

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 | | |
| Fr _t | | | | 1.00 | 0.99 | | | 1.00 | | | 0.95 | | |
| Fl _t Protected | | | | 0.95 | 1.00 | | | 0.97 | | | 1.00 | | |
| Satd. Flow (prot) | | | | 1662 | 3152 | | | 1847 | | | 1643 | | |
| Fl _t 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, d ₁ | | | | 9.4 | 12.1 | | | 14.3 | | | 13.7 | | |
| Progression Factor | | | | 1.00 | 1.00 | | | 1.00 | | | 1.00 | | |
| Incremental Delay, d ₂ | | | | 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 | Minor2 | Major1 | Major2 | Major3 | Major4 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 350 | 105 | 0 | 0 | 116 | 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

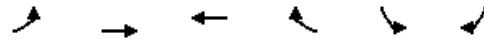
Int Delay, s/veh 0

| 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 |

| 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 | - | - |

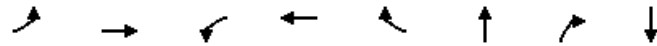
Appendix B Year 2035 Future Queuing
Worksheet



| 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