MEMORANDUM

Date:	November 3, 2023	**TG:**	1.23185.00
To:	Brittany Skelton and Betsy Roberts, City of Sun Valley		
From:	Michael Swenson, PE, PTOE		
cc:	Ryan Waterfield, Sun Valley Community School Mark Sindell, GGLO		
Subject:	Sun Valley Community School Faculty and Staff Housing Project Traffic Impact Analysis		

This memorandum summarizes the results of the traffic analysis completed for the proposed Sun Valley Community School faculty and staff housing project. The scope of the analysis was reviewed and approved by the City of Sun Valley (City) through a scoping process. Specifically, the analysis included a review of the following:

- Existing and forecast traffic volumes
- Trip generation estimates for the proposed project
- Identification of impacts to intersection operations
- Ingress/egress for the local fire station
- Discussion of traffic volumes and operations under event conditions at the Sagewillow facilities
- Discussion of non-motorized improvement
- Identification of existing transit systems near the subject site

Project Description/Analysis Scope

The proposed project includes the development of up to 40 residential rental units. The 40 units would include a combination of flats and town homes. The development would be expected to be completed by 2026. For the purpose of the analysis, 10 additional units, totaling 50 units, were assumed to be conservative. An analysis was also conducted for the 2043 horizon year assessing the effects of the added residential traffic on the system.

The results of the long range (Year 2043) analysis that reflects the hypothetical construction of a 180-student elementary school is included Attachment A. There are currently no plans to construct a school on this site. However, to respond to questions from the community and the City of Sun Valley an analysis was conducted.

Figure 1: Site Vicinity and Study Area

The study area defined for this analysis included three intersections that would experience the highest increase in traffic volumes associated with the project.

Trip Distribution and Assignment

Trip distribution patterns to/from the project site were based on existing vehicle travel patterns observed at the study area intersections and consideration of the location of the school where the residents of the project will generally work. The distribution of trips to/from the proposed site are anticipated to be approximately 5 percent to/from the north of Morning Star Road, 20 percent to/from the east of Elkhorn Road and 75 percent to/from the west of Elkhorn Road as shown in Figure 2.

The weekday AM, Mid-day and PM peak hour project trips were assigned within the study area based on distribution patterns noted above and is shown in Figure 2.

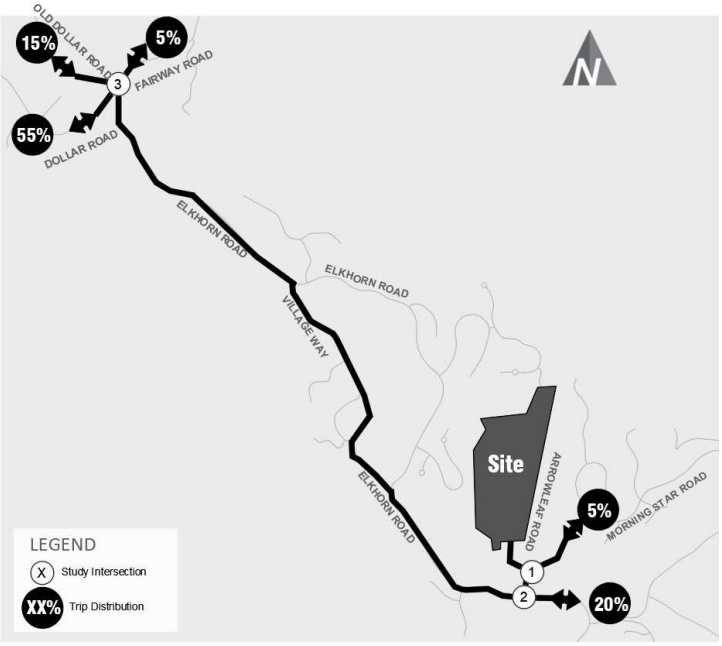

Figure 2: Trip Distribution Patterns

Traffic Volumes

Existing traffic volumes at the study area intersections were collected in July, 2023. The data collection included a 12-hour count focusing on AM, Mid-day, and PM peak hours representing the highest one-hour volumes during the 7 – 9 AM, 11 AM – 1 PM, and 4 – 6 PM periods. The detailed counts are included in Attachment C.

Future (2026 & 2043) without-project traffic volumes are comprised of background traffic growth, and traffic generated from the planned "pipeline" developments. An annual growth rate of 1.1 percent was applied to existing traffic volumes to estimate each horizon year background traffic growth, as coordinated with the City and based on historical data[1]. Two pipeline projects were identified by the City, including:

1. Sunshine Townhomes – 42-unit townhouse development
2. Jericho Townhomes – 19-unit rental townhouse development

Site generated weekday peak hour traffic volumes were added to future without-project volumes. Existing, future (2026) without-project volumes, and future (2026) with-project weekday AM and PM peak hour traffic volumes are shown on Figure 3 and mid-day peak hour volumes for the same scenarios are shown on Figure 4 . Future (2043) without-project volumes, and future (2043) with-project weekday AM and PM peak hour traffic volumes are shown on Figure 5 and mid-day peak hour volumes for the same scenarios are shown on Figure 6.

[1] Based on 2014-2023 Idaho Department of Commerce / Gem State Prospector Population Data

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). At stop-controlled intersections, LOS is measured in average control delay per vehicle and is reported using the intersection delay. At two-way stop-controlled (TWSC) intersections, delay is reported for the worst movement. Traffic operations and average vehicle delay can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Attachment D contains a detailed explanation of LOS criteria and definitions. The City of Sun Valley targets LOS C or better for unsignalized intersections

Analysis parameters such as lane channelization were maintained for future 2026 without-project conditions. Weekday peak hour traffic operations for existing and future without-project conditions were evaluated based on the procedures identified in the *Highway Capacity Manual* (HCM 2016) using *Synchro 11*. *Synchro 11* is a software program that uses *HCM* methodology to evaluate intersection LOS and average vehicle delay.

Results for the existing, future (2026) without-project, and future (2026) with-project operations analyses are summarized in Table 2. Results for the future (2043) without-project, and future (2043) with-project operations analyses are summarized in Table 3. Detailed LOS worksheets for each intersection analysis are included in Attachment E.

Table 2. Existing, Future (2026) Without-Project and Future (2026) With-Project AM Mid-day and PM Peak Hour LOS Summary

Intersection	Traffic Control	2023 Existing			2026 Without-Project			2026 With-Project		
		LOS[1]	Delay[2]	WM[3]	LOS	Delay	WM	LOS	Delay	WM
Weekday AM Peak Hour										
Morning Star Road/Arrowleaf Road	TWSC	A	9.1	EB	A	9.1	EB	A	9.2	EB
Morning Star Road/Elkhorn Road	TWSC	B	10.6	SB	B	10.7	SB	B	11.0	SB
Elkhorn Road/ Dollar Road	AWSC	A	9.7	-	A	9.9	-	A	10.3	-
Weekday Mid-day Peak Hour										
Morning Star Road/Arrowleaf Road	TWSC	A	9.2	EB	A	9.3	EB	A	9.3	EB
Morning Star Road/Elkhorn Road	TWSC	B	11.7	SB	B	10.7	SB	B	11.0	SB
Elkhorn Road/ Dollar Road	AWSC	A	9.8	-	A	10.1	-	B	10.5	-
Weekday PM Peak Hour										
Morning Star Road/Arrowleaf Road	TWSC	A	8.7	EB	A	8.7	EB	A	8.8	EB
Morning Star Road/Elkhorn Road	TWSC	B	11.0	SB	B	11.1	SB	B	11.5	SB
Elkhorn Road/ Dollar Road	AWSC	A	9.4	-	A	9.7	-	A	10.0	-

Note: TWSC = two-way stop-controlled, AWSC = all-way stop-controlled
1. Level of service, based on 2016 Highway Capacity Manual methodology.
2. Average delay in seconds per vehicle.
3. Worst movement (WM) reported for unsignalized intersections. EB = eastbound approach, SB = southbound approach

As shown in Table 2, all intersections operate at LOS B or better all under all scenarios meeting the LOS standard C.

Queueing of southbound left turning movements at Morning Star Road/Elkhorn Road was reviewed for all scenarios. The highest 95th percentile queueing was observed during mid-day peak hour under the future with-project scenario with a forecast of queue of 0.7 vehicles or 20 feet.

As shown in Table 4, traffic volumes at the two study area intersections showed increases of 10 to 20 percent under weekday PM peak hour event conditions. As well, the peak directions have changed in the path to the event showing its impact in traffic. Traffic volumes at the Morning Star/Arrowleaf Road intersection during the Saturday conditions showed similar traffic volumes as the weekday PM peak hour conditions. Saturday peak hour volumes at the Morning Star Road/Elkhorn Road intersection showed a significant reduction in the intersection total entering volumes.

To assess the impacts of the residential project under event conditions, residential project traffic was added to the existing traffic volumes, applying the same background increases as discussed previously. Figure 10 illustrates the existing, future (2026) without-project, future (2043) without-project, project trips, future (2026) with-project, and future (2043) with-project volumes based off the sport event counts.

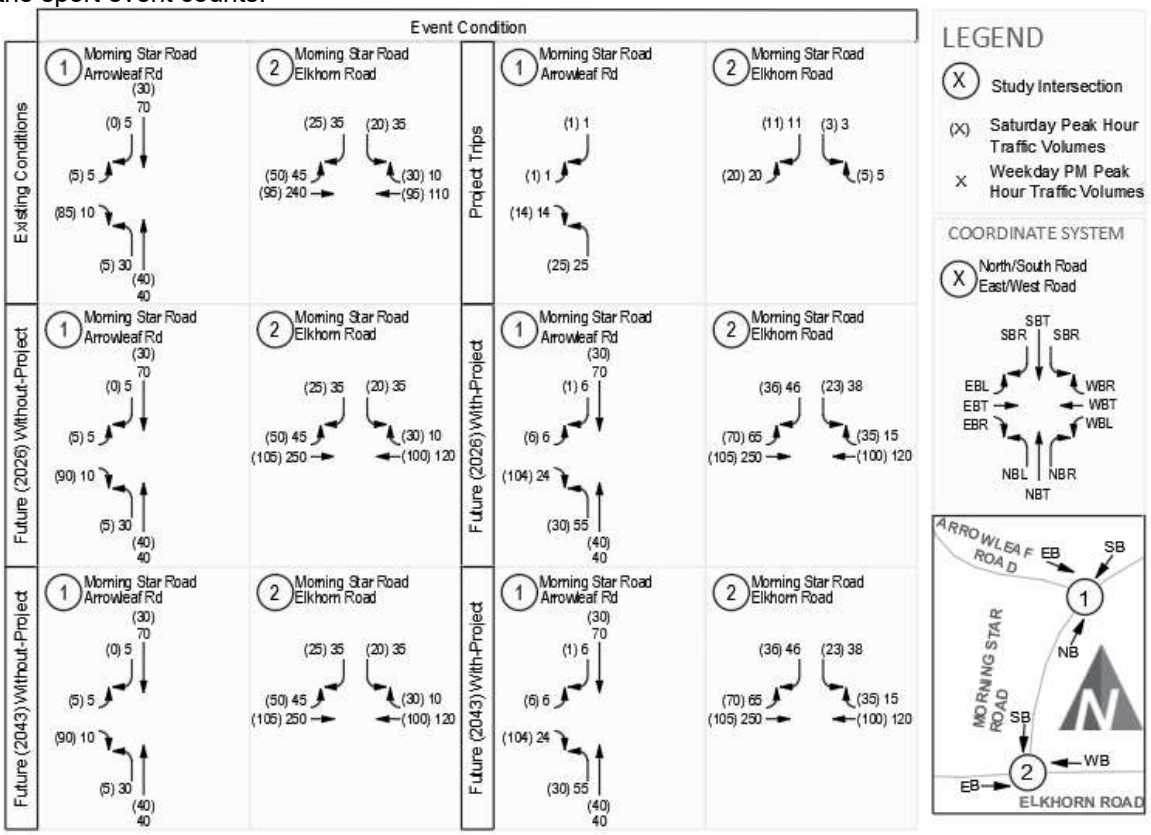

Figure 10: Weekday PM Peak Hour and Saturday Peak Hour Volumes

To assess the difference in traffic volumes on intersection operations, the intersection levels of service were calculated using the same methodology previously discussed. Table 5 below shows the difference in Level of Service with the sports events. Detailed LOS worksheets for each intersection analysis are included in Attachment F.

Summary and Findings

The analysis conducted for the proposed project and summarized in this memorandum considered a residential project that included up to 50 units.

- The development will include improvements to accommodate additional sport event parking. 54 parking spaces for the sport event with 6 vanpool parking spaces will be provided on-site.
- Trip generation associated with the residential project would generate up to 36 trips in the AM peak hour and 41 during the PM peak hour. Mid-day trip generation was estimated to be similar to the weekday AM peak hour with 37 trips.
- Intersection levels of service are projected to operate at LOS C or better; meeting the City's LOS C standard under both 2026 and 2043 conditions.
- Eastbound 95th percentile queue lengths at the Arrowleaf Road/Morning Star Road intersection are expected to increase by no more than 1 vehicle during the analysis periods.
- Impacts to vehicle ingress/egress are not significantly impacted by the increase in traffic associated with the proposed project.
- Multiuse path will be developed in conjunction with the residential development in accordance with a Development Agreement.
- MRTA will be engaged during residential development to consider transit options.
- Southbound 95th percentile queuing at the Elkhorn Road/Morning Star Road intersection are forecast to increase by no more than one vehicle as compared to existing conditions.
- Analysis of the event conditions showed that although traffic volumes are higher during those conditions, the two most impacted intersections are forecast to operate at LOS C or better; meeting the City's LOS C standard.

Highway Capacity Manual 2010/6th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* and 6th Edition (Transportation Research Board, 2010 and 2016, respectively).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F[1]	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 2010 and 6th Edition*, Transportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F[1]	>50

Source: *Highway Capacity Manual 2010 and 6th Edition*, Transportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	15	35	50	0
Future Vol, veh/h	5	10	15	35	50	0
Conflicting Peds, #/hr	11	5	5	0	0	11
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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	14	21	49	69	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	182	85	80	0	-	0
Stage 1	80	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	807	974	1518	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	780	959	1502	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1502	-	891	-	-
HCM Lane V/C Ratio	0.014	-	0.023	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	85	180	35	20	40
Future Vol, veh/h	15	85	180	35	20	40
Conflicting Peds, #/hr	16	0	0	16	16	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	92	196	38	22	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	371	247
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1316	-	-	-	630	792
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1296	-	-	-	604	768
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	874	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1296	-	-	-	704
HCM Lane V/C Ratio	0.013	-	-	-	0.093
HCM Control Delay (s)	7.8	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	25	10	180	60	25	15	30	100	5	20	15
Future Vol, veh/h	5	25	10	180	60	25	15	30	100	5	20	15
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	30	12	214	71	30	18	36	119	6	24	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	10.7	8.7	8.2
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	12%	68%	12%
Vol Thru, %	21%	62%	23%	50%
Vol Right, %	69%	25%	9%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	40	265	40
LT Vol	15	5	180	5
Through Vol	30	25	60	20
RT Vol	100	10	25	15
Lane Flow Rate	173	48	315	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.214	0.062	0.401	0.064
Departure Headway (Hd)	4.461	4.685	4.576	4.805
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	761	786	743
Service Time	2.496	2.731	2.609	2.849
HCM Lane V/C Ratio	0.215	0.063	0.401	0.065
HCM Control Delay	8.7	8	10.7	8.2
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.8	0.2	1.9	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	60	90	5
Future Vol, veh/h	5	10	10	60	90	5
Conflicting Peds, #/hr	2	2	2	0	0	2
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	11	66	99	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	194	106	106	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	90	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	795	948	1485	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	944	1482	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1482	-	884	-	-
HCM Lane V/C Ratio	0.007	-	0.019	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	100	110	35	35	60
Future Vol, veh/h	40	100	110	35	35	60
Conflicting Peds, #/hr	47	0	0	48	48	47
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	105	116	37	37	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	201	0	-	0	420	230
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1371	-	-	-	590	809
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1308	-	-	-	519	737
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	638
HCM Lane V/C Ratio	0.032	-	-	-	0.157
HCM Control Delay (s)	7.8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	45	20	175	65	10	15	35	145	5	40	10
Future Vol, veh/h	10	45	20	175	65	10	15	35	145	5	40	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	52	23	201	75	11	17	40	167	6	46	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	10.9	9.3	8.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	13%	70%	9%
Vol Thru, %	18%	60%	26%	73%
Vol Right, %	74%	27%	4%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	75	250	55
LT Vol	15	10	175	5
Through Vol	35	45	65	40
RT Vol	145	20	10	10
Lane Flow Rate	224	86	287	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.116	0.385	0.088
Departure Headway (Hd)	4.495	4.826	4.818	5.031
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	737	744	707
Service Time	2.547	2.895	2.873	3.1
HCM Lane V/C Ratio	0.281	0.117	0.386	0.089
HCM Control Delay	9.3	8.5	10.9	8.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.1	0.4	1.8	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	5	65	55	0
Future Vol, veh/h	0	5	5	65	55	0
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	6	81	69	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	166	75	72	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	824	986	1528	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	816	980	1524	-	-	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1524	-	980	-	-
HCM Lane V/C Ratio	0.004	-	0.006	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	200	100	25	30	35
Future Vol, veh/h	45	200	100	25	30	35
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	222	111	28	33	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	148	0	-	0	465	143
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1434	-	-	-	556	905
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	524	890
Mov Cap-2 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1422	-	-	-	673
HCM Lane V/C Ratio	0.035	-	-	-	0.107
HCM Control Delay (s)	7.6	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	60	20	135	40	10	15	30	190	35	35	10
Future Vol, veh/h	10	60	20	135	40	10	15	30	190	35	35	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	67	22	150	44	11	17	33	211	39	39	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	10	9.4	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	11%	73%	44%
Vol Thru, %	13%	67%	22%	44%
Vol Right, %	81%	22%	5%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	90	185	80
LT Vol	15	10	135	35
Through Vol	30	60	40	35
RT Vol	190	20	10	10
Lane Flow Rate	261	100	206	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.314	0.136	0.283	0.124
Departure Headway (Hd)	4.335	4.884	4.962	5.009
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	825	728	719	711
Service Time	2.383	2.954	3.025	3.072
HCM Lane V/C Ratio	0.316	0.137	0.287	0.125
HCM Control Delay	9.4	8.7	10	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.5	1.2	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	15	35	50	0
Future Vol, veh/h	5	10	15	35	50	0
Conflicting Peds, #/hr	11	5	5	0	0	11
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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	14	21	49	69	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	182	85	80	0	-	0
Stage 1	80	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	807	974	1518	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	780	959	1502	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1502	-	891	-	-
HCM Lane V/C Ratio	0.014	-	0.023	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	90	190	35	20	40
Future Vol, veh/h	15	90	190	35	20	40
Conflicting Peds, #/hr	16	0	0	16	16	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	98	207	38	22	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	261	0	-	0	388	258
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1303	-	-	-	616	781
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1283	-	-	-	590	757
Mov Cap-2 Maneuver	-	-	-	-	590	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1283	-	-	-	692
HCM Lane V/C Ratio	0.013	-	-	-	0.094
HCM Control Delay (s)	7.8	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	25	10	195	60	25	15	30	105	5	20	15
Future Vol, veh/h	5	25	10	195	60	25	15	30	105	5	20	15
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	30	12	232	71	30	18	36	125	6	24	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	11	8.8	8.2
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	12%	70%	12%
Vol Thru, %	20%	62%	21%	50%
Vol Right, %	70%	25%	9%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	40	280	40
LT Vol	15	5	195	5
Through Vol	30	25	60	20
RT Vol	105	10	25	15
Lane Flow Rate	179	48	333	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.063	0.426	0.064
Departure Headway (Hd)	4.501	4.725	4.598	4.862
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	755	783	734
Service Time	2.539	2.775	2.634	2.911
HCM Lane V/C Ratio	0.225	0.064	0.425	0.065
HCM Control Delay	8.8	8.1	11	8.2
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.9	0.2	2.1	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	60	95	5
Future Vol, veh/h	5	10	10	60	95	5
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	13	13	75	119	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	227	128	128	0	-	0
Stage 1	125	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	761	922	1458	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	750	917	1454	-	-	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	854	-	-
HCM Lane V/C Ratio	0.009	-	0.022	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	110	115	35	35	60
Future Vol, veh/h	40	110	115	35	35	60
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	122	128	39	39	67

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	176	0	-	0	376	166
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1400	-	-	-	625	878
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	593	863
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	739
HCM Lane V/C Ratio	0.032	-	-	-	0.143
HCM Control Delay (s)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	45	20	190	65	10	15	35	155	5	40	10
Future Vol, veh/h	10	45	20	190	65	10	15	35	155	5	40	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	52	23	218	75	11	17	40	178	6	46	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	11.3	9.5	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	13%	72%	9%
Vol Thru, %	17%	60%	25%	73%
Vol Right, %	76%	27%	4%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	75	265	55
LT Vol	15	10	190	5
Through Vol	35	45	65	40
RT Vol	155	20	10	10
Lane Flow Rate	236	86	305	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.297	0.117	0.411	0.09
Departure Headway (Hd)	4.536	4.885	4.854	5.098
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	727	737	697
Service Time	2.592	2.962	2.916	3.174
HCM Lane V/C Ratio	0.3	0.118	0.414	0.09
HCM Control Delay	9.5	8.6	11.3	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.2	0.4	2	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	5	65	55	0
Future Vol, veh/h	0	5	5	65	55	0
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	6	81	69	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	166	75	72	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	824	986	1528	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	816	980	1524	-	-	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1524	-	980	-	-
HCM Lane V/C Ratio	0.004	-	0.006	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	210	110	25	30	35
Future Vol, veh/h	45	210	110	25	30	35
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	233	122	28	33	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	159	0	-	0	487	154
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1420	-	-	-	540	892
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1408	-	-	-	509	877
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1408	-	-	-	658
HCM Lane V/C Ratio	0.036	-	-	-	0.11
HCM Control Delay (s)	7.7	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	60	20	150	40	10	15	30	210	35	35	10
Future Vol, veh/h	10	60	20	150	40	10	15	30	210	35	35	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	67	22	167	44	11	17	33	233	39	39	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	10.4	9.7	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	11%	75%	44%
Vol Thru, %	12%	67%	20%	44%
Vol Right, %	82%	22%	5%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	255	90	200	80
LT Vol	15	10	150	35
Through Vol	30	60	40	35
RT Vol	210	20	10	10
Lane Flow Rate	283	100	222	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.344	0.138	0.31	0.126
Departure Headway (Hd)	4.376	4.967	5.025	5.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	816	715	709	699
Service Time	2.431	3.048	3.096	3.163
HCM Lane V/C Ratio	0.347	0.14	0.313	0.127
HCM Control Delay	9.7	8.9	10.4	8.9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.5	0.5	1.3	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	20	45	60	0
Future Vol, veh/h	5	10	20	45	60	0
Conflicting Peds, #/hr	11	5	5	0	0	11
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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	14	28	63	83	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	224	99	94	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	764	957	1500	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	733	942	1484	-	-	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	860	-	-
HCM Lane V/C Ratio	0.019	-	0.024	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	110	225	45	25	50
Future Vol, veh/h	20	110	225	45	25	50
Conflicting Peds, #/hr	16	0	0	16	16	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	120	245	49	27	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	310	0	-	0	466	302
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1250	-	-	-	555	738
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1231	-	-	-	528	716
Mov Cap-2 Maneuver	-	-	-	-	528	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1231	-	-	-	640
HCM Lane V/C Ratio	0.018	-	-	-	0.127
HCM Control Delay (s)	8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	35	130	5	25	20	235	75	30	5	30	10
Future Vol, veh/h	20	35	130	5	25	20	235	75	30	5	30	10
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	42	155	6	30	24	280	89	36	6	36	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	8.7	13.2	8.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	11%	10%	11%
Vol Thru, %	22%	19%	50%	67%
Vol Right, %	9%	70%	40%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	185	50	45
LT Vol	235	20	5	5
Through Vol	75	35	25	30
RT Vol	30	130	20	10
Lane Flow Rate	405	220	60	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.534	0.289	0.085	0.074
Departure Headway (Hd)	4.753	4.73	5.124	4.999
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	753	755	693	709
Service Time	2.812	2.791	3.204	3.082
HCM Lane V/C Ratio	0.538	0.291	0.087	0.076
HCM Control Delay	13.2	9.7	8.7	8.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.2	1.2	0.3	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	10	75	110	5
Future Vol, veh/h	5	10	10	75	110	5
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	13	13	94	138	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	265	147	147	0	-	0
Stage 1	144	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	724	900	1435	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	895	1431	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	901	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	824	-	-
HCM Lane V/C Ratio	0.009	-	0.023	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	130	140	45	45	75
Future Vol, veh/h	50	130	140	45	45	75
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	144	156	50	50	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	215	0	-	0	455	199
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1355	-	-	-	563	842
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1343	-	-	-	528	828
Mov Cap-2 Maneuver	-	-	-	-	528	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1343	-	-	-	683
HCM Lane V/C Ratio	0.041	-	-	-	0.195
HCM Control Delay (s)	7.8	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	55	25	230	80	10	20	45	185	5	50	10
Future Vol, veh/h	10	55	25	230	80	10	20	45	185	5	50	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	63	29	264	92	11	23	52	213	6	57	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	13.8	10.9	9.3
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	11%	72%	8%
Vol Thru, %	18%	61%	25%	77%
Vol Right, %	74%	28%	3%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	90	320	65
LT Vol	20	10	230	5
Through Vol	45	55	80	50
RT Vol	185	25	10	10
Lane Flow Rate	287	103	368	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.383	0.152	0.528	0.115
Departure Headway (Hd)	4.917	5.294	5.172	5.565
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	736	680	703	645
Service Time	2.917	3.31	3.172	3.596
HCM Lane V/C Ratio	0.39	0.151	0.523	0.116
HCM Control Delay	10.9	9.3	13.8	9.3
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.8	0.5	3.1	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	5	80	70	0
Future Vol, veh/h	0	5	5	80	70	0
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	6	100	88	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	204	94	91	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	784	963	1504	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	776	958	1500	-	-	-
Mov Cap-2 Maneuver	776	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	958	-	-
HCM Lane V/C Ratio	0.004	-	0.007	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	255	130	30	35	45
Future Vol, veh/h	55	255	130	30	35	45
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	283	144	33	39	50

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	584	179
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1388	-	-	-	474	864
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1376	-	-	-	441	849
Mov Cap-2 Maneuver	-	-	-	-	441	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1376	-	-	-	604
HCM Lane V/C Ratio	0.044	-	-	-	0.147
HCM Control Delay (s)	7.7	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	75	25	175	50	10	20	35	250	45	45	10
Future Vol, veh/h	10	75	25	175	50	10	20	35	250	45	45	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	83	28	194	56	11	22	39	278	50	50	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	11.9	11.4	9.7
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	9%	74%	45%
Vol Thru, %	11%	68%	21%	45%
Vol Right, %	82%	23%	4%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	110	235	100
LT Vol	20	10	175	45
Through Vol	35	75	50	45
RT Vol	250	25	10	10
Lane Flow Rate	339	122	261	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.444	0.183	0.391	0.17
Departure Headway (Hd)	4.721	5.384	5.391	5.512
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	665	668	650
Service Time	2.721	3.425	3.425	3.552
HCM Lane V/C Ratio	0.441	0.183	0.391	0.171
HCM Control Delay	11.4	9.6	11.9	9.7
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.3	0.7	1.9	0.6

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	90	190	37	25	60
Future Vol, veh/h	22	90	190	37	25	60
Conflicting Peds, #/hr	16	0	0	16	16	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	98	207	40	27	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	263	0	-	0	405	259
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	162	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1301	-	-	-	602	780
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1281	-	-	-	573	756
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1281	-	-	-	691
HCM Lane V/C Ratio	0.019	-	-	-	0.134
HCM Control Delay (s)	7.9	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	27	10	210	65	26	15	30	110	5	20	15
Future Vol, veh/h	5	27	10	210	65	26	15	30	110	5	20	15
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	32	12	250	77	31	18	36	131	6	24	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	11.6	9	8.3
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	12%	70%	12%
Vol Thru, %	19%	64%	22%	50%
Vol Right, %	71%	24%	9%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	42	301	40
LT Vol	15	5	210	5
Through Vol	30	27	65	20
RT Vol	110	10	26	15
Lane Flow Rate	185	50	358	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.066	0.46	0.065
Departure Headway (Hd)	4.564	4.783	4.623	4.943
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	745	778	721
Service Time	2.605	2.839	2.662	2.997
HCM Lane V/C Ratio	0.236	0.067	0.46	0.067
HCM Control Delay	9	8.2	11.6	8.3
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.9	0.2	2.4	0.2

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	37	19	60	95	5
Future Vol, veh/h	6	37	19	60	95	5
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	46	24	75	119	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	128	128	0	-	0
Stage 1	125	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	922	1458	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	722	917	1454	-	-	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	884	-	-
HCM Lane V/C Ratio	0.016	-	0.061	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	110	115	37	41	81
Future Vol, veh/h	47	110	115	37	41	81
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	122	128	41	46	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	178	0	-	0	393	167
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1398	-	-	-	611	877
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1386	-	-	-	576	862
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	739
HCM Lane V/C Ratio	0.038	-	-	-	0.183
HCM Control Delay (s)	7.7	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	47	20	206	69	11	15	35	160	5	40	10
Future Vol, veh/h	10	47	20	206	69	11	15	35	160	5	40	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	54	23	237	79	13	17	40	184	6	46	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	11.9	9.7	8.8
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	13%	72%	9%
Vol Thru, %	17%	61%	24%	73%
Vol Right, %	76%	26%	4%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	77	286	55
LT Vol	15	10	206	5
Through Vol	35	47	69	40
RT Vol	160	20	11	10
Lane Flow Rate	241	89	329	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.309	0.121	0.445	0.091
Departure Headway (Hd)	4.602	4.942	4.878	5.181
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	717	733	685
Service Time	2.662	3.028	2.946	3.264
HCM Lane V/C Ratio	0.311	0.124	0.449	0.092
HCM Control Delay	9.7	8.7	11.9	8.8
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.3	0.4	2.3	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	19	30	65	55	1
Future Vol, veh/h	1	19	30	65	55	1
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	24	38	81	69	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	231	76	73	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	757	985	1527	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	733	979	1523	-	-	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1523	-	963	-	-
HCM Lane V/C Ratio	0.025	-	0.026	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	210	110	30	33	46
Future Vol, veh/h	65	210	110	30	33	46
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	233	122	33	37	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	164	0	-	0	534	157
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1414	-	-	-	507	889
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	687	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1402	-	-	-	468	874
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1402	-	-	-	642
HCM Lane V/C Ratio	0.052	-	-	-	0.137
HCM Control Delay (s)	7.7	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	64	20	155	42	14	15	30	220	42	35	10
Future Vol, veh/h	10	64	20	155	42	14	15	30	220	42	35	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	71	22	172	47	16	17	33	244	47	39	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	10.7	10	9.1
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	11%	73%	48%
Vol Thru, %	11%	68%	20%	40%
Vol Right, %	83%	21%	7%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	94	211	87
LT Vol	15	10	155	42
Through Vol	30	64	42	35
RT Vol	220	20	14	10
Lane Flow Rate	294	104	234	97
Geometry Grp	1	1	1	1
Degree of Util (X)	0.362	0.146	0.33	0.139
Departure Headway (Hd)	4.432	5.045	5.07	5.172
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	702	703	686
Service Time	2.494	3.137	3.15	3.255
HCM Lane V/C Ratio	0.364	0.148	0.333	0.141
HCM Control Delay	10	9	10.7	9.1
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	1.7	0.5	1.4	0.5

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	36	29	45	60	0
Future Vol, veh/h	6	36	29	45	60	0
Conflicting Peds, #/hr	11	5	5	0	0	11
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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	50	40	63	83	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	248	99	94	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	740	957	1500	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	942	1484	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	899	-	-
HCM Lane V/C Ratio	0.027	-	0.065	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	110	225	47	30	70
Future Vol, veh/h	27	110	225	47	30	70
Conflicting Peds, #/hr	16	0	0	16	16	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	120	245	51	33	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	312	0	-	0	481	303
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	194	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1248	-	-	-	544	737
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	839	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1229	-	-	-	515	715
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1229	-	-	-	640
HCM Lane V/C Ratio	0.024	-	-	-	0.17
HCM Control Delay (s)	8	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	37	130	20	30	21	235	75	35	5	30	10
Future Vol, veh/h	20	37	130	20	30	21	235	75	35	5	30	10
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	44	155	24	36	25	280	89	42	6	36	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	9.1	13.7	8.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	68%	11%	28%	11%
Vol Thru, %	22%	20%	42%	67%
Vol Right, %	10%	70%	30%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	345	187	71	45
LT Vol	235	20	20	5
Through Vol	75	37	30	30
RT Vol	35	130	21	10
Lane Flow Rate	411	223	85	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.55	0.297	0.123	0.077
Departure Headway (Hd)	4.818	4.798	5.256	5.198
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	741	674	693
Service Time	2.889	2.875	3.352	3.198
HCM Lane V/C Ratio	0.553	0.301	0.126	0.078
HCM Control Delay	13.7	9.9	9.1	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.4	1.2	0.4	0.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	37	19	75	110	5
Future Vol, veh/h	6	37	19	75	110	5
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	46	24	94	138	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	287	147	147	0	-	0
Stage 1	144	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	703	900	1435	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	895	1431	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	859	-	-
HCM Lane V/C Ratio	0.017	-	0.063	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	130	140	47	51	96
Future Vol, veh/h	57	130	140	47	51	96
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	144	156	52	57	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	217	0	-	0	470	200
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1353	-	-	-	552	841
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	514	827
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	683
HCM Lane V/C Ratio	0.047	-	-	-	0.239
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	57	25	246	84	11	20	45	190	5	50	10
Future Vol, veh/h	10	57	25	246	84	11	20	45	190	5	50	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	66	29	283	97	13	23	52	218	6	57	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	14.8	11.3	9.5
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	11%	72%	8%
Vol Thru, %	18%	62%	25%	77%
Vol Right, %	75%	27%	3%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	255	92	341	65
LT Vol	20	10	246	5
Through Vol	45	57	84	50
RT Vol	190	25	11	10
Lane Flow Rate	293	106	392	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.404	0.158	0.566	0.118
Departure Headway (Hd)	4.967	5.37	5.2	5.67
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	667	694	631
Service Time	3	3.407	3.226	3.712
HCM Lane V/C Ratio	0.405	0.159	0.565	0.119
HCM Control Delay	11.3	9.4	14.8	9.5
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2	0.6	3.6	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	19	30	80	70	1
Future Vol, veh/h	1	19	30	80	70	1
Conflicting Peds, #/hr	1	3	3	0	0	1
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	24	38	100	88	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	269	95	92	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	720	962	1503	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	957	1499	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	939	-	-
HCM Lane V/C Ratio	0.025	-	0.027	-	-
HCM Control Delay (s)	7.5	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	255	130	35	38	56
Future Vol, veh/h	75	255	130	35	38	56
Conflicting Peds, #/hr	9	0	0	9	9	9
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	283	144	39	42	62

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	631	182
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	458	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1381	-	-	-	445	861
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1369	-	-	-	405	846
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1369	-	-	-	587
HCM Lane V/C Ratio	0.061	-	-	-	0.178
HCM Control Delay (s)	7.8	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	79	25	180	52	14	20	35	260	52	45	10
Future Vol, veh/h	10	79	25	180	52	14	20	35	260	52	45	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	88	28	200	58	16	22	39	289	58	50	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	12.3	11.9	9.9
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	9%	73%	49%
Vol Thru, %	11%	69%	21%	42%
Vol Right, %	83%	22%	6%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	315	114	246	107
LT Vol	20	10	180	52
Through Vol	35	79	52	45
RT Vol	260	25	14	10
Lane Flow Rate	350	127	273	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.463	0.193	0.414	0.185
Departure Headway (Hd)	4.764	5.485	5.457	5.611
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	654	659	638
Service Time	2.798	3.525	3.49	3.655
HCM Lane V/C Ratio	0.463	0.194	0.414	0.187
HCM Control Delay	11.9	9.8	12.3	9.9
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.5	0.7	2	0.7

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	30	40	70	5
Future Vol, veh/h	5	10	30	40	70	5
Conflicting Peds, #/hr	3	1	1	0	0	3
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	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	15	44	59	103	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	260	111	113	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	729	942	1476	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	938	1472	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	843	-	-
HCM Lane V/C Ratio	0.03	-	0.026	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	240	110	10	35	35
Future Vol, veh/h	45	240	110	10	35	35
Conflicting Peds, #/hr	18	0	0	18	18	18
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	273	125	11	40	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	154	0	-	0	542	167
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1426	-	-	-	501	877
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1402	-	-	-	463	847
Mov Cap-2 Maneuver	-	-	-	-	463	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1402	-	-	-	599
HCM Lane V/C Ratio	0.036	-	-	-	0.133
HCM Control Delay (s)	7.7	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	5	40	30	0
Future Vol, veh/h	5	85	5	40	30	0
Conflicting Peds, #/hr	0	1	1	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	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	147	9	69	52	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	140	54	53	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	853	1013	1553	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	1011	1552	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1552	-	1000	-	-
HCM Lane V/C Ratio	0.006	-	0.155	-	-
HCM Control Delay (s)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	95	95	30	20	25
Future Vol, veh/h	50	95	95	30	20	25
Conflicting Peds, #/hr	33	0	0	33	33	33
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	108	108	34	23	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	175	0	-	0	413	191
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1401	-	-	-	595	851
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1357	-	-	-	534	798
Mov Cap-2 Maneuver	-	-	-	-	534	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1357	-	-	-	654
HCM Lane V/C Ratio	0.042	-	-	-	0.078
HCM Control Delay (s)	7.8	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	30	40	70	5
Future Vol, veh/h	5	10	30	40	70	5
Conflicting Peds, #/hr	3	1	1	0	0	3
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	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	15	44	59	103	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	260	111	113	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	729	942	1476	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	702	938	1472	-	-	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1472	-	843	-	-
HCM Lane V/C Ratio	0.03	-	0.026	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	250	120	10	35	35
Future Vol, veh/h	45	250	120	10	35	35
Conflicting Peds, #/hr	18	0	0	18	18	18
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	284	136	11	40	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	165	0	-	0	564	178
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1413	-	-	-	487	865
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1389	-	-	-	450	836
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	663	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1389	-	-	-	585
HCM Lane V/C Ratio	0.037	-	-	-	0.136
HCM Control Delay (s)	7.7	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	90	5	40	30	0
Future Vol, veh/h	5	90	5	40	30	0
Conflicting Peds, #/hr	0	1	1	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	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	155	9	69	52	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	140	54	53	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	853	1013	1553	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	1011	1552	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1552	-	1001	-	-
HCM Lane V/C Ratio	0.006	-	0.164	-	-
HCM Control Delay (s)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	105	100	30	20	25
Future Vol, veh/h	50	105	100	30	20	25
Conflicting Peds, #/hr	33	0	0	33	33	33
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	119	114	34	23	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	181	0	-	0	430	197
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1394	-	-	-	582	844
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1350	-	-	-	522	792
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1350	-	-	-	644
HCM Lane V/C Ratio	0.042	-	-	-	0.079
HCM Control Delay (s)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	24	55	40	70	6
Future Vol, veh/h	6	24	55	40	70	6
Conflicting Peds, #/hr	3	1	1	0	0	3
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	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	35	81	59	103	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	335	112	115	0	-	0
Stage 1	111	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	660	941	1474	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	937	1470	-	-	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	4.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	849	-	-
HCM Lane V/C Ratio	0.055	-	0.052	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	250	120	15	38	46
Future Vol, veh/h	65	250	120	15	38	46
Conflicting Peds, #/hr	18	0	0	18	18	18
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	284	136	17	43	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	171	0	-	0	613	181
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	450	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1406	-	-	-	456	862
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1382	-	-	-	412	833
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1382	-	-	-	570
HCM Lane V/C Ratio	0.053	-	-	-	0.167
HCM Control Delay (s)	7.8	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	104	30	40	30	1
Future Vol, veh/h	6	104	30	40	30	1
Conflicting Peds, #/hr	0	1	1	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	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	179	52	69	52	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	227	55	55	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	761	1012	1550	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	733	1010	1549	-	-	-
Mov Cap-2 Maneuver	733	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	990	-	-
HCM Lane V/C Ratio	0.033	-	0.192	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	105	100	35	23	36
Future Vol, veh/h	70	105	100	35	23	36
Conflicting Peds, #/hr	33	0	0	33	33	33
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	119	114	40	26	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	479	200
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1387	-	-	-	545	841
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1343	-	-	-	479	789
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1343	-	-	-	630
HCM Lane V/C Ratio	0.059	-	-	-	0.106
HCM Control Delay (s)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	35	50	85	5
Future Vol, veh/h	5	10	35	50	85	5
Conflicting Peds, #/hr	0	1	1	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	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	17	60	86	147	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	359	154	157	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	640	892	1423	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	611	890	1422	-	-	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1422	-	772	-	-
HCM Lane V/C Ratio	0.042	-	0.034	-	-
HCM Control Delay (s)	7.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	300	140	10	45	45
Future Vol, veh/h	55	300	140	10	45	45
Conflicting Peds, #/hr	33	0	0	33	33	33
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	341	159	11	51	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	203	0	-	0	698	231
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	500	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1369	-	-	-	407	808
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	360	758
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	590	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1326	-	-	-	488
HCM Lane V/C Ratio	0.047	-	-	-	0.21
HCM Control Delay (s)	7.8	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	119	30	50	35	1
Future Vol, veh/h	6	119	30	50	35	1
Conflicting Peds, #/hr	0	1	1	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	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	205	52	86	60	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	63	63	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	190	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	1002	1540	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	710	1000	1539	-	-	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	2.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1539	-	981	-	-
HCM Lane V/C Ratio	0.034	-	0.22	-	-
HCM Control Delay (s)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	125	120	40	28	41
Future Vol, veh/h	80	125	120	40	28	41
Conflicting Peds, #/hr	33	0	0	33	33	33
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	142	136	45	32	47

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	549	225
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1356	-	-	-	497	814
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1313	-	-	-	432	764
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	582
HCM Lane V/C Ratio	0.069	-	-	-	0.135
HCM Control Delay (s)	7.9	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	24	60	50	85	6
Future Vol, veh/h	6	24	60	50	85	6
Conflicting Peds, #/hr	0	1	1	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	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	41	103	86	147	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	445	154	158	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	571	892	1422	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	526	890	1421	-	-	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	757	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	4.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1421	-	782	-	-
HCM Lane V/C Ratio	0.073	-	0.066	-	-
HCM Control Delay (s)	7.7	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	300	140	15	48	56
Future Vol, veh/h	75	300	140	15	48	56
Conflicting Peds, #/hr	33	0	0	33	33	33
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	341	159	17	55	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	209	0	-	0	745	234
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	544	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1362	-	-	-	382	805
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1319	-	-	-	330	755
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	474
HCM Lane V/C Ratio	0.065	-	-	-	0.249
HCM Control Delay (s)	7.9	0	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	105	5	50	35	0
Future Vol, veh/h	5	105	5	50	35	0
Conflicting Peds, #/hr	0	1	1	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	58	58	58	58	58	58
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	181	9	86	60	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	165	62	61	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	826	1003	1542	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	819	1001	1541	-	-	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1541	-	991	-	-
HCM Lane V/C Ratio	0.006	-	0.191	-	-
HCM Control Delay (s)	7.3	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	125	120	35	25	30
Future Vol, veh/h	60	125	120	35	25	30
Conflicting Peds, #/hr	33	0	0	33	33	33
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	142	136	40	28	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	209	0	-	0	500	222
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1362	-	-	-	530	818
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1319	-	-	-	470	767
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	596
HCM Lane V/C Ratio	0.052	-	-	-	0.105
HCM Control Delay (s)	7.9	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3