.
☒	5. Existing utilities including water, sewer, electric, wells and septic tanks.
☒	6. Natural or man-made watercourses and bodies of water and wetlands.
☒	7. Limits of floodplain.
☒	8. Existing topography.
☒	9. Current zoning district classification and land use.
☐	10. Level Three Soil Survey (if septic systems are to be used for wastewater treatment).
☒	11. Zoning Classification, owners' name, and existing uses of adjacent property.
(c) Proposed Features:	
☒	1. The building outline and maximum proposed height of all buildings.
☒	2. Proposed new sidewalks, streets, alleys, driveways, parking areas, etc (to include proposed street/road names).
☒	3. Proposed zoning and land use.
☐	4. Existing buildings and structures to remain or be removed.
☒	5. Existing sidewalks, streets, driveways, parking areas, etc., to remain or be removed.

☒	6. Proposed retention/detention facilities and storm-water master plan.
☒	7. Wastewater infrastructure master plan (to include reuse infrastructure if proposed).
☒	8. Water distribution infrastructure master plan.
☒	9. Undisturbed or Vegetated buffers according to Section 3.4 -- Buffers of the Effingham County Zoning Ordinance.
☐	10. Conditions from the approved Zoning Map Amendment

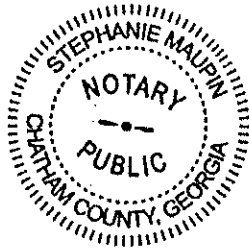
The undersigned (applicant) (owner), hereby acknowledges that the information contained herein is true and complete to the best of its knowledge.

This 18th day of June, 2025.

Applicant 

Notary _____

Owner 



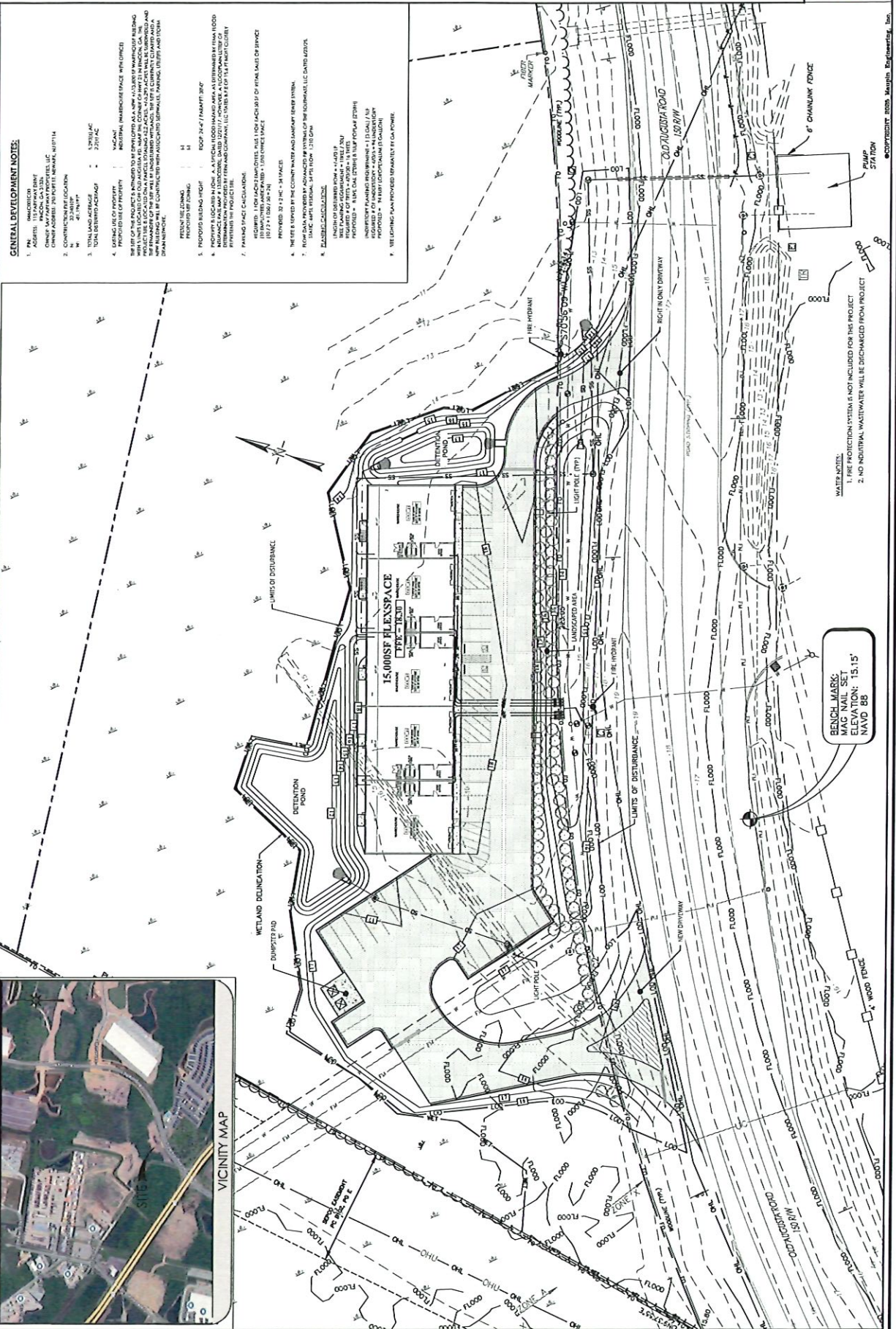
Stephanie Maupin

06-18-2025

My Commission Ex 9/19/2026



VICINITY MAP



GENERAL DEVELOPMENT NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, CALIFORNIA ELECTRICAL CODE, AND CALIFORNIA MECHANICAL CODE.
2. THE PROJECT SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE, CALIFORNIA ELECTRICAL CODE, AND CALIFORNIA MECHANICAL CODE.
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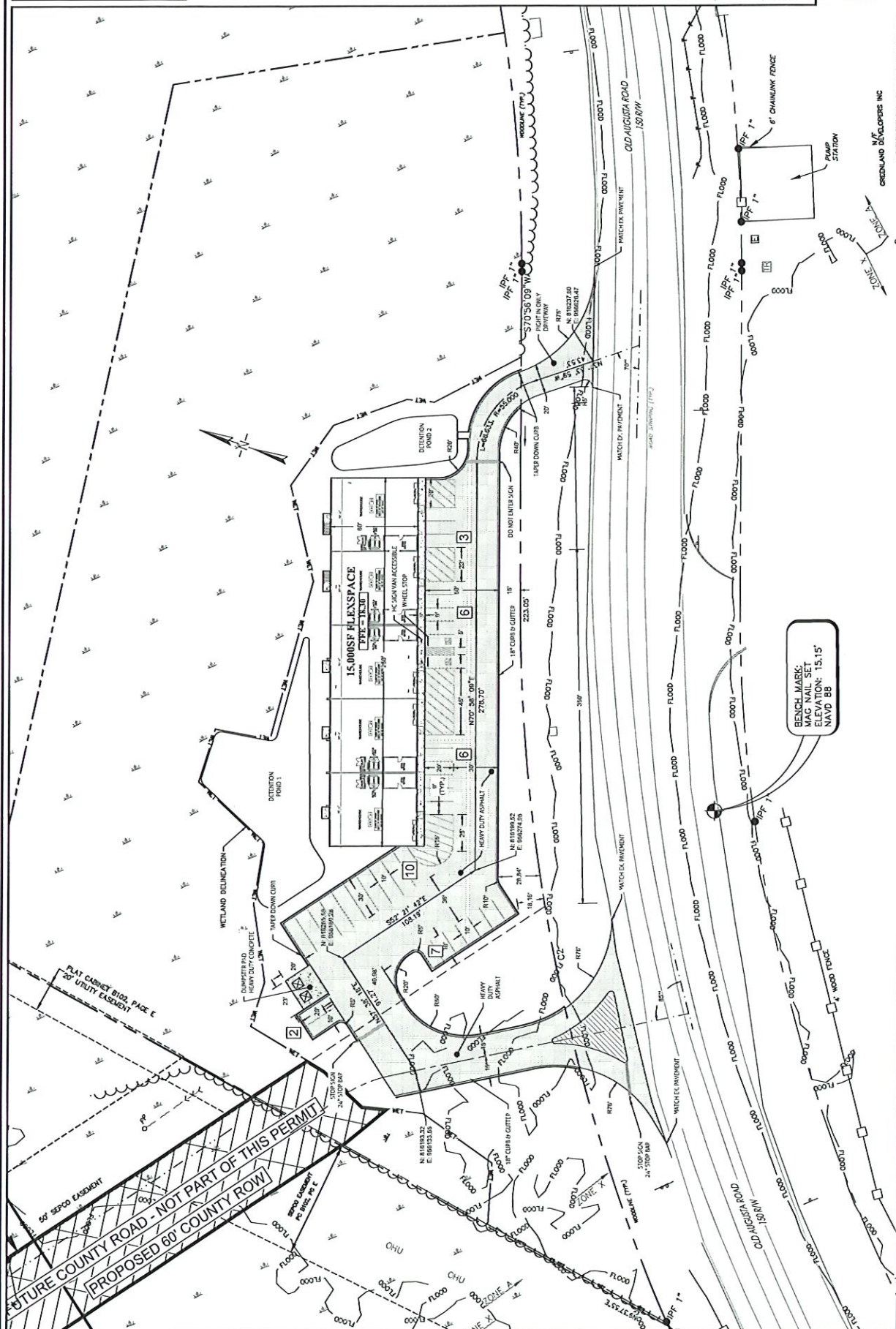
SITE PLAN
KICKLIGHTER COMMERCIAL



RELEASED FOR PERMIT
DATE: 06/08/24
DRAWN BY: [Name]
CHECKED BY: [Name]



MAUPIN ENGINEERING, INC.
10000 MAUPIN DRIVE
SAN JOSE, CA 95128
(408) 251-1616



October 21, 2025

Oleg Mitnik
TRT International
250 Port Street
Newark, NJ 07114

Re: Kicklighter Commercial Development – Traffic Memorandum

We have analyzed Old Augusta Road near the proposed development in Effingham County, Georgia to determine the impact to the existing traffic delays due to the proposed expansion of the Kicklighter Commercial Development on Old Augusta Road. Data for the intersection was collected on October 16, 2025, to determine the AM and PM Peak Hour volumes at this location. The existing peak hour volumes are shown in Tables 1.

TABLE 1: EXISTING PEAK HOUR VOLUMES

	Old Augusta Road WB			Old Augusta Road EB		
	LT	Thru	RT	LT	Thru	RT
AM Peak	0	489	0	0	300	0
PM Peak	0	382	0	0	516	0

According to count data available from the GDOT TADA website for permanent count station 103-7193, the growth rate for Old Augusta Road was determined to be 5.54%. The existing volumes will be grown at this rate to determine the overall peak hour volumes for the construction year (2027).

Kicklighter Commercial Projected Data

The Kicklighter Commercial development is a proposed development located on Old Augusta Road in Effingham County, GA. The site will include 1,050-sf of office space with an additional 13,950-sf for warehousing. Access will consist of a right-in/right-out, due to a proposed median.

Based on the proposed land use, it was determined that ITE Code 150 – Warehousing and ITE Code 712 – Small Office Building (< 10KSF GFA) were the best options to analyze the proposed improvements to the site. Table 2 summarizes the site condition using the ITE Trip Generation Manual.

TABLE 2: TRIP GENERATION FOR PROPOSED DEVELOPMENT

	Unit	Qty	AM Total Trips	AM In	AM Out	Pass By	PM Total Trips	PM In	PM Out	Pass By
150 – Warehousing	KSF	13,950	24	2	0	0	3	1	2	0
712 – Small Office Building (<=10KSF GFA)	KSF	1,050	15	2	0	0	2	1	1	0
TOTAL			39	4	4	0	5	2	3	0

Based on the existing peak hour count data collected near the project and the trips determined by the ITE Trip Generation, the proposed trips have been calculated to determine if improvements to the intersection are necessary. Table 3 includes the AM and PM Peak Hour traffic volumes for the intersections with the generated trips added.

TABLE 3: PROPOSED PEAK HOUR VOLUMES WITH DEVELOPMENT (2027)

	Old Augusta Road			Old Augusta Road			Access SB Development		
	AM LT	AM Thru	AM RT	LT	Thru	RT	LT	Thru	RT
Peak	0	545	4	0	335	0	0	0	0
AM	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Peak	0	425	2	0	575	0	0	0	3
PM	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Peak	0	425	2	0	575	0	0	0	3

Capacity Analysis

Capacity analysis techniques were used as described in the Highway Capacity Manual, Special Report 209, published by the Transportation Research Board, 2010. The Synchro Program (Version 10) from Trafficware was used to facilitate the analysis.

The HCM level of service definitions are summarized in Table 4. Capacity analysis results for unsignalized intersections provide estimates of the level of service (LOS) for each minor movement that is required to yield to free flow movements. No overall intersection LOS is given for unsignalized intersections.

TABLE 4: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	STOP CONTROLLED INTERSECTIONS
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.0	≥ 50.0

Future Traffic Conditions for Unsignalized Intersection

The proposed intersection of Old Augusta Road and the development will be a right-in/right-out intersection. As a result, the traffic volumes at the intersection have been examined as a two-way stop-controlled intersections in Synchro. Table 5 provides the LOS for each movement during the peak hour period.

TABLE 5: LOS FOR UNSIGNALIZED INTERSECTION

LOS	LOS	LOS	LOS
2027 AM PEAK	2027 PM PEAK	DELAY	DELAY
Old Augusta Road WB THRU	A	0.0 s	A
Old Augusta Road WB RT	A	0.0 s	A
Old Augusta Road EB THRU	A	0.0 s	A
Development Access WB RT	--	--	A

After reviewing the existing and proposed data, it was determined that the development will have minimal impact on the level of service. The development access intersection will operate efficiently and under capacity without any additional improvements. If any additional information is needed, please feel free to let me know.

Sincerely,



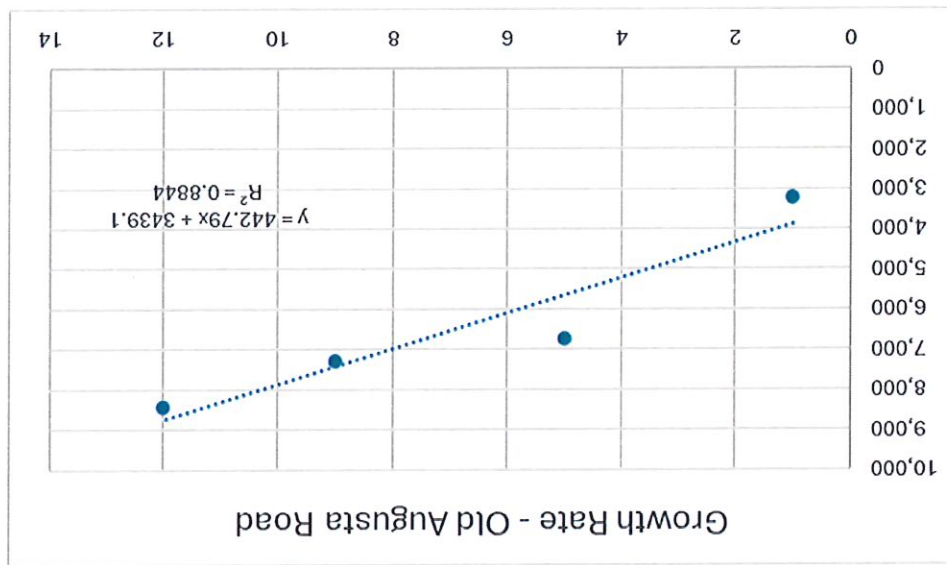
C. Scott Burns, P.E.
Owner

TABLE 6: COUNT DATA FROM STATION 103-7193

Year		Volumes (ADT)
2013	1	3,218
2017	5	6,754
2021	9	7,290
2024	12	8,450
2027	15	10,075*

* Projected Data

FIGURE 1: GROWTH RATE FOR OLD AUGUSTA ROAD



Coastal Engineering & Consulting

100 Bull Street, Suite 200
Savannah, GA 31401
(912) 964-4509

Old Augusta Road near development
Turning Movement Counts

File Name : old augusta road at development
Site Code :
Start Date : 10/16/2025
Page No : 1

Groups Printed- Light - Heavy

Groups Printed- Light - Heavy																											
Old Augusta Road From East														Old Augusta Road From West													
Start Time	From North					From East					From South					From West					Int. Total						
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total							
*** BREAK ***																											
07:00 AM	0	0	0	0	0	84	0	0	0	84	0	0	0	0	0	0	76	0	0	0	76	160					
07:15 AM	0	0	0	0	0	152	0	0	0	152	0	0	0	0	0	0	88	0	0	0	88	240					
07:30 AM	0	0	0	0	0	127	0	0	0	127	0	0	0	0	0	0	75	0	0	0	75	202					
07:45 AM	0	0	0	0	0	126	0	0	0	126	0	0	0	0	0	0	61	0	0	0	61	187					
Total	0	0	0	0	0	489	0	0	0	489	0	0	0	0	0	0	300	0	0	0	300	789					
08:00 AM	0	0	0	0	0	92	0	0	0	92	0	0	0	0	0	0	46	0	0	0	46	138					
08:15 AM	0	0	0	0	0	89	0	0	0	89	0	0	0	0	0	0	51	0	0	0	51	140					
08:30 AM	0	0	0	0	0	81	0	0	0	81	0	0	0	0	0	0	43	0	0	0	43	124					
08:45 AM	0	0	0	0	0	56	0	0	0	56	0	0	0	0	0	0	42	0	0	0	42	98					
Total	0	0	0	0	0	318	0	0	0	318	0	0	0	0	0	0	182	0	0	0	182	500					
*** BREAK ***																											
04:00 PM	0	0	0	0	0	111	0	0	0	111	0	0	0	0	0	0	117	0	0	0	117	228					
04:15 PM	0	0	0	0	0	104	0	0	0	104	0	0	0	0	0	0	128	0	0	0	128	232					
04:30 PM	0	0	0	0	0	93	0	0	0	93	0	0	0	0	0	0	151	0	0	0	151	244					
04:45 PM	0	0	0	0	0	74	0	0	0	74	0	0	0	0	0	0	120	0	0	0	120	194					
Total	0	0	0	0	0	382	0	0	0	382	0	0	0	0	0	0	516	0	0	0	516	898					
05:00 PM	0	0	0	0	0	76	0	0	0	76	0	0	0	0	0	0	125	0	0	0	125	201					
05:15 PM	0	0	0	0	0	81	0	0	0	81	0	0	0	0	0	0	129	0	0	0	129	210					
05:30 PM	0	0	0	0	0	78	0	0	0	78	0	0	0	0	0	0	141	0	0	0	141	219					
05:45 PM	0	0	0	0	0	89	0	0	0	89	0	0	0	0	0	0	142	0	0	0	142	231					
Total	0	0	0	0	0	324	0	0	0	324	0	0	0	0	0	0	537	0	0	0	537	861					
*** BREAK ***																											
Grand Total	0	0	0	0	0	1513	0	0	0	1513	0	0	0	0	0	0	1535	0	0	0	1535	3048					
Approach %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	100	0	0	0	100	50.4					
Total %	0	0	0	0	0	49.6	0	0	0	49.6	0	0	0	0	0	0	50.4	0	0	0	50.4	50.4					
Light	0	0	0	0	0	1400	0	0	0	1400	0	0	0	0	0	0	1383	0	0	0	1383	2783					
% Light	0	0	0	0	0	92.5	0	0	0	92.5	0	0	0	0	0	0	90.1	0	0	0	90.1	91.3					
Heavy	0	0	0	0	0	113	0	0	0	113	0	0	0	0	0	0	152	0	0	0	152	265					
% Heavy	0	0	0	0	0	7.5	0	0	0	7.5	0	0	0	0	0	0	9.9	0	0	0	9.9	8.7					

Coastal Engineering & Consulting

100 Bull Street, Suite 200
Savannah, GA 31401
(912) 964-4509

File Name : old augusta road at development
Site Code :
Start Date : 10/16/2025
Page No : 3

Old Augusta Road											Old Augusta Road												
From North						From East						From South						From West					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:00 AM																							
07:00 AM	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	0	76	0	0	76	160		
07:15 AM	0	0	0	0	0	0	152	0	0	152	0	0	0	0	0	0	88	0	0	88	240		
07:30 AM	0	0	0	0	0	0	127	0	0	127	0	0	0	0	0	0	75	0	0	75	202		
07:45 AM	0	0	0	0	0	0	126	0	0	126	0	0	0	0	0	0	61	0	0	61	187		
Total Volume	0	0	0	0	0	0	489	0	0	489	0	0	0	0	0	0	300	0	0	300	789		
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0		
PHE	.000	.000	.000	.000	.000	.000	.804	.000	.000	.804	.000	.000	.000	.000	.000	.000	.852	.000	.000	.852	.822		
Light	0	0	0	0	0	0	468	0	0	468	0	0	0	0	0	0	249	0	0	249	717		
% Light	0	0	0	0	0	0	95.7	0	0	95.7	0	0	0	0	0	0	83.0	0	0	83.0	90.9		
Heavy	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	51	0	0	51	72		
% Heavy	0	0	0	0	0	0	4.3	0	0	4.3	0	0	0	0	0	0	17.0	0	0	17.0	9.1		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:00 PM																							
04:00 PM	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	117	0	0	117	228		
04:15 PM	0	0	0	0	0	0	104	0	0	104	0	0	0	0	0	0	128	0	0	128	232		
04:30 PM	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	0	151	0	0	151	244		
04:45 PM	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	0	120	0	0	120	194		
Total Volume	0	0	0	0	0	0	382	0	0	382	0	0	0	0	0	0	516	0	0	516	898		
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0		
PHE	.000	.000	.000	.000	.000	.000	.860	.000	.000	.860	.000	.000	.000	.000	.000	.000	.854	.000	.000	.854	.920		
Light	0	0	0	0	0	0	345	0	0	345	0	0	0	0	0	0	481	0	0	481	826		
% Light	0	0	0	0	0	0	90.3	0	0	90.3	0	0	0	0	0	0	93.2	0	0	93.2	92.0		
Heavy	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	35	0	0	35	72		
% Heavy	0	0	0	0	0	0	9.7	0	0	9.7	0	0	0	0	0	0	6.8	0	0	6.8	8.0		

Intersection												
Int Delay, s/veh												
0												
Movement												
	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↓ ↓ ↓	↓ ↓ ↓			↑						
Traffic Vol, veh/h	0	335	545	4	0	0						
Future Vol, veh/h	0	335	545	4	0	0						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	Yield						
Storage Length	-	-	-	-	-	0						
Veh in Median Storage, #	-	0	0	0	0	-						
Grade, %	-	0	0	0	0	-						
Peak Hour Factor	85	85	80	80	92	92						
Heavy Vehicles, %	2	17	4	2	2	2						
Mvmt Flow	0	394	681	5	0	0						
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	-	0	-	0	-	343						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	-	-	-	-	-	6.94						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	-	-	-	-	-	3.32						
Pol Cap-1 Maneuver	0	-	-	-	0	653						
Stage 1	0	-	-	-	0	-						
Stage 2	0	-	-	-	0	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	653						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach	EB	WB	SB									
HCM Control Delay, s	0	0	0									
HCM LOS			A									
Minor Lane/Major Mvmt												
	EBT	WBT	WBR	SBL	SBR							
Capacity (veh/h)	-	-	-	-	-							
HCM Lane V/C Ratio	-	-	-	-	-							
HCM Control Delay (s)	-	-	-	-	0							
HCM Lane LOS	-	-	-	-	A							
HCM 95th %ile Q(veh)	-	-	-	-	-							

Intersection									
Int Delay, s/veh									
0									
Movement									
EBL EBT WBT WBR SBL SBR									
Lane Configurations									
↓ ↓ ↓ ↓ ↓ ↓									
Traffic Vol, veh/h									
0 575 425 2 0 3									
Future Vol, veh/h									
0 575 425 2 0 3									
Conflicting Peds, #/hr									
0 0 0 0 0 0									
Sign Control									
Free Free Free Free Free Stop									
RT Channelized									
- None - None - Yield									
Storage Length									
- - - - - 0									
Veh in Median Storage, #									
- 0 0 0 0 -									
Grade, %									
- 0 0 0 0 -									
Peak Hour Factor									
85 85 86 86 92 92									
Heavy Vehicles, %									
2 7 10 2 2 2									
Mvmt Flow									
0 676 494 2 0 3									
Major/Minor									
Major1 Major2 Minor2									
Conflicting Flow All									
- 0 - 0 - 248									
Stage 1									
- - - - - -									
Stage 2									
- - - - - -									
Critical Hdwy									
- - - - - 6.94									
Critical Hdwy Stg 1									
- - - - - -									
Critical Hdwy Stg 2									
- - - - - 3.32									
Pot Cap-1 Maneuver									
0 0 - - - 752									
Stage 1									
0 - - - - 0									
Stage 2									
0 - - - - -									
Platoon blocked, %									
- - - - - 752									
Mov Cap-1 Maneuver									
- - - - - -									
Mov Cap-2 Maneuver									
- - - - - -									
Stage 1									
- - - - - -									
Stage 2									
- - - - - -									
HCM Control Delay, s									
0 0 0 9.8 A									
HCM LOS									
A									
Minor Lane/Major Mvmt									
EBT WBT WBR SBLn1									
Capacity (veh/h)									
- - - 752									
HCM Lane V/C Ratio									
- - - 0.004									
HCM Control Delay (s)									
- - - 9.8									
HCM Lane LOS									
- - - A									
HCM 95th %ile Q(veh)									
- - - 0									

