

MEETING DATE: 9/29/2026**DEPARTMENT:** Development**AGENDA ITEM:** Bill No. 3132-26 Smithville Plaza Apartments Rezoning & Conceptual Plan

REQUESTED BOARD ACTION

A motion to approve Bill No. 3132-26 changing the zoning classifications for districts of certain lands located in the City of Smithville, Missouri. First reading by title only.

SUMMARY

The applicant requests rezoning a portion of its land from B-3 and R-3 to R-3P, along with approval of a Conceptual Plan authorizing a 200-unit apartment complex east of Casey's on 169 Highway and west of the Patterson House Museum on Bridge Street.

The Conceptual Plan was submitted to establish the layout of the three buildings, identify the proposed building materials, and authorize a modification to the general parking requirements for R-3 districts. To allow a deviation from those requirements, the applicant was required to demonstrate to the Commission that "an adequate amount of parking exists."

The plan provides for 294 new parking spaces for 200 apartment units. The existing code requires 600 spaces; however, it is clear that no existing R-3 project in Smithville meets that standard. The applicant proposed 1.47 parking spaces per unit, compared with the three spaces per unit required by code, along with additional shared parking spaces in the adjacent retail area. The applicant provided support for this approach in its Traffic Impact Study.

The Traffic Impact Study references two national organizations that make recommendations regarding parking requirements for new developments based on ongoing studies and that are used in Traffic Impact Studies performed for the City of Smithville.

Those studies use data from the Institute of Transportation Engineers (ITE) to calculate the number of vehicle trips generated by a particular land use. The ITE also publishes a parking generation manual. According to the ITE Parking Generation Manual, the estimated parking demand for a 3- to 10-story building in a suburban setting without access to public transportation is approximately 1.26 to 1.36 spaces per unit. The applicant also reviewed the Urban Planning Institute's parking recommendations for the same use category, which recommend no less than 1.46 spaces per unit. Under both sets of recommendations, the proposed 294 spaces, combined with some shared

parking spaces from the adjacent retail area, exceed the parking levels recommended by these national organizations.

Public comment during the Conceptual Plan hearing focused primarily on parking and the density of the proposed development, particularly as those issues relate to the “Small-Town Feel and Sense of Community” strategic-plan pillar addressed in the Comprehensive Plan. The applicant, in turn, focused on Comprehensive Plan provisions recommending additional housing density in and near downtown to enhance the vibrancy of the city’s core.

The relevant Comprehensive Plan implementation actions that support the proposed project are:

Diverse Housing & Neighborhood Options

HN2.1 Encourage infill residential development of underutilized sites prime for residential uses, particularly in and near Smithville’s Downtown – High Priority, Years 2023-27

HN3.4 Encourage mixed-use developments in Smithville’s Downtown and the area between Downtown and the city’s southern municipal boundary as a mechanism to create vibrant neighborhoods – Moderate Priority, Ongoing

HN4.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville – Moderate Priority, Ongoing

HN4.3 Encourage new residential development in and near Smithville’s Downtown to create a live, work, and play district – Moderate Priority, Ongoing

HN5.4 Adjust, and consider removing, maximum floor area requirements in the R-3 zoning district to allow a market-driven variety of unit sizes, particularly in new multi-family developments – High Priority, Years 2021-2023

HN5.6 Monitor housing affordability, working to ensure housing options for all income levels in Smithville – Moderate Priority, Ongoing

Strengthened Business and Economic Development

BE1.2 Encourage expanding Downtown’s density and visual characteristics to the intersection of Main Street and Hwy 169, creating a continuous pedestrian experience – Moderate Priority

Small-Town Feel and Sense of Community

ST3.1 Explore establishing design guidelines within the Downtown Historic subdistrict, and the expanded area as applicable, to encourage a vibrant, pedestrian-friendly, and architecturally attractive Downtown – Moderate Priority, 2023-27

The Commission was unanimous (4-0) on the rezoning to R-3 and 3-1 in support of the Conceptual Plan and the parking and density of 200 units. Both the findings in Exhibit A and Exhibit C are the official recommendations from the Commission.

PREVIOUS ACTION

Resolution 1599 was approved on July 7, 2026 for the west half of the B-3 property in this matter to authorize construction of two new buildings to replace the large single building that was destroyed by fire March 30, 2026.

POLICY OBJECTIVE

Fulfill the Comprehensive Plan to increase density of housing near downtown.

FINANCIAL CONSIDERATIONS

No out-of-pocket expenses are anticipated.

ATTACHMENTS

- | | |
|---|---|
| ☒ Ordinance | ☐ Contract |
| ☐ Resolution | ☒ Plans |
| ☒ Staff Report | ☒ Minutes |
| ☒ Other: Meeting is available to view on the City's website . | |

**AN ORDINANCE CHANGING THE ZONING CLASSIFICATIONS OR
DISTRICTS OF CERTAIN LANDS LOCATED IN THE CITY
OF SMITHVILLE, MISSOURI**

WHEREAS, The City of Smithville received an application for rezoning a portion of 119 N 169 Highway on July 16, 2026; and

WHEREAS, additionally, the City received an application for a Conceptual Plan for the development of the non-commercial area of the entire property; and,

WHEREAS, the public was notified by publishing in the CT paper and notices mailed to adjoining property owners on August 19, 2026 as required by state law; and

WHEREAS, two separate Public Hearings were scheduled before the Planning Commission on September 8, 2026; and

WHEREAS, the public hearings were heard on September 8, 2026, and following the hearings, the Commission made the following recommendations:

It recommended rezoning the property from B-3 in part and R-3 to R-3 and their required findings are attached as Exhibit A; and

It recommended that the Conceptual Plan, attached as Exhibit B, be approved in accordance with the staff report recommendations and provided the Board with its required Findings, attached as Exhibit C.

**NOW THEREFORE BE IT ORDAINED BY THE BOARD OF ALDERMEN OF
THE CITY OF SMITHVILLE, MISSOURI, THAT:**

Section 1. Having received a recommendation from the Planning Commission, and proper notice having been given and public hearing held as provided by law, and under the authority of and subject to the provisions of the zoning ordinances of the City of Smithville, Missouri, the zoning classification(s) or district(s) of the lands legally described hereby are changed as follows:

The property legally described as:

TRACT OF LAND LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 53 NORTH, RANGE 33 WEST, SMITHVILLE. CLAY COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER;

THENCE S89°24'23"E, ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 167.63 FEET TO THE POINT OF BEGINNING OF THE TRACT TO BE HEREIN DESCRIBED: THENCE S89°24'23"E, CONTINUING ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 668.31 FEET TO POINT ON THE WESTERLY RIGHT OF WAY LINE OF BRIDGE STREET; THENCE S00°16'04"W, ALONG SAID WESTERLY RIGHT OF WAY, A DISTANCE OF 236.22 FEET TO THE NORTHEAST CORNER OF TRACT RECORDED IN BOOK 7960, AT PAGE 47; THENCE N89°22'59"W, ALONG THE NORTHERLY LINE OF SAID TRACT, A DISTANCE OF 165.23 FEET; THENCE S00°16'04"W, ALONG THE WESTERLY LINE OF SAID TRACT, A DISTANCE OF 255.90 FEET TO A POINT ON THE MEANDERING CENTER LINE OF SMITH FORK OF LITTLE PLATTE RIVER; THENCE ALONG SAID MEANDERING CENTERLINE S87°33'42"W A DISTANCE OF 36.11 FEET; THENCE CONTINUING ALONG SAID MEANDERING CENTERLINE S80°24'12"W A DISTANCE OF 132.57 FEET; THENCE CONTINUING ALONG MEANDERING CENTERLINE S63°34'55"W, A DISTANCE OF 126.50 FEET; THENCE CONTINUING ALONG SAID MEANDERING CENTERLINE S53°29'15"W, A DISTANCE OF 124.89 FEET; THENCE CONTINUING ALONG SAID MEANDERING CENTERLINE S55°16'45"W, A DISTANCE OF 175.44 FEET; THENCE CONTINUING ALONG SAID MEANDERING CENTERLINE S53°54'19"W, A DISTANCE OF 121.80 FEET; THENCE CONTINUING ALONG SAID MEANDERING CENTERLINE S69°12'07"W, A DISTANCE OF 104.03 FEET; THENCE CONTINUING ALONG SAID MEANDERING CENTERLINE S84°31'37"W, A DISTANCE OF 84.98 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 169; THENCE N11°26'40"E, ALONG SAID EASTERLY RIGHT OF WAY LINE. A DISTANCE OF 163.81 FEET; THENCE N63°45'34"E, A DISTANCE OF 318.07 FEET; THENCE N27°47'53"W, A DISTANCE OF 147.33 FEET; THENCE N62°12'07"E, A DISTANCE OF 92.55 FEET; THENCE N02°00'18"E, A DISTANCE OF 130.83 FEET; THENCE N78°30'46"W, A DISTANCE OF 78.09 FEET; THENCE N10°21'06"E, A DISTANCE OF 251.32 FEET TO THE POINT OF BEGINNING.

Is hereby changed to R-3P.

Section 2. Upon the taking effect of this ordinance, the above zoning changes shall be entered and shown upon the "Official Zoning Map" previously adopted and said Official Zoning Map is hereby reincorporated as a part of the zoning ordinance as amended.

Section 3. That the Conceptual Plan for the Smithville Plaza Apartments is hereby approved as the conceptual plan for said property and shall represent the plan in the "P" designation in the above listed R-3P district.

This ordinance shall take effect and be in full force from and after the approval.

PASSED THIS 6th DAY OF OCTOBER 2026.

Damien Boley, Mayor

ATTEST:

Linda Drummond, City Clerk

First Reading: 09/29/2026

Second Reading 10/06/2026

Exhibit A

REZONING FINDING OF FACTS AND CONCLUSIONS OF LAW

Applicants: 101 169 Hwy LLC

Land Use Proposed: R-3

Zoning: B-3 and R-3

Property Location: Approximately 119 N US 169 Hwy

Pursuant to the provisions of Section 400.560(C) of the Smithville Code, the Planning Commission does hereby make the following findings of fact based upon the testimony and evidence presented in a public hearing of the Planning and Zoning Commission of the City of Smithville, held on September 8, 2026, and presents these findings to the Board of Aldermen, with its' recommendations on the application.

Finding of Facts

1. *Character of the neighborhood.*
The surrounding area predominantly commercial to the north and west, with the river to the south and mixed uses thereafter to the south. The east side is zoned both R-3 and B-4 with single family residential houses.
2. *Consistency with the City's Comprehensive Plan and ordinances.*
The new Comprehensive Plan was approved on November 10th, 2020, and formally adopted as the policy of the City on November 17th, 2020. That plan seeks additional residential density in and near the downtown core to provide a vibrant downtown culture.
3. *Adequacy of public utilities and other needed public services.*
The property is accessible to all utilities and other public services and the development is required to construct connections to those utilities and services at its own cost.
4. *Suitability of the uses to which the property has been restricted under its existing zoning.*
The current use is B-3, adjacent to R-3, and no development has occurred on either part. The highest and best use of the entire parcel is the mixed uses of retail and residential as proposed.
5. *Length of time the property has remained vacant as zoned.*

The property was zoned to the existing district classification when zoning was established, and no development or change has occurred.

6. *Compatibility of the proposed district classification with nearby properties.*

The proposed district essentially adjusts the current boundary between the B-3 and R-3 portions of the parcel to the west to the existing commercial uses and is both complimentary and compatible to the nearby properties.

7. *The extent to which the zoning amendment may detrimentally affect nearby property.*

No detrimental effects are anticipated to the adjacent property values.

8. *Whether the proposed amendment provides a disproportionately great loss to the individual landowners nearby relative to the public gain.*

No detrimental effects are anticipated to adjacent properties, so no great loss is expected.

9. That in rendering this Finding of Fact, testimony at the public hearing on September 8, 2026, has been taken into consideration as well as the documents provided.

Recommendation of the Planning Commission

Based on the foregoing findings of fact, we conclude that:

- A. This application and the Rezoning of this property from B-3 and R-3 to R-3, is governed by Section 400.550 of the zoning ordinance of Smithville, Missouri.
- B. The proposed zoning is compatible with the factors set out in Section 400.560(C) of the zoning ordinance.
- C. The Planning and Zoning Commission of the City of Smithville, Missouri recommends approval of rezoning the property to R-3.

Exhibit C

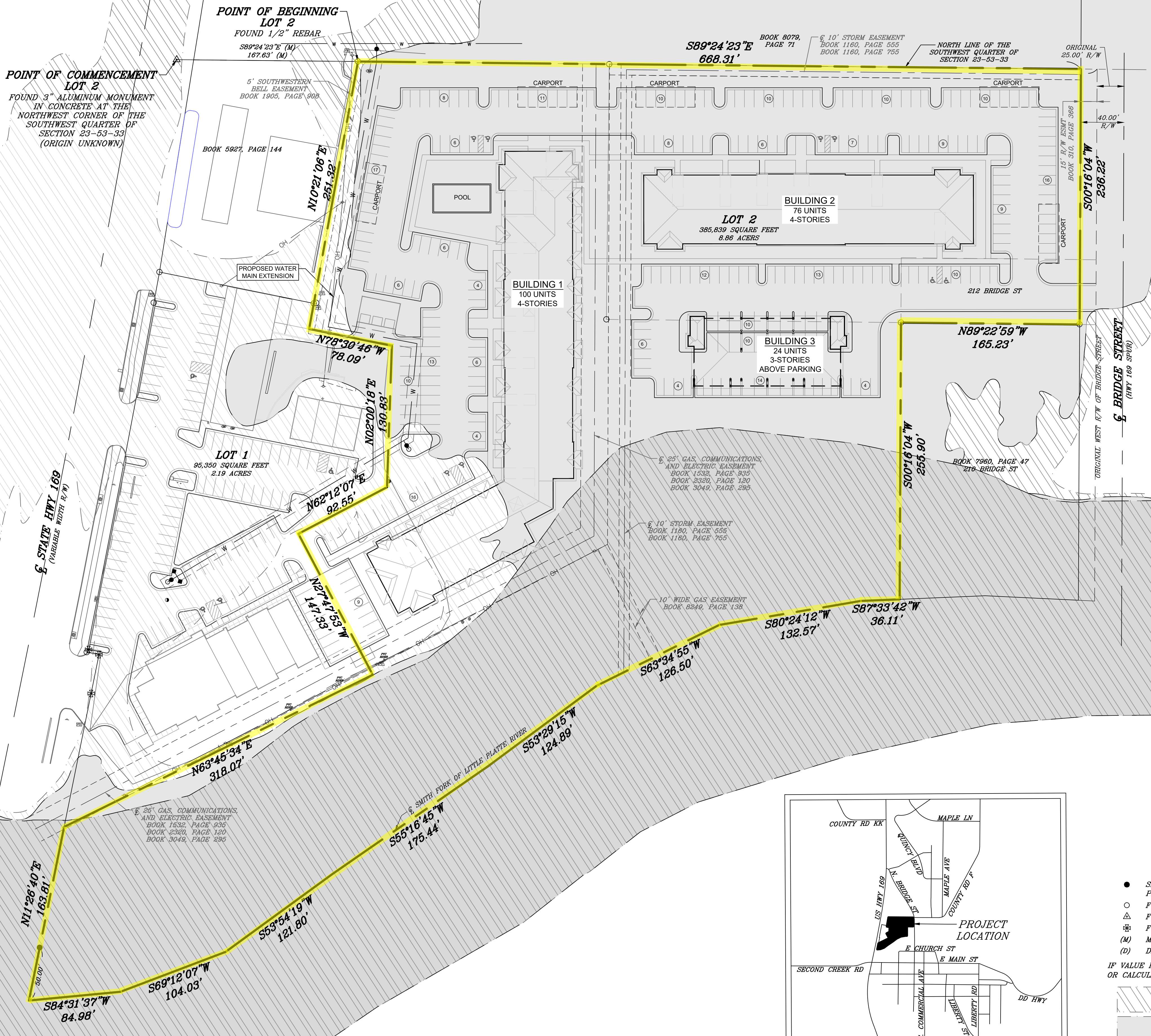
Conceptual Development Plan Findings

- a. That the Commission has reviewed the conceptual development plan with consideration of the issues contained in Subsection 400.200 (B)(3) (site plan standards); and
- b. That the conceptual development plan is in conformance with the comprehensive land use plan and other appropriate sections of the Code of Ordinances; and
- c. That the conceptual development plan provides for an organized and unified system of land use intensities which are compatible with the surrounding areas; and
- d. That the proposed development adequately protects the health, safety and general welfare of future and existing residents and property owners in and around the development.

SMITHVILLE PLAZA

PLANNED DEVELOPMENT OVERLAY CONCEPTUAL PLAN

A DEVELOPMENT IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 53 NORTH, RANGE 33 WEST SMITHVILLE, CLAY COUNTY, MISSOURI



PROPERTY DESCRIPTION - LOT 2
CONTAINING 385,839 SQUARE FEET OR 8.86 ACRES

TRACT OF LAND LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 53 NORTH, RANGE 33 WEST, SMITHVILLE, CLAY COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER, THENCE S89°24'23\"/>

SURVEY NOTES:

- THE DESCRIPTION USED FOR THIS SURVEY DERIVED FROM TITLE COMMITMENT PREPARED BY FIRST AMERICAN TITLE AS FILE NO. 233238, HAVING AN EFFECTIVE DATE OF AUGUST 1, 2022 AT 8:00AM.
- THE BEARINGS SHOWN HEREON ARE BASED ON NAD83(2011) EPOCH 2010.00 ADJUSTMENT.
- THIS SURVEY IS BASED UPON RECORD DOCUMENTS, LEGAL DESCRIPTIONS, AND OTHER INFORMATION FURNISHED BY THE CLIENT PLUS OTHER INFORMATION KNOWN TO THIS SURVEYOR. THIS SURVEYOR HAS NO KNOWLEDGE OF ANY OTHER RECORD DOCUMENTS WHICH AFFECT THE SUBJECT REAL ESTATE.
- THIS SURVEY MEETS OR EXCEEDS THE ACCURACY STANDARDS OF AN URBAN PROPERTY SURVEY AS DEFINED BY THE 'MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS'.
- ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY, PANEL NUMBER 14 OF 350, MAP NUMBER 29047C0014E, EFFECTIVE DATE, AUGUST 3, 2015, THE SUBJECT PROPERTY LIES PARTIALLY WITHIN FLOOD AREA AE REGULATORY FLOODWAY, FLOOD ZONE AE WITH MINIMUM BASE FLOOD ELEVATION OF 813.0', AND WITHIN FLOOD ZONE X, AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN A FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD, PARTIALLY WITHIN AE IN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD.

SMITHVILLE PLAZA DEVELOPMENT DATA

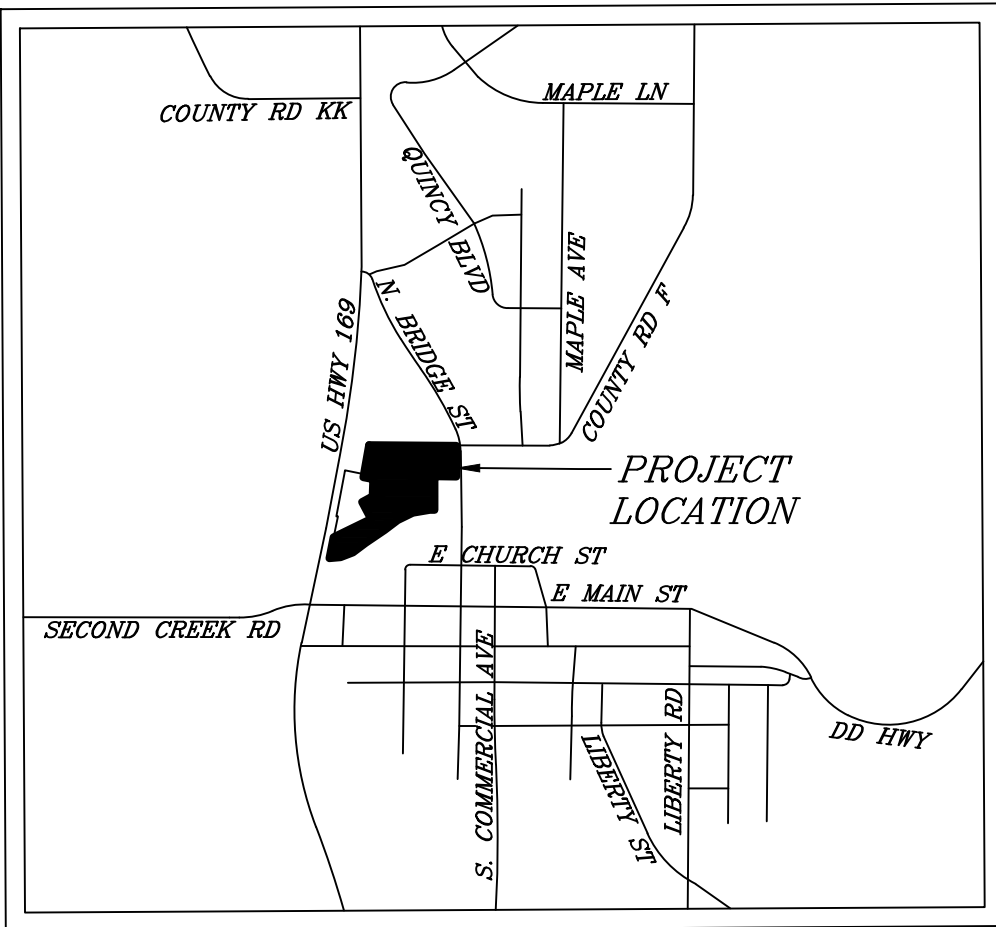
BUILDING	EXISTING ZONING	PROPOSED ZONING	LAND USE	GROSS ACRES	PARKING		NUMBER OF FLOORS	NUMBER OF UNITS	PARKING RATIO
					REQUIRED	PROVIDED			
1	R-3	R-3-P	MULTI-FAMILY		300	116	4	100	1.16
2	R-3	R-3-P	MULTI-FAMILY		228	130	4	76	1.71
3	R-3	R-3-P	MULTI-FAMILY		72	48	3	24	2.00
TOTALS				8.86	600	294		200	1.47

LEGEND

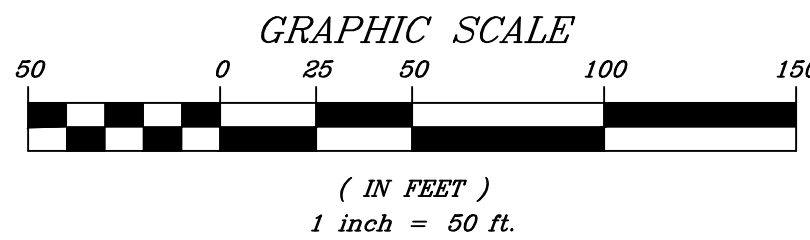
- SET 1/2" REBAR 24" LONG WITH PLASTIC CAP STAMPED "LS-2007000089"
- FOUND 1/2" MONUMENT AS NOTED
- FOUND 5/8" MONUMENT AS NOTED
- FOUND "+" CUT IN CONCRETE
- (M) MEASURED BEARING OR DISTANCE
- (D) DESCRIBED BEARING OR DISTANCE

IF VALUE IS NOT LABELED IT IS MEASURED (BETWEEN MONUMENTS) OR CALCULATED BASED ON MEASUREMENTS TO MONUMENTS

- FEMA FLOOD HAZARD AREA X
0.2% ANNUAL CHANCE FLOOD HAZARD
- FEMA FLOOD HAZARD AREA AE
BASE FLOOD ELEVATION OF 813.0'
- FEMA FLOOD HAZARD AREA AE
REGULATORY FLOODWAY



VICINITY MAP
NOT TO SCALE
OWNER/DEVELOPER
101 US 169 LLC



SURVEYORS DECLARATION:
I HEREBY DECLARE THAT THIS DRAWING WAS PREPARED UNDER MY SUPERVISION FOR BUILDING PERMIT APPLICATION AND CONSTRUCTION PURPOSES ONLY. THAT THIS DRAWING DOES NOT REPRESENT A BOUNDARY SURVEY AND THE PROPERTY LINES SHOWN HEREON HAVE NOT BEEN VERIFIED; THAT THE SEWER DEPTH OR FLOWLINE ELEVATIONS (IF SHOWN) ARE FROM THE BEST INFORMATION AVAILABLE WHICH SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

ROBERT C. YOUNG, P.E.
DATE 7/15/2026

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E:\A-CLAY COUNTY\28211 LEFE SMITHVILLE 101 N 169 HWY REPLAT & ENGINEERING\DWGS\28211_CONCEPT PLANDWG 7/15/2026

R.L. Buford & Associates, LLC
LAND DEVELOPMENT CONSULTANTS
P.O. BOX 14089, PARKVILLE, MO. 64152 (816) 741-6152
R.L. BUFORD & ASSOCIATES, LLC
LICENSE NO. LS-2010031977
REB@rlbuford.com

FOR 101 US 169, LLC
A MISSOURI LIMITED LIABILITY COMPANY
OVERLAY CONCEPTUAL PLAN

SEC. 53-13
DATE 7/14/2026
JOB NO. 28211
FIELD BOOK
LOOSE LEAF
DRAWN BY JKR



STAFF REPORT

July 6, 2017

Rezoning of Parcel Id # 05-617-00-02-002.01

Application for a Zoning District Classification Amendment

Code Sections:

400.560.C Zoning District Classification Amendments

Property Information:

Address: 119 N 169 Highway
Owner: 101 US 169 LLC
Current Zoning: B-3 & R-3
Proposed Zoning: R-3

Public Notice Dates:

1st Publication in Newspaper: August 19, 2026
Letters to Property Owners w/in 185': August 19, 2026

GENERAL DESCRIPTION:

The applicant has submitted a rezoning request to change the B-3 portion of the subject parcel to R-3 and then create a conceptual plan for development of a 200-unit apartment complex on both the rezoned property and the existing R-3 property to the east.

EXISTING ZONING:

The existing zoning is B-3 and R-3.

CHARACTER OF THE NEIGHBORHOOD *400.560.C.1*

The surrounding area predominantly commercial to the north and west, with the river to the south and mixed uses thereafter to the south. The east side is zoned both R-3 and B-4 with single family residential houses.

CONSISTENCY WITH COMPREHENSIVE PLAN AND ORDINANCES *400.560.C.2*

The new Comprehensive Plan was approved on November 10th, 2020, and formally adopted as the policy of the City on November 17th, 2020. That plan seeks

additional residential density in and near the downtown core to provide a vibrant downtown culture.

ADEQUACY OF PUBLIC UTILITIES OR OTHER PUBLIC SERVICES *400.560.C.3*

Streets and Sidewalks:

All public streets are recently upgraded by the city's most recent Streetscape project, or is a MoDOT controlled highway. No additional public street infrastructure improvements are necessary.

Water, Sewer and Storm water

The city has sufficient water supply and sewer capacity in the area. The applicant will be responsible for additional waterline construction to ensure adequate fireflows exist. Any impacts will be handled in the normal development engineering process, but the existing systems are more than adequate.

All other utilities

All utilities are currently available on site, but future development will be conditioned upon installation of all other needed upgrades or extensions of utilities at the cost of the development.

SUITABILITY OF THE USES TO WHICH THE PROPERTY HAS BEEN RESTRICTED UNDER ITS EXISTING ZONING *400.560.C.4*

The current use is B-3, adjacent to R-3, and no development has occurred. The highest and best use of the entire parcel is the mixed uses of retail and residential as proposed.

TIME THE PROPERTY HAS REMAINED VACANT AS ZONED *400.560.C.5*

The property was zoned to its' existing district classification when zoning was established and it has never developed.

COMPATIBILITY OF PROPOSED DISTRICT WITH NEARBY LAND *400.560.C.6*

The proposed district essentially adjusts the current boundary between the B-3 and R-3 portions of the parcel to the west to the existing commercial uses.

EXTENT WHICH THE AMENDMENT MAY DETRIMENTALLY AFFECT NEARBY PROPERTY *400.560.C.7*

No detrimental effects are known.

WHETHER THE PROPOSAL HAS A DISPROPORTIONATE GREAT LOSS TO ADJOINING PROPERTY OWNERS RELATIVE TO THE PUBLIC GAIN *400.560.C.8*

With no detrimental effects known, no great loss is expected.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed district based upon the change meets the Comprehensive Plan recommendations.

Respectfully Submitted,

Zoning Administrator



STAFF REPORT

April 21, 2026

Conceptual Plan Rezoning of Parcel Id # 05-617-00-02-002.01

Application for a Planned Development Overlay District Conceptual Plan

Code Sections:

400.200.B Planned Development Overlay District Classification
Amendments

Property Information:

Address: 119 N 169 HWY
Owner: 101US169 LLC
Current Zoning: B-3 & R-3
Proposed Zoning: R-3P conforming to the Conceptual Plan

Public Notice Dates:

1st Publication in Newspaper: September 19, 2026
Letters to Property Owners w/in 185': September 19, 2026

GENERAL DESCRIPTION:

The applicant has submitted a rezoning request to change the B-3 and R-3 portion of the subject parcel to R-3 and then create a conceptual plan for development of a 200-unit apartment complex on the entire parcel. The subject parcel lies immediately east of the Smithville Plaza Retail development that fronts upon 169 Highway, and west of Bridge Street: south of the 169 Self Storage facility and north of Smith's Fork of the Little Platte River. The parcel lies west and north of the Patterson House Museum as well.

The proposal includes 3 separate, 4-story buildings, with the smallest of the buildings to house 3 stories of apartments above a parking structure, and the other two buildings a full 4 stories of apartments.

EXISTING ZONING:

The existing zoning is R-3 on the east side of the extension of the Mill Street right of way line, easterly to the Bridge Street right of way line. The remaining of the parcel is currently zoned B-3 (shown in pink below).



In reviewing conceptual development plans for a Planned Development Overlay District, the Commission shall consider the requirements in the site plan review provisions in Sections 400.390 to 400.440 when evaluating the following:

TOPOGRAPHY

To ensure the site is suitable for development, and buildings are located and arranged in appropriate areas.

The parcel is generally flat, with a portion of the site adjacent to the river within the floodplain, including a portion within the floodway. The chosen layout is such that any of the floodplain restrictions to development are substantially mitigated to avoid the floodway entirely and limited fill in portions of the floodplain. With properly executed floodplain development permits, the buildings are located and arranged in appropriate areas. The proposed layout also substantially reduces any stormwater detention requirements within the floodplain.

PARKING

To ensure the proposed development contains an adequate amount of parking and is located in an appropriate area or adequately screened. Generally, the parking should conform to the required number of spaces appropriate to the development type as contained in Sections 400.450 to 400.480. The Commission may allow a deviation from these parking requirements should the applicant show an adequate amount of parking exists.

The current city parking standards were created in the 1960's and have remained unchanged since that time. Our Conceptual Plan code allows deviations IF the applicant can show an adequate amount of parking exists. During predevelopment conversations, staff noted that the oldest apartment complex in town is south of the river from this project at Fairview and Main Streets, constructed in the late 1980's. Those apartments have a total of 41 off-street parking spaces for 24 units, denoting a parking density ratio of 1.71 spaces per unit. The applicant was instructed at that time that any request to deviate below that ratio would need to have separate justifications via studies or national standards.

The applicant has submitted a site plan that provides 294 parking spaces (with additional co-location spaces in the retail area to the west) for a total of 200 units within 3 distinct buildings. This results in a parking density ratio of 1.47 spaces per unit. To justify this lower number of spaces, the applicant's traffic engineer evaluated the density requirements of both the International Traffic Engineers (ITE) and the Urban Planning Institute (UPI) and their studies and historical averages. The ITE numbers are also used in calculating the number of trips generated for each potential land use.

Those entities have numbers associated with the standard parking densities required for the various land uses. In the current application, the ITE land use code is 221, which applies to multifamily housing located in units with between 3 and 10 floors. The application indicates all buildings will be 4 stories high, but one will only have 3 stories of residential uses above one story of parking.

In a suburban setting, the ITE indicates a range between 1.26 and 1.36 spaces per unit, and the UPI recommends a parking density of no less than 1.46 (1.17 in urban settings). These recommendations translate into between 252 and 272 spaces for the ITE and 292 spaces for the UPI. The applicant has proposed 294 spaces, which exceeds both national recommendations.

SETBACKS

To ensure buildings provide for adequate light, air, and privacy protection by providing appropriate proportion between buildings, and adequate separation between buildings and adjoining properties.

Building separation exceeds the standard setback requirements in R-3 districts and is in full compliance with the fire codes.

ARCHITECTURE

To ensure the architectural theme is compatible and consistent throughout the project and is reasonably compatible with surrounding developments.

The proposed architectural theme is surrounded by truly commercial buildings and one historical building zoned commercially, but remains reasonably compatible with surrounding development.

SITE PLAN

To ensure the location and arrangement of buildings, signs and other structures are appropriate for the site, existing and proposed streets, drives and public ways are arranged appropriately and to ensure site drainage has been adequately addressed.

The layout addresses the site drainage by laying out the buildings in a way to particularly avoid any floodways and the only floodplain construction will include a building with three stories of residential units above a ground level parking lot. The access into and through the site are addressed in the TIS and anticipates a 60-40 split of traffic between 169 through the retail area and via Bridge Street to the east directly.

LANDSCAPING

To ensure the development provides adequate landscaping to provide a pleasant environment, to enhance the building's appearance; to ensure existing significant trees are adequately protected.

The landscaping plan addresses some plantings along the south façade of the western building similar to the retail area to the east, but leaves much of the remaining south facades open for view to and from the river. The eastern and western portions of the site will include substantial plantings to improve both the on-site and off-site views. The north façade will have limited plantings to address breaks in the parking area that faces the rear of the storage units to the north.

OTHER MATTERS

Any other feature or issue associated with the State zoning and planning enabling legislation or the Comprehensive Plan for the City of Smithville for which the Commission feels is appropriate and relevant to the development of the site.

The location of this project does address the Comprehensive plan goal of improving the density of housing near the core downtown retail and entertainment area.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed district based upon the change meets the Comprehensive Plan recommendations.

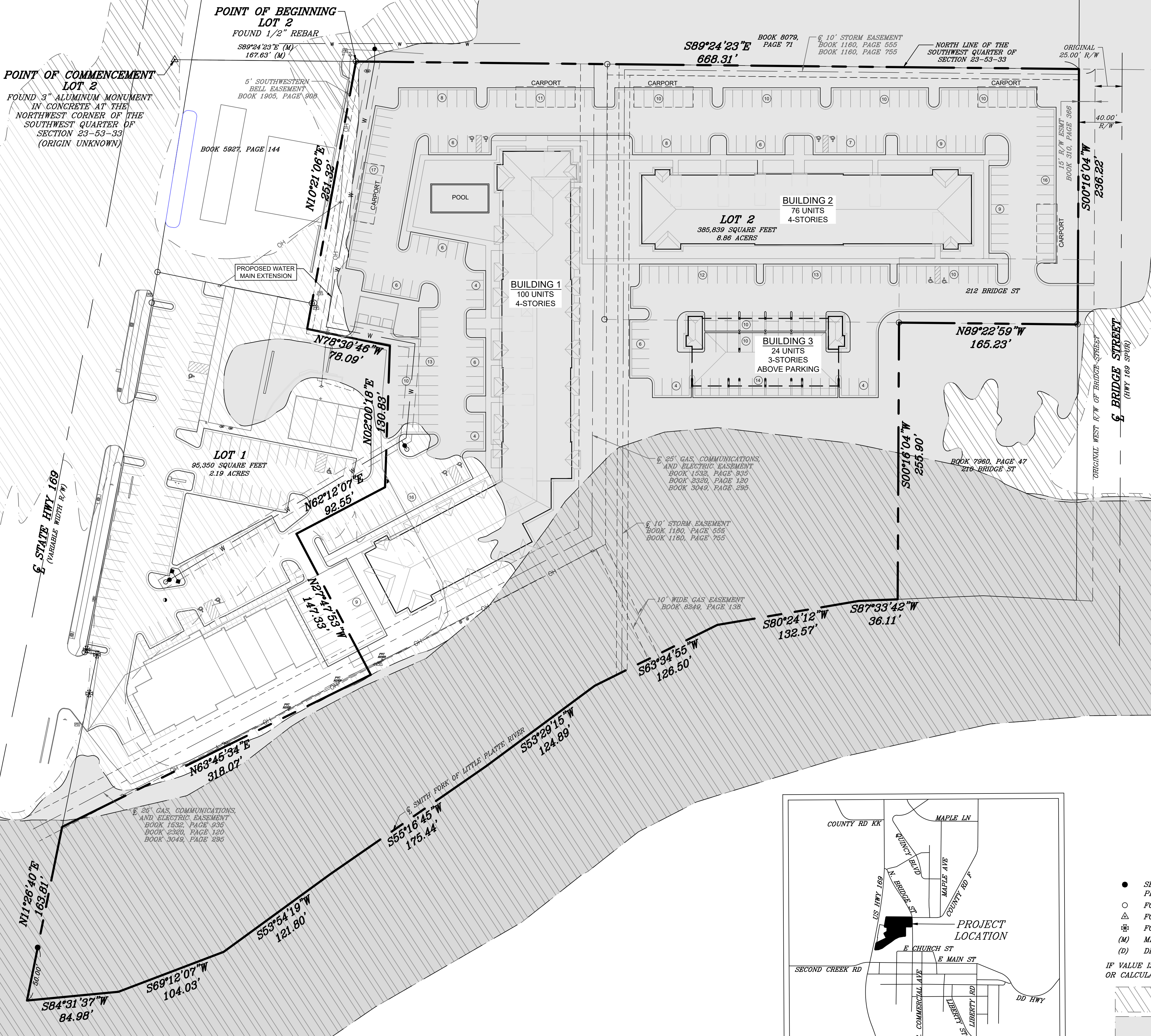
Respectfully Submitted,

Zoning Administrator

SMITHVILLE PLAZA

PLANNED DEVELOPMENT OVERLAY CONCEPTUAL PLAN

A DEVELOPMENT IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 53 NORTH, RANGE 33 WEST SMITHVILLE, CLAY COUNTY, MISSOURI



PROPERTY DESCRIPTION - LOT 2
CONTAINING 385,839 SQUARE FEET OR 8.86 ACRES

TRACT OF LAND LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 53 NORTH, RANGE 33 WEST, SMITHVILLE, CLAY COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER, THENCE S89°24'23\"/>

SURVEY NOTES:

- THE DESCRIPTION USED FOR THIS SURVEY DERIVED FROM TITLE COMMITMENT PREPARED BY FIRST AMERICAN TITLE AS FILE NO. 233238, HAVING AN EFFECTIVE DATE OF AUGUST 1, 2022 AT 8:00AM.
- THE BEARINGS SHOWN HEREON ARE BASED ON NAD83(2011) EPOCH 2010.00 ADJUSTMENT.
- THIS SURVEY IS BASED UPON RECORD DOCUMENTS, LEGAL DESCRIPTIONS, AND OTHER INFORMATION FURNISHED BY THE CLIENT PLUS OTHER INFORMATION KNOWN TO THIS SURVEYOR. THIS SURVEYOR HAS NO KNOWLEDGE OF ANY OTHER RECORD DOCUMENTS WHICH AFFECT THE SUBJECT REAL ESTATE.
- THIS SURVEY MEETS OR EXCEEDS THE ACCURACY STANDARDS OF AN URBAN PROPERTY SURVEY AS DEFINED BY THE 'MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS\"/>

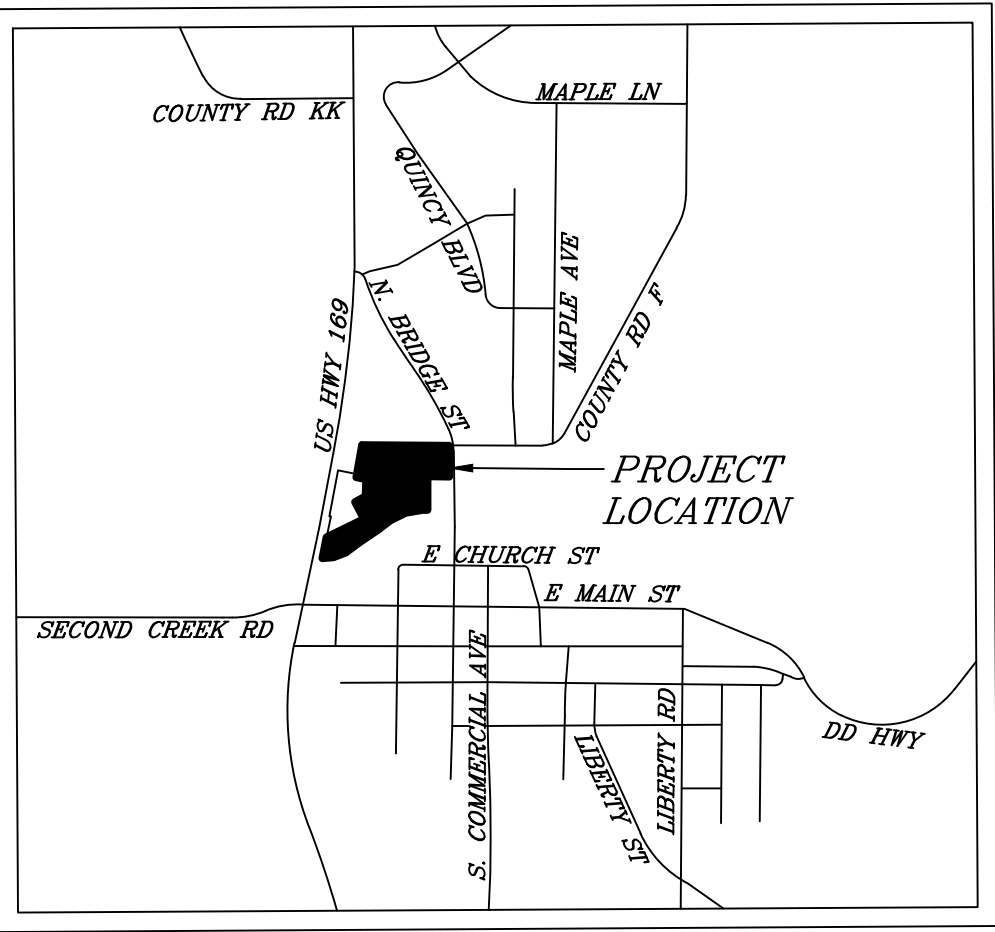
SMITHVILLE PLAZA DEVELOPMENT DATA

BUILDING	EXISTING ZONING	PROPOSED ZONING	LAND USE	GROSS ACRES	PARKING		NUMBER OF FLOORS	NUMBER OF UNITS	PARKING RATIO
					REQUIRED	PROVIDED			
1	R-3	R-3-P	MULTI-FAMILY		300	116	4	100	1.16
2	R-3	R-3-P	MULTI-FAMILY		228	130	4	76	1.71
3	R-3	R-3-P	MULTI-FAMILY		72	48	3	24	2.00
TOTALS				8.86	600	294		200	1.47

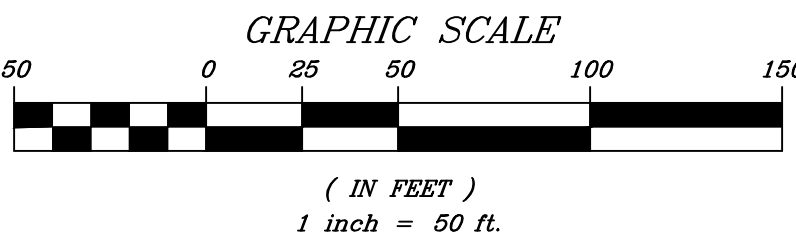
- LEGEND**
- SET 1/2\"/>

IF VALUE IS NOT LABELED IT IS MEASURED (BETWEEN MONUMENTS) OR CALCULATED BASED ON MEASUREMENTS TO MONUMENTS

- FEMA FLOOD HAZARD AREA X
0.2% ANNUAL CHANCE FLOOD HAZARD
- FEMA FLOOD HAZARD AREA AE
BASE FLOOD ELEVATION OF 813.0'
- FEMA FLOOD HAZARD AREA AE
REGULATORY FLOODWAY



VICINITY MAP
NOT TO SCALE
OWNER/DEVELOPER
101 US 169 LLC



SURVEYORS DECLARATION:
I HEREBY DECLARE THAT THIS DRAWING WAS PREPARED UNDER MY SUPERVISION FOR BUILDING PERMIT APPLICATION AND CONSTRUCTION PURPOSES ONLY. THAT THIS DRAWING DOES NOT REPRESENT A BOUNDARY SURVEY AND THE PROPERTY LINES SHOWN HEREON HAVE NOT BEEN VERIFIED. THAT THE SEWER DEPTH OR FLOWLINE ELEVATIONS (IF SHOWN) ARE FROM THE BEST INFORMATION AVAILABLE WHICH SHALL BE CONFIRMED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

ROBERT C. YOUNG, P.E.
7/15/2026
DATE

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E:\A-CLAY COUNTY\26211 LEFE SMITHVILLE 101 N 169 HWY REPLAT & ENGINEERING\DWGS\26211_CONCEPT PLANDWG 7/15/2026

R.L. Buford & Associates, LLC
LAND SURVEYING & ENGINEERING
P.O. BOX 14089, PARKVILLE, MO. 64152 (816) 741-6152

FOR 101 US 169, LLC
A MISSOURI LIMITED LIABILITY COMPANY
OVERLAY CONCEPTUAL PLAN

DATE: 7/14/2026
JOB NO: 26211
SHEET: 13 OF 13
FIELD BOOK: LOOSE LEAF

DRAWN BY: JKR

Smithville Plaza Apartments

Color Elevation



MATERIAL SCHEDULE

1. ARCHITECTURAL FIBERGLASS SHINGLES
2. SMART LAP SIDING
SW7008 ALABASTER
3. SMART VERTICAL SIDING
SW7036 ACCESSIBLE BEIGE
4. SMART PANEL SIDING
COLOR TO MATCH ADJACENT SIDING
5. SMART TRIM
SW7048 URBANE BRONZE
6. SIMULATED STONE VENEER
ELDORADO STONE BLUFFSTONE MINERET
7. ALUMINUM STOREFRONT
8. ALUMINUM WINDOWS
9. ALUMINUM RAILINGS

A New Multifamily Development for:

Smithville Plaza Apartments

101 US Highway 169 Smithville, Missouri
July 8, 2026

UNIT MATRIX:

Smithville Plaza Apartments							7/2/2026	
Unit Mix								
Summary								
	Type	Beds	HUD Net SF	HUD gross/Market Net SF	Total Units	Total SF	% of BR Type	% of Total
Total / Average 1BR		1	651	696	72	50,112	100%	36%
Total / Average 2BR		2	902	969	116	112,432	100%	58%
Total / Average 3BR		3	1,174	1,245	12	14,940	100%	6%
Total / Average Project			828	887	200	177,484		100%
By Floorplan								
By Floorplan	Type	Beds	HUD Net SF	HUD gross/Market Net SF	Total Units	Total SF	% of BR Type	%
A1	1BR/1BA	1	651	696	72	50,112	100%	36%
Total / Average 1BR			651	696	72	50,112	100%	36%
B1	2BR/2BA	2	920	986	96	94,656	133%	48%
B1m	2BR/2BA	2	809	872	8	6,976	11%	4%
B2	2BR/2BA	2	823	900	12	10,800	17%	6%
Total / Average 2BR			902	969	116	112,432	100%	58%
C1	3BR/2BA	3	1,174	1,245	12	14,940	17%	6%
Total / Average 3BR			1,174	1,245	12	14,940	100%	6%
Pricing Info								
Total Building Gross Area (Sq. Ft.)					227,052			
Efficiency					78%			
Building Footprint Area (Sq. Ft.)					50,772			
Bathrooms					328			
Windows					540			
* HUD GROSS AREA (MARKET NET AREA) IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM THE EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE, INCLUDING BREEZEWAY WALLS AND GARAGE WALLS. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE CLOSETS OR FIREPLACE CHASES.								
* HUD NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM THE INTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE, INCLUDING BREEZEWAY WALLS AND GARAGE WALLS. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE CLOSETS OR FIREPLACE CHASES.								
* MARKET GROSS AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM THE EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE, INCLUDING BREEZEWAY WALLS AND GARAGE WALLS. IT DOES INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE CLOSETS OR FIREPLACE CHASES.								

Summary Building 1					
	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total
1BR	12	9	9	9	39
2BR	12	15	15	15	57
3BR	1	1	1	1	4
Total	25	25	25	25	100

By Floor Building 1					
By Floorplan	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total
A1	12	9	9	9	39
Total 1BR	12	9	9	9	39
B1	10	13	13	13	49
B1m	1	1	1	1	4
B2	1	1	1	1	4
Total 2BR	12	15	15	15	57
C1	1	1	1	1	4
Total 3BR	1	1	1	1	4

Building 1		Total Building Gross Area	120,380
Efficiency			73%
Building Footprint Area			30,095
Building Footprint Perimeter			1,166
Building Height - Truss Bearing			42

Summary Building 2					
	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total
1BR	9	6	6	6	27
2BR	8	11	11	11	41
3BR	2	2	2	2	8
Total	19	19	19	19	76

By Floor Building 2					
By Floorplan	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total
A1	9	6	6	6	27
Total 1BR	9	6	6	6	27
B1	5	8	8	8	29
B1m	1	1	1	1	4
B2	2	2	2	2	8
Total 2BR	8	11	11	11	41
C1	2	2	2	2	8
Total 3BR	2	2	2	2	8

Building 2		Total Building Gross Area	79,276
Efficiency			86%
Building Footprint Area			19,819
Building Footprint Perimeter			784
Building Height - Truss Bearing			42

Summary Building 3					
	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total
1BR	0	2	2	2	6
2BR	0	6	6	6	18
3BR	0	0	0	0	0
Total	0	8	8	8	24

By Floor Building 3					
By Floorplan	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total
A1	0	2	2	2	6
Total 1BR	0	2	2	2	6
B1	0	6	6	6	18
B1m	0	0	0	0	0
B2	0	0	0	0	0
Total 2BR	0	6	6	6	18
C1	0	0	0	0	0
Total 3BR	0	0	0	0	0

Building 3		Total Building Gross Area	27,396
Efficiency			80%
Building Footprint Area			858
Building Footprint Perimeter			184
Building Height - Truss Bearing			42

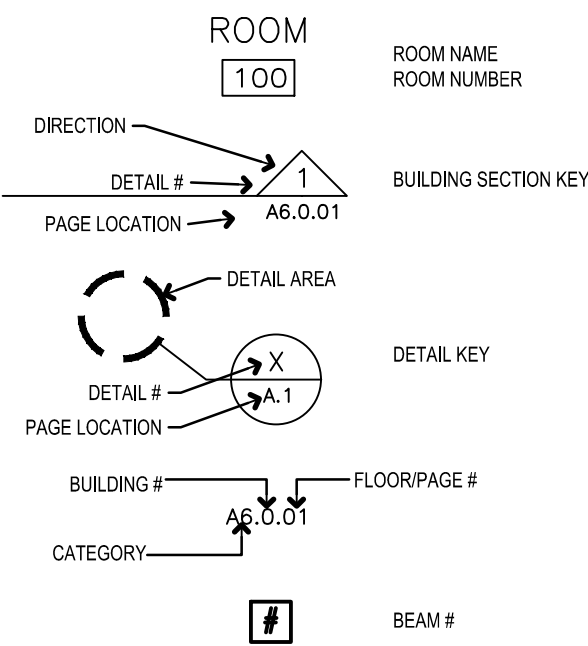
DRAWING INDEX:

SHEET NUMBER & NAME		PERMIT APPL.	REV. #1	REV. #2
C100	COVER SHEET			
AC100	ARCHITECTURAL SITE PLAN			
A501	BUILDING 1 ELEVATIONS			
A502	BUILDING 1 ELEVATIONS			
A503	BUILDING 2 ELEVATIONS			
A504	BUILDING 3 ELEVATIONS			
A101	BUILDING 1 FLOOR PLANS			
A102	BUILDING 1 ROOF PLAN			
A103	BUILDING 2 FLOOR PLANS			
A104	BUILDING 2 ROOF PLAN			
A105	BUILDING 3 FLOOR PLANS			

DESIGN CRITERIA

- ALL WORK SHALL CONFORM TO THE FOLLOWING CODES:
 - 2018 INTERNATIONAL BUILDING CODE
 - 2018 INTERNATIONAL ENERGY CONSERVATION CODE
 - 2018 UNIFORM PLUMBING CODE
 - 2017 NATIONAL ELECTRIC CODE
 - 2018 INTERNATIONAL MECHANICAL CODE

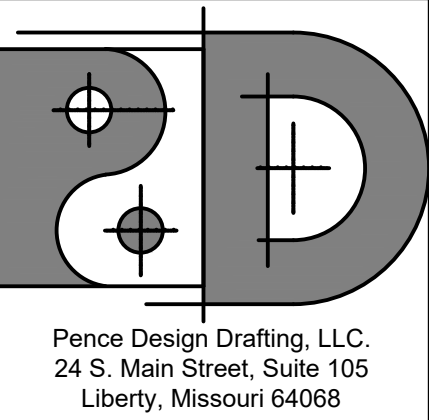
SYMBOLS LEGEND



Not for Construction

A New Multi-family Development for:
Smithville Plaza Apartments

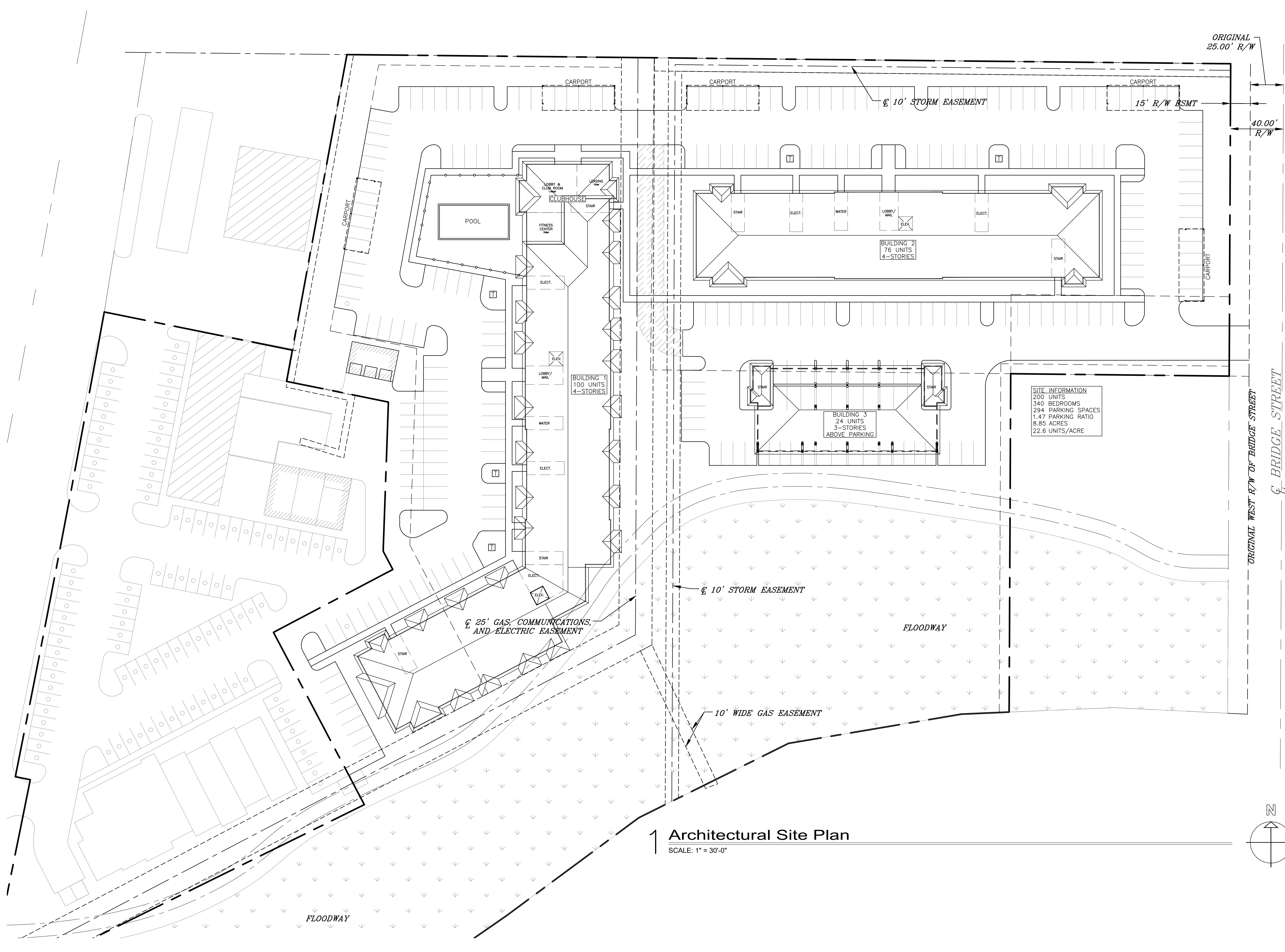
101 U.S. Hwy 169
Smithville, Missouri
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COVER SHEET

PROJECT: 25-032
DATE: July 2, 2026
SHEET NUMBER:

C100



ORIGINAL
25.00' R/W

40.00'
R/W

10' STORM EASEMENT

15' R/W ESMT

BRIDGE STREET
(HWY 169 SPUR)

ORIGINAL WEST R/W OF BRIDGE STREET

BUILDING 1
100 UNITS
4-STORIES

BUILDING 2
76 UNITS
4-STORIES

BUILDING 3
24 UNITS
3-STORIES
ABOVE PARKING

SITE INFORMATION
200 UNITS
340 BEDROOMS
294 PARKING SPACES
1.47 PARKING RATIO
8.85 ACRES
22.6 UNITS/ACRE

25' GAS, COMMUNICATIONS,
AND ELECTRIC EASEMENT

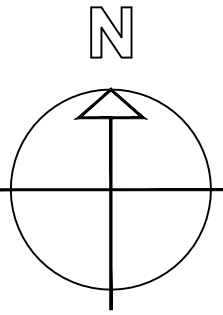
10' STORM EASEMENT

FLOODWAY

10' WIDE GAS EASEMENT

FLOODWAY

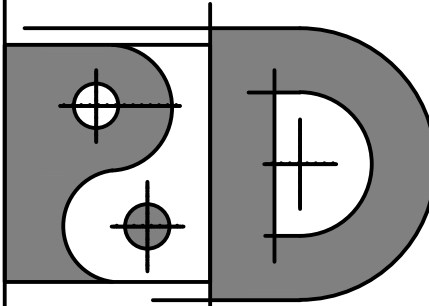
1 Architectural Site Plan
SCALE: 1" = 30'-0"



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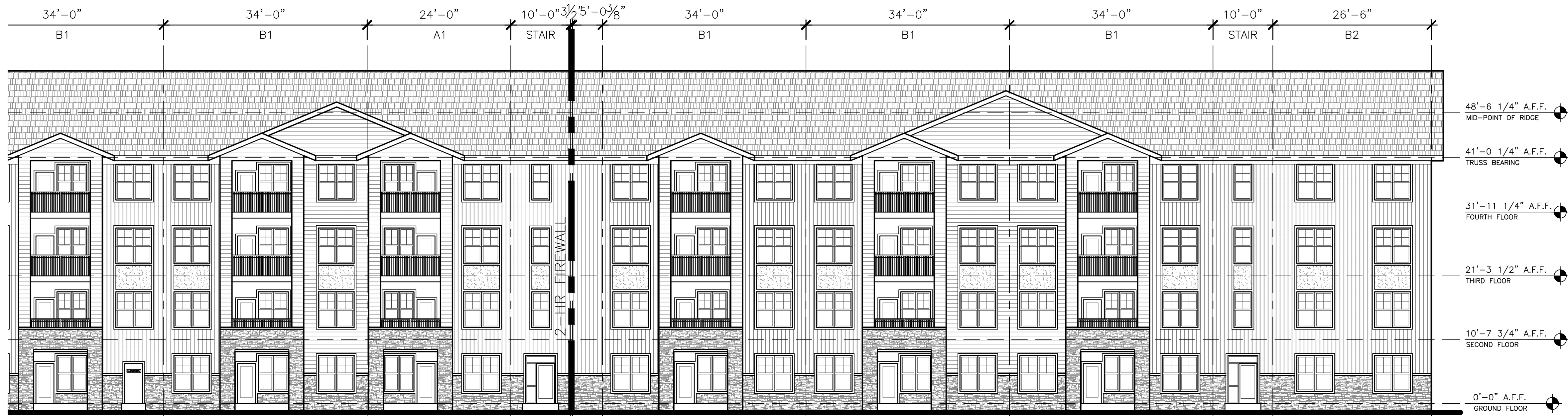
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24 S. Main Street, Suite 105
Liberty, Missouri 64068

ARCHITECTURAL
SITE PLAN

PROJECT: 25-032 DATE: July 2, 2026
SHEET NUMBER:

AC101

GENERAL PLAN NOTES:
ALL SUBCONTRACTORS SHALL BE RESPONSIBLE
FOR REVIEWING ALL DRAWINGS IN THE SET
PRIOR TO CONSTRUCTION. CONSTRUCTION
SHALL COMPLY WITH THE 2018 IBC



2 Building 1 Northwest Elevation
SCALE: 3/32" = 1'-0"



1 Building 1 West Elevation
SCALE: 3/32" = 1'-0"

GENERAL PLAN NOTES:
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Smithville, Missouri

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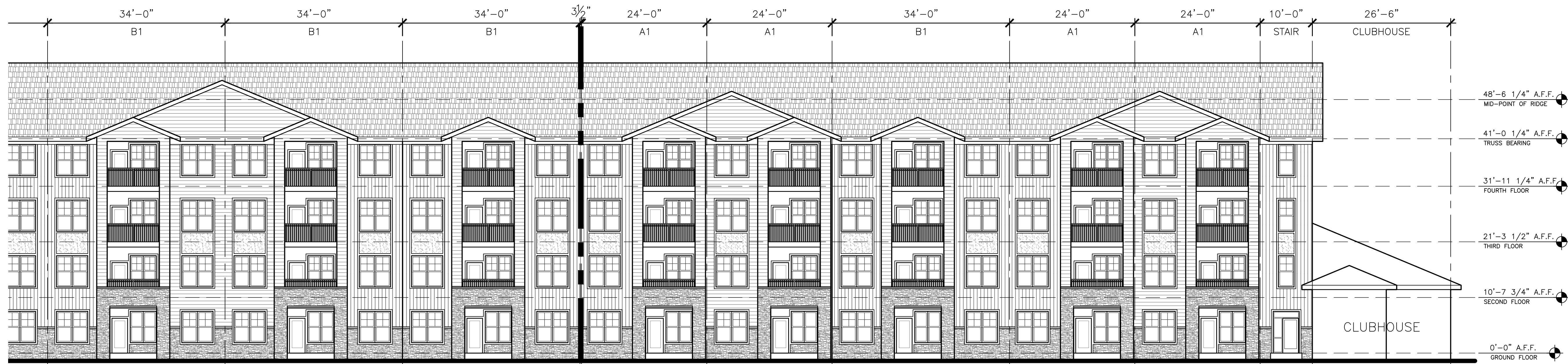


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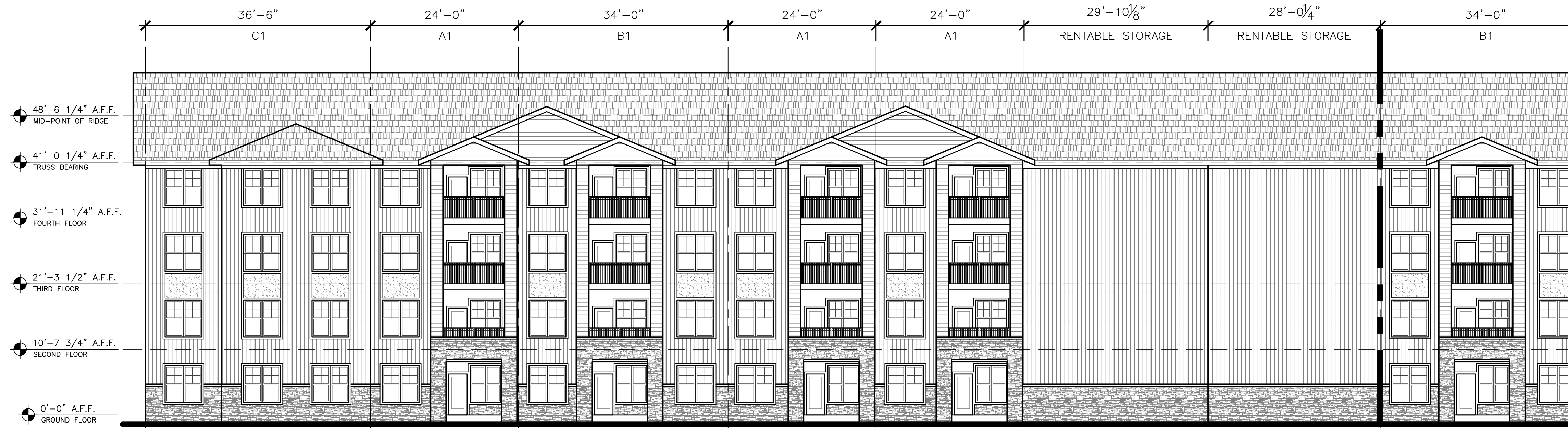
BUILDING 1
ELEVATIONS

PROJECT: 25-032
DATE: July 2, 2026
SHEET NUMBER:

A501



2 Building 1 Southeast Elevation
SCALE: 3/32" = 1'-0"



1 Building 1 Southeast Elevation
SCALE: 3/32" = 1'-0"

GENERAL PLAN NOTES:
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Not for Construction

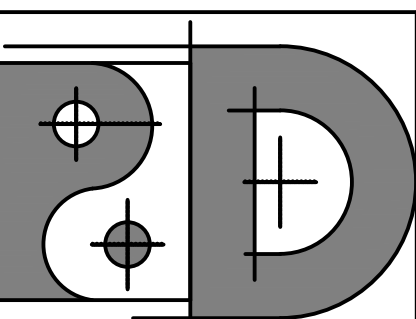
A New Multi-family Development for:

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101 U.S. Hwy 169

Smithville, Missouri

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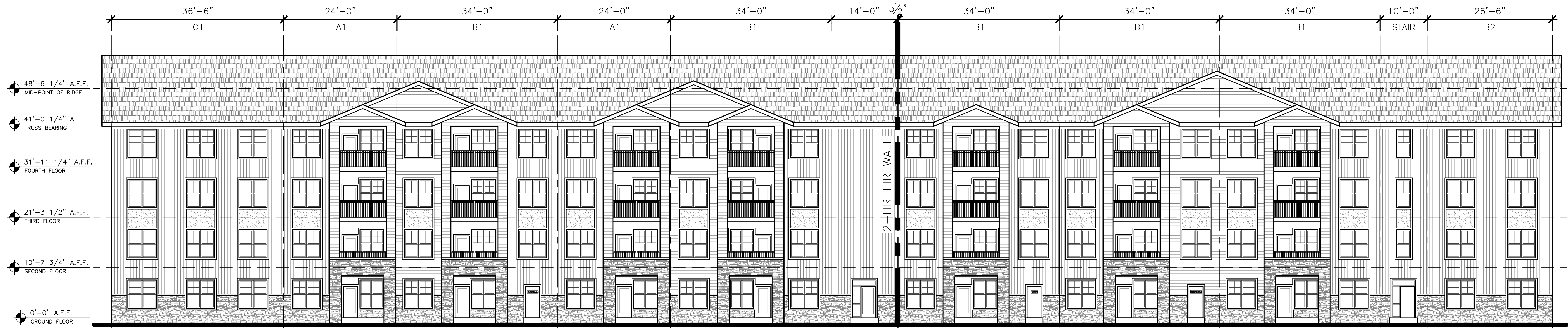
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Liberty, Missouri 64068

BUILDING 1
ELEVATIONS

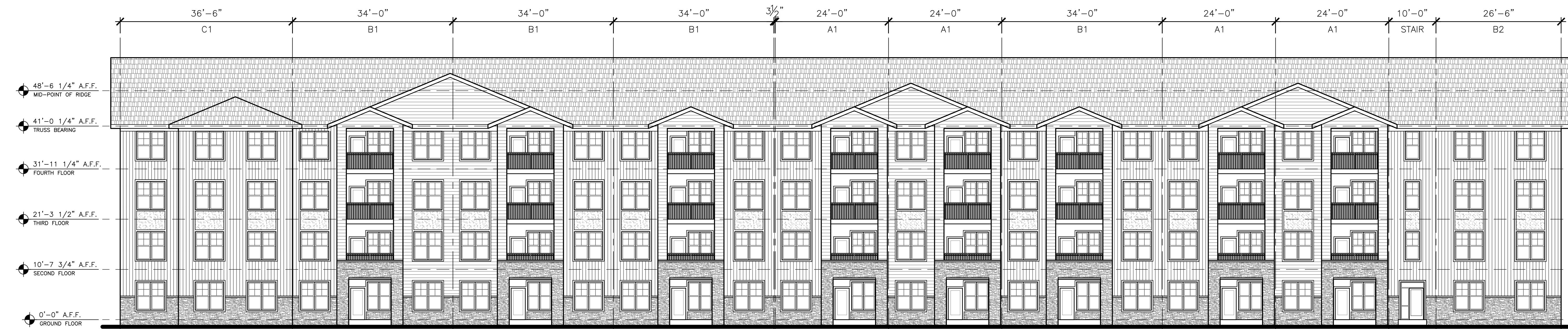
PROJECT: 25-032 DATE: July 2, 2026

SHEET NUMBER:

A502



2 Building 2 North Elevation
SCALE: 3/32" = 1'-0"

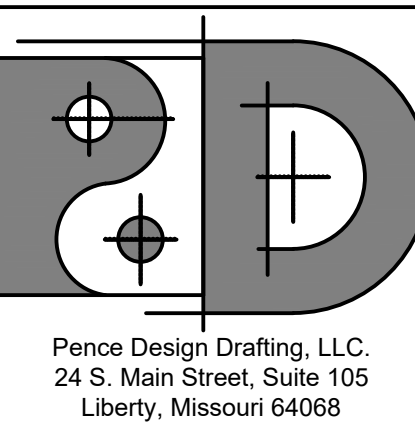


1 Building 2 South Elevation
SCALE: 3/32" = 1'-0"

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Smithville Plaza Apartments

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Smithville, Missouri
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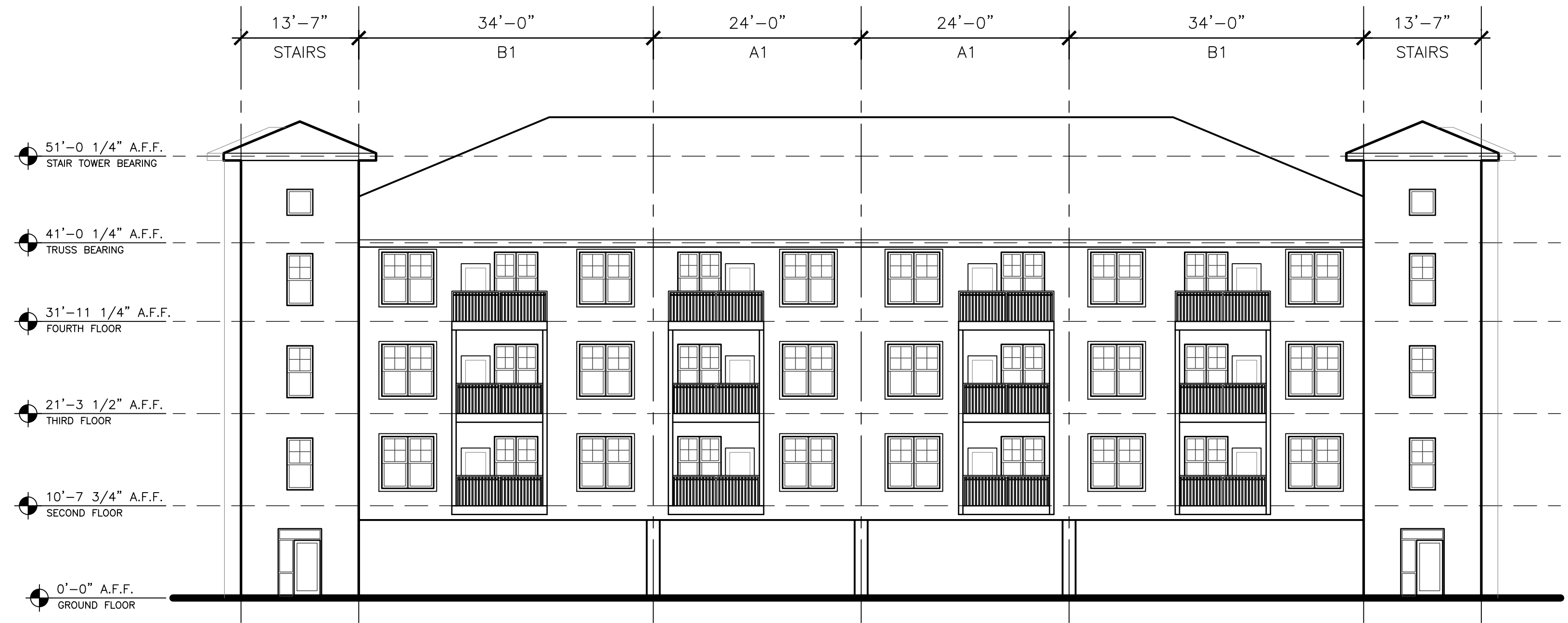


BUILDING 2
ELEVATIONS

PROJECT: 25-032 DATE: July 2, 2026
SHEET NUMBER:

A503

GENERAL PLAN NOTES:
ALL SUBCONTRACTORS SHALL BE RESPONSIBLE
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SHALL COMPLY WITH THE 2018 IBC



1 Building 3 North Elevation
SCALE: 3/32" = 1'-0"

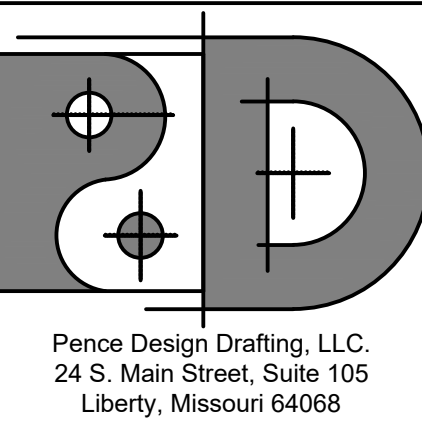


1 Building 3 South Elevation
SCALE: 3/32" = 1'-0"

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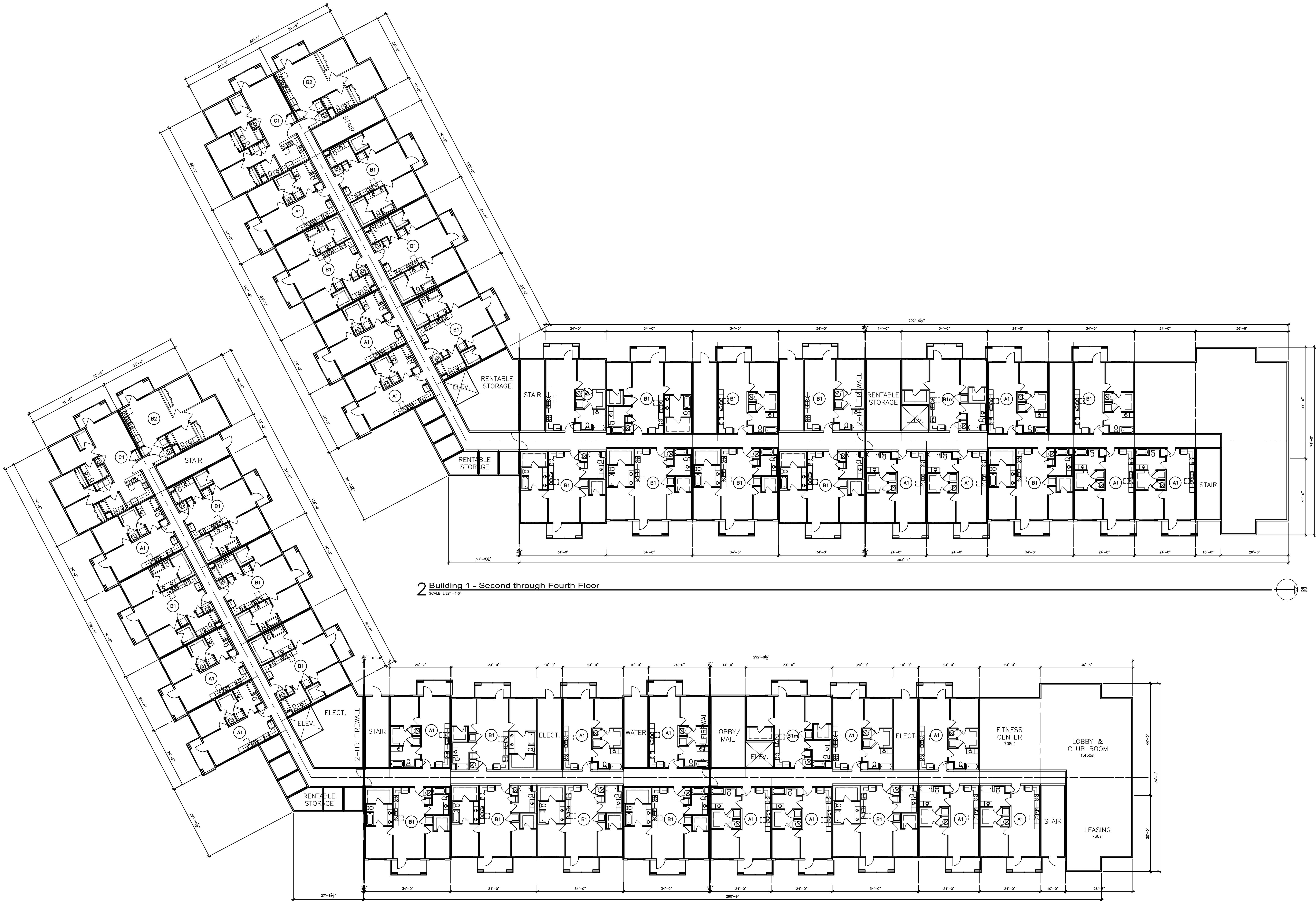
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Liberty, Missouri 64068

BUILDING 3
ELEVATIONS

PROJECT:	DATE:
25-032	July 2, 2026
SHEET NUMBER:	

A504

GENERAL PLAN NOTES:
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2 Building 1 - Second through Fourth Floor
SCALE: 3/32" = 1'-0"

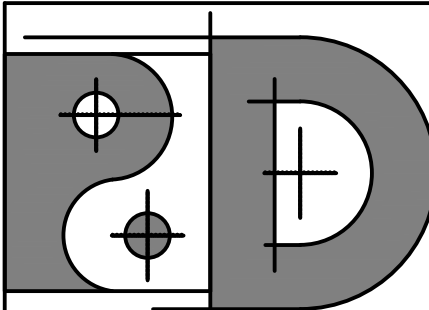
1 Building 1 - Ground Floor
SCALE: 3/32" = 1'-0"

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A New Multi-family Development for:
Smithville Plaza Apartments

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Smithville, Missouri

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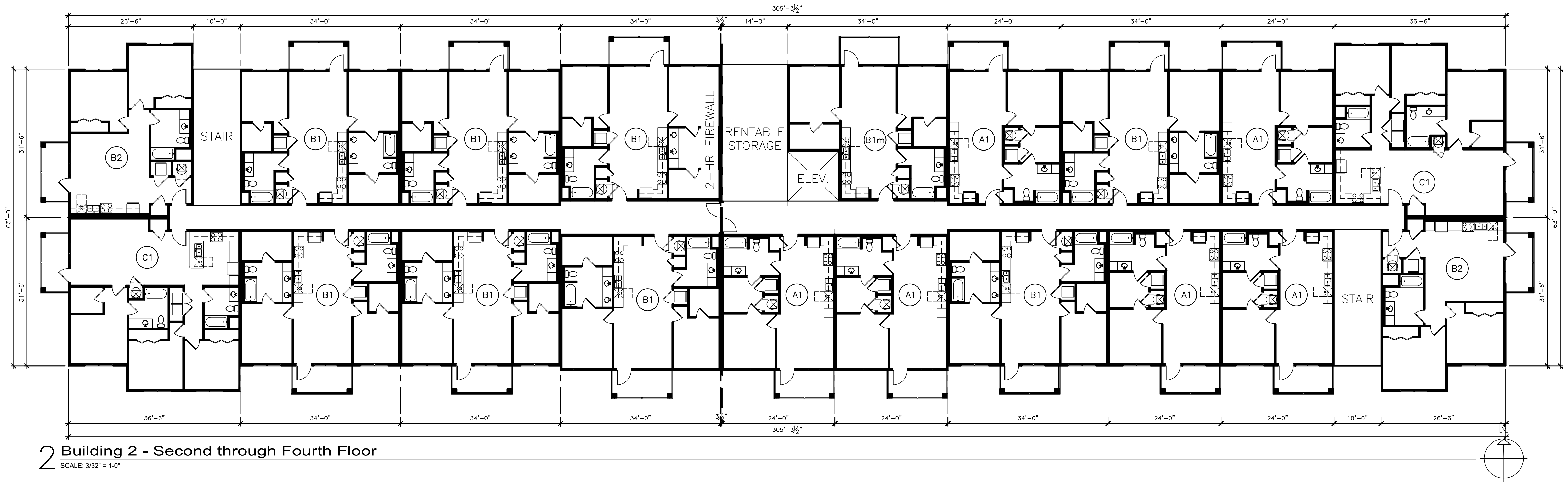
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Liberty, Missouri 64068

BUILDING 1
FLOOR PLANS

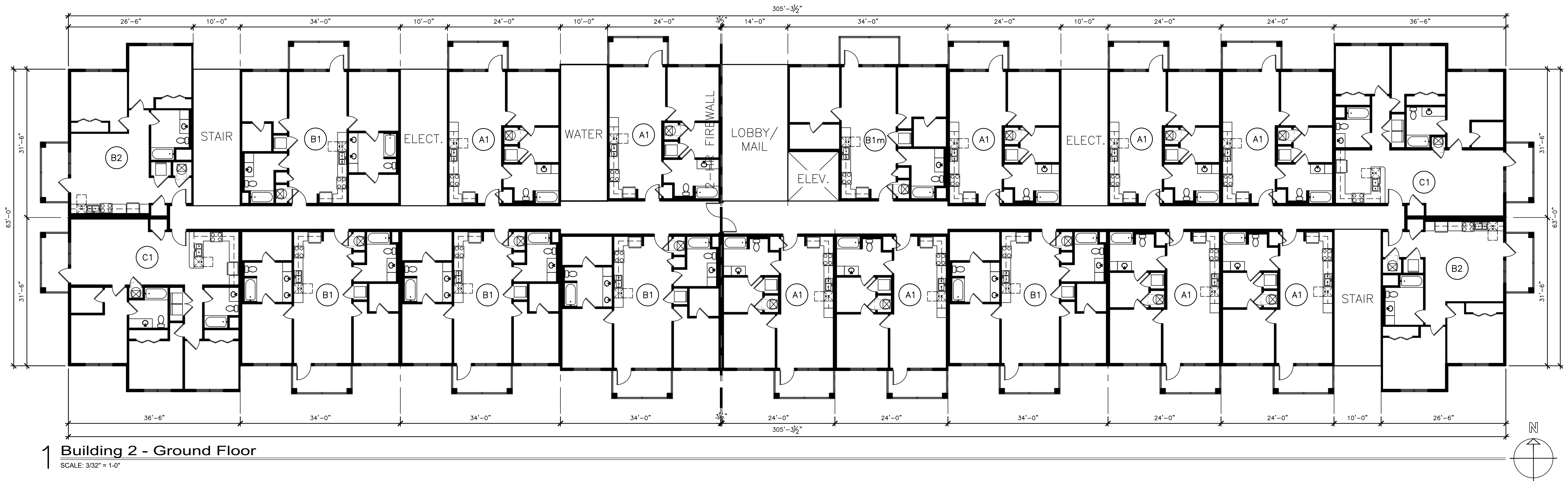
PROJECT: 25-032
DATE: July 2, 2026
SHEET NUMBER:

A101

GENERAL PLAN NOTES:
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2 Building 2 - Second through Fourth Floor
SCALE: 3/32" = 1'-0"

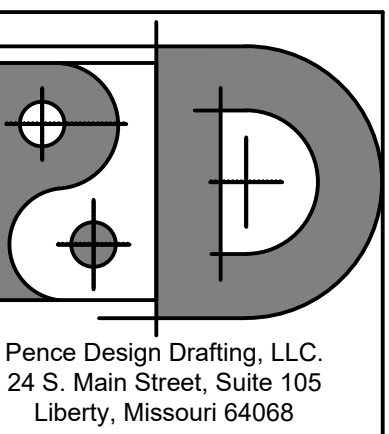


1 Building 2 - Ground Floor
SCALE: 3/32" = 1'-0"

Not for Construction

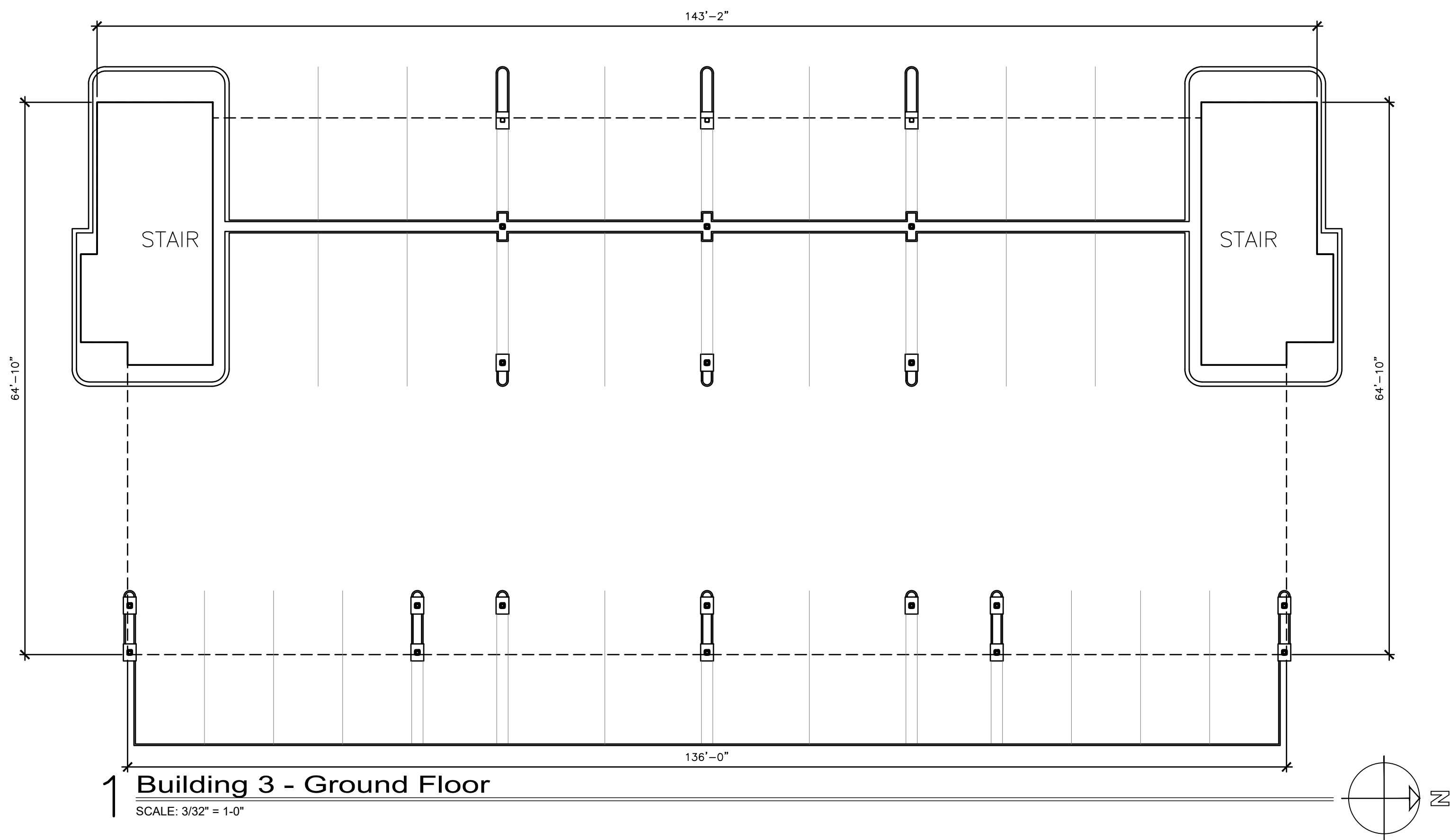
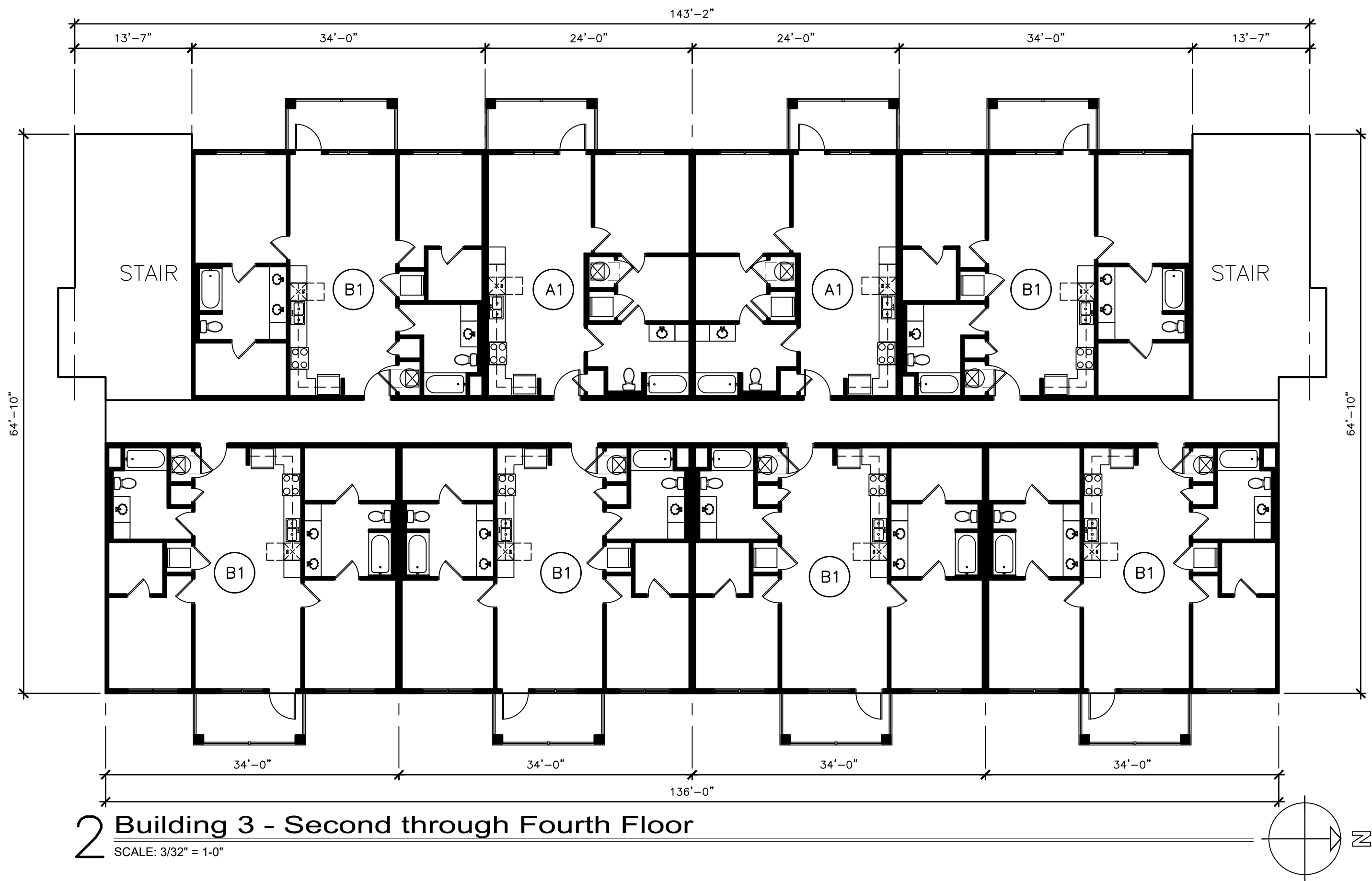
A New Multi-family Development for:
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BUILDING 2 FLOOR PLANS	
PROJECT:	DATE:
24-032	July 2, 2026
SHEET NUMBER:	
A103	



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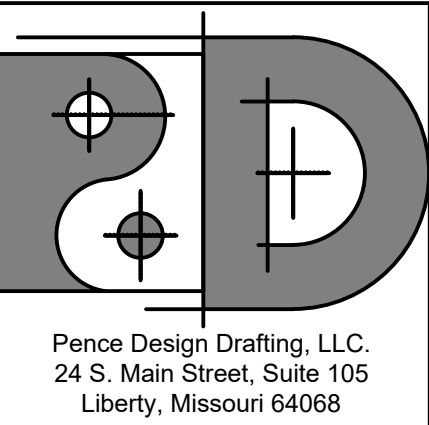
A New Multi-family Development for:

Smithville Plaza Apartments

101 U.S. Hwy 169

Smithville, Missouri

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BUILDING 3 FLOOR PLANS	
PROJECT:	DATE:
25-032	July 2, 2026
SHEET NUMBER:	
A105	

GENERAL PLAN NOTES:
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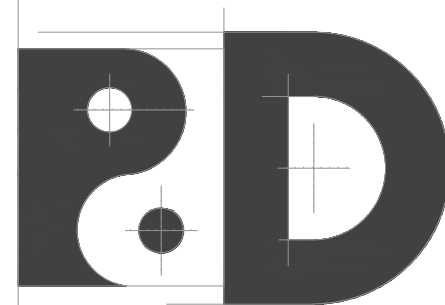
2100 Central St Suite 01c
Kansas City, MO 64108
(816) 849-2010
MO FIRM NO. 2008013090

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Smithville, Missouri

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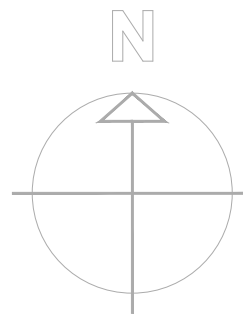
Pence Design Drafting, LLC
24 S. Main Street, Suite 105
Liberty, Missouri 64068

PHOTOMETRIC
SITE PLAN

PROJECT: 25-032 DATE: July 2, 2026

SHEET NUMBER:

ES001

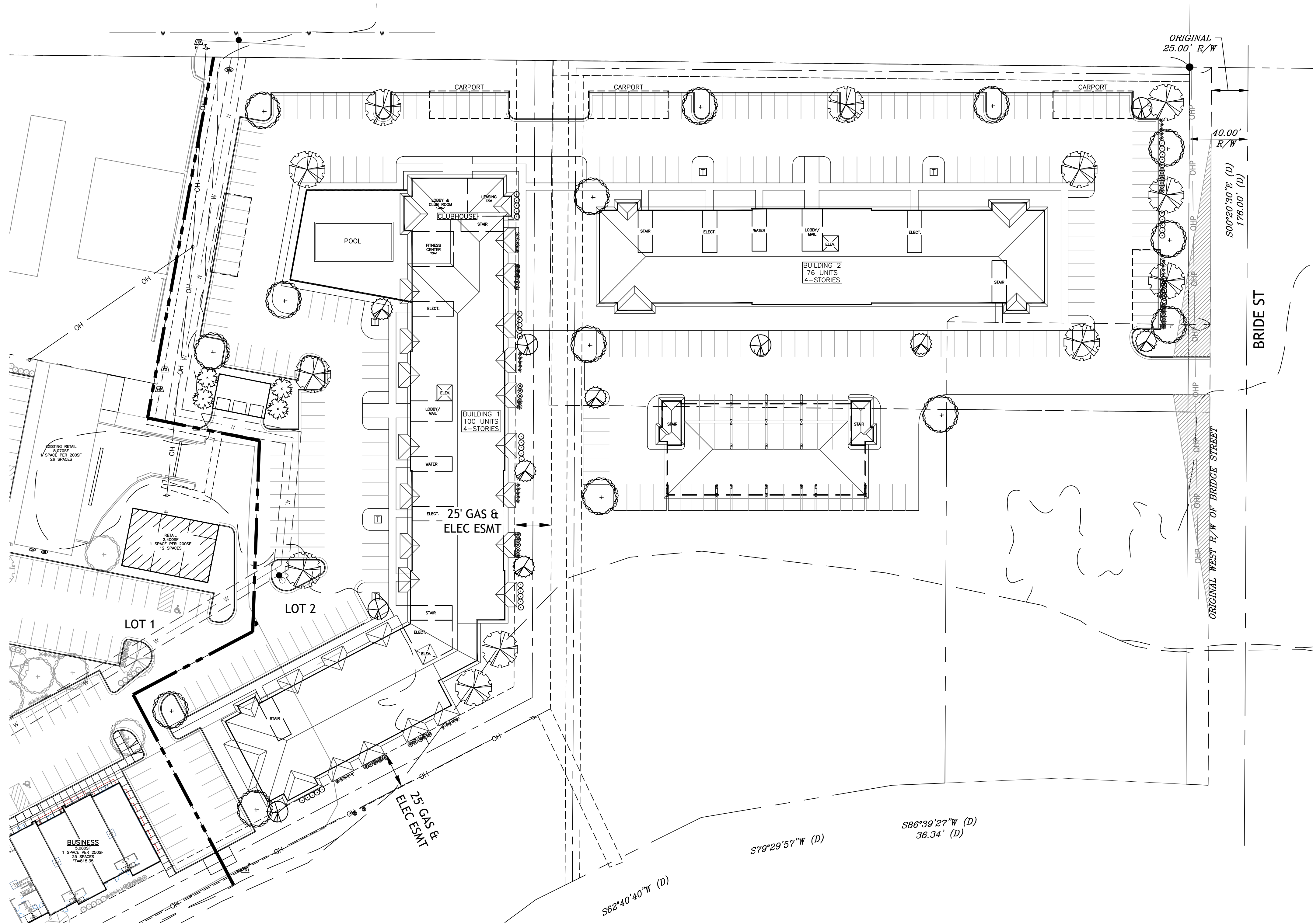


Photometric Site Plan

SCALE: 1" = 30'-0"

SITE LIGHTING FIXTURE SCHEDULE			
TYPE	MANUFACTURER	MODEL NUMBER	DESCRIPTION
C	LITHONIA	RONY-LED-AL01-40K-70CR-SMFMVOLT	RECESSED CANOPY LIGHT, SYMMETRIC DIFFUSED LENS
S3	LITHONIA	DSX1-LED-P1-40K-70CR-BLC3-ECSMVOLT	SINGLE HEAD, 20FT POLEMOUNTED SITE AREA LIGHT WITH BACKLIGHT CONTROL TYPE III DISTRIBUTION, INTERNATIONAL DARK SKY ASSOCIATION APPROVED, EXTERNAL GLARE SHIELD
S4	LITHONIA	DSX1-LED-P1-40K-70CR-BLC4-ECSMVOLT	SINGLE HEAD, 20FT POLEMOUNTED SITE AREA LIGHT WITH BACKLIGHT CONTROL TYPE IV DISTRIBUTION, INTERNATIONAL DARK SKY ASSOCIATION APPROVED, EXTERNAL GLARE SHIELD
V6	LITHONIA	DSX1-LED-P1-40K-70CR-T3LG-ECSMVOLT-WBA	SITE AREA LIGHT, WALL SURFACE MOUNTED AT 15FT AFG, TYPE III LOW GLARE DISTRIBUTION, EXTERNAL GLARE SHIELD
V4	LITHONIA	DSX1-LED-P1-40K-70CR-T4LG-ECSMVOLT-WBA	SITE AREA LIGHT, WALL SURFACE MOUNTED AT 15FT AFG, TYPE IV LOW GLARE DISTRIBUTION, EXTERNAL GLARE SHIELD

SITE LIGHTING PHOTOMETRICS			
	Average	Max/Min	Avg/Min
Parking Lot	1 fc	20:1	6:1
Covered Parking	2 fc	6:1	2:1
Property Line	0 fc	-	-



LANDSCAPE NOTES

CONTRACTOR REQUIRED TO LOCATE ALL UTILITIES BEFORE INSTALLATION TO BEGIN.

Contractor shall verify all landscape material quantities and shall report any discrepancies to the Landscape Architect prior to installation.

No plant material substitutions are allow without Landscape Architect or Owners approval.

Contractor shall guarantee all landscape work and plant material for a period of one year from date of acceptance of the work by the Owner. Any plant material which dies during the one year guarantee period shall be replaced by the contractor during normal planting seasons.

Contractor shall be responsible for maintenance of the plants until completion of the job and acceptance by the Owner.

Successful landscape contractor shall be responsible for design that complies with minimum irrigation requirements, and installation of an irrigation system. Irrigation system to be approved by the owner before starting any installation.

All plant material shall be specimen quality stock as determined in the "American Standards For Nursery Stock" published by The American Association of Nurseryman, free of plant diseases and pest, of typical growth of the species and having a healthy, normal root system.

Sizes indicated on the plant list are the minimum, acceptable size. In no case will sizes less than specified be accepted.

All shrub beds within lawn areas to receive a manicured edge.

All shrub beds shall be mulched with 3" of shredded cedar mulch.

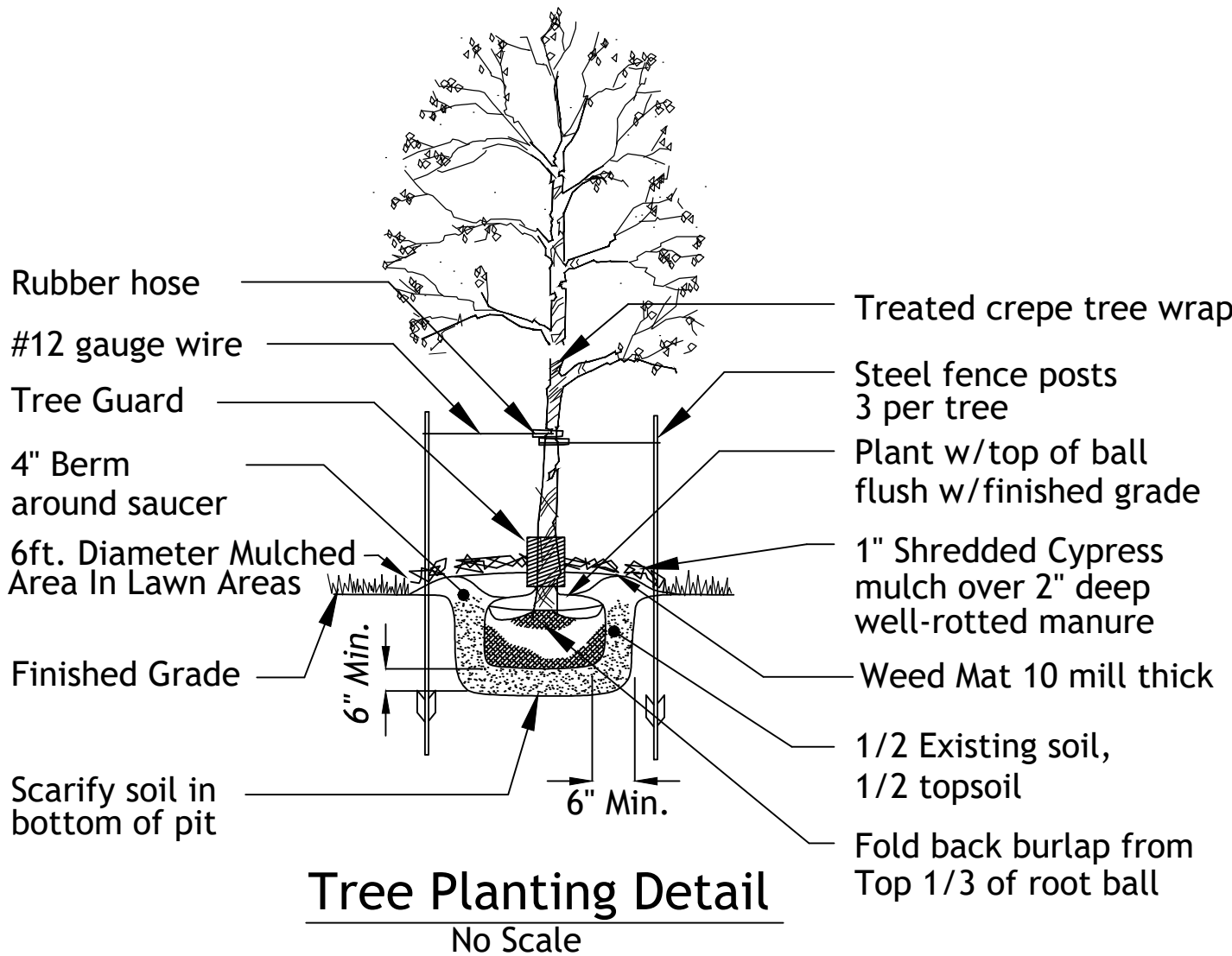
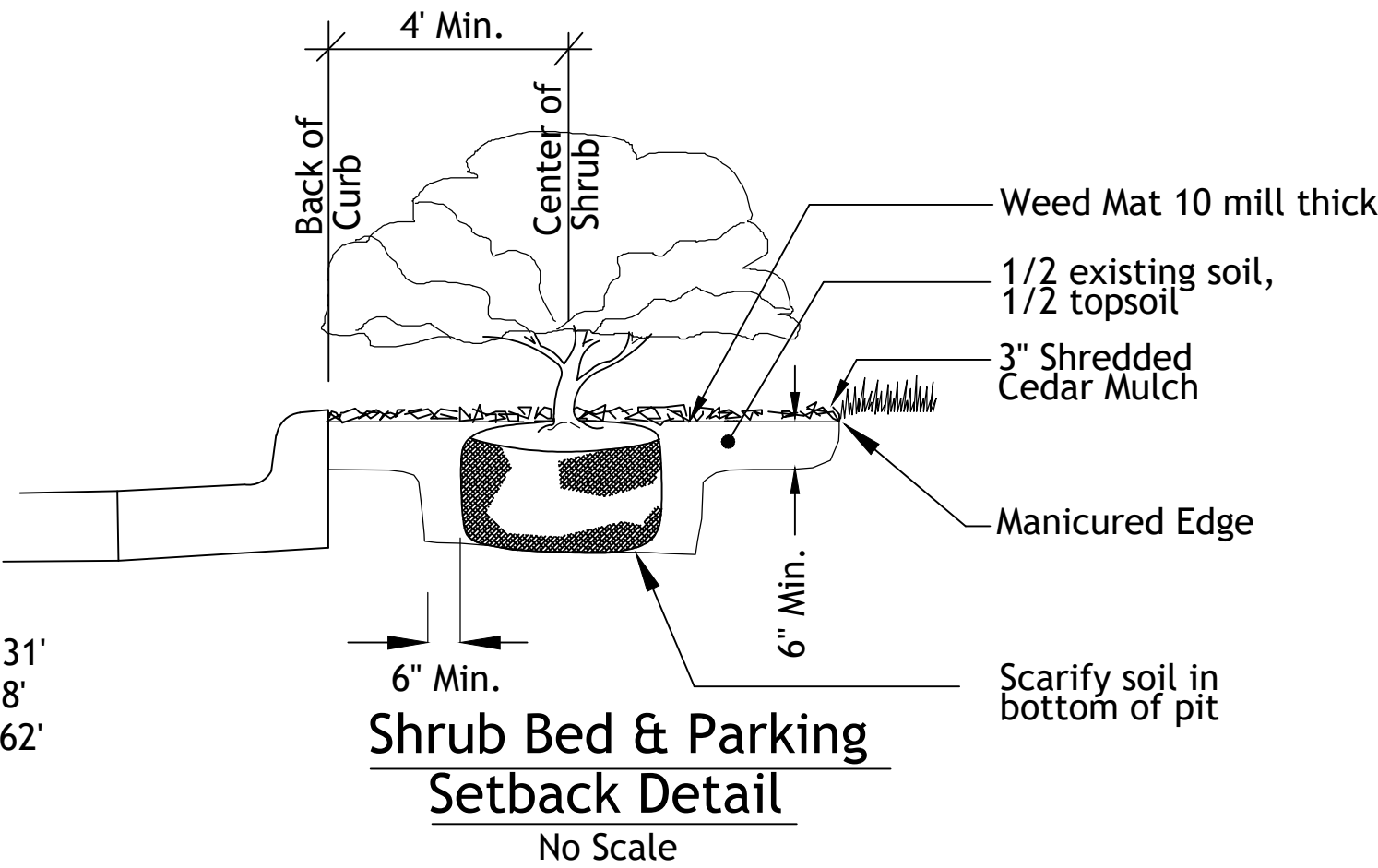
All sod areas to be fertilized & sodded with a Turf-Type-Tall Fescue seed blend.

All seed areas shall be hydro-seeded with a Turf-Type-Tall Fescue seed blend.

LANDSCAPE DATA

BRIDGE ST	=	231'
BUILDING ZONE	=	68'
PARKING ZONE	=	162'
REQUIRED		
SHADE TREE / 40'	=	6
ORNAMENTAL TREE / 75'	=	2
SHRUBS / 5'	=	32

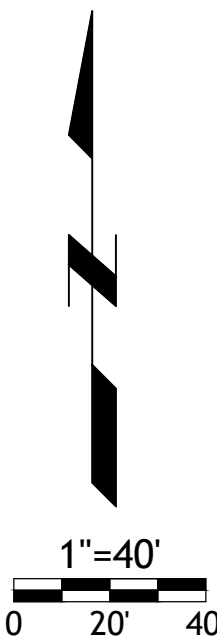
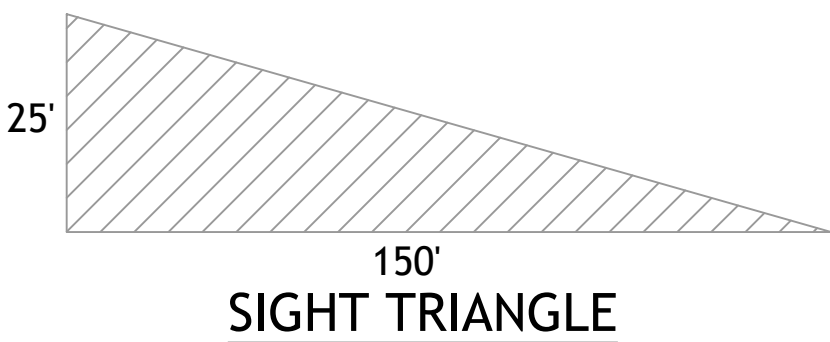
PROVIDED		
SHADE TREES	=	6
ORNAMENTAL TREES	=	2
SHRUBS	=	35



Typical Utility Box Screening Details



UTILITY BOXES SHALL BE CLUSTERED AS MUCH AS POSSIBLE



Tree List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	12	Swamp White Oak	Quercus Bicolor	2" cal	BB	As Shown
	14	Red Oak	Quercus Rubra	2" cal	BB	As Shown
	5	Golden Raintree	Koelreuteria Paniculata	1 1/2" cal	BB	As Shown
	6	Prairiefire Crabapple	Malus Sp. 'Priariefire'	1 1/2" cal	BB	As Shown
	4	Canaert Juniper	Juniperus Virginiana 'Canaertii'	6' hgt	BB	As Shown

Shrub List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	40	Seagreen Juniper	Juniperus Chinensis 'Seagreen'	18"-24"sp.	Cont.	4'o.c.
	30	Morning Light Maiden Grass	Miscanthos Sinensis 'Morning Light'	3 gal.	Cont.	3'o.c.
	35	Snowmound Spirea	Spirea Nipponica 'Snowmound'	18"-24"sp.	Cont.	4'o.c.

DATE: 7-15-26

SMITHVILLE PLAZA LOT 2
SMITHVILLE, MO

LANDSCAPE PLAN

OCHS LAND PLANNING
533 LAKE FOREST
BONNER SPRINGS, KS 66012
913-961-6578 garrettochs@gmail.com

SHEET 1 OF 1

SMITHVILLE PLAZA

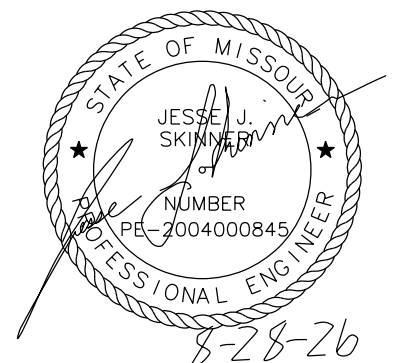
Smithville, MO

TRAFFIC IMPACT STUDY

August 28, 2026

Prepared For:
Consult KC | Pence Design Drafting

Prepared By:
Priority Engineers, Inc.
PO Box 563
Garden City, MO 64747





August 28, 2026

Devin Barnes
Consult KC | Pence Design Drafting

RE: Smithville Plaza TIS – Smithville, MO

Dear Mr. Barnes,

In response to your request, Priority Engineers, Inc. has completed a traffic impact study for the above referenced project. This study documents the calculations used to determine the potential traffic impacts associated with this development on the intersections and streets surrounding this site, primarily during the AM and PM peak hour. The following report documents our analysis and recommendations.

We appreciate the opportunity to work with you on this project. Please contact us with any questions or if you require additional information.

Sincerely,

PRIORITY ENGINEERS, INC.

A handwritten signature in blue ink, appearing to read 'Jesse Skinner', is written over a horizontal line.

Jesse Skinner, P.E., PTOE
Senior Transportation Engineer

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1) INTRODUCTION

The purpose of this study is to examine the potential traffic impacts associated with the proposed Smithville Plaza residential development. This proposed development will include 200 units of multifamily residences. The site is located east of US-169 and north of the Little Platte River. The site is located in Clay County and is within the municipal city limits of Smithville.

The study area is shown in Figure 1. The site layout is shown in Figure 2.

2) EXISTING CONDITIONS

The existing site is undeveloped land. The site is bounded to the east by N Bridge Street. North of the proposed development is a self-storage facility. West of the proposed development is US-169 and an established retail development. South of the proposed development site is a single-family residence and the Little Platte River. The predominate land uses in the vicinity of the development include commercial and residential uses.

US-169, within the study area, is a five-lane facility with two lanes in each direction and a two way left turn lane (TWLTL). It has paved shoulders and an open drainage system. The posted speed limit of this section of US-169 is 35 MPH. The Mid-America Regional Council (MARC) has assigned this section of US-169 a functional classification of Minor Arterial.

N Bridge Street is a two-lane facility with a posted speed limit of 25 MPH. MARC has assigned this section of N Bridge Street a functional classification of Major Collector.

Peak Hour turning movement counts were collected for the following intersections: US-169 and the south entrance (nearest La Fuente restaurant), US-169 and the north entrance, N Bridge Street and E Church Street, and E Bridge Street and W Main Street on Tuesday July 28th and Wednesday July 29th of this year. The AM Peak Hour was found to be from 7:15 to 8:15 and the PM Peak Hour was found to be from 4:30 to 5:30. US-169 drives are STOP controlled for minor movements while the intersections of N Bridge Street with E Church Street and W Main Street are all way STOP controlled.

The complete traffic counts are shown in Appendix II. The peak hour traffic volumes and existing lane configurations are shown in Figures 3-6.

3) PROPOSED DEVELOPMENT

The proposed development consists of 200 multi-family residences. In total, the buildout of the proposed development will include three multi-story buildings, one of which will include parking under the structure. The proposed development will have cross-access to the entrances to the west onto US-169. There will be an additional full access entrance onto N Bridge Street.

The proposed site plan indicates that there are 294 parking stalls provided and 600 required by the City. Urban Land Planning Institute has researched the amount of parking spaces required for ITE Land Use 221. Their research recommends a parking ratio of 1.46 stalls per unit in a suburban setting and a ratio of 1.17 stalls per unit in an urban setting. To meet the Urban Land Planning Institute recommendations, 292 parking stalls are required. Similarly, ITE has researched Land Use 221 for parking needs. ITE data recommends a peak period parking demand (weekday) rate of 1.31 parking stalls per unit. Their data shows a 95% confidence

interval for sites ranging between 1.26-1.36 parking stalls per unit. To meet ITE recommendations, 262 parking stalls are required. In addition to the site meeting both ITE and Urban Land Planning Institute recommendations, the site's internal circulation provides for some additional opportunities of shared parking with the adjacent businesses.

The proposed site plan is shown in Figure 2.

4) TRIP GENERATION

The vehicle trips generated by the proposed development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 12th Edition. The land use selected was ITE Land Use 221, Multifamily Housing (Mid-Rise). The estimated AM and PM peak hour traffic volumes associated with this development are shown in Table 1.

Table 1: ITE Trip Generation - Proposed Smithville Plaza								
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	200 Units	892	76	18	58	75	48	27
Total			76	18	58	75	48	27

La Fuente Restaurant and an adjoining retail store were damaged previously in a fire. Currently these businesses are being reconstructed. To account for the traffic generated by the businesses once they are occupied, Land Use 822, Strip Retail Plaza (<40K) and Land Use 932, High Turnover (Sit-Down) Restaurant, were selected as the appropriate land uses to estimate trips. Similar methodology as described above results in the trips generated in Table 2 below.

Table 2: ITE Trip Generation - Off-site Reconstruction								
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Strip Retail Plaza (<40k)	5,080 SF	444	20	11	9	48	24	24
High-Turnover (Sit-Down) Restaurant	5,000 SF	519				46	28	18
Total		963	20	11	9	94	52	42

5) TRIP DISTRIBUTION AND ASSIGNMENT

Trips generated by the Smithville Plaza residential development were distributed based on existing traffic flows and a general analysis of the surrounding area. The trips were distributed onto the existing street system approximately as follows:

- 20 percent to and from the north on US-169

- 5 percent to and from the north on N Bridge Street
- 40 percent to and from the south on US-169
- 35 percent to the south on N Bridge Street

6) LEVEL OF SERVICE AND VOLUME/CAPACITY ANALYSES

Capacity analysis was used to quantify the impacts of the increased traffic on the intersections studied. The methodology outlined in the Highway Capacity Manual, 7th Edition, was used as a basis to perform the analysis for this study. Capacity analysis defines the quality of traffic operation for an intersection using a grading system called Level of Service (LOS). The LOS is defined in terms of average vehicle delay. Levels of service A through F have been established with A representing the best and F the worst.

Table 3: Level of Service Definitions		
Level of Service	Unsignalized Intersection	Signalized Intersection
A	< 10 Seconds	< 10 Seconds
B	< 15 Seconds	< 20 Seconds
C	< 25 Seconds	< 35 Seconds
D	< 35 Seconds	< 55 Seconds
E	< 50 Seconds	< 80 Seconds
F	≥ 50 Seconds	≥ 80 Seconds

The study intersections were evaluated using Synchro based on part on Highway Capacity Manual methods. The analysis reports are included in Appendix II.

Existing Conditions

The levels of service, lane configuration, and queue lengths for existing conditions are shown in Figures 5 and 6 in Appendix I. Figures 7 and 8 in Appendix I show the traffic volumes for study intersections after the La Fuente restaurant and the retail business are reconstructed. The levels of service, lane configuration, and queue lengths for existing plus reconstructed businesses conditions are shown in Figures 9 and 10 in Appendix I.

The study intersections, when analyzed utilizing Synchro, were found to have a level of service C or better on the STOP controlled minor movement during both the AM and PM Peak Hours with the exception of the westbound movement at north entrance & US-169 which is a level of service E (35.6 sec average delay per vehicle) with a design queue length of less than one vehicle after the reconstruction of existing businesses damaged by fire.

Existing + Proposed Development Conditions

The levels of service, lane configuration, and queue lengths for the Existing plus Proposed Conditions are shown in Figures 13 and 14 in Appendix I.

During the AM Peak Hour all STOP controlled minor movements perform with a level of service B or better and minimal design queue lengths. During the PM Peak Hour, all STOP controlled minor movements have an acceptable level of service with the exception of the westbound movement group at the north US-169 entrance which has a level of service E with similar delays to the existing + rebuilt conditions scenario.

7) FUTURE CONDITIONS

Future traffic volumes were estimated by assuming a 2% annual growth for twenty years for a total increase in background traffic of approximately 48.6%.

The Future AM and PM Peak Hour Volumes are shown in Figures 15 and 16 and the Lane Configurations and Levels of Service are shown in Figures 17 and 18.

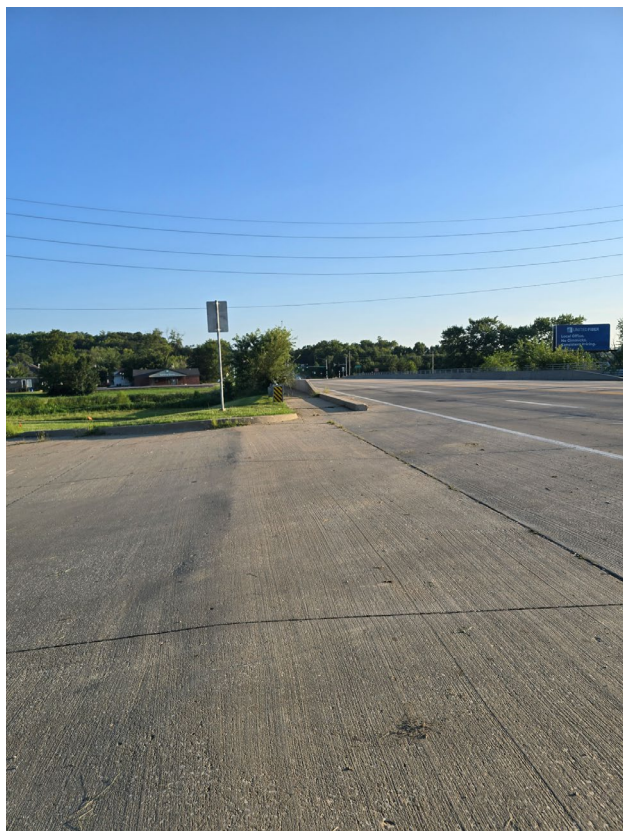
During the AM Peak Hour all STOP controlled minor movements perform with a level of service B or better and minimal design queue lengths. During the PM Peak Hour, all STOP controlled minor movements have an acceptable level of service with the exception of the westbound movement group at the north US-169 entrance which has a level of service E with similar delays to the existing + rebuilt conditions scenario.

8) SIGHT DISTANCE

Intersection and Stopping Sight Distance were measured in the field for the proposed entrance onto N Bridge Street and at the existing entrances on US-169. Intersection sight distance represents the distance and time required for the driver to make the decision to turn and to complete the turn without slowing oncoming traffic. Stopping Sight Distance represents the distance and time required for a driver to perceive an object 24" in height in the roadway and safely decelerate to a stop. Table 4 below documents the findings. All AASHTO values are for passenger vehicles on relatively flat grades, after accounting for the appropriate number of lanes.

Table 4: Sight Distance Values				
	Measured Stopping Sight Distance	Measured Intersection Sight Distance	AASHTO Stopping Sight Distances	AASHTO Intersection Sight Distances
North Entrance (35mph)				
To the North	>600'	>600'	250'	440'
To the South	>250' (Vegetation)	>335'	250'	335'
South Entrance (35mph)				
To the North	>600'	>600'	250'	440'
To the South	>250' (Vegetation)	>335'	250'	335'
East Entrance (25mph)				
To the North	>155'	>400'	155'	240'
To the South	>300'	>400'	155'	280'

Please note, as illustrated in photograph one below, there is existing vegetation, within the sight triangle that should be removed, either by MoDOT Maintenance Personnel or via permitted work within the right of way to reestablish sight distance.



(photograph one, taken at 42" height, 14.5' from edge of pavement)

9) CRASH DATA

A query of the Missouri State Highway Patrol's STARS (Statewide Traffic Accident Records System) was made for crashes on N Bridge Street or US 169 in the vicinity of the project area. This query was made for a three-year time period from January 1, 2023 through January 1, 2026. There were three crashes on US-169, all north of the southernmost Casey's entrance (north of study entrances). All three crashes were Property Damage Only (PDO) in severity. All occurred during daylight hours. No crashes were documented on N Bridge Street during this time period near the study area.

The query specifics are documented in Appendix II.

10) RECOMMENDATIONS & CONCLUSIONS

This study documents the impact of the proposed Smithville Plaza residential development.

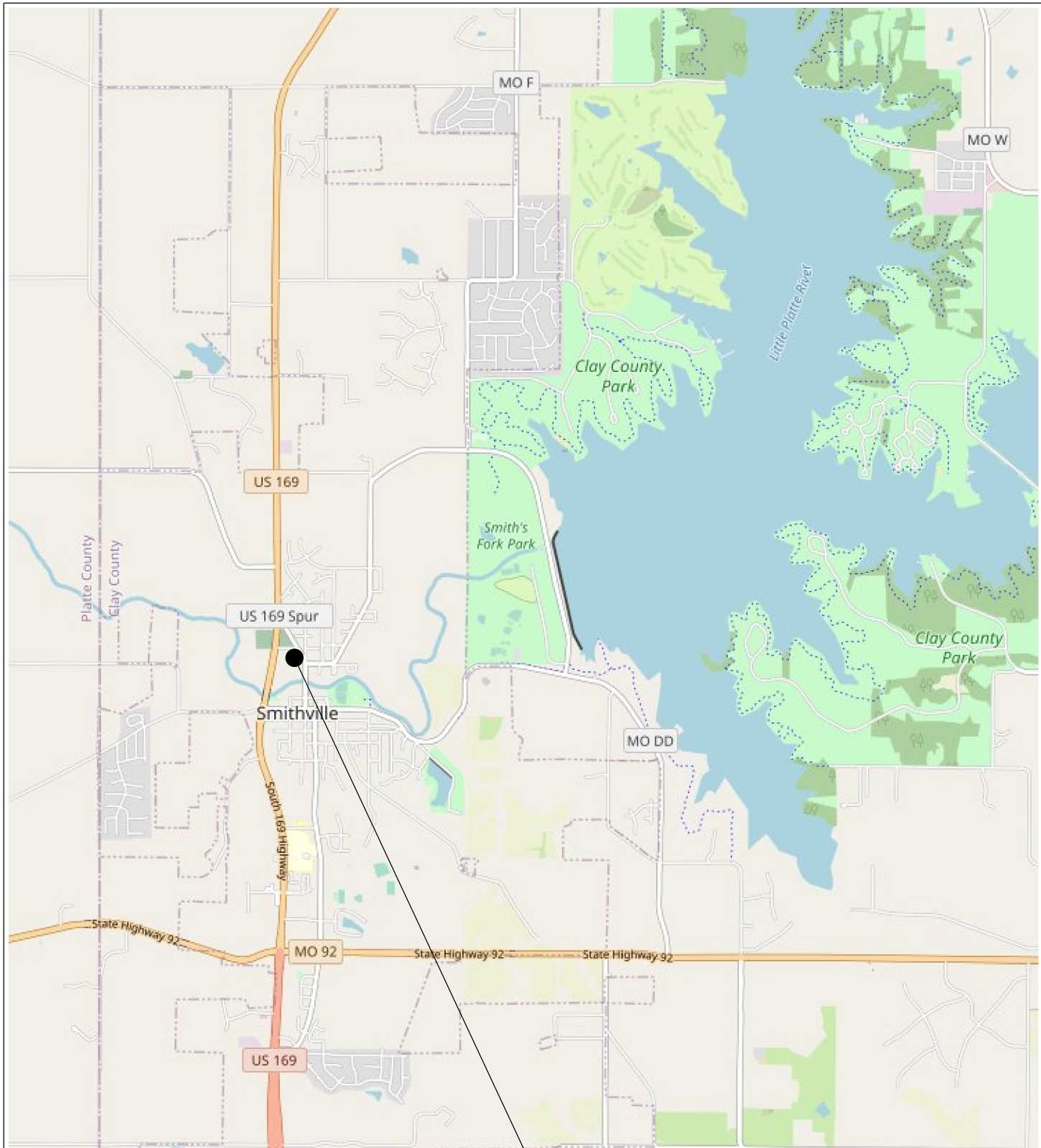
The intersections of US-169 with the existing entrances currently performs with acceptable levels of service. When the fire damaged businesses resume operations, the north entrance is anticipated to have a low level of service in the PM Peak Hour. It is anticipated to have a similar level of delay at this entrance with the additional traffic from the proposed development. In the future design year, this delay is anticipated to be a level of service F with a delay greater than 300 seconds per westbound vehicle. This study intersection was evaluated with a no build scenario without proposed development traffic. This resulted in a similar level of service with greater than 300 second delay. As background traffic increases on US-169, additional access management or capacity improvements may be necessary to maintain satisfactory levels of service. It is also likely that as delays increase, the apartment residents will use the east entrance during peak hours.

US-169, near the study south entrance has trees and brush located between the drives and the Little Platte River impacting the sight triangle. The sight triangle should be reestablished. This is an existing concern.

No other improvements are recommended as a result of this development.

APPENDIX I

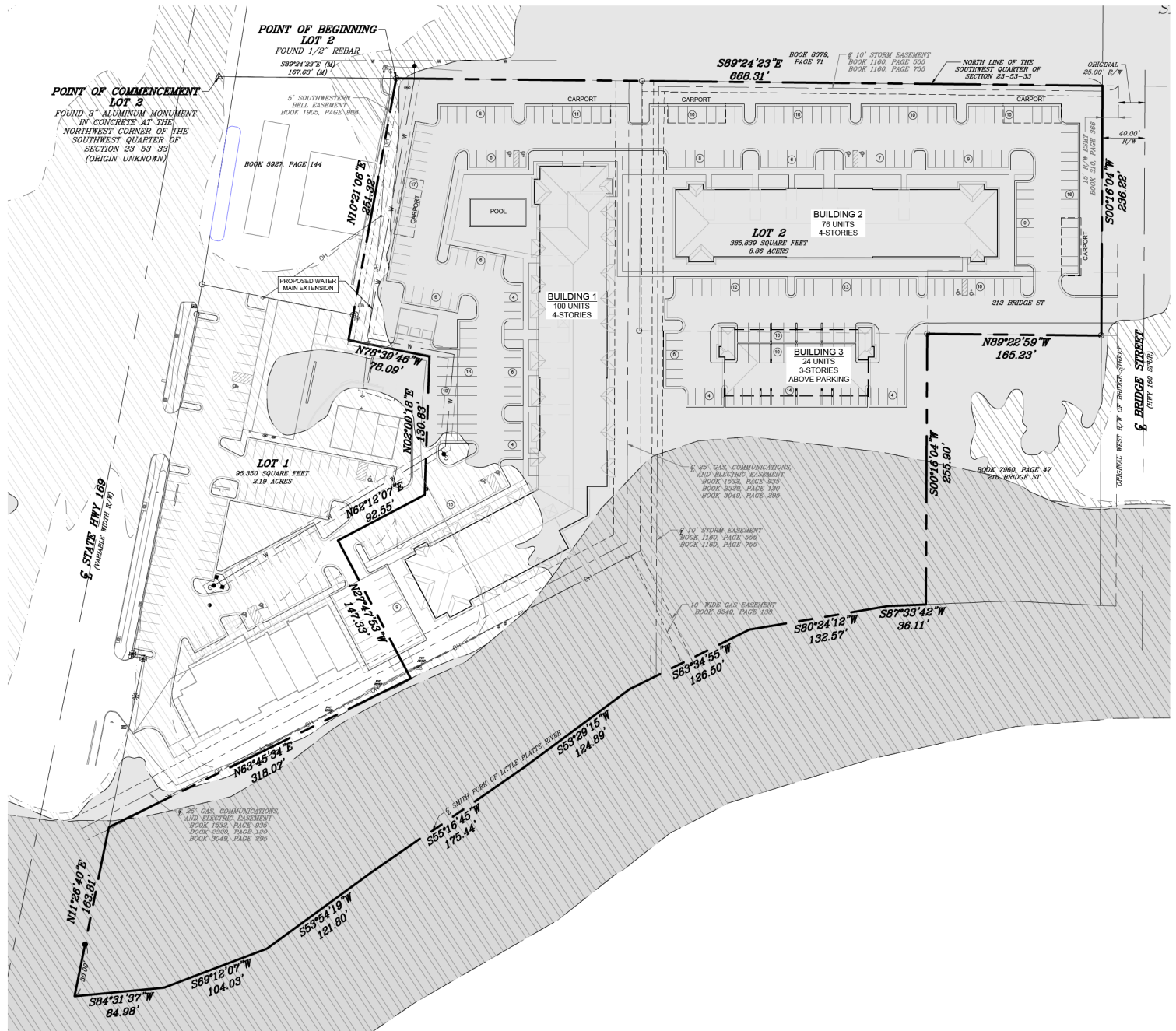
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Future (2046) PM Peak Hour Lane Configurations & Levels of Service	Figure 18



Copyright Openstreetmap Contributors

Project Location

Project Location	Smithville Plaza Smithville, MO	No Scale	 Priority ENGINEERS
		Figure 1	



R.L. Buford & Associates, LLC

LAND SURVEYING - DEVELOPMENT CONSULTANTS
 R.L. BUFORD & ASSOCIATES, LLC - MO CERT. OF
 AUTHORITY LICENSE NO. LS-2010031977
 rob@rlbuford.com

P.O. BOX 14069, PARKVILLE, MO. 64152 (816) 741-6152

Site Plan

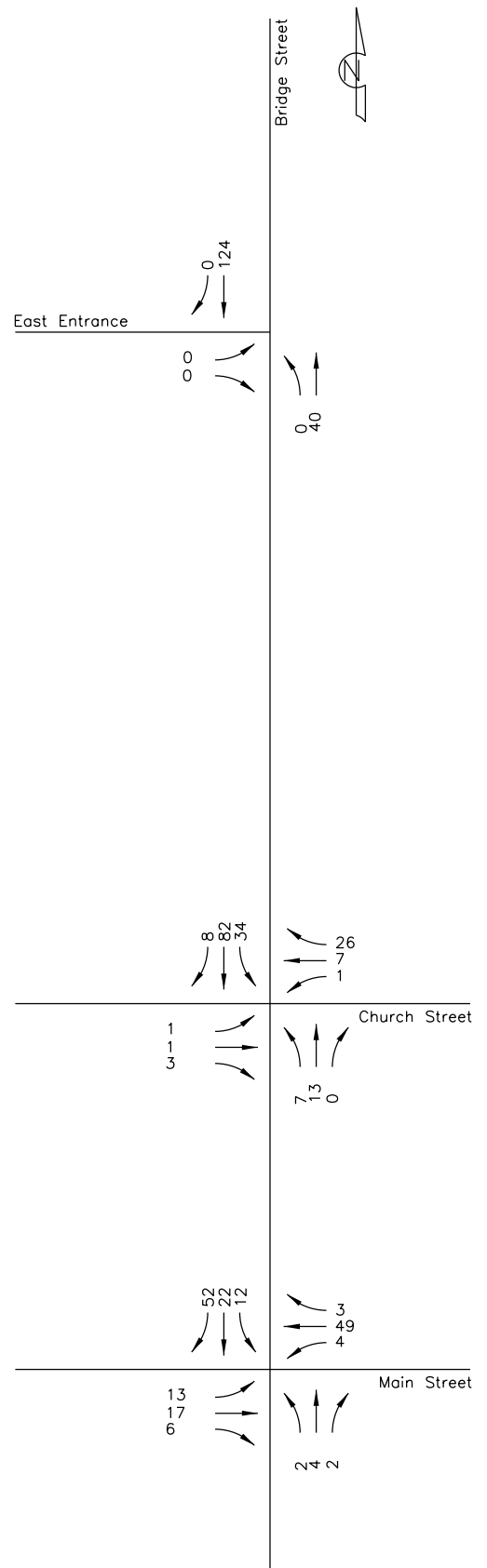
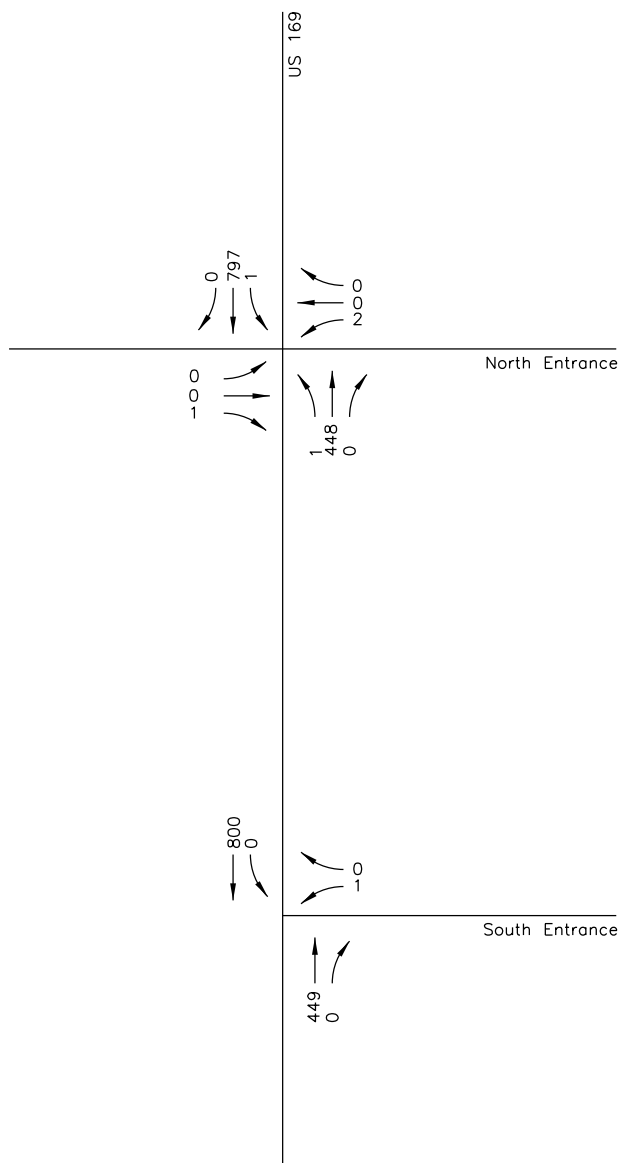
Smithville Plaza
 Smithville, MO

No Scale

Figure 2



priority
 ENGINEERS



LEGEND

Total Volume

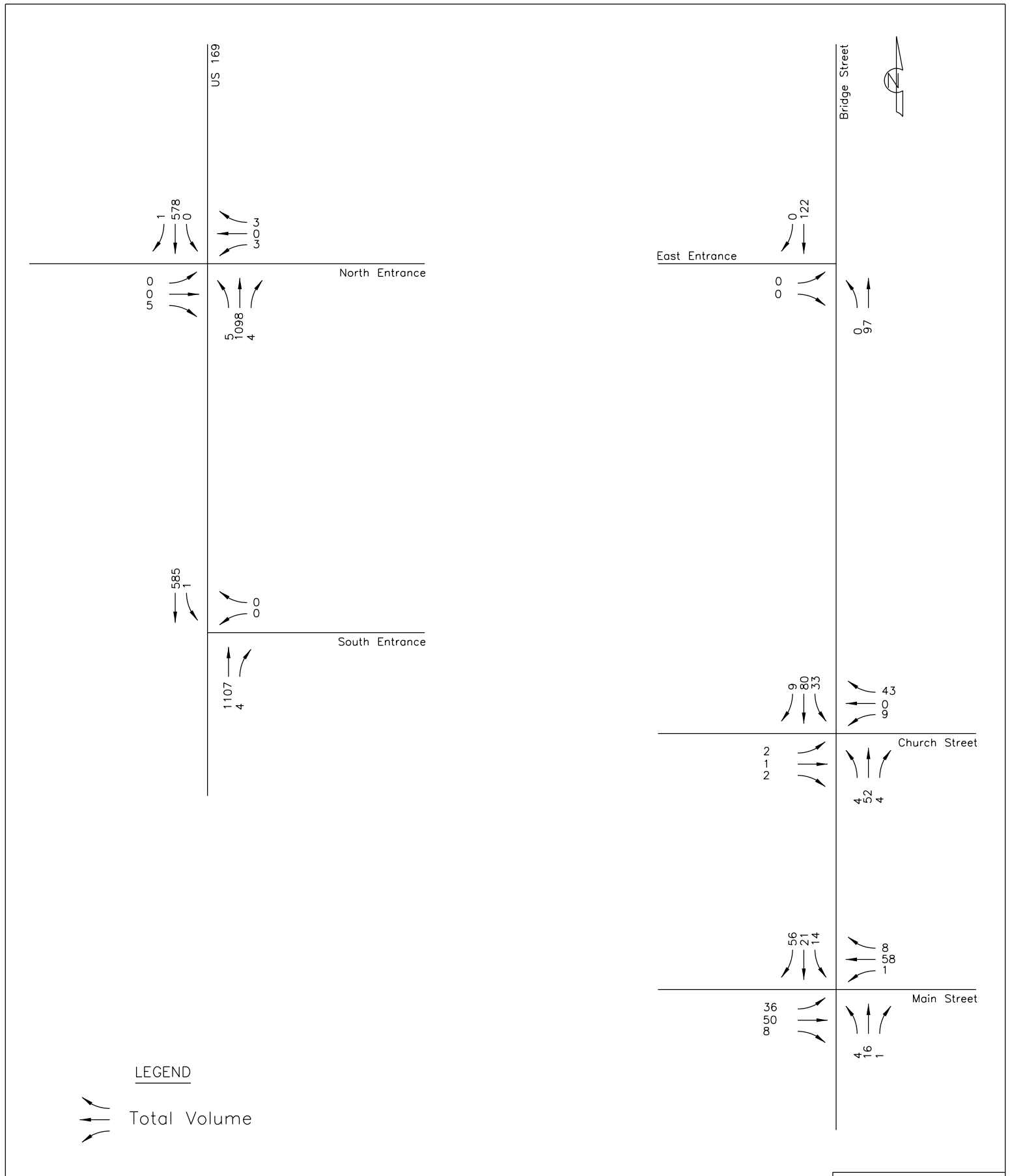
Existing AM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale

Figure 3





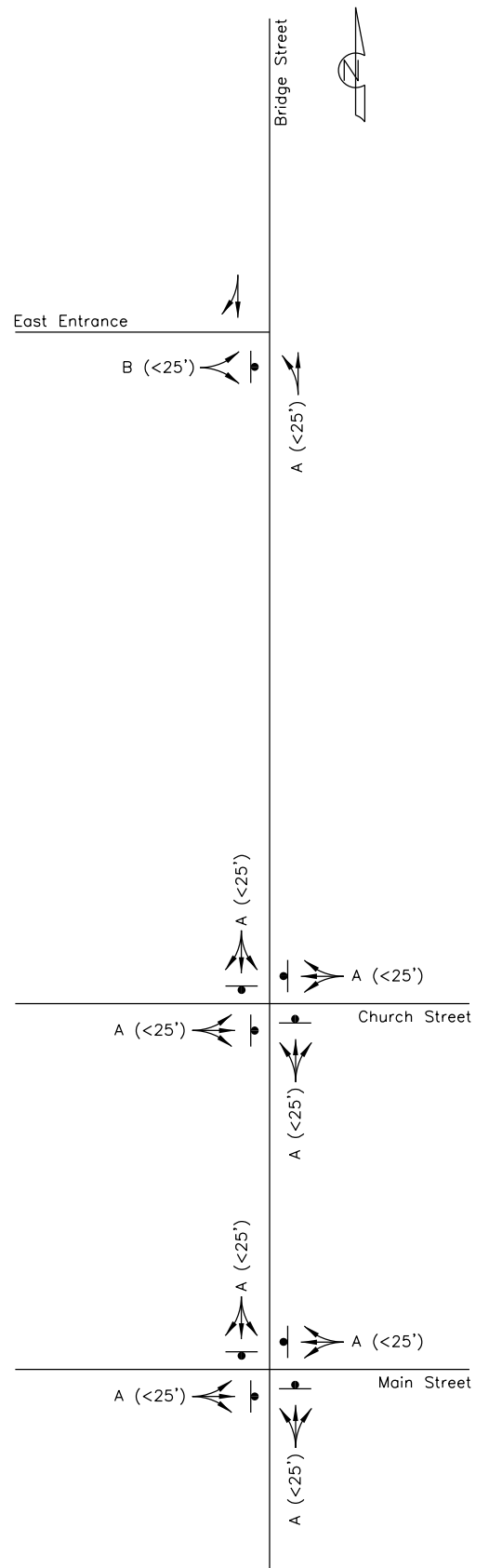
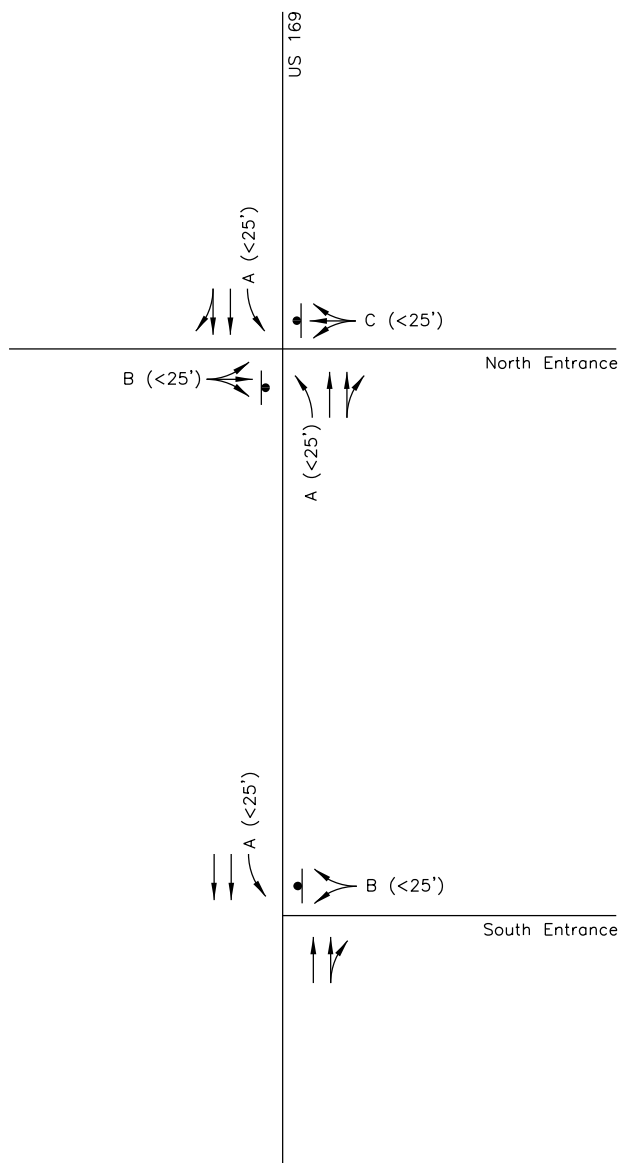
Existing PM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale

Figure 4





LEGEND

- HCM LOS (95th Percentile Queue in Vehicles)
- Stop Sign

Existing AM Peak Hour
Lane Configurations &
Levels of Service

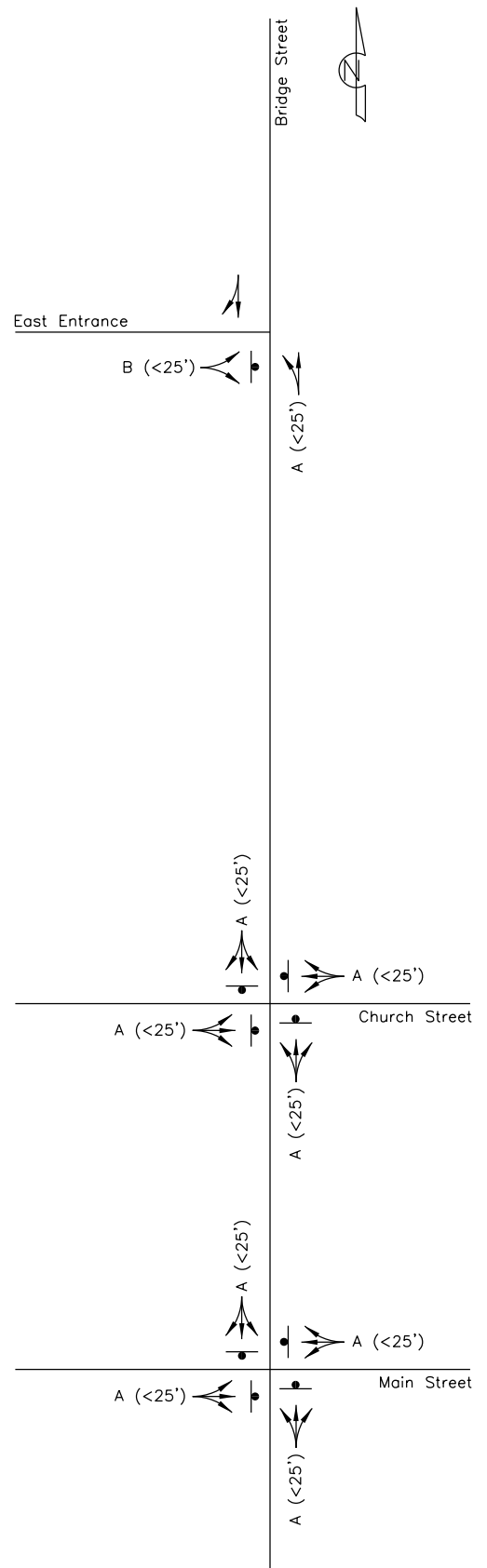
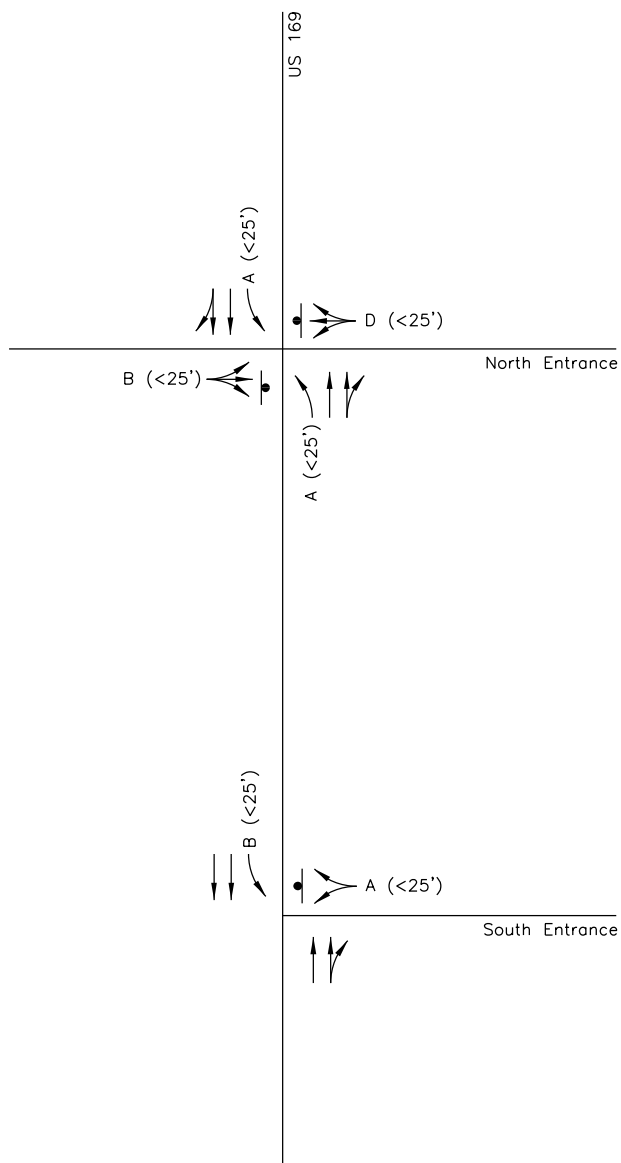
Smithville Plaza
Smithville, MO

No Scale

Figure 5



Priority
ENGINEERS



LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign

Existing PM Peak Hour
Lane Configurations &
Levels of Service

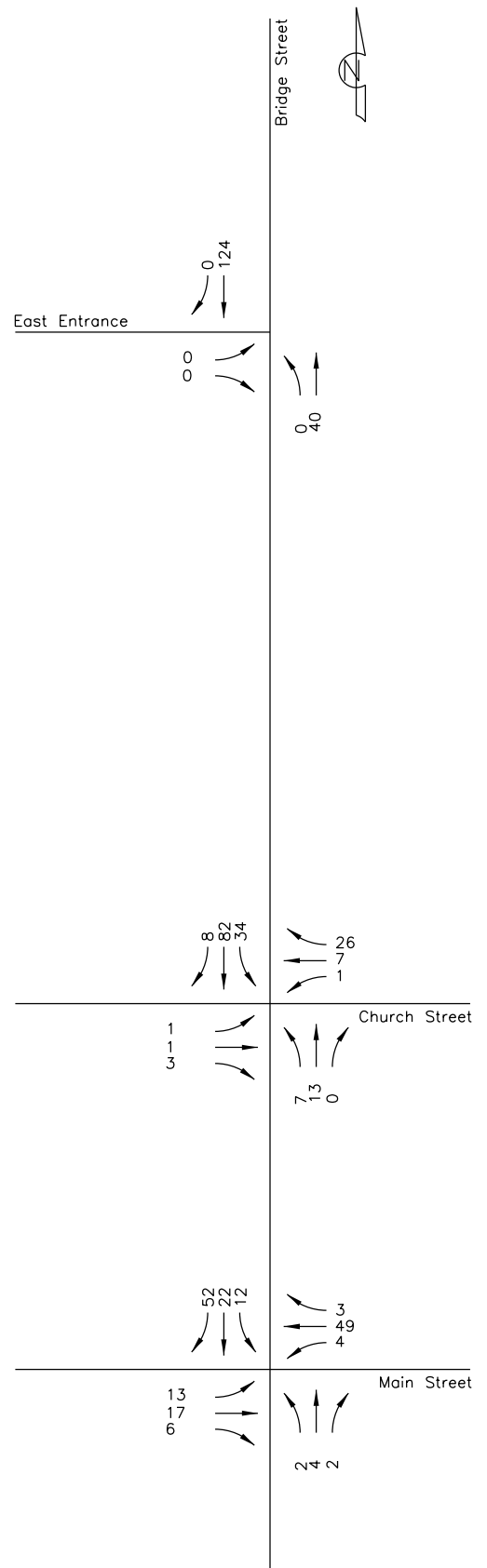
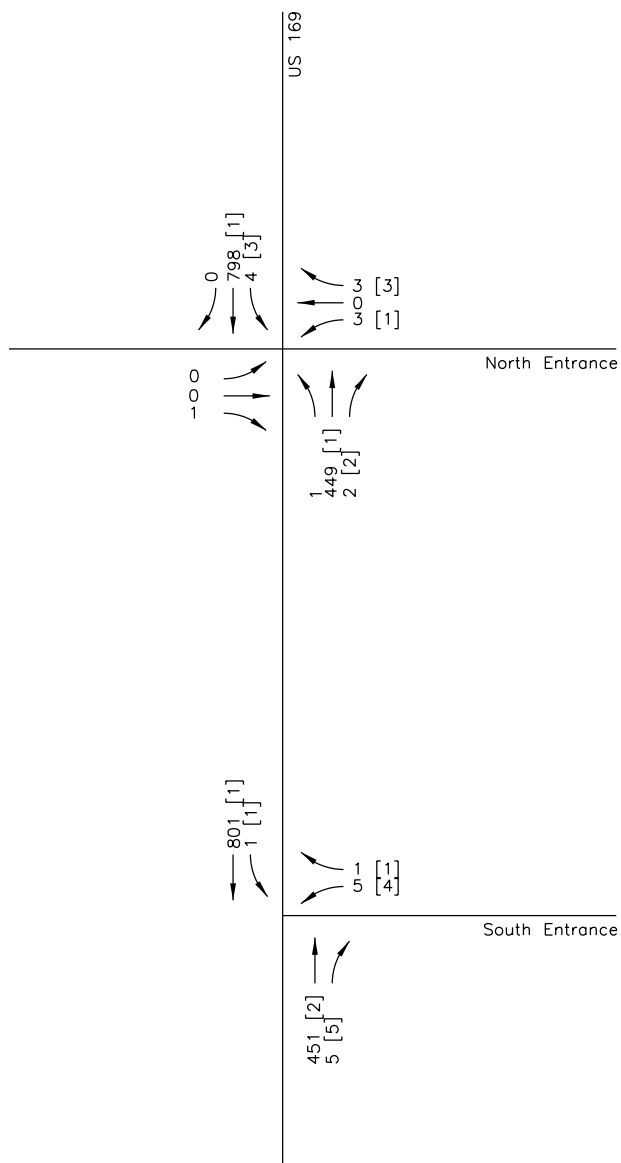
Smithville Plaza
Smithville, MO

No Scale

Figure 6



priority
ENGINEERS



LEGEND

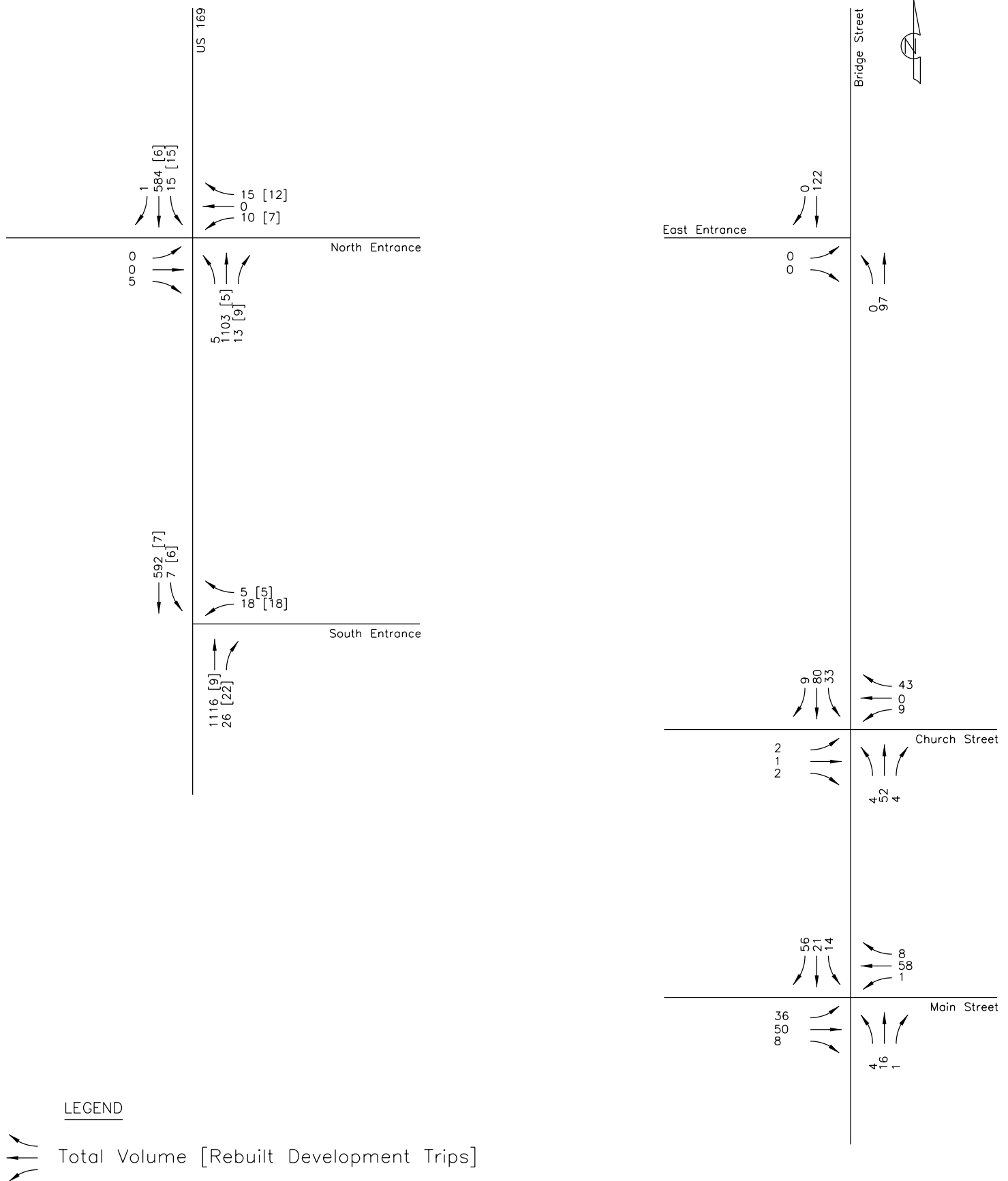
 Total Volume [Rebuilt Development Trips]

Existing + Rebuilt Development
AM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale
Figure 7





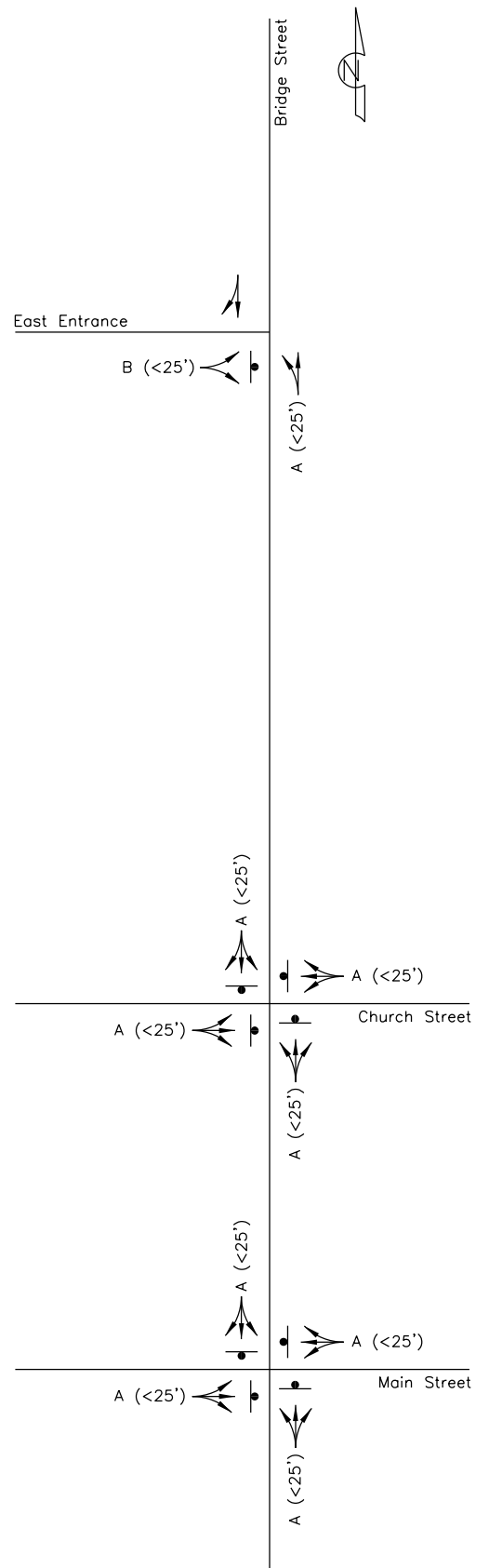
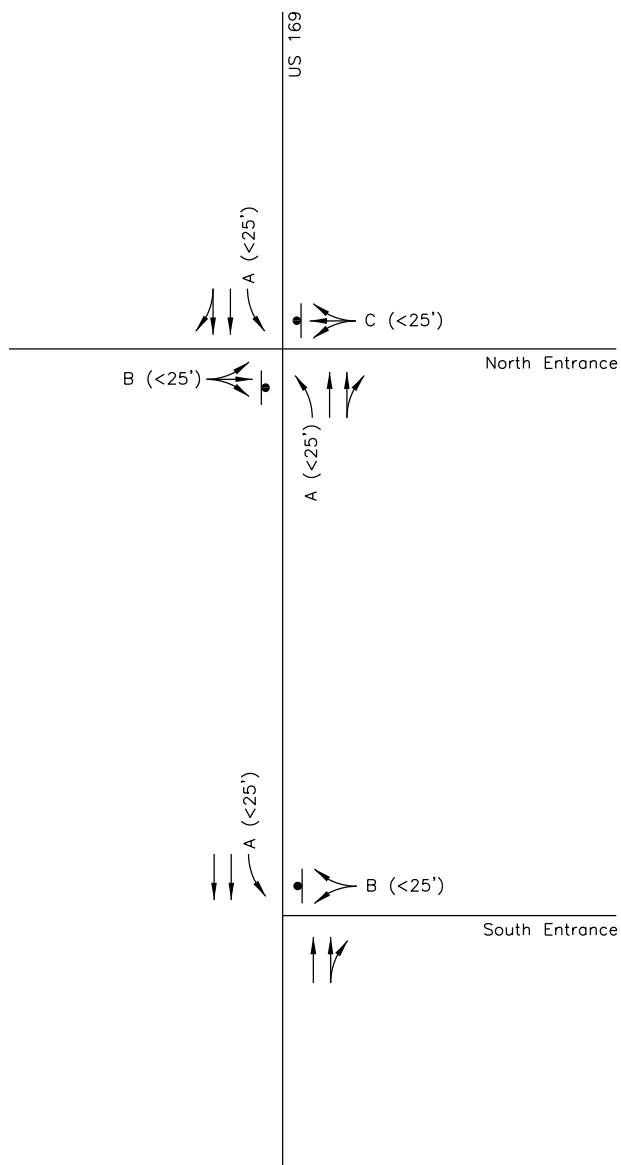
Existing + Rebuilt Development
PM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale

Figure 8





LEGEND

- HCM LOS (95th Percentile Queue in Vehicles)
- Stop Sign

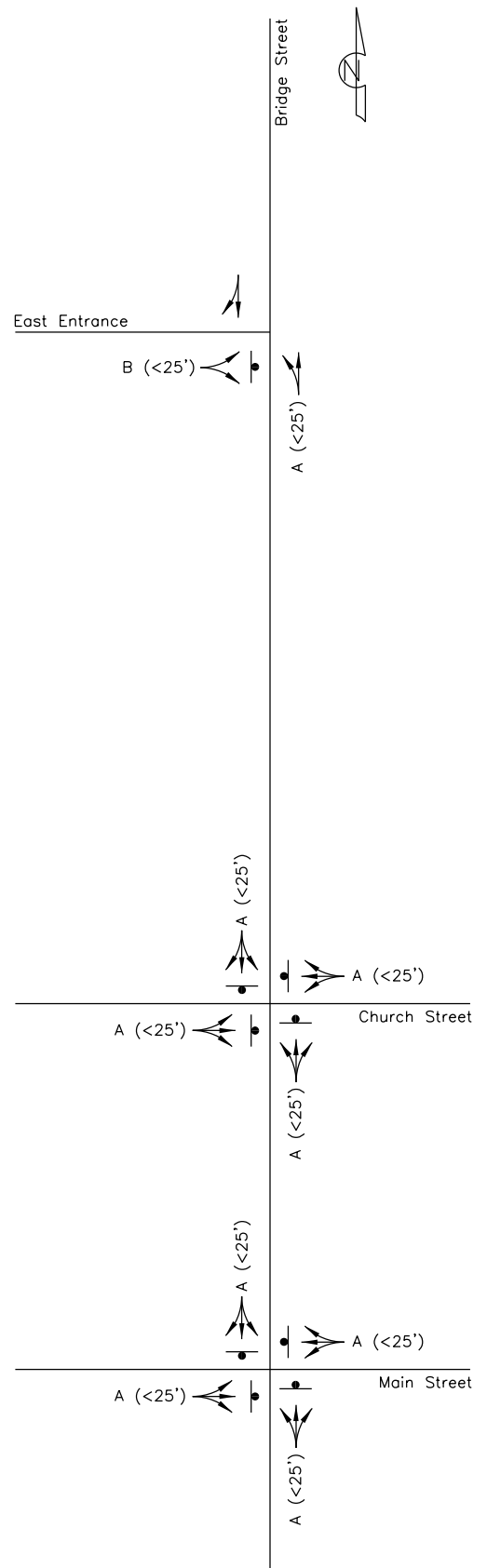
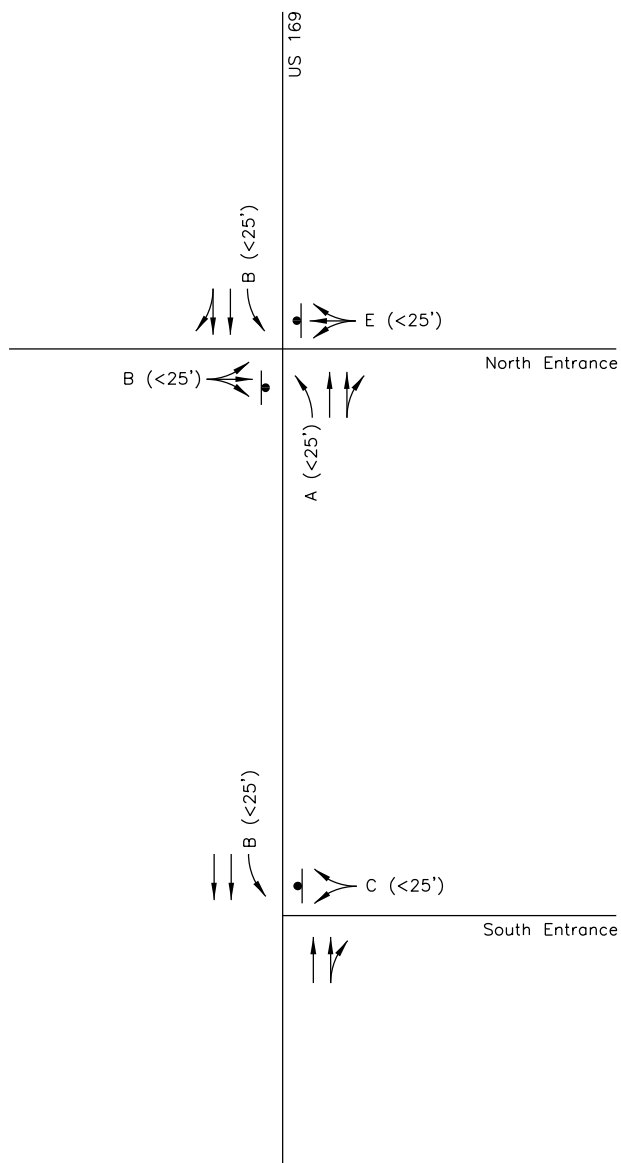
Existing + Rebuilt Development
AM Peak Hour
Lane Configurations &
Levels of Service

Smithville Plaza
Smithville, MO

No Scale

Figure 9





LEGEND

- HCM LOS (95th Percentile Queue in Vehicles)
- Stop Sign

Existing + Rebuilt Development
PM Peak Hour
Lane Configurations &
Levels of Service

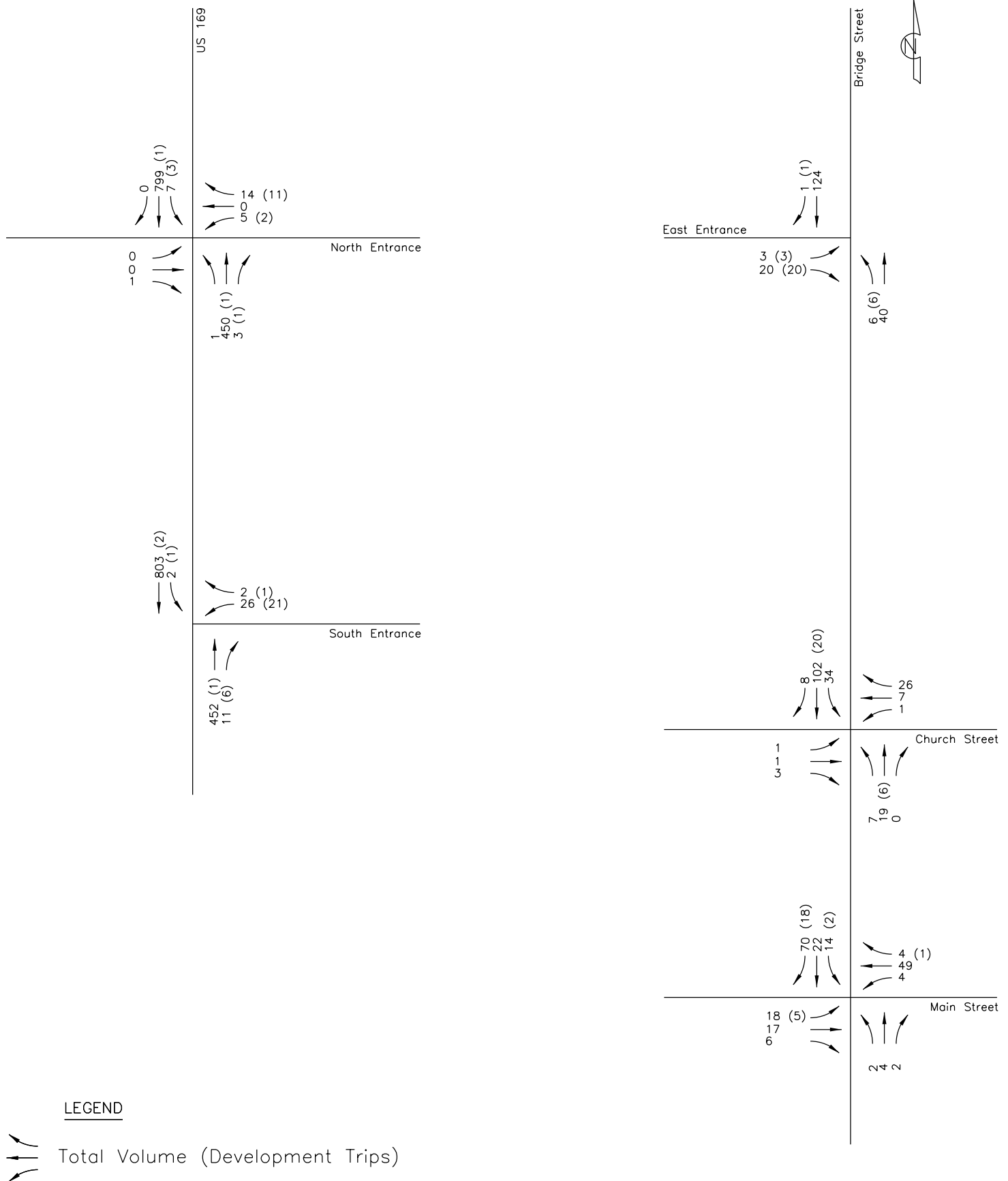
Smithville Plaza
Smithville, MO

No Scale

Figure 10



priority
ENGINEERS



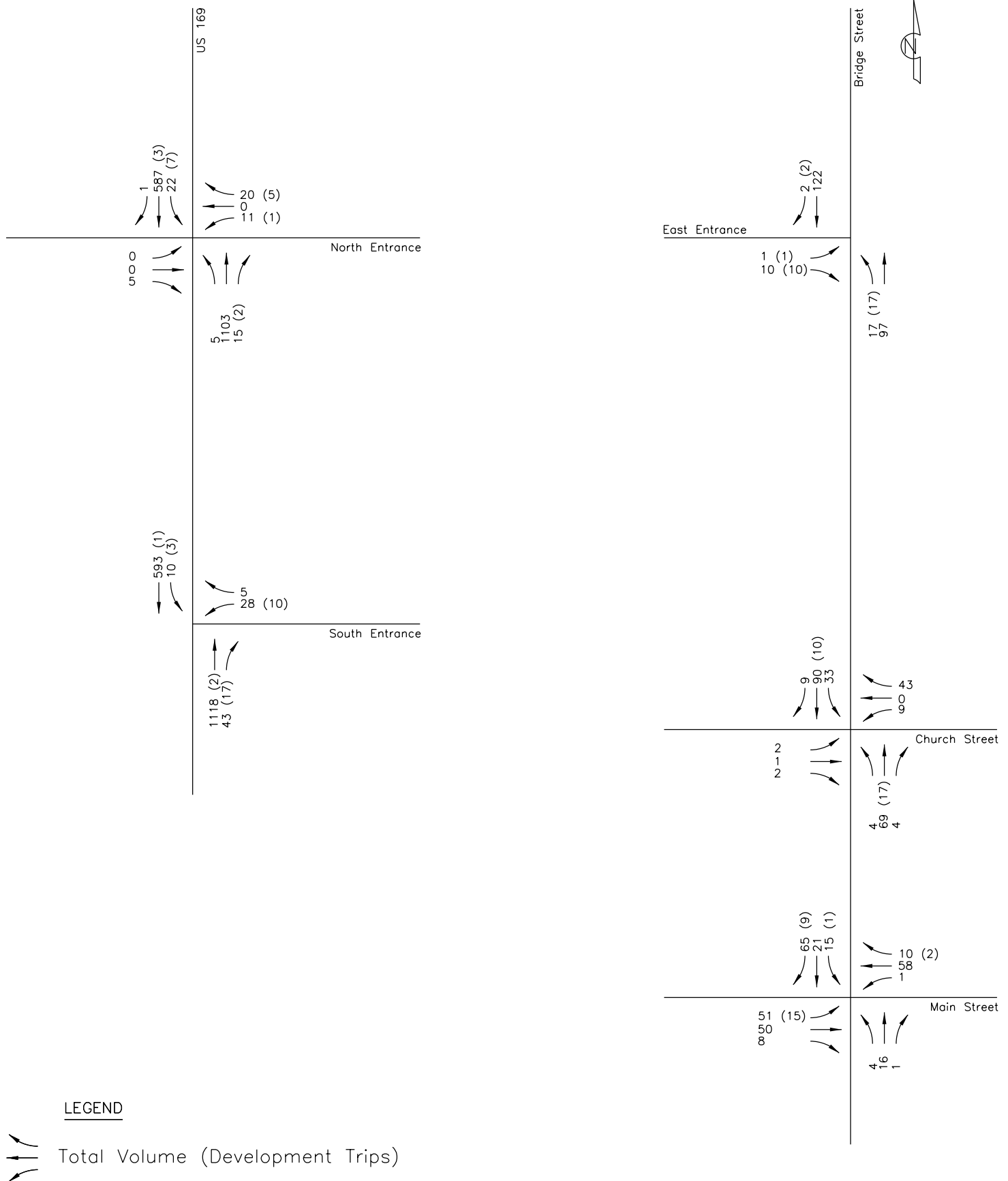
Existing + Rebuilt +
Proposed Development
AM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale

Figure 11





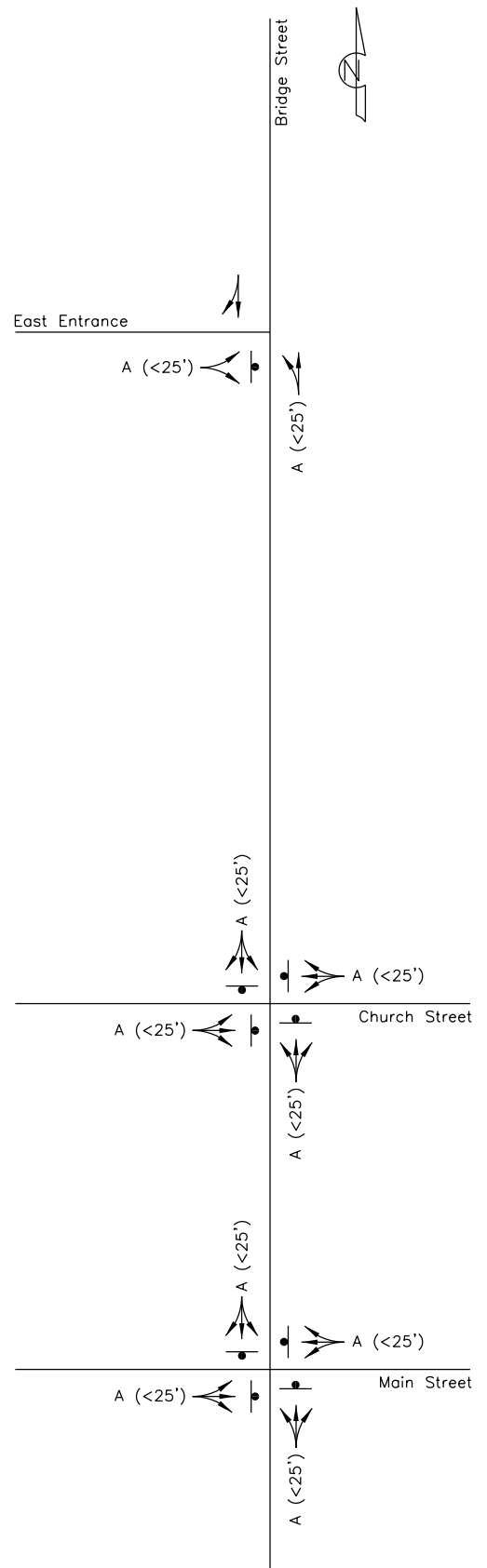
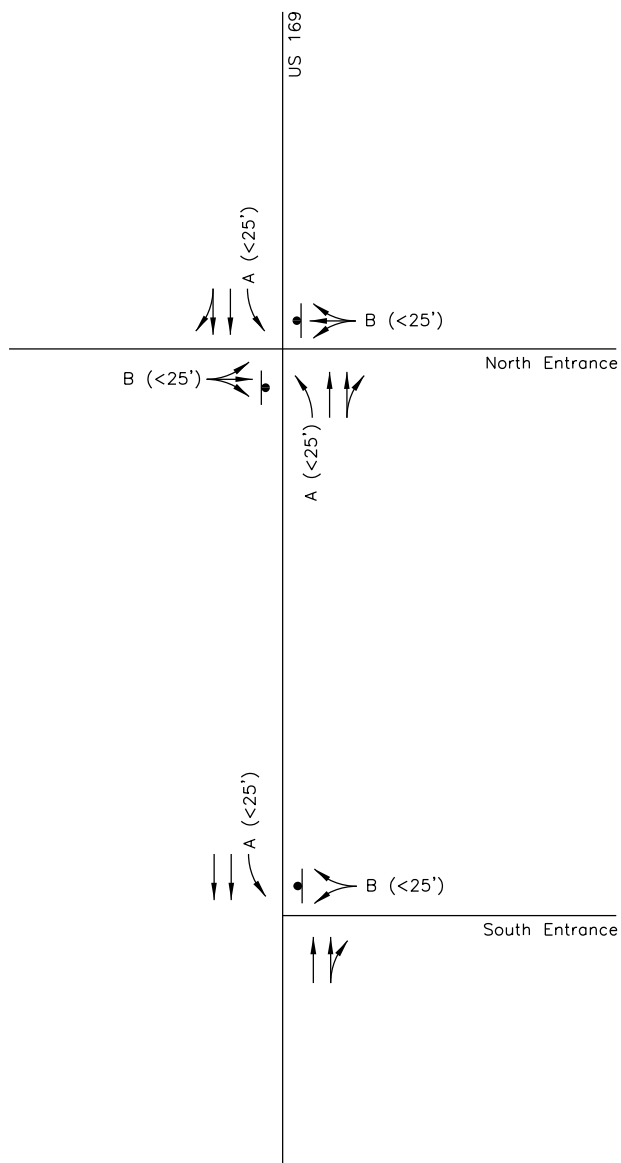
Existing + Rebuilt +
Proposed Development
PM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale

Figure 12





LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign

Existing + Rebuilt + Proposed
Development AM Peak Hour
Lane Configurations &
Levels of Service

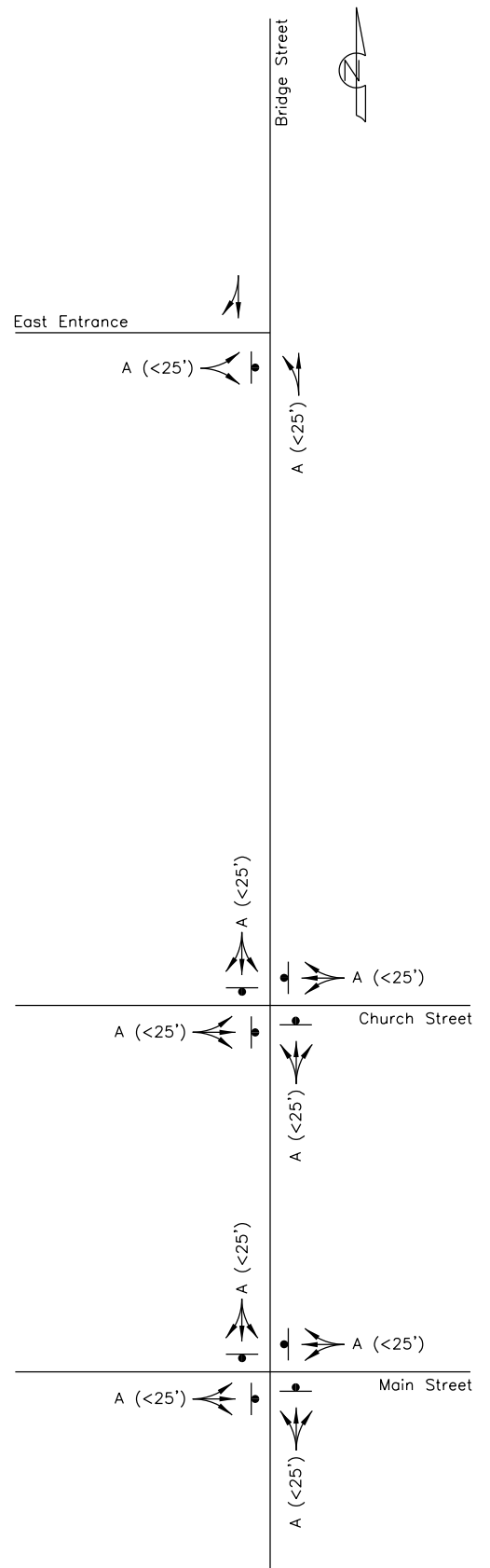
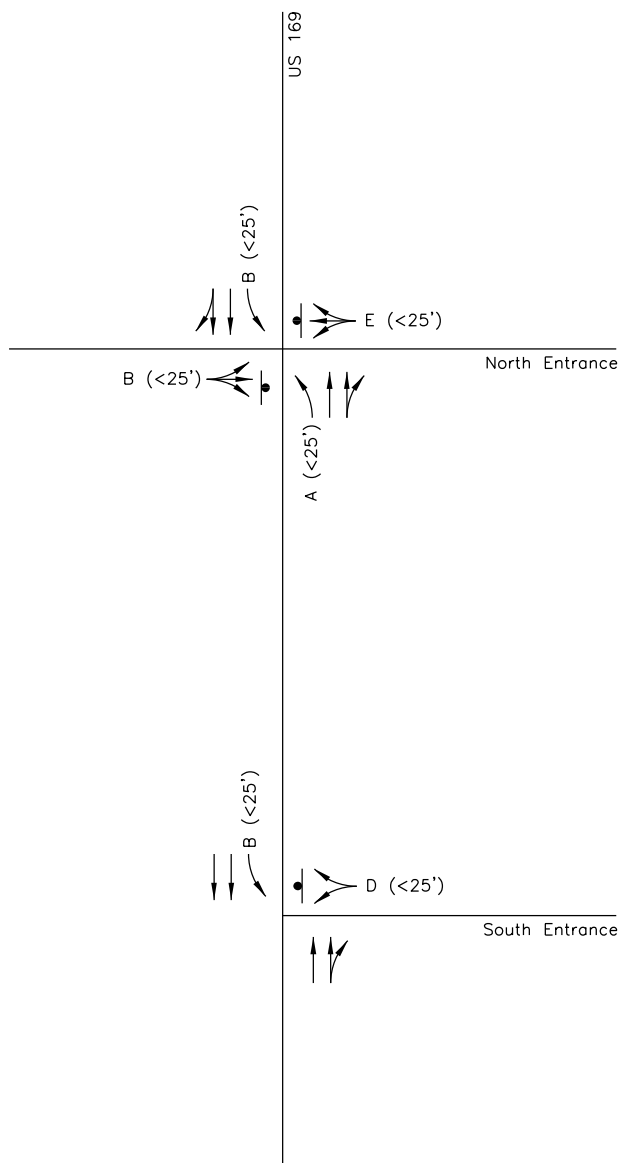
Smithville Plaza
Smithville, MO

No Scale

Figure 13



priority
ENGINEERS



LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign

Existing + Rebuilt + Proposed
Development PM Peak Hour
Lane Configurations &
Levels of Service

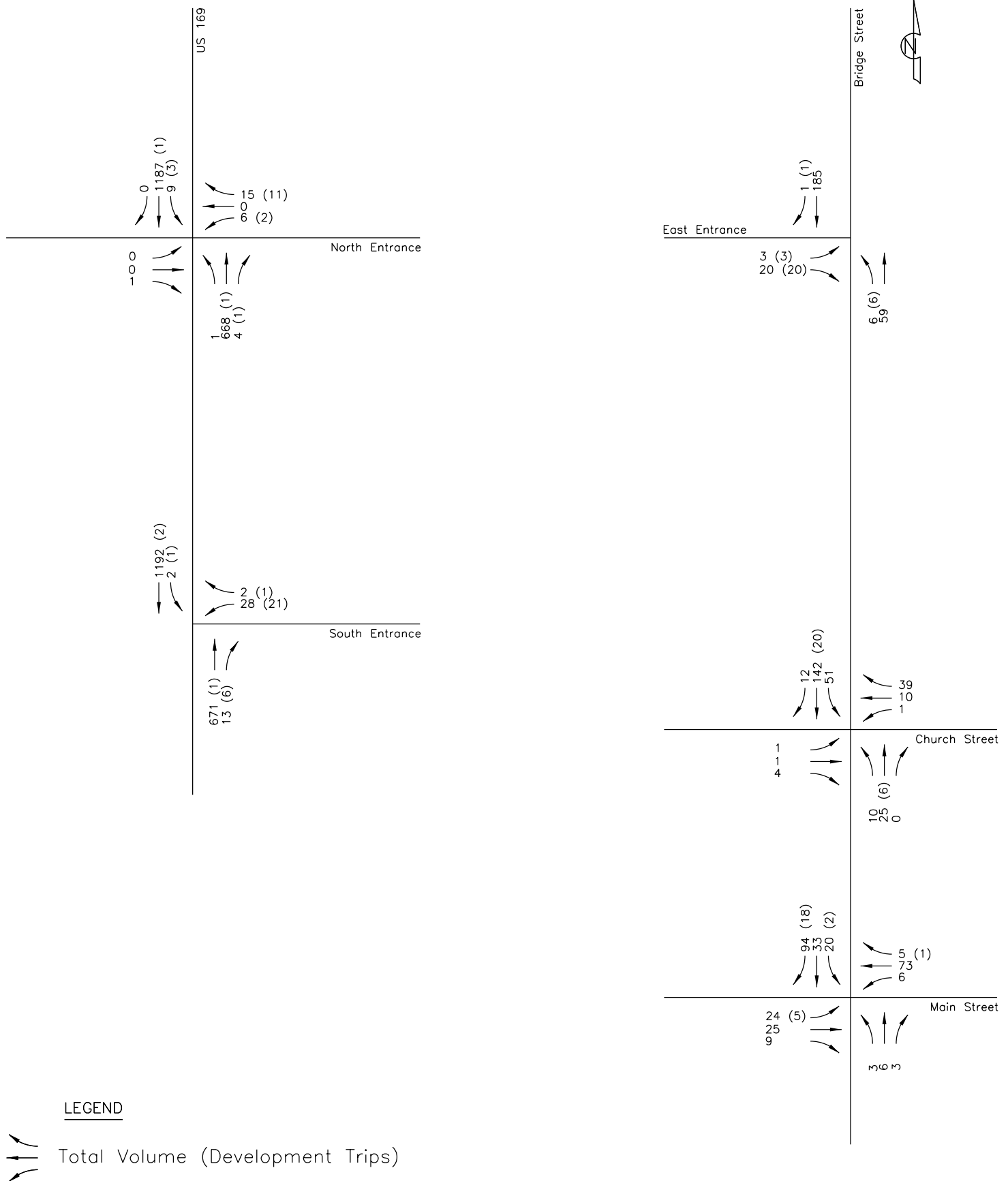
Smithville Plaza
Smithville, MO

No Scale

Figure 14



priority
ENGINEERS



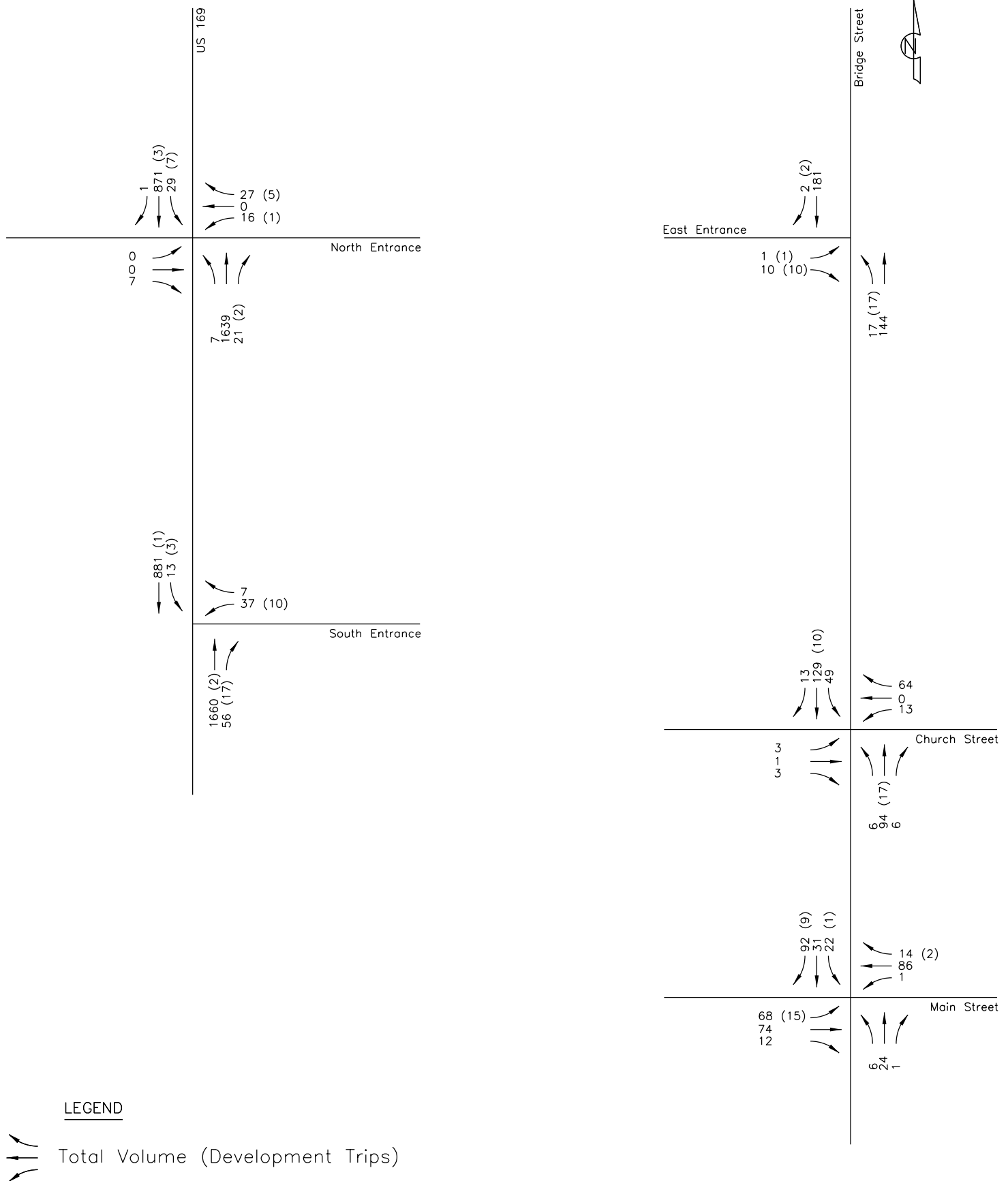
Future (2046)
AM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale

Figure 15





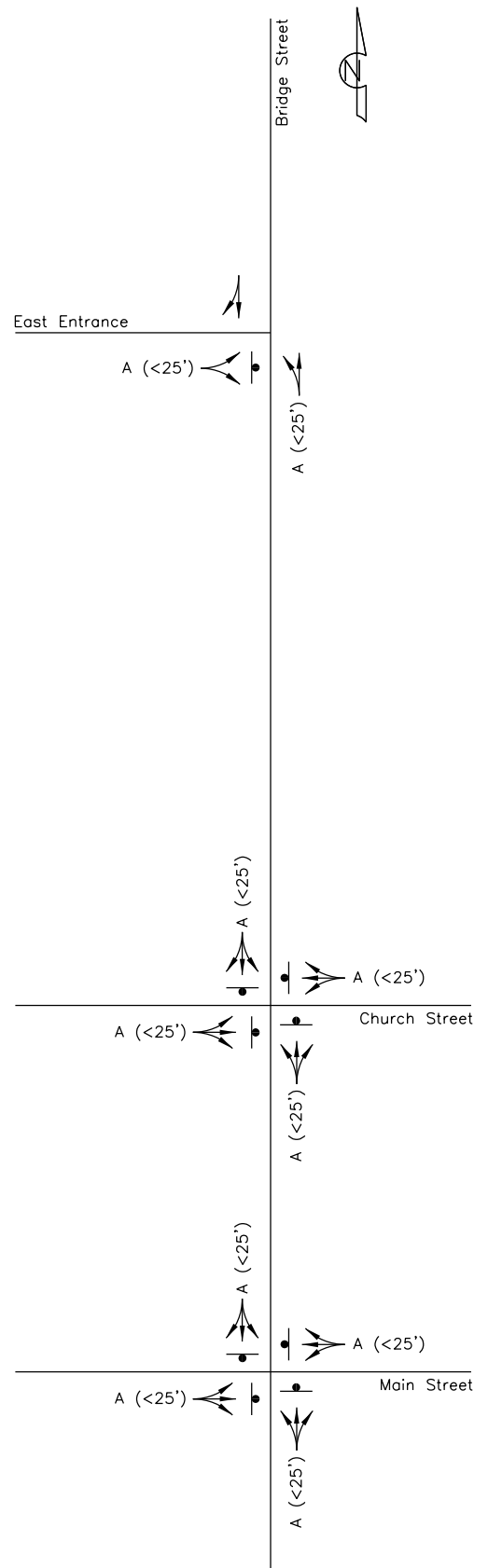
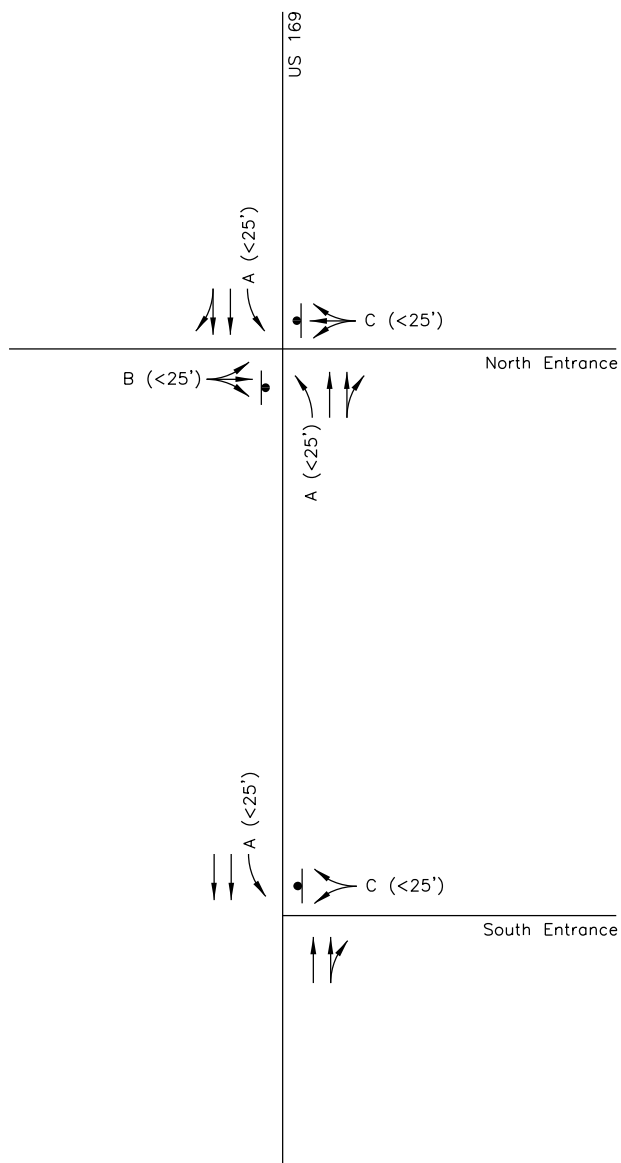
Future (2046)
PM Peak Hour
Traffic Volumes

Smithville Plaza
Smithville, MO

No Scale

Figure 16





LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign

Future (2046) AM Peak Hour
Lane Configurations &
Levels of Service

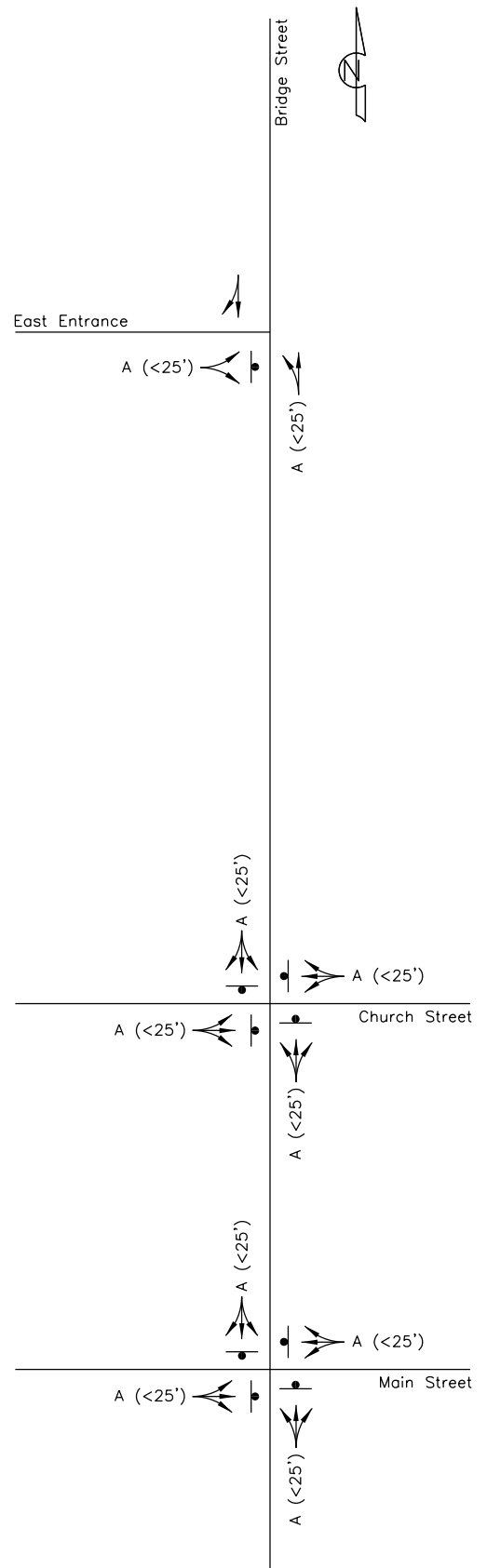
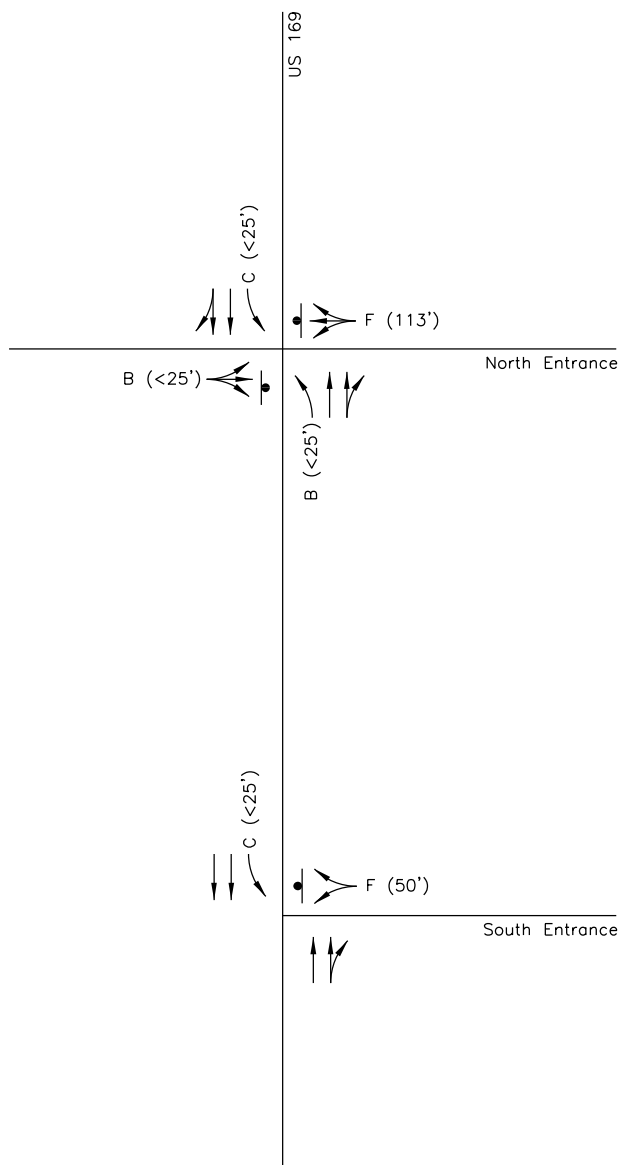
Smithville Plaza
Smithville, MO

No Scale

Figure 17



Priority
ENGINEERS



LEGEND

- HCM LOS (95th Percentile Queue in Vehicles)
- Stop Sign

Future (2046) PM Peak Hour
Lane Configurations &
Levels of Service

Smithville Plaza
Smithville, MO

No Scale

Figure 18



Priority
ENGINEERS

APPENDIX II

Peak Hour Traffic Counts

Crash Data Map

Synchro Reports

Existing AM Peak Hour	Pages 1-4
Existing PM Peak Hour	Pages 5-8
Existing + Rebuilt Development AM Peak Hour	Pages 9-12
Existing + Rebuilt Development PM Peak Hour	Pages 13-16
Existing + Rebuilt + Proposed Development AM Peak Hour	Pages 17-21
Existing + Rebuilt + Proposed Development PM Peak Hour	Pages 22-26
Future (2046) AM Peak Hour	Pages 27-31
Future (2046) PM Peak Hour	Pages 32-36

US 169 & North Drive

7/29/2026	Southbound				Westbound				Northbound				Eastbound						Totals		
Start Time	Left	Throught	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Throught	Right	Ped Bike			Totals		
7:00	0	193			1		0		1	65	0				0				260		
7:15	0	222			0		0		1	86	0				1				310		
7:30	1	221			0		0		0	112	0				0				334		
7:45	0	188			1		0		0	112	0				0				301		
8:00	0	163			1		0		0	136	0				0				300		
8:15	1	195			0		1		1	104	1				1				304		
8:30	0	168			1		0		0	117	0				0				286		
8:45	3	173			1		0		1	107	0				1				286		
Totals	1	794	0	0	0	2	0	0	0	0	1	446	0	0	0	0	0	1	0	0	1245
Trucks	1	18			1					29											
%	100%	2%								7%											

1205 2772
1245 2894
1239 2864
1191 2755
1176 2759

US 169 & South Drive

7/29/2026	Southbound				Westbound				Northbound				Eastbound						Totals	
Start Time	Left	Throught	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Throught	Right	Ped Bike			Totals	
7:00		194			0			0		66	0								260	
7:15		223			1			0		87	0								311	
7:30		220			0			0		115	0								335	
7:45		191			0			0		111	0								302	
8:00		166			0			0		136	0								302	
8:15		196			0			0		106	0								302	
8:30		169			0			2		118	1								290	
8:45		174			0			2		109	0								285	
Totals	0	800	0	0	0	1	0	0	0	0	0	449	0	0	0	0	0	0	0	1250
Trucks		19								28										
%		2%								6%										

1208
1250
1241
1196
1179

Bridge & Church St

7/29/2026	Southbound				Westbound				Northbound				Eastbound								
Start Time	Left	Throught	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Throught	Right	Ped Bike	Totals				
7:00	1	6	1	0	1	0	1	0	1	3	0	0	0	0	0	0	14				
7:15	8	24	1	0	0	0	2	0	4	4	0	0	0	0	0	0	43				
7:30	7	18	2	1	0	0	4	1	0	4	0	0	1	0	1	1	40				
7:45	11	24	2	0	1	4	12	3	0	4	0	2	0	1	0	1	65	162			
8:00	8	16	3	0	0	3	8	0	3	1	0	0	0	0	2	0	44	192			
8:15	4	21	0	0	0	2	5	1	0	4	1	0	0	0	0	0	38	187			
8:30	2	17	1	0	0	1	4	0	1	5	0	0	0	0	0	0	31	178			
8:45	8	25	2	1	1	2	9	0	3	12	1	1	1	0	0	1	67	180			
Totals	34	82	8	1	0	1	7	26	4	0	7	13	0	2	0	1	1	3	2	0	192
Trucks																					
%	1 4%																				

162
192
187
178
180

Bridge & Main St

7/29/2026

	Southbound				Westbound				Northbound				Eastbound						Totals	
Start Time	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike	Left	Through	Right	Ped Bike				
7:00	2	1	5	0	1	10	2	0	3	1	1	0	1	2	0	1			30	
7:15	5	4	15	0	1	12	1	0	2	3	0	2	4	2	2	0			53	
7:30	2	5	11	5	3	17	1	0	0	0	0	6	3	4	1	2			60	
7:45	3	9	11	0	0	10	0	3	0	1	1	5	3	5	1	2			54	197
8:00	2	3	11	0	0	10	1	0	0	0	1	1	3	6	2	0			40	207
8:15	2	3	17	0	0	7	1	0	0	0	0	3	5	4	1	0			43	197
8:30	4	2	11	0	0	14	3	0	1	1	1	3	5	4	1	3			53	190
8:45	4	8	13	0	2	14	2	1	1	2	0	8	16	7	7	3			88	224
Totals	12	21	48	5	4	49	3	3	2	4	2	14	0	13	17	6	4	0	207	
Trucks															1					
%															6%					

7/28/2026

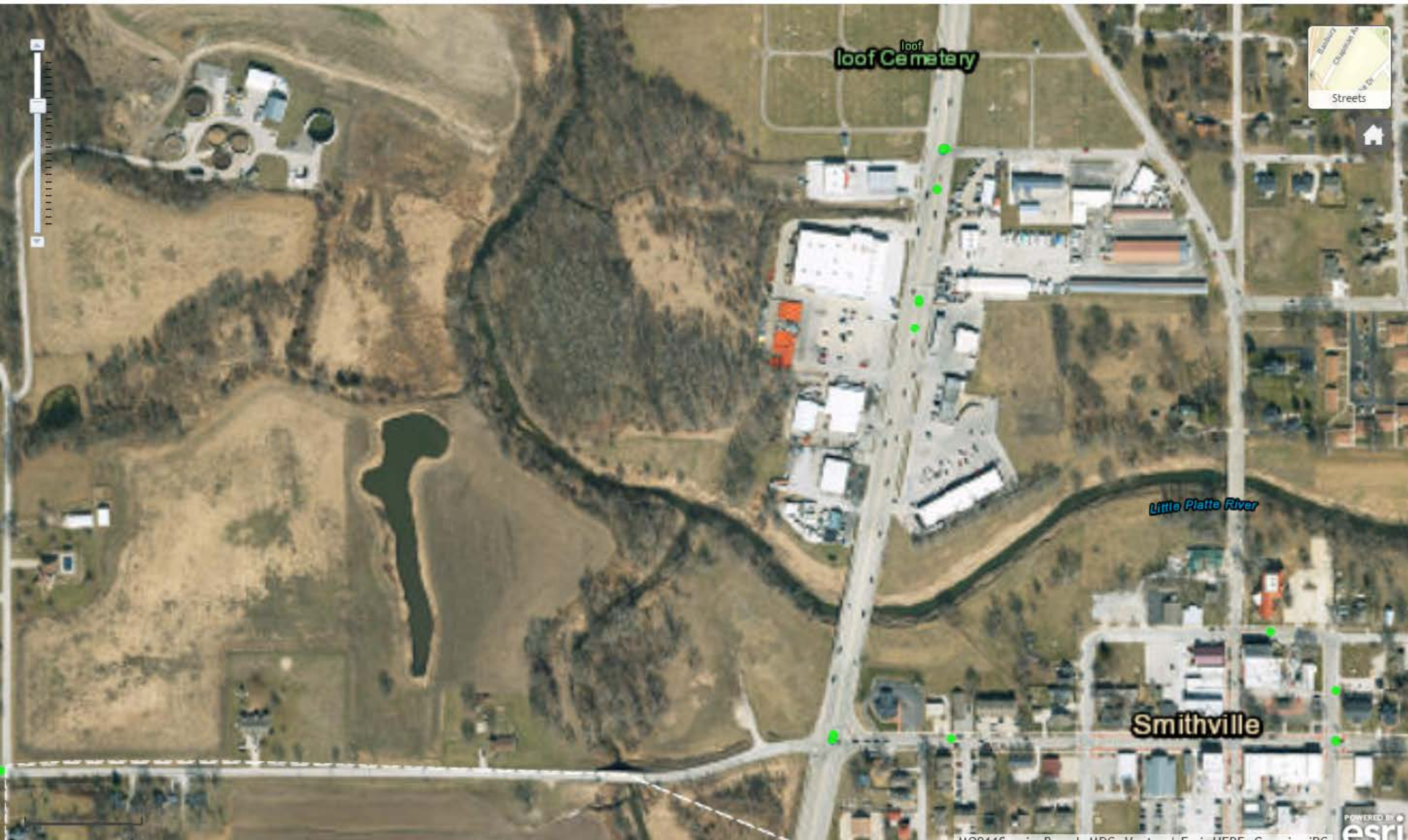
US 169 & South Drive

Bridge & Church St

[illegible]

7/28/2026

7/28/2026	Southbound					Westbound					Northbound					Eastbound						
Start Time	Left	Through	Right	Ped	Bike	Left	Through	Right	Ped	Bike	Left	Through	Right	Ped	Bike	Left	Through	Right	Ped	Bike	Totals	
16:00	5	3	11	2		0	9	1	0		1	0	1	0		4	14	2	2		55	
16:15	3	5	9	0		0	10	1	0		1	1	0	1		13	8	2	0		54	
16:30	2	5	13	0		0	19	1	0	2	2	2	1	0		11	11	1	0		70	
16:45	2	6	9	0		0	11	3	1	2	1	3	0	0		7	13	1	2		61	240
17:00	6	3	14	3		1	17	1	0		0	6	0	0		9	16	2	0		78	263
17:15	4	6	20	1		0	11	3	0		1	4	0	0		9	10	4	0		73	282
17:30	3	1	11	0		0	7	1	0		1	1	2	0		6	21	1	2		57	269
17:45	5	8	9	2		2	11	4	3		0	3	1	1		6	37	0	0		92	300
Totals	14	20	56	4	0	1	58	8	1	4	4	15	1	0	0	36	50	8	2	0	282	
Trucks						1																
%						2%																



Traffic Crashes Online Mapping

Your search returned top 10,000 records ordered by date. Please be more specific in your search.

[Hide/Show input parameters](#)

[Export data table](#)

[Hide/Show results](#)

Start Date: 1/1/2023

End Date: 1/1/2026

Start Time: 12:00 AM

End Time: 11:59 PM

Start Weekday: Sunday

End Weekday: Saturday

Crash Severity: All Crashes

Investigated By: Statewide

Crash Type: All

Troop: Statewide

County: CLAY

City: Statewide

Vehicle Type: Statewide

Circumstances:

Gender:

Injury:

Legend

5: US 169 & North Entrance

Existing AM Peak Hour

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	1	2	0	0	1	448	0	1	797	0
Future Vol, veh/h	0	0	1	2	0	0	1	448	0	1	797	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	2	0	0	1	487	0	1	866	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1114	1358	433	924	1358	243	866	0	0	487	0	0
Stage 1	868	868	-	489	489	-	-	-	-	-	-	-
Stage 2	246	489	-	435	868	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	163	148	571	224	148	757	773	-	-	1072	-	-
Stage 1	313	368	-	529	548	-	-	-	-	-	-	-
Stage 2	736	548	-	569	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	162	147	571	223	147	757	773	-	-	1072	-	-
Mov Cap-2 Maneuver	162	147	-	223	147	-	-	-	-	-	-	-
Stage 1	313	367	-	528	547	-	-	-	-	-	-	-
Stage 2	735	547	-	568	367	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v11.32			21.29		0.02		0.01					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	773	-	-	571	223	1072	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.002	0.01	0.001	-	-				
HCM Control Delay (s/veh)	9.7	-	-	11.3	21.3	8.4	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

7: US 169 & South Entrance

Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	449	0	0	800
Future Vol, veh/h	1	0	449	0	0	800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	1	0	488	0	0	870
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	923	244	0	0	488	0
Stage 1	488	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	269	757	-	-	1071	-
Stage 1	583	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	757	-	-	1071	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	14.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	397	1071	-	
HCM Lane V/C Ratio	-	-	0.003	-	-	
HCM Control Delay (s/veh)	-	-	14.1	0	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

11: Bridge Street & Church Street

Existing AM Peak Hour

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	1	1	3	1	7	26	7	13	0	34	82	8
Future Vol, veh/h	1	1	3	1	7	26	7	13	0	34	82	8
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	1	1	3	1	8	28	8	14	0	37	89	9
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	7.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	20%	3%	27%
Vol Thru, %	65%	20%	21%	66%
Vol Right, %	0%	60%	76%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	5	34	124
LT Vol	7	1	1	34
Through Vol	13	1	7	82
RT Vol	0	3	26	8
Lane Flow Rate	22	5	37	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.006	0.039	0.151
Departure Headway (Hd)	4.18	3.914	3.755	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	853	902	941	888
Service Time	2.221	1.991	1.828	2.06
HCM Lane V/C Ratio	0.026	0.006	0.039	0.152
HCM Control Delay, s/veh	7.3	7	7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.5

14: Bridge Street & Main Street

Existing AM Peak Hour

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	17	6	4	49	3	2	4	2	12	22	52
Future Vol, veh/h	13	17	6	4	49	3	2	4	2	12	22	52
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	14	18	7	4	53	3	2	4	2	13	24	57
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	7.4	7.5	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	36%	7%	14%
Vol Thru, %	50%	47%	88%	26%
Vol Right, %	25%	17%	5%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	36	56	86
LT Vol	2	13	4	12
Through Vol	4	17	49	22
RT Vol	2	6	3	52
Lane Flow Rate	9	39	61	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.045	0.07	0.098
Departure Headway (Hd)	4.079	4.131	4.125	3.779
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	862	865	941
Service Time	2.144	2.179	2.167	1.831
HCM Lane V/C Ratio	0.01	0.045	0.071	0.099
HCM Control Delay, s/veh	7.2	7.4	7.5	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.2	0.3

5: US 169 & North Entrance

Existing PM Peak Hour

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	5	3	0	3	5	1098	4	0	578	1
Future Vol, veh/h	0	0	5	3	0	3	5	1098	4	0	578	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	3	0	3	5	1193	4	0	628	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1236	1838	315	1521	1836	599	629	0	0	1198	0	0
Stage 1	629	629	-	1207	1207	-	-	-	-	-	-	-
Stage 2	608	1209	-	314	629	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	132	75	681	81	75	445	949	-	-	578	-	-
Stage 1	437	474	-	195	255	-	-	-	-	-	-	-
Stage 2	450	254	-	671	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	74	681	80	75	445	949	-	-	578	-	-
Mov Cap-2 Maneuver	131	74	-	80	75	-	-	-	-	-	-	-
Stage 1	437	474	-	193	253	-	-	-	-	-	-	-
Stage 2	444	253	-	666	473	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v10.33			32.82		0.04		0					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	949	-	-	681	136	578	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.008	0.048	-	-	-				
HCM Control Delay (s/veh)	8.8	-	-	10.3	32.8	0	-	-				
HCM Lane LOS	A	-	-	B	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

7: US 169 & South Entrance

Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1107	4	1	585
Future Vol, veh/h	0	0	1107	4	1	585
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	0	0	1203	4	1	636
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1526	604	0	0	1208	0
Stage 1	1205	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	108	442	-	-	574	-
Stage 1	246	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	442	-	-	574	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	0	0		0.02		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	574	-	
HCM Lane V/C Ratio	-	-	-	0.002	-	
HCM Control Delay (s/veh)	-	-	0	11.3	-	
HCM Lane LOS	-	-	A	B	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

11: Bridge Street & Church Street

Existing PM Peak Hour

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	2	1	2	9	0	43	4	52	4	33	80	9
Future Vol, veh/h	2	1	2	9	0	43	4	52	4	33	80	9
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	2	1	2	10	0	47	4	57	4	36	87	10
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	7.3	7.2	7.5	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	40%	17%	27%
Vol Thru, %	87%	20%	0%	66%
Vol Right, %	7%	40%	83%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	5	52	122
LT Vol	4	2	9	33
Through Vol	52	1	0	80
RT Vol	4	2	43	9
Lane Flow Rate	65	5	57	133
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.006	0.06	0.151
Departure Headway (Hd)	4.116	4.265	3.816	4.101
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	865	844	921	873
Service Time	2.167	2.265	1.912	2.138
HCM Lane V/C Ratio	0.075	0.006	0.062	0.152
HCM Control Delay, s/veh	7.5	7.3	7.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.2	0.5

14: Bridge Street & Main Street

Existing PM Peak Hour

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	36	50	8	1	58	8	4	16	1	14	21	56
Future Vol, veh/h	36	50	8	1	58	8	4	16	1	14	21	56
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	39	54	9	1	63	9	4	17	1	15	23	61
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	7.6	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	38%	1%	15%
Vol Thru, %	76%	53%	87%	23%
Vol Right, %	5%	9%	12%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	94	67	91
LT Vol	4	36	1	14
Through Vol	16	50	58	21
RT Vol	1	8	8	56
Lane Flow Rate	23	102	73	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.12	0.084	0.108
Departure Headway (Hd)	4.437	4.227	4.156	3.914
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	839	851	898
Service Time	2.437	2.299	2.237	2.013
HCM Lane V/C Ratio	0.028	0.122	0.086	0.11
HCM Control Delay, s/veh	7.6	7.9	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.3	0.4

5: US 169 & North Entrance

Existing + Rebuilt Development AM Peak Hour

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	0	0	1	3	0	3	1	449	2	4	798	0
Future Vol, veh/h	0	0	1	3	0	3	1	449	2	4	798	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	3	0	3	1	488	2	4	867	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1122	1368	434	934	1367	245	867	0	0	490	0	0
Stage 1	876	876	-	491	491	-	-	-	-	-	-	-
Stage 2	246	492	-	442	876	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	161	145	570	221	146	755	772	-	-	1069	-	-
Stage 1	310	365	-	528	546	-	-	-	-	-	-	-
Stage 2	736	546	-	564	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	145	570	219	145	755	772	-	-	1069	-	-
Mov Cap-2 Maneuver	159	145	-	219	145	-	-	-	-	-	-	-
Stage 1	309	363	-	527	546	-	-	-	-	-	-	-
Stage 2	732	545	-	561	363	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v11.33			15.81		0.02		0.04					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	772	-	-	570	340	1069	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.002	0.019	0.004	-	-				
HCM Control Delay (s/veh)	9.7	-	-	11.3	15.8	8.4	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

7: US 169 & South Entrance

Existing + Rebuilt Development AM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	1	451	5	1	801
Future Vol, veh/h	5	1	451	5	1	801
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	1	490	5	1	871

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	930	248	0
Stage 1	493	-	-
Stage 2	437	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	266	752	-
Stage 1	579	-	-
Stage 2	618	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	266	752	-
Mov Cap-2 Maneuver	394	-	-
Stage 1	579	-	-
Stage 2	618	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v13.54		0	0.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	1064
HCM Lane V/C Ratio	-	-	0.015	0.001
HCM Control Delay (s/veh)	-	-	13.5	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

11: Bridge Street & Church Street

Existing + Rebuilt Development AM Peak Hour

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	1	1	3	1	7	26	7	13	0	34	82	8
Future Vol, veh/h	1	1	3	1	7	26	7	13	0	34	82	8
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	1	1	3	1	8	28	8	14	0	37	89	9
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	7.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	20%	3%	27%
Vol Thru, %	65%	20%	21%	66%
Vol Right, %	0%	60%	76%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	5	34	124
LT Vol	7	1	1	34
Through Vol	13	1	7	82
RT Vol	0	3	26	8
Lane Flow Rate	22	5	37	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.006	0.039	0.151
Departure Headway (Hd)	4.18	3.914	3.755	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	853	902	941	888
Service Time	2.221	1.991	1.828	2.06
HCM Lane V/C Ratio	0.026	0.006	0.039	0.152
HCM Control Delay, s/veh	7.3	7	7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.5

14: Bridge Street & Main Street

Existing + Rebuilt Development AM Peak Hour

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	17	6	4	49	3	2	4	2	12	22	52
Future Vol, veh/h	13	17	6	4	49	3	2	4	2	12	22	52
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	14	18	7	4	53	3	2	4	2	13	24	57
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	7.4	7.5	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	36%	7%	14%
Vol Thru, %	50%	47%	88%	26%
Vol Right, %	25%	17%	5%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	36	56	86
LT Vol	2	13	4	12
Through Vol	4	17	49	22
RT Vol	2	6	3	52
Lane Flow Rate	9	39	61	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.045	0.07	0.098
Departure Headway (Hd)	4.079	4.131	4.125	3.779
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	862	865	941
Service Time	2.144	2.179	2.167	1.831
HCM Lane V/C Ratio	0.01	0.045	0.071	0.099
HCM Control Delay, s/veh	7.2	7.4	7.5	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.2	0.3

5: US 169 & North Entrance

Existing + Rebuilt Development PM Peak Hour

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	0	0	5	10	0	15	5	1103	13	15	584	1
Future Vol, veh/h	0	0	5	10	0	15	5	1103	13	15	584	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	11	0	16	5	1199	14	16	635	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1278	1892	318	1567	1885	607	636	0	0	1213	0	0
Stage 1	668	668	-	1217	1217	-	-	-	-	-	-	-
Stage 2	610	1224	-	350	668	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	123	69	678	75	70	440	943	-	-	571	-	-
Stage 1	414	455	-	192	252	-	-	-	-	-	-	-
Stage 2	448	250	-	639	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	115	67	678	72	67	440	943	-	-	571	-	-
Mov Cap-2 Maneuver	115	67	-	72	67	-	-	-	-	-	-	-
Stage 1	402	442	-	191	250	-	-	-	-	-	-	-
Stage 2	429	248	-	616	441	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.35		35.62	0.04	0.29
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	678	144	571	-
HCM Lane V/C Ratio	0.006	-	-	0.008	0.188	0.029	-
HCM Control Delay (s/veh)	8.8	-	-	10.4	35.6	11.5	-
HCM Lane LOS	A	-	-	B	E	B	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.1	-

7: US 169 & South Entrance

Existing + Rebuilt Development PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	5	1116	26	7	592
Future Vol, veh/h	18	5	1116	26	7	592
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	20	5	1213	28	8	643
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1564	621	0	0	1241	0
Stage 1	1227	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	102	430	-	-	557	-
Stage 1	240	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	101	430	-	-	557	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	240	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v23.37		0		0.14		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	221	557	-	
HCM Lane V/C Ratio	-	-	0.113	0.014	-	
HCM Control Delay (s/veh)	-	-	23.4	11.6	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

11: Bridge Street & Church Street

Existing + Rebuilt Development PM Peak Hour

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	2	1	2	9	0	43	4	52	4	33	80	9
Future Vol, veh/h	2	1	2	9	0	43	4	52	4	33	80	9
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	2	1	2	10	0	47	4	57	4	36	87	10
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	7.3	7.2	7.5	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	40%	17%	27%
Vol Thru, %	87%	20%	0%	66%
Vol Right, %	7%	40%	83%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	5	52	122
LT Vol	4	2	9	33
Through Vol	52	1	0	80
RT Vol	4	2	43	9
Lane Flow Rate	65	5	57	133
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.006	0.06	0.151
Departure Headway (Hd)	4.116	4.265	3.816	4.101
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	865	844	921	873
Service Time	2.167	2.265	1.912	2.138
HCM Lane V/C Ratio	0.075	0.006	0.062	0.152
HCM Control Delay, s/veh	7.5	7.3	7.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.2	0.5

14: Bridge Street & Main Street

Existing + Rebuilt Development PM Peak Hour

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	36	50	8	1	58	8	4	16	1	14	21	56
Future Vol, veh/h	36	50	8	1	58	8	4	16	1	14	21	56
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	39	54	9	1	63	9	4	17	1	15	23	61
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	7.6	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	38%	1%	15%
Vol Thru, %	76%	53%	87%	23%
Vol Right, %	5%	9%	12%	62%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	94	67	91
LT Vol	4	36	1	14
Through Vol	16	50	58	21
RT Vol	1	8	8	56
Lane Flow Rate	23	102	73	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.12	0.084	0.108
Departure Headway (Hd)	4.437	4.227	4.156	3.914
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	839	851	898
Service Time	2.437	2.299	2.237	2.013
HCM Lane V/C Ratio	0.028	0.122	0.086	0.11
HCM Control Delay, s/veh	7.6	7.9	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.3	0.4

5: US 169 & North Entrance

Existing + Rebuilt + Proposed Development AM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	1	5	0	14	1	450	3	7	799	0
Future Vol, veh/h	0	0	1	5	0	14	1	450	3	7	799	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	5	0	15	1	489	3	8	868	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1130	1378	434	942	1377	246	868	0	0	492	0	0
Stage 1	884	884	-	493	493	-	-	-	-	-	-	-
Stage 2	247	495	-	449	884	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	158	143	570	217	144	754	771	-	-	1067	-	-
Stage 1	307	362	-	526	545	-	-	-	-	-	-	-
Stage 2	735	544	-	559	362	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	142	570	215	143	754	771	-	-	1067	-	-
Mov Cap-2 Maneuver	154	142	-	215	143	-	-	-	-	-	-	-
Stage 1	305	359	-	526	545	-	-	-	-	-	-	-
Stage 2	719	544	-	554	359	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v11.33			13.3		0.02		0.07					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	771	-	-	570	455	1067	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.002	0.045	0.007	-	-				
HCM Control Delay (s/veh)	9.7	-	-	11.3	13.3	8.4	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

7: US 169 & South Entrance

Existing + Rebuilt + Proposed Development AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	2	452	11	2	803
Future Vol, veh/h	26	2	452	11	2	803
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	28	2	491	12	2	873
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	938	252	0	0	503	0
Stage 1	497	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	263	748	-	-	1057	-
Stage 1	576	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	262	748	-	-	1057	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	14.61	0		0.02		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	405	1057	-	
HCM Lane V/C Ratio	-	-	0.075	0.002	-	
HCM Control Delay (s/veh)	-	-	14.6	8.4	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

9: Bridge Street & East Entrance

Existing + Rebuilt + Proposed Development AM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	20	6	40	124	1
Future Vol, veh/h	3	20	6	40	124	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	3	22	7	43	135	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	192	135	136	0	-	0
Stage 1	135	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	797	913	1448	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	793	913	1448	-	-	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.13	0.98		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	235	-	896	-	-	
HCM Lane V/C Ratio	0.005	-	0.028	-	-	
HCM Control Delay (s/veh)	7.5	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

11: Bridge Street & Church Street

Existing + Rebuilt + Proposed Development AM Peak Hour

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	1	1	3	1	7	26	7	19	0	34	102	8
Future Vol, veh/h	1	1	3	1	7	26	7	19	0	34	102	8
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	1	1	3	1	8	28	8	21	0	37	111	9
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	7.1	7	7.4	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	20%	3%	24%
Vol Thru, %	73%	20%	21%	71%
Vol Right, %	0%	60%	76%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	5	34	144
LT Vol	7	1	1	34
Through Vol	19	1	7	102
RT Vol	0	3	26	8
Lane Flow Rate	28	5	37	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.006	0.039	0.176
Departure Headway (Hd)	4.18	3.962	3.803	4.044
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	888	926	887
Service Time	2.226	2.055	1.891	2.064
HCM Lane V/C Ratio	0.033	0.006	0.04	0.177
HCM Control Delay, s/veh	7.4	7.1	7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.6

14: Bridge Street & Main Street

Existing + Rebuilt + Proposed Development AM Peak Hour

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	18	17	6	4	49	4	2	4	2	14	22	70
Future Vol, veh/h	18	17	6	4	49	4	2	4	2	14	22	70
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	20	18	7	4	53	4	2	4	2	15	24	76
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	7.5	7.5	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	44%	7%	13%
Vol Thru, %	50%	41%	86%	21%
Vol Right, %	25%	15%	7%	66%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	41	57	106
LT Vol	2	18	4	14
Through Vol	4	17	49	22
RT Vol	2	6	4	70
Lane Flow Rate	9	45	62	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.052	0.072	0.12
Departure Headway (Hd)	4.108	4.198	4.156	3.755
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	847	857	946
Service Time	2.181	2.252	2.206	1.813
HCM Lane V/C Ratio	0.01	0.053	0.072	0.122
HCM Control Delay, s/veh	7.2	7.5	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.2	0.4

5: US 169 & North Entrance

Existing + Rebuilt + Proposed Development PM Peak Hour

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	0	0	5	11	0	20	5	1103	15	22	587	1
Future Vol, veh/h	0	0	5	11	0	20	5	1103	15	22	587	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	12	0	22	5	1199	16	24	638	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1297	1913	320	1585	1905	608	639	0	0	1215	0	0
Stage 1	686	686	-	1218	1218	-	-	-	-	-	-	-
Stage 2	610	1226	-	367	687	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	119	67	676	73	68	439	941	-	-	570	-	-
Stage 1	403	446	-	191	251	-	-	-	-	-	-	-
Stage 2	448	249	-	625	446	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	64	676	69	65	439	941	-	-	570	-	-
Mov Cap-2 Maneuver	108	64	-	69	65	-	-	-	-	-	-	-
Stage 1	387	427	-	190	250	-	-	-	-	-	-	-
Stage 2	423	248	-	594	427	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v10.37			35.6		0.04		0.42					
HCM LOS	B		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	941	-	-	676	151	570	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.008	0.223	0.042	-	-				
HCM Control Delay (s/veh)	8.8	-	-	10.4	35.6	11.6	-	-				
HCM Lane LOS	A	-	-	B	E	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.1	-	-				

7: US 169 & South Entrance

Existing + Rebuilt + Proposed Development PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	5	1118	43	10	593
Future Vol, veh/h	28	5	1118	43	10	593
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	5	1215	47	11	645
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1583	631	0	0	1262	0
Stage 1	1239	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	99	424	-	-	547	-
Stage 1	237	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	97	424	-	-	547	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v25.81		0		0.19		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	209	547	-	
HCM Lane V/C Ratio	-	-	0.172	0.02	-	
HCM Control Delay (s/veh)	-	-	25.8	11.7	-	
HCM Lane LOS	-	-	D	B	-	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

9: Bridge Street & East Entrance

Existing + Rebuilt + Proposed Development PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	17	97	122	2
Future Vol, veh/h	1	10	17	97	122	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	1	11	18	105	133	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	276	134	135	0	-	0
Stage 1	134	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	714	915	1450	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	915	1450	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.1	1.12		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	268	-	891	-	-	
HCM Lane V/C Ratio	0.013	-	0.013	-	-	
HCM Control Delay (s/veh)	7.5	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

11: Bridge Street & Church Street

Existing + Rebuilt + Proposed Development PM Peak Hour

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	2	1	2	9	0	43	4	69	4	33	90	9
Future Vol, veh/h	2	1	2	9	0	43	4	69	4	33	90	9
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	2	1	2	10	0	47	4	75	4	36	98	10
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	7.4	7.2	7.6	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	40%	17%	25%
Vol Thru, %	90%	20%	0%	68%
Vol Right, %	5%	40%	83%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	5	52	132
LT Vol	4	2	9	33
Through Vol	69	1	0	90
RT Vol	4	2	43	9
Lane Flow Rate	84	5	57	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.096	0.007	0.062	0.164
Departure Headway (Hd)	4.131	4.331	3.975	4.114
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	831	906	868
Service Time	2.19	2.332	1.976	2.161
HCM Lane V/C Ratio	0.098	0.006	0.063	0.165
HCM Control Delay, s/veh	7.6	7.4	7.2	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.2	0.6

14: Bridge Street & Main Street

Existing + Rebuilt + Proposed Development PM Peak Hour

Intersection

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	50	8	1	58	10	4	16	1	15	21	65
Future Vol, veh/h	51	50	8	1	58	10	4	16	1	15	21	65
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	55	54	9	1	63	11	4	17	1	16	23	71
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	8.1	7.7	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	47%	1%	15%
Vol Thru, %	76%	46%	84%	21%
Vol Right, %	5%	7%	14%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	109	69	101
LT Vol	4	51	1	15
Through Vol	16	50	58	21
RT Vol	1	8	10	65
Lane Flow Rate	23	118	75	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.141	0.087	0.123
Departure Headway (Hd)	4.495	4.273	4.173	4.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	828	844	893
Service Time	2.498	2.358	2.272	2.042
HCM Lane V/C Ratio	0.029	0.143	0.089	0.123
HCM Control Delay, s/veh	7.6	8.1	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.3	0.4

5: US 169 & North Entrance

Future (2046) AM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	1	6	0	15	1	668	4	9	1187	0
Future Vol, veh/h	0	0	1	6	0	15	1	668	4	9	1187	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	7	0	16	1	726	4	10	1290	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1675	2042	645	1395	2040	365	1290	0	0	730	0	0
Stage 1	1310	1310	-	730	730	-	-	-	-	-	-	-
Stage 2	365	733	-	665	1310	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	62	56	415	101	56	632	533	-	-	870	-	-
Stage 1	168	227	-	380	426	-	-	-	-	-	-	-
Stage 2	626	425	-	416	227	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	55	415	99	55	632	533	-	-	870	-	-
Mov Cap-2 Maneuver	60	55	-	99	55	-	-	-	-	-	-	-
Stage 1	166	225	-	379	425	-	-	-	-	-	-	-
Stage 2	609	424	-	410	225	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	13.7		20.88		0.02		0.07					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	533	-	-	415	249	870	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.003	0.092	0.011	-	-				
HCM Control Delay (s/veh)	11.8	-	-	13.7	20.9	9.2	-	-				
HCM Lane LOS	B	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-				

7: US 169 & South Entrance

Future (2046) AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	2	671	13	2	1192
Future Vol, veh/h	28	2	671	13	2	1192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	729	14	2	1296
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1389	372	0	0	743	0
Stage 1	736	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	134	626	-	-	860	-
Stage 1	434	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	133	626	-	-	860	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v19.59		0		0.02		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	279	860	-	
HCM Lane V/C Ratio	-	-	0.117	0.003	-	
HCM Control Delay (s/veh)	-	-	19.6	9.2	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

9: Bridge Street & East Entrance

Future (2046) AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	20	6	59	185	1
Future Vol, veh/h	3	20	6	59	185	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	3	22	7	64	201	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	279	202	202	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	711	839	1370	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	708	839	1370	-	-	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.53	0.71		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	166	-	819	-	-	
HCM Lane V/C Ratio	0.005	-	0.031	-	-	
HCM Control Delay (s/veh)	7.6	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

11: Bridge Street & Church Street

Future (2046) AM Peak Hour

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	4	1	10	39	10	25	0	51	142	12
Future Vol, veh/h	1	1	4	1	10	39	10	25	0	51	142	12
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	1	1	4	1	11	42	11	27	0	55	154	13
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	7.2	7.3	7.5	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	17%	2%	25%
Vol Thru, %	71%	17%	20%	69%
Vol Right, %	0%	67%	78%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	6	50	205
LT Vol	10	1	1	51
Through Vol	25	1	10	142
RT Vol	0	4	39	12
Lane Flow Rate	38	7	54	223
Geometry Grp	1	1	1	1
Degree of Util (X)	0.045	0.008	0.061	0.253
Departure Headway (Hd)	4.267	4.199	4.051	4.083
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	857	889	876
Service Time	2.345	2.201	2.052	2.122
HCM Lane V/C Ratio	0.046	0.008	0.061	0.255
HCM Control Delay, s/veh	7.5	7.2	7.3	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.2	1

14: Bridge Street & Main Street

Future (2046) AM Peak Hour

Intersection

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	25	9	6	73	5	3	6	3	20	33	94
Future Vol, veh/h	24	25	9	6	73	5	3	6	3	20	33	94
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	26	27	10	7	79	5	3	7	3	22	36	102
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	7.9	7.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	41%	7%	14%
Vol Thru, %	50%	43%	87%	22%
Vol Right, %	25%	16%	6%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	58	84	147
LT Vol	3	24	6	20
Through Vol	6	25	73	33
RT Vol	3	9	5	94
Lane Flow Rate	13	63	91	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.016	0.075	0.108	0.171
Departure Headway (Hd)	4.344	4.297	4.264	3.853
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	829	821	830	916
Service Time	2.344	2.387	2.346	1.944
HCM Lane V/C Ratio	0.016	0.077	0.11	0.175
HCM Control Delay, s/veh	7.4	7.7	7.9	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.4	0.6

5: US 169 & North Entrance

Future (2046) PM Peak Hour

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	0	0	7	16	0	27	7	1639	21	29	871	1
Future Vol, veh/h	0	0	7	16	0	27	7	1639	21	29	871	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	17	0	29	8	1782	23	32	947	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1916	2830	474	2345	2819	902	948	0	0	1804	0	0
Stage 1	1010	1010	-	1808	1808	-	-	-	-	-	-	-
Stage 2	906	1820	-	536	1011	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	41	17	537	19	18	281	720	-	-	337	-	-
Stage 1	257	316	-	82	129	-	-	-	-	-	-	-
Stage 2	297	127	-	496	315	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	16	537	~ 17	16	281	720	-	-	337	-	-
Mov Cap-2 Maneuver	33	16	-	~ 17	16	-	-	-	-	-	-	-
Stage 1	233	286	-	81	128	-	-	-	-	-	-	-
Stage 2	263	126	-	443	286	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	11.8		\$ 332.66		0.04		0.54					
HCM LOS	B		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	720	-	-	537	41	337	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.014	1.128	0.093	-	-				
HCM Control Delay (s/veh)	10.1	-	-	11.8	\$ 332.7	16.8	-	-				
HCM Lane LOS	B	-	-	B	F	C	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	4.5	0.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

7: US 169 & South Entrance

Future (2046) PM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	7	1660	56	13	881
Future Vol, veh/h	37	7	1660	56	13	881
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	-
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	40	8	1804	61	14	958
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2342	933	0	0	1865	0
Stage 1	1835	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 30	268	-	-	320	-
Stage 1	112	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	268	-	-	320	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	112	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v67.58		0		0.24		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	103	320	-	
HCM Lane V/C Ratio	-	-	0.466	0.044	-	
HCM Control Delay (s/veh)	-	-	67.6	16.8	-	
HCM Lane LOS	-	-	F	C	-	
HCM 95th %tile Q(veh)	-	-	2	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

9: Bridge Street & East Entrance

Future (2046) PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	17	144	181	2
Future Vol, veh/h	1	10	17	144	181	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	1	11	18	157	197	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	391	198	199	0	-	0
Stage 1	198	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	613	843	1373	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	604	843	1373	-	-	-
Mov Cap-2 Maneuver	604	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.49	0.81		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	190	-	814	-	-	
HCM Lane V/C Ratio	0.013	-	0.015	-	-	
HCM Control Delay (s/veh)	7.7	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

11: Bridge Street & Church Street

Future (2046) PM Peak Hour

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	3	13	0	64	6	94	6	49	129	13
Future Vol, veh/h	3	1	3	13	0	64	6	94	6	49	129	13
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	3	1	3	14	0	70	7	102	7	53	140	14
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	7.6	7.7	8	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	43%	17%	26%
Vol Thru, %	89%	14%	0%	68%
Vol Right, %	6%	43%	83%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	106	7	77	191
LT Vol	6	3	13	49
Through Vol	94	1	0	129
RT Vol	6	3	64	13
Lane Flow Rate	115	8	84	208
Geometry Grp	1	1	1	1
Degree of Util (X)	0.139	0.01	0.097	0.242
Departure Headway (Hd)	4.333	4.575	4.192	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	785	859	845
Service Time	2.333	2.585	2.2	2.276
HCM Lane V/C Ratio	0.138	0.01	0.098	0.246
HCM Control Delay, s/veh	8	7.6	7.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0	0.3	0.9

14: Bridge Street & Main Street

Future (2046) PM Peak Hour

Intersection

Intersection Delay, s/veh 8.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	68	74	12	1	86	14	6	24	1	22	31	92
Future Vol, veh/h	68	74	12	1	86	14	6	24	1	22	31	92
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	74	80	13	1	93	15	7	26	1	24	34	100
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	8.8	8.2	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	44%	1%	15%
Vol Thru, %	77%	48%	85%	21%
Vol Right, %	3%	8%	14%	63%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	154	101	145
LT Vol	6	68	1	22
Through Vol	24	74	86	31
RT Vol	1	12	14	92
Lane Flow Rate	34	167	110	158
Geometry Grp	1	1	1	1
Degree of Util (X)	0.045	0.211	0.136	0.187
Departure Headway (Hd)	4.774	4.529	4.473	4.265
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	793	801	842
Service Time	2.803	2.553	2.5	2.287
HCM Lane V/C Ratio	0.045	0.211	0.137	0.188
HCM Control Delay, s/veh	8	8.8	8.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.5	0.7



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STORMWATER DRAINAGE ANALYSIS

Project: Smithville Plaza Lot 2

Location: Smithville, Missouri

Date: July 24, 2026

INTRODUCTION

This analysis has been prepared to evaluate the anticipated stormwater impacts associated with the proposed development plan for Smithville Plaza Lot 2 in Smithville, Missouri. The development plan is proposing 3 new multi-family buildings, with a pool and parking on the 8.86 acre site.

EXISTING CONDITIONS

The majority of the site is located within the FEMA Flood Hazard Area AE with a base flood elevation of 813.0'. The southern portion of the site is located with the FEMA Flood Hazard Area AE regulatory floodway, with the centerline of the Smith Fork of Little Platte River as the Southern Property Line of the site. The site is currently undeveloped with grass cover. The centerline elevation of the stream is 790'.

PROPOSED CONDITIONS

The proposed development includes 3 new multi-family buildings, with a pool and parking. The finished floor elevation of each building will be at a minimum elevation of 814' to be above base flood elevation. There are no new structures in the floodway. The site will be designed to direct all runoff to the stream.

STORMWATER IMPACT EVALUATION

The site will be designed using stormwater management practices outlined in APWA Section 5600 as well as Smithville Floodplain Overlay District Regulations. Rather than building a centralized detention basin that would concentrate and delay the release of the runoff, our civil design will focus on local low-impact development standards on the buildable portions of the lot outside of the regulated floodway. We will utilize water-quality features to manage localized velocity and runoff rates before discharging into the river channel.

CONCLUSION

Based on these deterministic hydraulic factors, a detailed downstream storm routing study and traditional on-site detention are technically unnecessary and counterproductive to regional flood protection efforts. We respectfully request that the City of Smithville accept this engineering statement and waive the traditional detention requirement for this planned development overlay conceptual plan approval phase.

Respectfully submitted,

A handwritten signature in black ink that reads "Lindsay Vogt". The signature is written in a cursive, flowing style.

Lindsay Vogt, PE