

Appendix A Year 2035 Future Traffic
Condition Worksheet

The Dalles TSP
9: Webber St & W 6th St

Future Conditions - PM Peak Hour
1/15/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	525	51	27	503	192	75	63	40	165	133	313
Future Volume (vph)	38	525	51	27	503	192	75	63	40	165	133	313
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		4.0	4.0		5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Fr _t	1.00	0.99		1.00	1.00	0.85		1.00	0.85		1.00	0.85
Fl _t Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.97	1.00
Satd. Flow (prot)	1662	1711		1662	1733	1458		1647	1488		1686	1403
Fl _t Permitted	0.30	1.00		0.27	1.00	1.00		0.65	1.00		0.75	1.00
Satd. Flow (perm)	533	1711		464	1733	1458		1095	1488		1301	1403
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	39	541	53	28	519	198	77	65	41	170	137	323
RTOR Reduction (vph)	0	4	0	0	0	110	0	0	29	0	0	155
Lane Group Flow (vph)	39	590	0	28	519	88	0	142	12	0	307	168
Heavy Vehicles (%)	0%	1%	0%	0%	1%	2%	3%	4%	0%	1%	1%	6%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Actuated Green, G (s)	33.4	30.3		31.6	29.4	29.4		19.5	19.5		18.5	18.5
Effective Green, g (s)	33.4	30.3		31.6	29.4	29.4		19.5	19.5		18.5	18.5
Actuated g/C Ratio	0.51	0.46		0.48	0.45	0.45		0.30	0.30		0.28	0.28
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		4.0	4.0		5.0	5.0
Vehicle Extension (s)	2.0	4.5		2.5	4.5	4.5		2.5	2.5		2.0	2.0
Lane Grp Cap (vph)	322	785		262	771	649		323	439		364	393
v/s Ratio Prot	c0.01	c0.34		0.00	0.30							
v/s Ratio Perm	0.06			0.05		0.06		0.13	0.01		c0.24	0.12
v/c Ratio	0.12	0.75		0.11	0.67	0.14		0.44	0.03		0.84	0.43
Uniform Delay, d ₁	9.2	14.7		10.2	14.5	10.8		18.8	16.5		22.4	19.4
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d ₂	0.1	4.6		0.1	2.8	0.2		0.7	0.0		15.5	0.3
Delay (s)	9.2	19.3		10.3	17.3	11.0		19.5	16.5		37.9	19.7
Level of Service	A	B		B	B	B		B	B		D	B
Approach Delay (s)		18.7			15.3			18.9			28.6	
Approach LOS		B			B			B			C	

Intersection Summary

HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

The Dalles TSP
10: Webber St & W 2nd St

Future Conditions - PM Peak Hour

1/15/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	18	84	54	378	260	97	190	95	76	45	137	55	
Future Volume (vph)	18	84	54	378	260	97	190	95	76	45	137	55	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0		4.0	4.0		5.0		
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		
Fr _t	1.00	0.94		1.00	1.00	0.85		1.00	0.85		0.97		
Fl _t Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.99		
Satd. Flow (prot)	1662	1594		1498	1683	1430		1650	1458		1632		
Fl _t Permitted	0.58	1.00		0.49	1.00	1.00		0.62	1.00		0.89		
Satd. Flow (perm)	1014	1594		769	1683	1430		1052	1458		1460		
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Adj. Flow (vph)	20	95	61	430	295	110	216	108	86	51	156	62	
RTOR Reduction (vph)	0	30	0	0	0	66	0	0	46	0	10	0	
Lane Group Flow (vph)	20	126	0	430	295	44	0	324	40	0	260	0	
Heavy Vehicles (%)	0%	1%	7%	11%	4%	4%	2%	4%	2%	6%	3%	0%	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		
Protected Phases	5	2		1	6			8				4	
Permitted Phases	2			6		6	8		8	4			
Actuated Green, G (s)	17.7	16.6		36.3	30.2	30.2		30.2	30.2			29.2	
Effective Green, g (s)	17.7	16.6		36.3	30.2	30.2		30.2	30.2			29.2	
Actuated g/C Ratio	0.23	0.22		0.48	0.40	0.40		0.40	0.40			0.39	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0		4.0	4.0			5.0	
Vehicle Extension (s)	2.0	4.5		2.5	4.5	4.5		2.5	2.5			2.0	
Lane Grp Cap (vph)	247	350		511	673	572		420	583			564	
v/s Ratio Prot	0.00	0.08		c0.16	0.18								
v/s Ratio Perm	0.02			c0.24		0.03		c0.31	0.03			0.18	
v/c Ratio	0.08	0.36		0.84	0.44	0.08		0.77	0.07			0.46	
Uniform Delay, d ₁	22.4	24.9		15.0	16.5	14.0		19.7	14.0			17.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d ₂	0.1	1.1		11.8	0.8	0.1		8.2	0.0			0.2	
Delay (s)	22.4	26.0		26.7	17.3	14.1		27.9	14.0			17.5	
Level of Service	C	C		C	B	B		C	B			B	
Approach Delay (s)		25.6			21.7			25.0				17.5	
Approach LOS		C			C			C				B	
Intersection Summary													
HCM 2000 Control Delay			22.2	HCM 2000 Level of Service						C			
HCM 2000 Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			75.5	Sum of lost time (s)						15.0			
Intersection Capacity Utilization			78.0%	ICU Level of Service						D			
Analysis Period (min)			15										
c Critical Lane Group													

The Dalles TSP
13: Cherry Hts Rd & W 6th St

Future Conditions - PM Peak Hour













1/15/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	88	338	155	43	225	2	201	54	37	18	101	214	
Future Volume (vph)	88	338	155	43	225	2	201	54	37	18	101	214	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	0.90		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1614	1716	1473	1662	1750	1488	1630	1623		1662	1547		
Flt Permitted	0.43	1.00	1.00	0.39	1.00	1.00	0.26	1.00		0.69	1.00		
Satd. Flow (perm)	739	1716	1473	682	1750	1488	451	1623		1212	1547		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	97	371	170	47	247	2	221	59	41	20	111	235	
RTOR Reduction (vph)	0	0	114	0	0	1	0	18	0	0	61	0	
Lane Group Flow (vph)	97	371	56	47	247	1	221	82	0	20	285	0	
Heavy Vehicles (%)	3%	2%	1%	0%	0%	0%	2%	2%	0%	0%	5%	0%	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		
Protected Phases	5	2		1	6		3	8		7	4		
Permitted Phases	2		2	6		6	8			4			
Actuated Green, G (s)	37.1	30.1	30.1	30.5	26.8	26.8	42.1	35.2		26.8	24.9		
Effective Green, g (s)	37.1	30.1	30.1	30.5	26.8	26.8	42.1	35.2		26.8	24.9		
Actuated g/C Ratio	0.41	0.33	0.33	0.34	0.29	0.29	0.46	0.39		0.29	0.27		
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	2.0		2.0	2.0		
Lane Grp Cap (vph)	368	568	487	268	515	438	367	628		366	423		
v/s Ratio Prot	c0.02	c0.22		0.01	0.14		c0.08	0.05		0.00	c0.18		
v/s Ratio Perm	0.09		0.04	0.05		0.00	0.20			0.01			
v/c Ratio	0.26	0.65	0.12	0.18	0.48	0.00	0.60	0.13		0.05	0.67		
Uniform Delay, d1	17.4	25.9	21.1	21.0	26.3	22.6	16.9	18.0		22.9	29.4		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.1	2.7	0.1	0.1	0.7	0.0	1.9	0.0		0.0	3.3		
Delay (s)	17.5	28.6	21.2	21.1	27.0	22.6	18.8	18.0		22.9	32.7		
Level of Service	B	C	C	C	C	C	B	B		C	C		
Approach Delay (s)		25.0			26.1			18.6			32.2		
Approach LOS		C			C			B			C		
Intersection Summary													
HCM 2000 Control Delay			25.5									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.65										
Actuated Cycle Length (s)			90.9									Sum of lost time (s)	20.0
Intersection Capacity Utilization			73.1%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

The Dalles TSP
17: Union St & W 3rd St

Future Conditions - PM Peak Hour

















1/15/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑						↑		↑	↑	
Traffic Volume (vph)	54	701	67	0	0	0	0	76	37	47	88	0
Future Volume (vph)	54	701	67	0	0	0	0	76	37	47	88	0
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.5						4.5		4.0	4.5	
Lane Util. Factor		0.95						1.00		1.00	1.00	
Flt		0.99						0.96		1.00	1.00	
Flt Protected		1.00						1.00		0.95	1.00	
Satd. Flow (prot)		3215						1568		1630	1733	
Flt Permitted		1.00						1.00		0.95	1.00	
Satd. Flow (perm)		3215						1568		1630	1733	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	61	797	76	0	0	0	0	86	42	53	100	0
RTOR Reduction (vph)	0	7	0	0	0	0	0	20	0	0	0	0
Lane Group Flow (vph)	0	927	0	0	0	0	0	108	0	53	100	0
Heavy Vehicles (%)	2%	2%	0%	0%	0%	0%	0%	7%	6%	2%	1%	0%
Turn Type	Perm	NA						NA		Prot	NA	
Protected Phases		2						8		7	4	
Permitted Phases	2											
Actuated Green, G (s)		30.0						30.0		15.5	49.5	
Effective Green, g (s)		30.0						30.0		15.5	49.5	
Actuated g/C Ratio		0.34						0.34		0.18	0.56	
Clearance Time (s)		4.5						4.5		4.0	4.5	
Lane Grp Cap (vph)		1089						531		285	969	
v/s Ratio Prot								c0.07		c0.03	0.06	
v/s Ratio Perm		0.29										
v/c Ratio		0.85						0.20		0.19	0.10	
Uniform Delay, d1		27.2						20.8		31.1	9.1	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		8.4						0.9		1.4	0.2	
Delay (s)		35.6						21.6		32.6	9.3	
Level of Service		D						C		C	A	
Approach Delay (s)		35.6			0.0			21.6			17.4	
Approach LOS		D			A			C			B	
Intersection Summary												
HCM 2000 Control Delay			31.8									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			88.5									Sum of lost time (s) 13.0
Intersection Capacity Utilization			42.1%									ICU Level of Service A
Analysis Period (min)			15									

c Critical Lane Group

The Dalles TSP
18: Union St & W 2nd St

Future Conditions - PM Peak Hour
1/15/2016

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	70	677	69	74	56	0	0	65	43	
Future Volume (vph)	0	0	0	70	677	69	74	56	0	0	65	43	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Lane Width	12	12	12	12	12	12	12	16	12	12	12	12	
Total Lost time (s)				4.5	4.5			4.5			4.5		
Lane Util. Factor				1.00	0.95			1.00			1.00		
Flt				1.00	0.99			1.00			0.95		
Flt Protected				0.95	1.00			0.97			1.00		
Satd. Flow (prot)				1662	3152			1847			1643		
Flt Permitted				0.95	1.00			0.80			1.00		
Satd. Flow (perm)				1662	3152			1512			1643		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	0	0	0	77	744	76	81	62	0	0	71	47	
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	29	0	
Lane Group Flow (vph)	0	0	0	77	809	0	0	143	0	0	89	0	
Heavy Vehicles (%)	0%	0%	0%	0%	3%	14%	4%	5%	0%	0%	0%	2%	
Turn Type				Perm	NA		Perm	NA			NA		
Protected Phases					6			8			4		
Permitted Phases				6			8						
Actuated Green, G (s)				33.0	33.0			26.0			26.0		
Effective Green, g (s)				33.0	33.0			26.0			26.0		
Actuated g/C Ratio				0.49	0.49			0.38			0.38		
Clearance Time (s)				4.5	4.5			4.5			4.5		
Lane Grp Cap (vph)				806	1529			578			628		
v/s Ratio Prot					c0.26						0.05		
v/s Ratio Perm				0.05				c0.09					
v/c Ratio				0.10	0.53			0.25			0.14		
Uniform Delay, d1				9.4	12.1			14.3			13.7		
Progression Factor				1.00	1.00			1.00			1.00		
Incremental Delay, d2				0.2	1.3			1.0			0.5		
Delay (s)				9.7	13.4			15.3			14.2		
Level of Service				A	B			B			B		
Approach Delay (s)		0.0			13.1			15.3			14.2		
Approach LOS		A			B			B			B		
Intersection Summary													
HCM 2000 Control Delay			13.5	HCM 2000 Level of Service						B			
HCM 2000 Volume to Capacity ratio			0.40										
Actuated Cycle Length (s)			68.0	Sum of lost time (s)						9.0			
Intersection Capacity Utilization			44.5%	ICU Level of Service						A			
Analysis Period (min)			15										
c Critical Lane Group													

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	4	91	118	76	30	2
Future Vol, veh/h	4	91	118	76	30	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	0	7	50	0	3
Mvmt Flow	5	108	140	90	36	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	231	0	186
Stage 1	-	-	186
Stage 2	-	-	118
Critical Hdwy	4.11	-	6.23
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.209	-	3.327
Pot Cap-1 Maneuver	1343	-	854
Stage 1	-	-	851
Stage 2	-	-	912
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1343	-	854
Mov Cap-2 Maneuver	-	-	689
Stage 1	-	-	851
Stage 2	-	-	908

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1343	-	-	-	697
HCM Lane V/C Ratio	0.004	-	-	-	0.055
HCM Control Delay (s)	7.7	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection

Int Delay, s/veh 8.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	409	23	57	249	29	51
Future Vol, veh/h	409	23	57	249	29	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Yield	-	None
Storage Length	150	0	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	0	2	6	7	0
Mvmt Flow	470	26	66	286	33	59

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	191	66	0
Stage 1	66	-	-
Stage 2	125	-	-
Critical Hdwy	6.44	6.2	4.17
Critical Hdwy Stg 1	5.44	-	-
Critical Hdwy Stg 2	5.44	-	-
Follow-up Hdwy	3.536	3.3	2.263
Pot Cap-1 Maneuver	793	1003	1505
Stage 1	952	-	-
Stage 2	896	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	776	1003	1505
Mov Cap-2 Maneuver	776	-	-
Stage 1	952	-	-
Stage 2	876	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	2.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	776	1003	1505	-
HCM Lane V/C Ratio	-	-	0.606	0.026	0.022	-
HCM Control Delay (s)	-	-	16.5	8.7	7.4	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	4.2	0.1	0.1	-

Intersection												
Int Delay, s/veh	5.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	207	71	71	200	0	0	0	0	36	2	232
Future Vol, veh/h	0	207	71	71	200	0	0	0	0	36	2	232
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	115	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	6	6	0	3	0	0	0	0	31	0	6
Mvmt Flow	0	252	87	87	244	0	0	0	0	44	2	283

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	244	0	-	252	0	0	669	669	244
Stage 1	-	-	-	-	-	-	417	417	-
Stage 2	-	-	-	-	-	-	252	252	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.71	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.71	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.71	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.779	4	3.354
Pot Cap-1 Maneuver	1334	-	0	1325	-	-	381	381	785
Stage 1	-	-	0	-	-	-	607	595	-
Stage 2	-	-	0	-	-	-	727	702	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1334	-	-	1325	-	-	356	0	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	356	0	-
Stage 1	-	-	-	-	-	-	567	0	-
Stage 2	-	-	-	-	-	-	727	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1334	-	1325	-	-	356	785
HCM Lane V/C Ratio	-	-	0.065	-	-	0.13	0.36
HCM Control Delay (s)	0	-	7.9	-	-	16.6	12.1
HCM Lane LOS	A	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	0.2	-	-	0.4	1.6

Intersection												
Int Delay, s/veh	6.9											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	167	78	0	0	173	69	100	0	6	0	0	0
Future Vol, veh/h	167	78	0	0	173	69	100	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	160	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	18	0	0	0	7	3	0	67	0	0	0
Mvmt Flow	211	99	0	0	219	87	127	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	306	0	0	99	0	0	785	828	99
Stage 1	-	-	-	-	-	-	522	522	-
Stage 2	-	-	-	-	-	-	263	306	-
Critical Hdwy	4.15	-	-	4.1	-	-	6.43	6.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.527	4	3.903
Pot Cap-1 Maneuver	1238	-	-	1507	-	-	360	309	805
Stage 1	-	-	-	-	-	-	593	534	-
Stage 2	-	-	-	-	-	-	779	665	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1238	-	-	1507	-	-	299	0	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	0	-
Stage 1	-	-	-	-	-	-	492	0	-
Stage 2	-	-	-	-	-	-	779	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5.8	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	310	1238	-	-	1507	-	-
HCM Lane V/C Ratio	0.433	0.171	-	-	-	-	-
HCM Control Delay (s)	25.2	8.5	-	-	0	-	-
HCM Lane LOS	D	A	-	-	A	-	-
HCM 95th %tile Q(veh)	2.1	0.6	-	-	0	-	-

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	31	20	138	43	14	133
Future Vol, veh/h	31	20	138	43	14	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	38	24	168	52	17	162

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	391	195	0	0	221	0
Stage 1	195	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	617	851	-	-	1360	-
Stage 1	843	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	608	851	-	-	1360	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	685	1360
HCM Lane V/C Ratio	-	-	0.091	0.013
HCM Control Delay (s)	-	-	10.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	5	2	57	8	4	0	127	3	2	0	5	5
Future Vol, veh/h	5	2	57	8	4	0	127	3	2	0	5	5
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	-	-	-	-	-	-	-	-	75	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	50	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	2	68	10	5	0	151	4	2	0	6	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	317	315	9	350	318	4	12	0	0	4	0	0
Stage 1	9	9	-	306	306	-	-	-	-	-	-	-
Stage 2	308	306	-	44	12	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	640	529	1079	608	602	1085	1620	-	-	1631	-	-
Stage 1	1017	801	-	708	665	-	-	-	-	-	-	-
Stage 2	706	583	-	975	890	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	590	479	1079	527	545	1085	1620	-	-	1631	-	-
Mov Cap-2 Maneuver	590	479	-	527	545	-	-	-	-	-	-	-
Stage 1	921	801	-	641	602	-	-	-	-	-	-	-
Stage 2	635	528	-	911	890	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11.9	7.2	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1620	-	-	977	533	1631	-
HCM Lane V/C Ratio	0.093	-	-	0.078	0.027	-	-
HCM Control Delay (s)	7.5	0	-	9	11.9	0	-
HCM Lane LOS	A	A	-	A	B	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.1	0	-

Intersection

Int Delay, s/veh 3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	69	45	664	222	159	545
Future Vol, veh/h	69	45	664	222	159	545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	3	2	2	1	0
Mvmt Flow	73	47	699	234	167	574

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1724	816	0	0	933	0
Stage 1	816	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.209	-
Pot Cap-1 Maneuver	99	375	-	-	738	-
Stage 1	438	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	77	375	-	-	738	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	33.2		0		2.6
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 244	738	-
HCM Lane V/C Ratio	-	- 0.492	0.227	-
HCM Control Delay (s)	-	- 33.2	11.3	-
HCM Lane LOS	-	- D	B	-
HCM 95th %tile Q(veh)	-	- 2.5	0.9	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	56	115	283	37	78	235
Future Vol, veh/h	56	115	283	37	78	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	175	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	2	2	0	0	2
Mvmt Flow	60	122	301	39	83	250

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	737	321	0 0 340 0
Stage 1	321	-	- - - -
Stage 2	416	-	- - - -
Critical Hdwy	6.41	6.22	- - 4.1 -
Critical Hdwy Stg 1	5.41	-	- - - -
Critical Hdwy Stg 2	5.41	-	- - - -
Follow-up Hdwy	3.509	3.318	- - 2.2 -
Pot Cap-1 Maneuver	387	720	- - 1230 -
Stage 1	738	-	- - - -
Stage 2	668	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	357	720	- - 1230 -
Mov Cap-2 Maneuver	357	-	- - - -
Stage 1	738	-	- - - -
Stage 2	616	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	13	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	357	720	1230	-
HCM Lane V/C Ratio	-	-	0.167	0.17	0.067	-
HCM Control Delay (s)	-	-	17.1	11	8.1	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.6	0.2	-

Intersection

Int Delay, s/veh 2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	62	28	144	66	28	175
Future Vol, veh/h	62	28	144	66	28	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	16	3	10	8	1
Mvmt Flow	64	29	148	68	29	180

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	420	182	0
Stage 1	182	-	-
Stage 2	238	-	-
Critical Hdwy	6.45	6.36	4.18
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.444	2.272
Pot Cap-1 Maneuver	584	826	1319
Stage 1	842	-	-
Stage 2	795	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	570	826	1319
Mov Cap-2 Maneuver	570	-	-
Stage 1	842	-	-
Stage 2	776	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	631	1319
HCM Lane V/C Ratio	-	-	0.147	0.022
HCM Control Delay (s)	-	-	11.7	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Intersection

Intersection Delay, s/veh	19.8
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	70	228	30	0	46	288	123	0	13	55	19
Future Vol, veh/h	0	70	228	30	0	46	288	123	0	13	55	19
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	1	4	0	2	8	2	1	2	9	3	15
Mvmt Flow	0	83	271	36	0	55	343	146	0	15	65	23
Number of Lanes	0	0	1	1	0	0	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	21.3	21.9	12.4
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	15%	23%	0%	14%	0%	42%
Vol Thru, %	63%	77%	0%	86%	0%	33%
Vol Right, %	22%	0%	100%	0%	100%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	298	30	334	123	208
LT Vol	13	70	0	46	0	88
Through Vol	55	228	0	288	0	68
RT Vol	19	0	30	0	123	52
Lane Flow Rate	104	355	36	398	146	248
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.212	0.672	0.06	0.74	0.236	0.467
Departure Headway (Hd)	7.36	6.818	6.034	6.696	5.806	6.785
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	487	529	593	541	618	530
Service Time	5.424	4.565	3.781	4.441	3.551	4.834
HCM Lane V/C Ratio	0.214	0.671	0.061	0.736	0.236	0.468
HCM Control Delay	12.4	22.5	9.2	26.2	10.3	15.7
HCM Lane LOS	B	C	A	D	B	C
HCM 95th-tile Q	0.8	5	0.2	6.3	0.9	2.5

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	88	68	52
Future Vol, veh/h	0	88	68	52
Peak Hour Factor	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	3	2	0
Mvmt Flow	0	105	81	62
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		2		
Conflicting Approach Right		EB		
Conflicting Lanes Right		2		
HCM Control Delay		15.7		
HCM LOS		C		
Lane				

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	17	61	89	21	55	123
Future Vol, veh/h	17	61	89	21	55	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	12	4	11	2	4
Mvmt Flow	18	64	94	22	58	129

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	350	105	0
Stage 1	105	-	-
Stage 2	245	-	-
Critical Hdwy	6.47	6.32	4.12
Critical Hdwy Stg 1	5.47	-	-
Critical Hdwy Stg 2	5.47	-	-
Follow-up Hdwy	3.563	3.408	2.218
Pot Cap-1 Maneuver	637	923	1473
Stage 1	907	-	-
Stage 2	784	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	610	923	1473
Mov Cap-2 Maneuver	610	-	-
Stage 1	907	-	-
Stage 2	751	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	610	923	1473	-
HCM Lane V/C Ratio	-	-	0.029	0.07	0.039	-
HCM Control Delay (s)	-	-	11.1	9.2	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.1	-

Intersection

Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	5	236	142	0	44	230	2	0	143	26	52
Future Vol, veh/h	0	5	236	142	0	44	230	2	0	143	26	52
Peak Hour Factor	0.92	0.77	0.77	0.77	0.92	0.77	0.77	0.77	0.92	0.77	0.77	0.77
Heavy Vehicles, %	2	4	2	0	2	50	2	3	2	2	4	5
Mvmt Flow	0	6	306	184	0	57	299	3	0	186	34	68
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	27.8	24.3	17.1
HCM LOS	D	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	65%	1%	16%	4%
Vol Thru, %	12%	62%	83%	96%
Vol Right, %	24%	37%	1%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	383	276	49
LT Vol	143	5	44	2
Through Vol	26	236	230	47
RT Vol	52	142	2	0
Lane Flow Rate	287	497	358	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.532	0.798	0.692	0.132
Departure Headway (Hd)	6.676	5.776	6.948	7.442
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	540	627	520	480
Service Time	4.728	3.822	4.999	5.518
HCM Lane V/C Ratio	0.531	0.793	0.688	0.133
HCM Control Delay	17.1	27.8	24.3	11.7
HCM Lane LOS	C	D	C	B
HCM 95th-tile Q	3.1	7.9	5.3	0.5

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	2	47	0
Future Vol, veh/h	0	2	47	0
Peak Hour Factor	0.92	0.77	0.77	0.77
Heavy Vehicles, %	2	0	9	0
Mvmt Flow	0	3	61	0
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		1		
Conflicting Approach Right		EB		
Conflicting Lanes Right		1		
HCM Control Delay		11.7		
HCM LOS		B		
Lane				

Intersection

Intersection Delay, s/veh 11
Intersection LOS B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	31	186	15	0	13	270	53	0	24	51	4	0	59	62	25
Future Vol, veh/h	0	31	186	15	0	13	270	53	0	24	51	4	0	59	62	25
Peak Hour Factor	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95
Heavy Vehicles, %	2	0	5	0	2	0	3	0	2	4	4	0	2	0	2	0
Mvmt Flow	0	33	196	16	0	14	284	56	0	25	54	4	0	62	65	26
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0	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	10.6	12	9.7	10.2
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	13%	4%	40%
Vol Thru, %	65%	80%	80%	42%
Vol Right, %	5%	6%	16%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	232	336	146
LT Vol	24	31	13	59
Through Vol	51	186	270	62
RT Vol	4	15	53	25
Lane Flow Rate	83	244	354	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.336	0.467	0.236
Departure Headway (Hd)	5.772	5.067	4.858	5.517
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	713	746	655
Service Time	3.78	3.067	2.858	3.521
HCM Lane V/C Ratio	0.133	0.342	0.475	0.235
HCM Control Delay	9.7	10.6	12	10.2
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.5	1.5	2.5	0.9

Intersection

Int Delay, s/veh 7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	57	67	11	74	17	119	162	9	34	169	5
Future Vol, veh/h	8	57	67	11	74	17	119	162	9	34	169	5
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	3	0	1	0	3	0	13	0	0	17
Mvmt Flow	8	58	68	11	76	17	121	165	9	35	172	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	703	661	175	721	660	170	178	0	0	174	0	0
Stage 1	244	244	-	413	413	-	-	-	-	-	-	-
Stage 2	459	417	-	308	247	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.23	7.1	6.51	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.1	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.1	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.327	3.5	4.009	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	355	383	866	345	384	879	1392	-	-	1415	-	-
Stage 1	764	704	-	620	595	-	-	-	-	-	-	-
Stage 2	586	591	-	706	704	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	263	337	866	251	338	879	1392	-	-	1415	-	-
Mov Cap-2 Maneuver	263	337	-	251	338	-	-	-	-	-	-	-
Stage 1	691	685	-	560	538	-	-	-	-	-	-	-
Stage 2	446	534	-	579	685	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	18.9	3.2	1.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	477	362	1415	-
HCM Lane V/C Ratio	0.087	-	-	0.282	0.288	0.025	-
HCM Control Delay (s)	7.8	0	-	15.5	18.9	7.6	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0.3	-	-	1.1	1.2	0.1	-

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	69	7	11	78	77	45
Future Vol, veh/h	69	7	11	78	77	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	5	11	0
Mvmt Flow	72	7	11	81	80	47

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	208	104	127 0
Stage 1	104	-	- -
Stage 2	104	-	- -
Critical Hdwy	6.4	6.2	4.1 -
Critical Hdwy Stg 1	5.4	-	- -
Critical Hdwy Stg 2	5.4	-	- -
Follow-up Hdwy	3.5	3.3	2.2 -
Pot Cap-1 Maneuver	785	956	1472 -
Stage 1	925	-	- -
Stage 2	925	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	779	956	1472 -
Mov Cap-2 Maneuver	779	-	- -
Stage 1	925	-	- -
Stage 2	918	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	793	-	-
HCM Lane V/C Ratio	0.008	-	0.1	-	-
HCM Control Delay (s)	7.5	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection

Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	0	82	13	0	16	93	11	0	18	83	25
Future Vol, veh/h	0	0	82	13	0	16	93	11	0	18	83	25
Peak Hour Factor	0.92	0.81	0.81	0.81	0.92	0.81	0.81	0.81	0.92	0.81	0.81	0.81
Heavy Vehicles, %	2	3	12	0	2	7	1	0	2	0	1	4
Mvmt Flow	0	0	101	16	0	20	115	14	0	22	102	31
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.7	8.9	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	0%	13%	12%
Vol Thru, %	66%	86%	78%	88%
Vol Right, %	20%	14%	9%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	95	120	69
LT Vol	18	0	16	8
Through Vol	83	82	93	61
RT Vol	25	13	11	0
Lane Flow Rate	156	117	148	85
Geometry Grp	1	1	1	1
Degree of Util (X)	0.197	0.155	0.193	0.112
Departure Headway (Hd)	4.55	4.766	4.699	4.745
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	751	763	754
Service Time	2.584	2.804	2.735	2.784
HCM Lane V/C Ratio	0.198	0.156	0.194	0.113
HCM Control Delay	8.7	8.7	8.9	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	0.7	0.4

Intersection				
Intersection Delay, s/veh				
Intersection LOS				
Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	8	61	0
Future Vol, veh/h	0	8	61	0
Peak Hour Factor	0.92	0.81	0.81	0.81
Heavy Vehicles, %	2	0	4	6
Mvmt Flow	0	10	75	0
Number of Lanes	0	0	1	0
Approach		SB		
Opposing Approach		NB		
Opposing Lanes		1		
Conflicting Approach Left		WB		
Conflicting Lanes Left		1		
Conflicting Approach Right		EB		
Conflicting Lanes Right		1		
HCM Control Delay		8.4		
HCM LOS		A		
Lane				

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBL	NBR	SEL	SER
Traffic Vol, veh/h	0	94	86	0	69	84
Future Vol, veh/h	0	94	86	0	69	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	0	-	0	-
Grade, %	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	102	93	0	75	91

Major/Minor	Major2	Minor1	Major1
Conflicting Flow All	91	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

WB NB SE

HCM Control Delay, s 0

HCM LOS -

Minor Lane/Major Mvmt

NBLn1 WBL WBR SEL SER

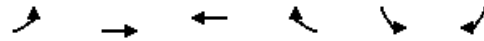
Capacity (veh/h) - - - - -

HCM Lane V/C Ratio - - - - -

HCM Control Delay (s) - 0 - - -

HCM Lane LOS - A - - -

HCM 95th %tile Q(veh) - - - - -



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Volume (veh/h)	86	95	111	0	0	84
Future Volume (Veh/h)	86	95	111	0	0	84
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	103	121	0	0	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	121				410	121
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	121				410	121
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				100	90
cM capacity (veh/h)	1467				560	930

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	196	121	91
Volume Left	93	0	0
Volume Right	0	0	91
cSH	1467	1700	930
Volume to Capacity	0.06	0.07	0.10
Queue Length 95th (ft)	5	0	8
Control Delay (s)	3.9	0.0	9.3
Lane LOS	A		A
Approach Delay (s)	3.9	0.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	12	44	17	16	54	13	19	225	24	39	252	15
Future Vol, veh/h	12	44	17	16	54	13	19	225	24	39	252	15
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	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	46	18	17	56	14	20	234	25	41	263	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	673	651	270	669	645	247	278	0	0	259	0	0
Stage 1	352	352	-	286	286	-	-	-	-	-	-	-
Stage 2	321	299	-	383	359	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	372	390	774	374	393	797	1296	-	-	1317	-	-
Stage 1	669	635	-	726	679	-	-	-	-	-	-	-
Stage 2	695	670	-	644	631	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	312	372	774	320	375	797	1296	-	-	1317	-	-
Mov Cap-2 Maneuver	312	372	-	320	375	-	-	-	-	-	-	-
Stage 1	659	615	-	715	669	-	-	-	-	-	-	-
Stage 2	616	660	-	564	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	16.7	0.6	1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1296	-	-	408	395	1317	-
HCM Lane V/C Ratio	0.015	-	-	0.186	0.219	0.031	-
HCM Control Delay (s)	7.8	-	-	15.8	16.7	7.8	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.8	0.1	-

Intersection

Int Delay, s/veh 9.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	324	395	285	32	40	382
Future Vol, veh/h	324	395	285	32	40	382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	175	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	381	465	335	38	47	449

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	373	0	1581
Stage 1	-	-	354
Stage 2	-	-	1227
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1197	-	121
Stage 1	-	-	715
Stage 2	-	-	280
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1197	-	82
Mov Cap-2 Maneuver	-	-	82
Stage 1	-	-	715
Stage 2	-	-	191

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1197	-	-	-	647
HCM Lane V/C Ratio	0.318	-	-	-	0.767
HCM Control Delay (s)	9.4	-	-	-	26.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	1.4	-	-	-	7.2

The Dalles TSP
 25: Brewery Overpass Rd & I-84 EB Ramps

Future Conditions - PM Peak Hour
 1/15/2016

Intersection												
Int Delay, s/veh	3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	0	197	2	0	0	2	214	141	3	230	0
Future Vol, veh/h	4	0	197	2	0	0	2	214	141	3	230	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	8	0	0	0	0	1	1	0	1	0
Mvmt Flow	5	0	224	2	0	0	2	243	160	3	261	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	596	676	261	261	0	0	403	0	0
Stage 1	268	268	-	-	-	-	-	-	-
Stage 2	328	408	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	470	378	763	1315	-	-	1167	-	-
Stage 1	782	691	-	-	-	-	-	-	-
Stage 2	734	600	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	468	0	763	1315	-	-	1167	-	-
Mov Cap-2 Maneuver	468	0	-	-	-	-	-	-	-
Stage 1	780	0	-	-	-	-	-	-	-
Stage 2	733	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1315	-	-	754	1167	-	-
HCM Lane V/C Ratio	0.002	-	-	0.303	0.003	-	-
HCM Control Delay (s)	7.7	0	-	11.8	8.1	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0	-	-

Intersection												
Int Delay, s/veh	6.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	188	0	3	178	40	0	0	45	10
Future Vol, veh/h	0	0	0	188	0	3	178	40	0	0	45	10
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	3	0	0	1	0	0	0	0	0
Mvmt Flow	0	0	0	214	0	3	202	45	0	0	51	11

Major/Minor	Minor1			Major1			Minor2		
Conflicting Flow All	481	450	45	0	0	0	452	450	0
Stage 1	450	450	-	-	-	-	0	0	-
Stage 2	31	0	-	-	-	-	452	450	-
Critical Hdwy	6.43	6.5	6.2	-	-	-	6.4	6.5	-
Critical Hdwy Stg 1	5.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	3.527	4	3.3	-	-	-	3.5	4	-
Pot Cap-1 Maneuver	542	508	1031	-	-	-	569	508	-
Stage 1	640	575	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	645	575	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	542	0	1031	-	-	-	569	0	-
Mov Cap-2 Maneuver	542	0	-	-	-	-	569	0	-
Stage 1	640	0	-	-	-	-	-	0	-
Stage 2	-	0	-	-	-	-	645	0	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9		
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBLn1
Capacity (veh/h)	-	-	-	546	-
HCM Lane V/C Ratio	-	-	-	0.398	-
HCM Control Delay (s)	-	-	-	15.9	-
HCM Lane LOS	-	-	-	C	-
HCM 95th %tile Q(veh)	-	-	-	1.9	-

Intersection												
Int Delay, s/veh	6.7											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	100	23	114	75	0	36	54	39	1	16	0	1
Future Vol, veh/h	100	23	114	75	0	36	54	39	1	16	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	5	0	0	0	0	0	0	5
Mvmt Flow	111	26	127	83	0	40	60	43	1	18	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	152	0	0	498	518	89	520	561	20
Stage 1	-	-	-	-	-	-	311	311	-	187	187	-
Stage 2	-	-	-	-	-	-	187	207	-	333	374	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.345
Pot Cap-1 Maneuver	1583	-	-	1441	-	-	486	465	975	470	439	1049
Stage 1	-	-	-	-	-	-	704	662	-	819	749	-
Stage 2	-	-	-	-	-	-	819	734	-	685	621	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1441	-	-	436	403	975	388	381	1049
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	403	-	388	381	-
Stage 1	-	-	-	-	-	-	649	610	-	755	705	-
Stage 2	-	-	-	-	-	-	770	691	-	586	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	5.2	16.2	14.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	424	1583	-	-	1441	-	-	403
HCM Lane V/C Ratio	0.246	0.07	-	-	0.058	-	-	0.047
HCM Control Delay (s)	16.2	7.4	0	-	7.7	0	-	14.4
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0.2	-	-	0.2	-	-	0.1

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Traffic Vol, veh/h	0	0	0	0	217	0	0	47	0	0	0	0
Future Vol, veh/h	0	0	0	0	217	0	0	47	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	252	0	0	51	0	0	0	0

Major/Minor

	Major2	Minor1
Conflicting Flow All	0 0 0	252 252 0
Stage 1	- - -	0 0 -
Stage 2	- - -	252 252 -
Critical Hdwy	- - -	7.12 6.52 -
Critical Hdwy Stg 1	- - -	- - -
Critical Hdwy Stg 2	- - -	6.12 5.52 -
Follow-up Hdwy	- - -	3.518 4.018 -
Pot Cap-1 Maneuver	- - -	701 651 -
Stage 1	- - -	- - -
Stage 2	- - -	752 698 -
Platoon blocked, %	- - -	- - -
Mov Cap-1 Maneuver	- - -	701 0 -
Mov Cap-2 Maneuver	- - -	701 0 -
Stage 1	- - -	- 0 -
Stage 2	- - -	752 0 -

Approach

HCM Control Delay, s 0
HCM LOS -

Minor Lane/Major Mvmt

	NELn1	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR	NEL	NER
Traffic Vol, veh/h	0	0	0	70	0	36	0	47
Future Vol, veh/h	0	0	0	70	0	36	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	-	-	None	-	None	-	-
Storage Length	-	-	10	-	-	0	-	0
Veh in Median Storage, #	0	-	-	0	0	-	0	-
Grade, %	0	-	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	76	0	39	0	51

Major/Minor	Major2	Minor1	Major1
Conflicting Flow All	51	0	51
Stage 1	-	-	51
Stage 2	-	-	0
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1555	-	958
Stage 1	-	-	971
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1555	-	914
Mov Cap-2 Maneuver	-	-	914
Stage 1	-	-	971
Stage 2	-	-	-

Approach	WB	NB	NE
HCM Control Delay, s	3.6	8.7	0
HCM LOS		A	

Minor Lane/Major Mvmt	NEL	NER	NER2	NBLn1	WBL2	WBL	WBT
Capacity (veh/h)	-	-	-	1017	1555	-	-
HCM Lane V/C Ratio	-	-	-	0.038	0.045	-	-
HCM Control Delay (s)	0	-	-	8.7	7.4	-	-
HCM Lane LOS	A	-	-	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	SBL	SBR	NEL	NET	SWT	SWR
Traffic Vol, veh/h	0	0	65	0	0	407	0	217
Future Vol, veh/h	0	0	65	0	0	407	0	217
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	-	-	None	-	-
Storage Length	-	-	0	-	-	-	-	0
Veh in Median Storage, #	0	-	0	-	-	0	0	-
Grade, %	0	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	71	0	0	442	0	236

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	255	255	275 0
Stage 1	255	-	-
Stage 2	0	-	-
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	734	784	1288 -
Stage 1	788	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	734	784	1288 -
Mov Cap-2 Maneuver	734	-	-
Stage 1	788	-	-
Stage 2	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL2	NEL	NET	SBLn1	SWT	SWR	SWR2
Capacity (veh/h)	1288	-	-	734	-	-	-
HCM Lane V/C Ratio	-	-	-	0.096	-	-	-
HCM Control Delay (s)	0	-	-	10.4	0	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	-

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Traffic Vol, veh/h	0	0	217	0	0	70
Future Vol, veh/h	0	0	217	0	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	236	0	0	76

Major/Minor

	Major2	Minor2
Conflicting Flow All	-	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach

	WB	SW
HCM Control Delay, s	0	10
HCM LOS		B

Minor Lane/Major Mvmt

	WBT	WBR	SWLn1
Capacity (veh/h)	-	-	803
HCM Lane V/C Ratio	-	-	0.095
HCM Control Delay (s)	-	-	10
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection

Int Delay, s/veh 38

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	275	197	120	0	226	133
Future Vol, veh/h	275	197	120	0	226	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	3	6	3	1
Mvmt Flow	306	219	133	0	251	148

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	133	0	963
Stage 1	-	-	133
Stage 2	-	-	830
Critical Hdwy	4.11	-	6.43
Critical Hdwy Stg 1	-	-	5.43
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	2.209	-	3.527
Pot Cap-1 Maneuver	1458	-	282
Stage 1	-	-	891
Stage 2	-	-	426
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1458	-	~ 223
Mov Cap-2 Maneuver	-	-	~ 223
Stage 1	-	-	891
Stage 2	-	-	337

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	94.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1458	-	-	-	223	919
HCM Lane V/C Ratio	0.21	-	-	-	1.126	0.161
HCM Control Delay (s)	8.1	-	-	-	144.3	9.7
HCM Lane LOS	A	-	-	-	F	A
HCM 95th %tile Q(veh)	0.8	-	-	-	11.6	0.6

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	18.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	85	33	28	89	37	91	30	155	0	123	219	86
Future Vol, veh/h	85	33	28	89	37	91	30	155	0	123	219	86
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	-	-	-	-	-	-	175	-	-	260	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	5	2	1	0	0	0	8	6	0	3	1
Mvmt Flow	97	38	32	101	42	103	34	176	0	140	249	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	894	821	298	856	870	176	347	0	0	176	0	0
Stage 1	577	577	-	244	244	-	-	-	-	-	-	-
Stage 2	317	244	-	612	626	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.55	6.22	7.11	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.55	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.55	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.045	3.318	3.509	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	264	306	741	279	292	872	1223	-	-	1412	-	-
Stage 1	506	497	-	762	708	-	-	-	-	-	-	-
Stage 2	698	699	-	482	480	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	185	268	741	216	256	872	1223	-	-	1412	-	-
Mov Cap-2 Maneuver	185	268	-	216	256	-	-	-	-	-	-	-
Stage 1	492	448	-	741	688	-	-	-	-	-	-	-
Stage 2	562	680	-	381	432	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	50.3	42.8	1.3	2.2
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1223	-	-	235	328	1412	-
HCM Lane V/C Ratio	0.028	-	-	0.706	0.752	0.099	-
HCM Control Delay (s)	8	-	-	50.3	42.8	7.8	-
HCM Lane LOS	A	-	-	F	E	A	-
HCM 95th %tile Q(veh)	0.1	-	-	4.7	5.8	0.3	-

Intersection												
Int Delay, s/veh	30.3											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	311	0	141	0	0	0	0	439	47	51	218	0
Future Vol, veh/h	311	0	141	0	0	0	0	439	47	51	218	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	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	5	0	1	0	0	0	0	2	3	13	2	0
Mvmt Flow	334	0	152	0	0	0	0	472	51	55	234	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	841	867	234	234	0	0	523	0	0
Stage 1	344	344	-	-	-	-	-	-	-
Stage 2	497	523	-	-	-	-	-	-	-
Critical Hdwy	6.45	6.5	6.21	4.1	-	-	4.23	-	-
Critical Hdwy Stg 1	5.45	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.45	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.309	2.2	-	-	2.317	-	-
Pot Cap-1 Maneuver	~ 331	293	808	1345	-	-	990	-	-
Stage 1	711	640	-	-	-	-	-	-	-
Stage 2	605	534	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	~ 310	0	808	1345	-	-	990	-	-
Mov Cap-2 Maneuver	~ 310	0	-	-	-	-	-	-	-
Stage 1	665	0	-	-	-	-	-	-	-
Stage 2	605	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	80	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1345	-	-	310	808	990	-	-
HCM Lane V/C Ratio	-	-	-	1.079	0.188	0.055	-	-
HCM Control Delay (s)	0	-	-	111.5	10.5	8.8	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	12.8	0.7	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	35	0	107	112	638	0	0	234	372
Future Vol, veh/h	0	0	0	35	0	107	112	638	0	0	234	372
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	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	4	7	3	0	0	5	6
Mvmt Flow	0	0	0	38	0	118	123	701	0	0	257	409

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1409	1613	701	666	0	0	701	0	0
Stage 1	947	947	-	-	-	-	-	-	-
Stage 2	462	666	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.24	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	154	105	435	900	-	-	905	-	-
Stage 1	380	342	-	-	-	-	-	-	-
Stage 2	638	460	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	120	0	435	900	-	-	905	-	-
Mov Cap-2 Maneuver	120	0	-	-	-	-	-	-	-
Stage 1	295	0	-	-	-	-	-	-	-
Stage 2	638	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	577	905	-	-
HCM Lane V/C Ratio	0.137	-	-	0.27	-	-	-
HCM Control Delay (s)	9.6	0	-	13.5	0	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.1	0	-	-

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	44	40	652	93	20	562
Future Vol, veh/h	44	40	652	93	20	562
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	5	3	0	0	5
Mvmt Flow	47	43	701	100	22	604

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1398	751	0	0	801	0
Stage 1	751	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	157	406	-	-	831	-
Stage 1	470	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	153	406	-	-	831	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	22.8		0		0.3
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	831
HCM Lane V/C Ratio	-	-	0.309	0.026
HCM Control Delay (s)	-	-	22.8	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.1

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	33	220	188	504	362	12
Future Vol, veh/h	33	220	188	504	362	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	4	9	0
Mvmt Flow	36	239	204	548	393	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1357	400	407 0
Stage 1	400	-	- -
Stage 2	957	-	- -
Critical Hdwy	6.4	6.21	4.11 -
Critical Hdwy Stg 1	5.4	-	- -
Critical Hdwy Stg 2	5.4	-	- -
Follow-up Hdwy	3.5	3.309	2.209 -
Pot Cap-1 Maneuver	166	652	1157 -
Stage 1	681	-	- -
Stage 2	376	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	137	652	1157 -
Mov Cap-2 Maneuver	137	-	- -
Stage 1	681	-	- -
Stage 2	310	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	17.2	2.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1157	-	137	652	-	-
HCM Lane V/C Ratio	0.177	-	0.262	0.367	-	-
HCM Control Delay (s)	8.8	-	40.4	13.7	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1	1.7	-	-

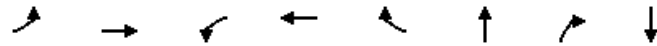
Appendix B Year 2035 Future Queuing
Worksheet



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	39	594	28	519	198	142	41	307	323
v/c Ratio	0.10	0.72	0.08	0.66	0.26	0.42	0.08	0.81	0.57
Control Delay	7.5	21.4	7.4	20.5	3.3	23.8	0.9	41.1	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	21.4	7.4	20.5	3.3	23.8	0.9	41.1	12.2
Queue Length 50th (ft)	7	150	5	177	0	46	0	116	34
Queue Length 95th (ft)	18	#406	15	297	35	101	4	#259	113
Internal Link Dist (ft)		703		1481		491		582	
Turn Bay Length (ft)	250		150		175		175		60
Base Capacity (vph)	470	878	544	987	916	445	659	508	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.68	0.05	0.53	0.22	0.32	0.06	0.60	0.48

Intersection Summary











95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	20	156	430	295	110	324	86	270
v/c Ratio	0.07	0.50	0.87	0.41	0.16	0.73	0.13	0.45
Control Delay	12.6	25.7	35.8	17.7	4.4	30.1	5.2	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	25.7	35.8	17.7	4.4	30.1	5.2	17.9
Queue Length 50th (ft)	5	47	138	82	0	114	2	77
Queue Length 95th (ft)	15	97	#279	180	30	#255	27	150
Internal Link Dist (ft)		430		634		582		810
Turn Bay Length (ft)	125		425		425		25	
Base Capacity (vph)	526	909	499	943	849	457	676	622
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.17	0.86	0.31	0.13	0.71	0.13	0.43

Intersection Summary

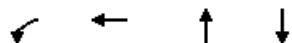
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	97	371	170	47	247	2	221	100	20	346
v/c Ratio	0.25	0.62	0.27	0.15	0.47	0.00	0.60	0.15	0.05	0.78
Control Delay	19.4	32.9	5.9	18.9	32.7	0.0	23.1	15.4	15.9	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	32.9	5.9	18.9	32.7	0.0	23.1	15.4	15.9	37.4
Queue Length 50th (ft)	30	174	0	14	110	0	72	21	6	130
Queue Length 95th (ft)	82	370	51	46	247	0	149	70	21	287
Internal Link Dist (ft)		1481			965			356		1149
Turn Bay Length (ft)	100					75	100			
Base Capacity (vph)	478	778	761	470	793	729	500	941	595	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.48	0.22	0.10	0.31	0.00	0.44	0.11	0.03	0.42
Intersection Summary										

	→	↑	↘	↓
Lane Group	EBT	NBT	SBL	SBT
Lane Group Flow (vph)	934	128	53	100
v/c Ratio	0.85	0.23	0.19	0.10
Control Delay	36.0	17.3	33.1	9.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	36.0	17.3	33.1	9.5
Queue Length 50th (ft)	249	38	26	24
Queue Length 95th (ft)	#322	78	57	46
Internal Link Dist (ft)	364	557		202
Turn Bay Length (ft)			45	
Base Capacity (vph)	1097	551	285	969
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.85	0.23	0.19	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	77	820	143	118
v/c Ratio	0.10	0.53	0.25	0.18
Control Delay	9.9	13.4	15.8	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	9.9	13.4	15.8	9.8
Queue Length 50th (ft)	16	113	40	19
Queue Length 95th (ft)	37	162	78	49
Internal Link Dist (ft)		390	202	385
Turn Bay Length (ft)	40			
Base Capacity (vph)	806	1540	578	656
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.53	0.25	0.18

Intersection Summary