Please refer to ECM Appendix B and revise report to meet "Intermediate TIS" criteria.

Traffic Impact Study

Mayberry Communities

Filing 4 Traffic Impact Study

El Paso County, Colorado

February 16, 2023

Add "PCD File No. CS233 and SF2317" since this TIS is being submitted with the final plat application as well.

Include a signature sheet with the appropriate signature blocks. Refer to the website below for standard signature blocks: https://assets-planningdevelopment.elpasoco.com/wp-content/uploads/Engineering/EngineeringDocuments/Standard-Signature-Blocks-1.doc

Traffic Impact Study

Mayberry Communities – Filing 4

El Paso County, Colorado

February 16, 2023

Prepared for

Mayberry Communities

Prepared by

HDR Engineering, Inc.
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Denver, Colorado 80202 USA
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Introduction

Mayberry Communities have retained HDR Engineering, Inc. to perform a Traffic Impact Study (TIS) for the proposed Filing 4 development located in the southeast quadrant of Springs Road and SH 94, as shown in Figure 1. The development is anticipated to consist of 88,000 square feet of light industrial.

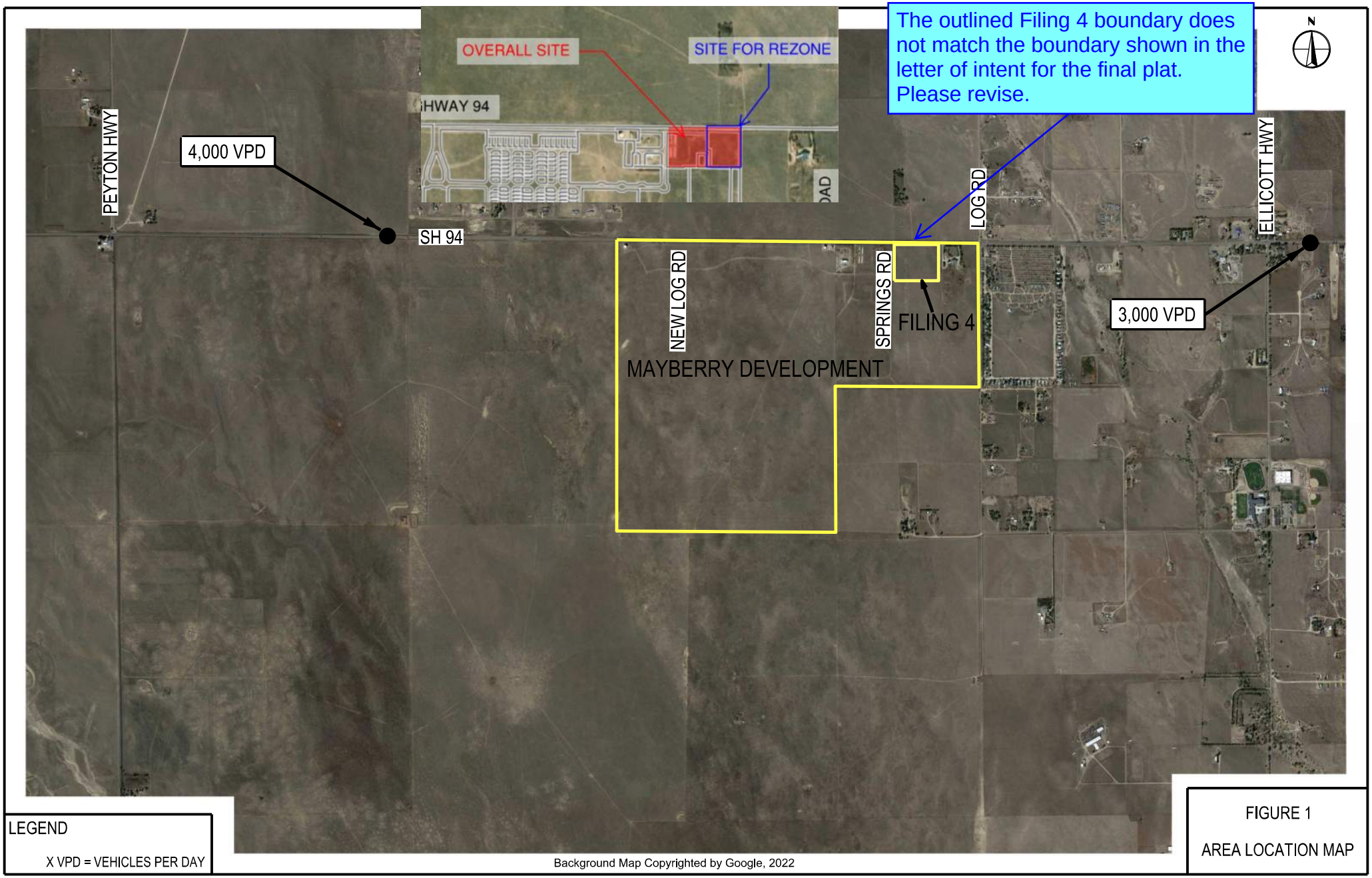
The project site is currently vacant, and the development is expected to be complete by 2024. This study serves as part of an update to the approved *2020 - June - Ellicott Town Center Commercial Rezone TIS Report (LSC 194060) (Ref 1)* and uses assumptions and traffic data from the *2022 - September - Mayberry Filing No. 3 (Ref 2)* TIS. Filing 4 is part of the broader proposed Mayberry Communities Development just west of Ellicott between Peyton Highway and Log Road. This community is being developed in phases, and this report details the traffic impacts only due to the Filing 4 phase of development.

Per ECM Appendix B.2.1 provide the estimated completion date of Filing 4 and any improvements proposed.

Include in the introduction a discussion on access to the property and if Filing 4 is in conformance with previously approved TIS reports.

Please discuss the total number of lots in this subdivision and the number of lots being rezoned. Identify the size of the parcel/filing.

Please add page numbers to the report and revise table of contents accordingly.


OVERALL SITE
SITE FOR REZONE
HWAY 94
The outlined Filing 4 boundary does not match the boundary shown in the letter of intent for the final plat. Please revise.
PEYTON HWY
4,000 VPD
SH 94
LOG RD
ELLICOTT HWY
NEW LOG RD
SPRINGS RD
FILING 4
MAYBERRY DEVELOPMENT
3,000 VPD
N
LEGEND
X VPD = VEHICLES PER DAY
Background Map Copyrighted by Google, 2022
FIGURE 1
AREA LOCATION MAP

Analysis Assumptions

This traffic impact study uses the Highway Capacity Manual 6 (HCM) (see Appendix A for a brief description of the level of service) as a basis for the capacity analysis as well as primary data and engineering judgment, which is required to estimate background traffic, pass-by capture, and internal capture reductions. These assumptions and engineering judgments are further described in the following paragraphs.

Directional Distribution

Existing traffic projections are based on data collected for the development of the *2022 - September - Mayberry Filing No. 3*. Turning movement counts were collected for the Peyton Highway/SH 94 intersection (west of Mayberry Communities) and the Ellicott Highway/SH 94 intersection (east of Mayberry Communities).

This study follows the assumption established in the *2022 - September - Mayberry Filing No. 3* that 90% of vehicle trips go to and come from points west of the development, while 10% go to and come from points east of the development. Following the 90/10 assumption, future traffic is then assumed to be proportionally distributed according to the turning movement counts collected at Peyton Highway and Ellicott Highway intersections. These counts provide the basis for the overall directional distribution of traffic approaching and departing the project site, as summarized in Table 1.

Table 1: Forecasted Overall Directional Distribution Site-Oriented Traffic

Direction/Roadway	AM % Overall Distribution	PM % Overall Distribution
SH 94 W	82.4%	76.6%
SH 94 E	5.3%	6.0%
Peyton Hwy S	2.3%	5.9%
Peyton Hwy N	5.3%	7.5%
Ellicott Hwy S	4.0%	2.3%
Ellicott Hwy N	0.6%	1.7%

HDR has not found other studies in the area. Based on current land use at the site, this study does not use pass-by, internal capture, pedestrian, and bicycle reductions.

Filing 3 Roadway Improvements

The LOS analysis is based on the proposed improvements from *2022 - September - Mayberry Filing No. 3.* The roadway network proposed in Filing 3 is assumed to be in place at the time of completion for Filing 4.

New Log Road and SH 94 will be an unsignalized intersection with stop control on the northbound approach. The approaches will be constructed according to the following parameters:

- One left-turn lane and one right-turn lane for the northbound approach on New Log Road
- A through lane and a dedicated right-turn turn lane on the eastbound approach of SH 94
- A dedicated left-turn lane and one through lane on the westbound approach of SH 94

The ability of the roadway network to accommodate the generated traffic of Filing 4 is contingent upon the completion of an internal roadway network comprised of Village Main, Mayberry Drive, and the construction of New Log Road and Springs Road.

Discuss Filing 4's responsibility for roadway improvements as mentioned in Table 12 and Table 12a from Filing 3's TIS. Provide updated tables as well with trigger points for the construction of all required future improvements including but not limited to turn lanes, signals, widenings, and openings or closings of accesses. ("Trigger points" are the conditions that, when met, will call for the construction of said improvements.) Cost estimates and escrow amounts can be determined at the final plat stage. State specifically which improvements the developer will be constructing with this final plat.

Table 12: CDOT Roadway Improvements

Item #	Improvement	Timing	Responsibility
	Roadway Segment Improvements		
1-6	**El Paso County Improvements - Please refer to Table 12a**		
	CDOT - New Log Road/SH 94 Intersection Improvements		
7	Eastbound Right-Turn Deceleration Lane	With Filing No. 1. Construction nearing completion.	Applicant
8 UPDATED w/Filing 3	**Westbound Left-Turn Deceleration Lane - 525' - to accommodate Filings 1,2,2A and 3.**	**This improvement would be triggered after 65 lots are developed in Filing No. 3**	Applicant
9 UPDATED w/Filing 3	**A left-turn acceleration lane will be required for the northbound to westbound movement.**	**With the installation of the westbound left-turn deceleration lane - Item No. 8 (after 65 lots are developed in Filing No. 3)**	Applicant
10	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - **length TBD with future TIS reports**	Future Development*	Applicant
11	Eastbound Right Turn Acceleration Lane	With Future PUD development - TBD.	Applicant

Include a section on CDOT Access Permits. Is the development in conformance with CDOT Access Permits, is a revised access permit required. Previous TIS reports states this "Filing 4" used to be "Filing 3" in other reports. Discuss the name change and impact to any permits.

Address internal trips also.

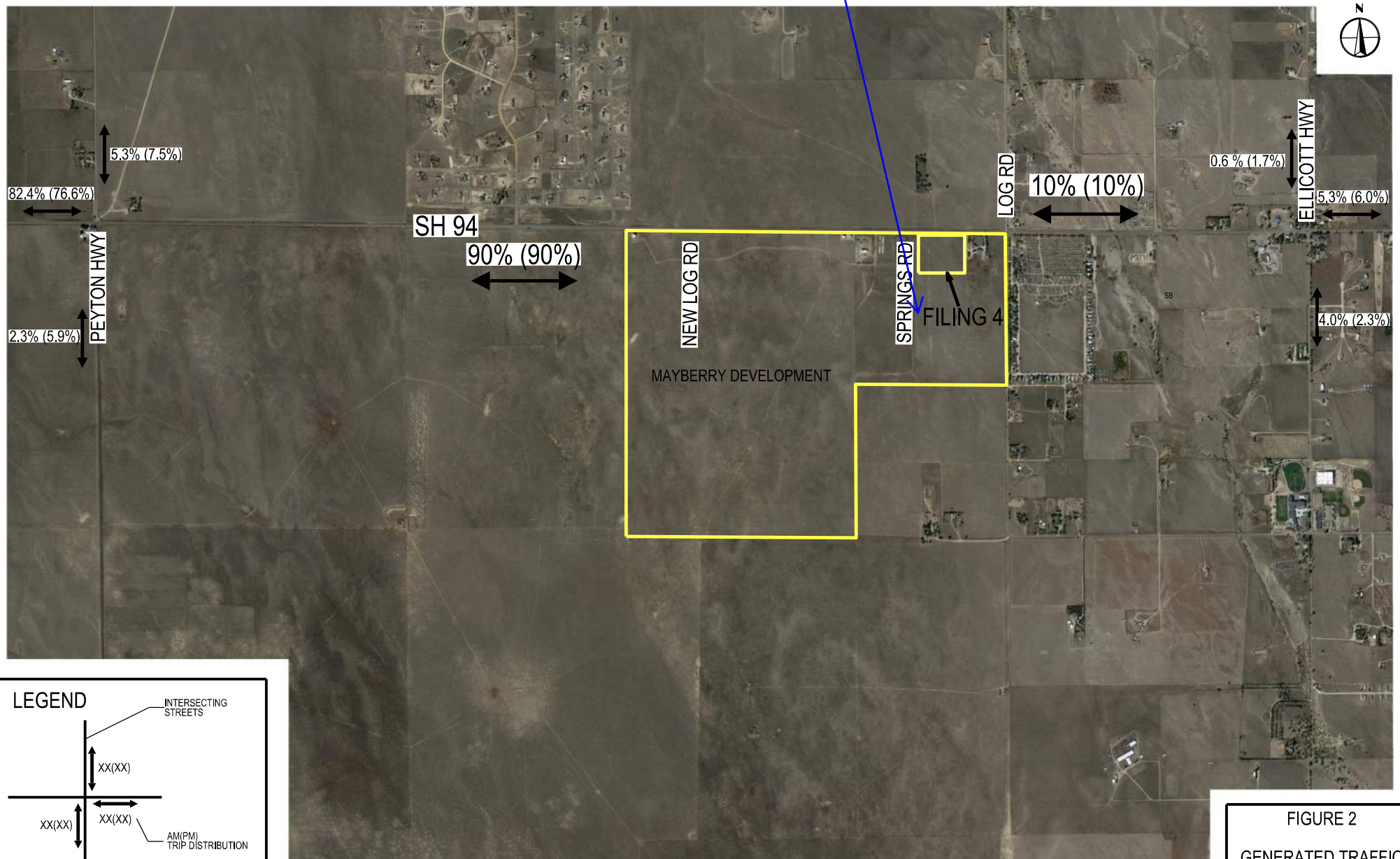
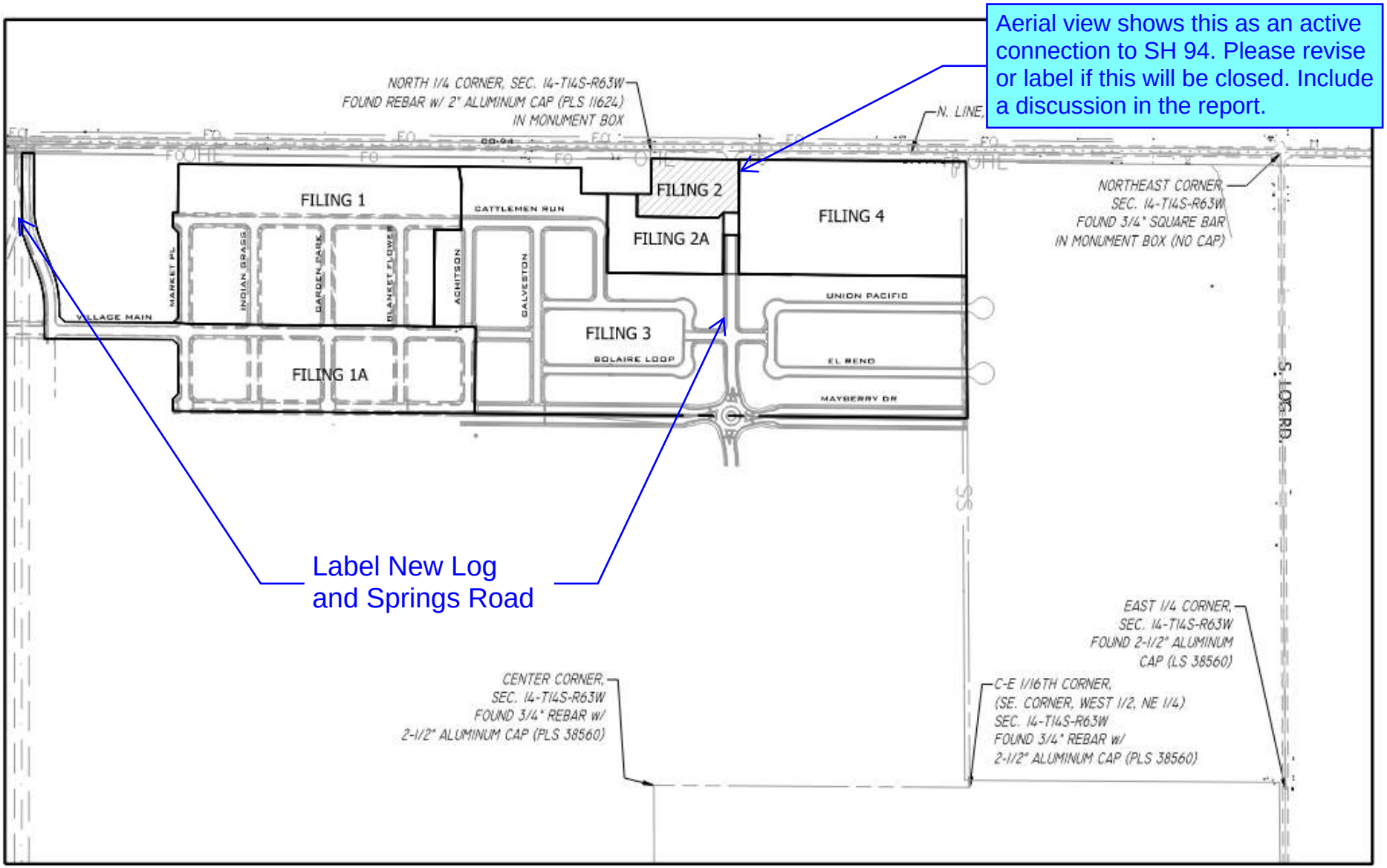


FIGURE 2

GENERATED TRAFFIC TRIP DISTRIBUTION



SITE MAP
SCALE 1" = 500'

FIGURE 3: FILING 4 CONCEPTUAL SITE PLAN

Existing Thoroughfare System

As indicated on the area location map (Figure 1) and the conceptual site plan (Figure 3), the project is located in the southeast quadrant of New Log Road and SH 94, near Ellicott, CO.

Average daily traffic estimates SH 94 were obtained from the Colorado Department of Transportation (CDOT) Online Transportation Information System (OTIS) (Ref. 3) and turning movement counts provided in the previous TIAS dated September 2022. To adequately describe these roadways, further characterization is provided for each adjacent major roadway to the development.

SH 94

CDOT classifies SH 94 as a functional type Minor Arterial and an access control type as a Non-Rural Principal Highway (NR-A) west of County Road 493 and a Regional Highway (R-A) east of County Road 493. The posted speed limit is 65 miles per hour near the development. An OTIS straight-line diagram of SH 94 near the project site is provided in Appendix A. According to CDOT's traffic volume database, the existing daily traffic volume on SH 94 is listed below:

- 4,000 vpd between Peyton Highway and Ellicott Highway
- 3,000 vpd east of Ellicott Highway

Peyton Highway

The El Paso County 2040 Major Transportation Corridor Plan (MTCP)(Ref. 4) classifies Peyton Highway as a Minor Arterial and has a speed limit of 55 mph.

Ellicott Highway

The El Paso County MTCP classifies Ellicott Highway as a Minor Arterial and has a speed limit of 55 mph.

Site and Access Characteristics

As shown in Figure 4, access to Filing 4 will be provided via one full-movement driveways along Marketplace Drive.

Discuss roadway improvements for the intersection of Springs Road and SH 94. What is the construction status of the improvements called out in previous TIS reports.

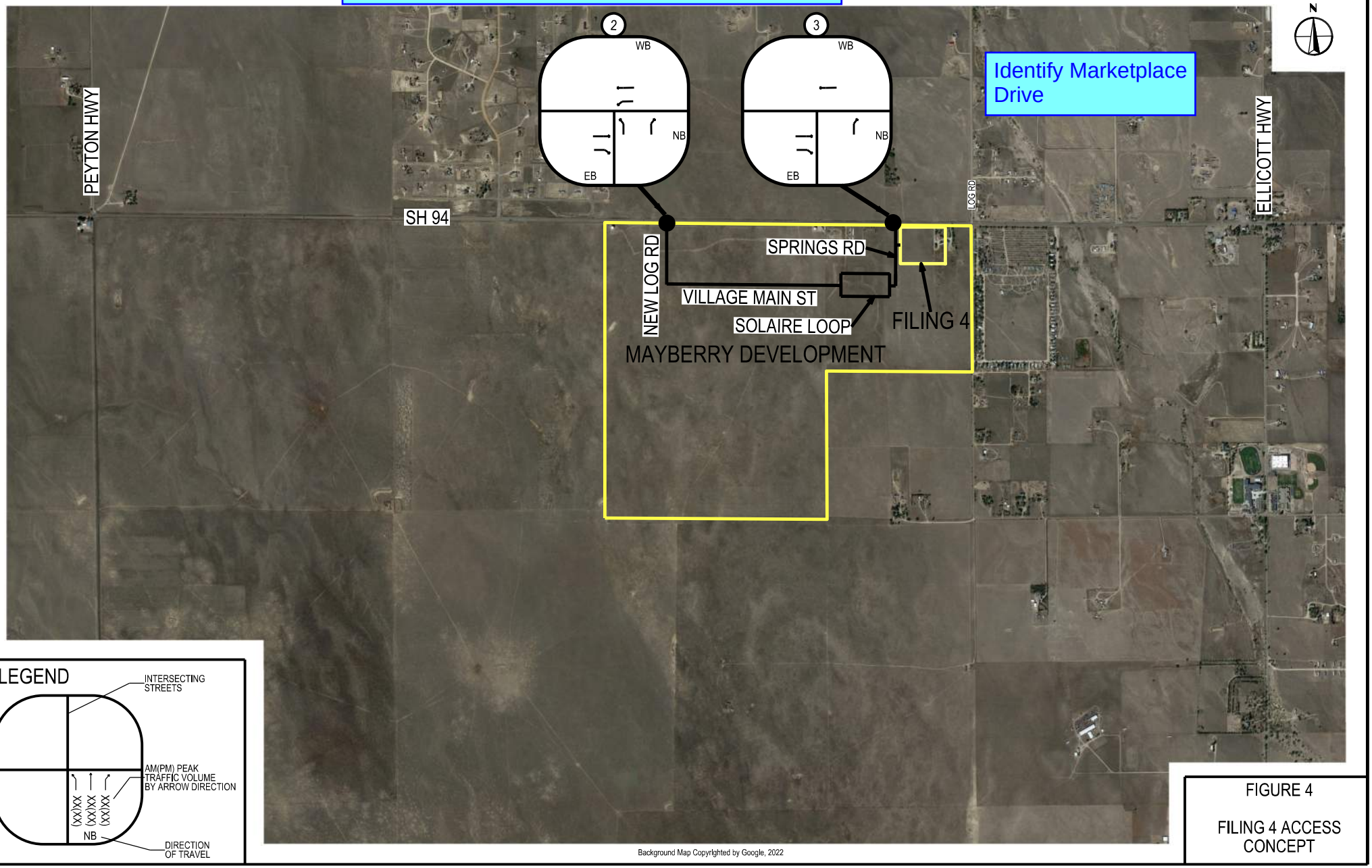


FIGURE 4

FILING 4 ACCESS CONCEPT

Discuss what the total traffic volume is with the traffic from previous filings. The Mayberry Filing 3 TIS states that roadway improvements for New Log Rd are required when ADT > 3000. State if this development causes that trigger to be met and provide ADT.

Traffic Analysis

To assess the traffic impacts of the proposed development, two (2) time periods (AM Peak Hour and PM Peak Hour) and three (3) travel conditions were evaluated:

- 2024 Forecasted Traffic Conditions
- 2024 Forecasted plus Previous Filing 3 Background Traffic Conditions
- 2024 Background plus Site-Generated Traffic Conditions

Intersections in the vicinity of the site are considered to be the locations of principal concern because they are the locations of the highest traffic conflict and delay. The standard used to evaluate traffic conditions at intersections is level of service (LOS), which is a qualitative measure of the effect of a number of factors such as speed, the volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

2024 Forecasted Traffic Conditions

The analysis of existing traffic conditions required the collection of data on the major roadways and intersections. Traffic counts for the following study area intersections were collected in March and August 2022 while schools were in session unless otherwise noted:

- Peyton Highway and SH 94
- Ellicott Highway and SH 94

The existing TMC values were grown by the growth rate provided by OTIS to reach a 2024 forecast year. This process used trends established by prior data for the major roadways and intersections near the project site. The adjusted 2024 existing turning movement counts are provided in Figure 5. Descriptions of existing study intersections are discussed in the following sections as well as the forecasted LOS for the Year 2024. Table 2 provides the summary of both LOS and delay.

Peyton Highway and SH 94

Peyton Highway and SH 94 is currently an unsignalized intersection with stop controls on the northbound and southbound approaches. The northbound and southbound approaches of Peyton Highway provide one left-turn/through/right-turn shared lane. The eastbound and westbound approaches of SH 94 provide one left-turn lane and a through/right-turn shared lane. The northbound leg of the intersection currently operates at LOS B under the existing traffic conditions during both the AM and PM peak periods.

Ellicott Highway and SH 94

Ellicott Highway and SH 94 is currently an unsignalized intersection with stop controls on the northbound and southbound approaches. The northbound and

southbound approaches of Ellicott Highway provide one left-turn/through/right-turn shared lane. The eastbound and westbound approaches of SH 94 provide one left-turn lane and a through/right-turn shared lane. The northbound leg of the intersection currently operates at LOS C under the existing traffic conditions during both the AM and PM peak periods.

Table 2: 2024 Existing Forecasted Level of Service Summary

Intersection	2024 Existing	
	AM	PM
Peyton Highway and SH 94	B (14.1)	B (13.5)
Ellicott Highway and SH 94	C (16.0)	C (15.5)

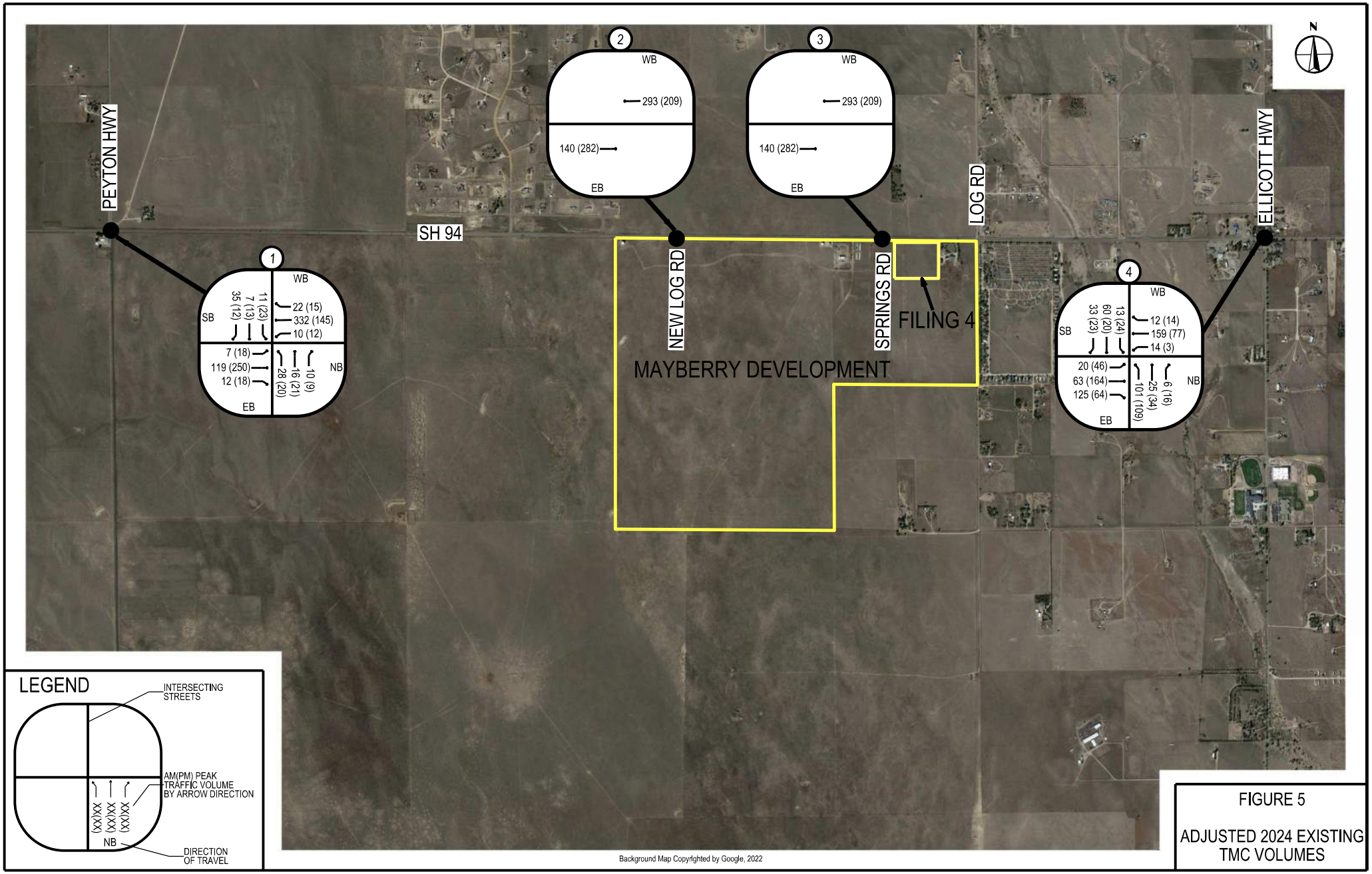


FIGURE 5

ADJUSTED 2024 EXISTING TMC VOLUMES

Provide information on future traffic conditions up to 2044 per ECM Appendix B. Please include information on the LOS for intersections in the future and ADT.

2024 Existing plus Previous Filing Background Traffic Conditions

The generated traffic from the previous Filings 1, 2, and 3 are assumed to be part of the background traffic. The proposed access roads that will accommodate this traffic are studied for the background traffic and the development traffic to follow. The additional intersections that will be built as part of Mayberry Filing 3 are listed below:

- New Log Road and SH 94
- Spring Road and SH 94

Filings 1, 2, and 3 Site-Generated Traffic

Determining the site-generated traffic, or the traffic generated due to the development of the previous Filings is the goal of this analysis. Unadjusted daily trips and the peak hour traffic associated with these Filings were estimated using recommendations and data contained in the Institute of Transportation Engineers Trip Generation, 11th Edition (Ref. 6).

These previous Filings generate approximately 2,420 unadjusted daily trips upon build-out. Table 3 provides a detailed traffic generation summary related to the assumed land use plan.

Table 3: Summary of Unadjusted Daily and Peak Hour Trip Generation from Previous Filings

Site	Land Use	Land Use Code	Size	Trip Generation Method [1]	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
						Enter	Exit	Enter	Exit
Filing 1/1A/3	Single Family Detached Housing	210	240 DU	Fitted Curve	2,257	43	123	143	84
Filing 2	General Light Industrial	110	30 KSF	Fitted Curve	163	21	3	2	15
Total					2,420	64	126	145	99

[1]Trip Generation is based on the higher of the ITE's average rate and fitted curve method for all land uses.

The LOS summary for the trips generated from the previous Filings are discussed below. Table 4 provides the summary of both LOS and delay. Background plus Filing 3 volumes are shown in Figure 5.

Peyton Highway and SH 94

The intersection will operate at LOS C under 2024 Forecasted plus Previous Filing 3 Background Traffic Conditions during the AM and PM peak periods.

New Log Road and SH 94

New Log Road and SH 94 will be an unsignalized intersection with stop controls on the northbound approach. The northbound approach of New Log Road will provide one left-turn lane and one right-turn lane. The eastbound approach of SH 94 will provide a through lane and a dedicated right-turn turn lane. The westbound approach of SH 94 will provide a dedicated left-turn lane and one through lane. These improvements will be built concurrently with Filings 1, 2, and 3 and will be in place by the time Filing 4 is occupied. The intersection will operate at LOS B under 2024 Forecasted plus the full build out of Filing 3 Background Traffic Conditions during the AM and PM peak periods.

Discuss improvements at this intersection. Westbound left turn is prohibited by CDOT.

Springs Road and SH 94

The intersection will operate at LOS A and B under 2024 Forecasted plus Previous Filing 3 Background Traffic Conditions during the AM and PM peak periods, respectively.

Ellicott Highway and SH 94

The intersection will operate at LOS C under 2024 Forecasted plus Previous Filing 3 Background Traffic Conditions during the AM and PM peak periods.

Table 4: Filing 1, 2 and 3 Level of Service Summary

Intersection	2024 Background + Filings 1,2 & ,3	
	AM	PM
Peyton Highway and SH 94	C (15.8)	C (18.7)
New Log Road and SH 94	B (14.5)	B (15.4)
Springs Road and SH 94	A (9.2)	B (10.1)
Ellicott Highway and SH 94	C (16.7)	C (16.4)

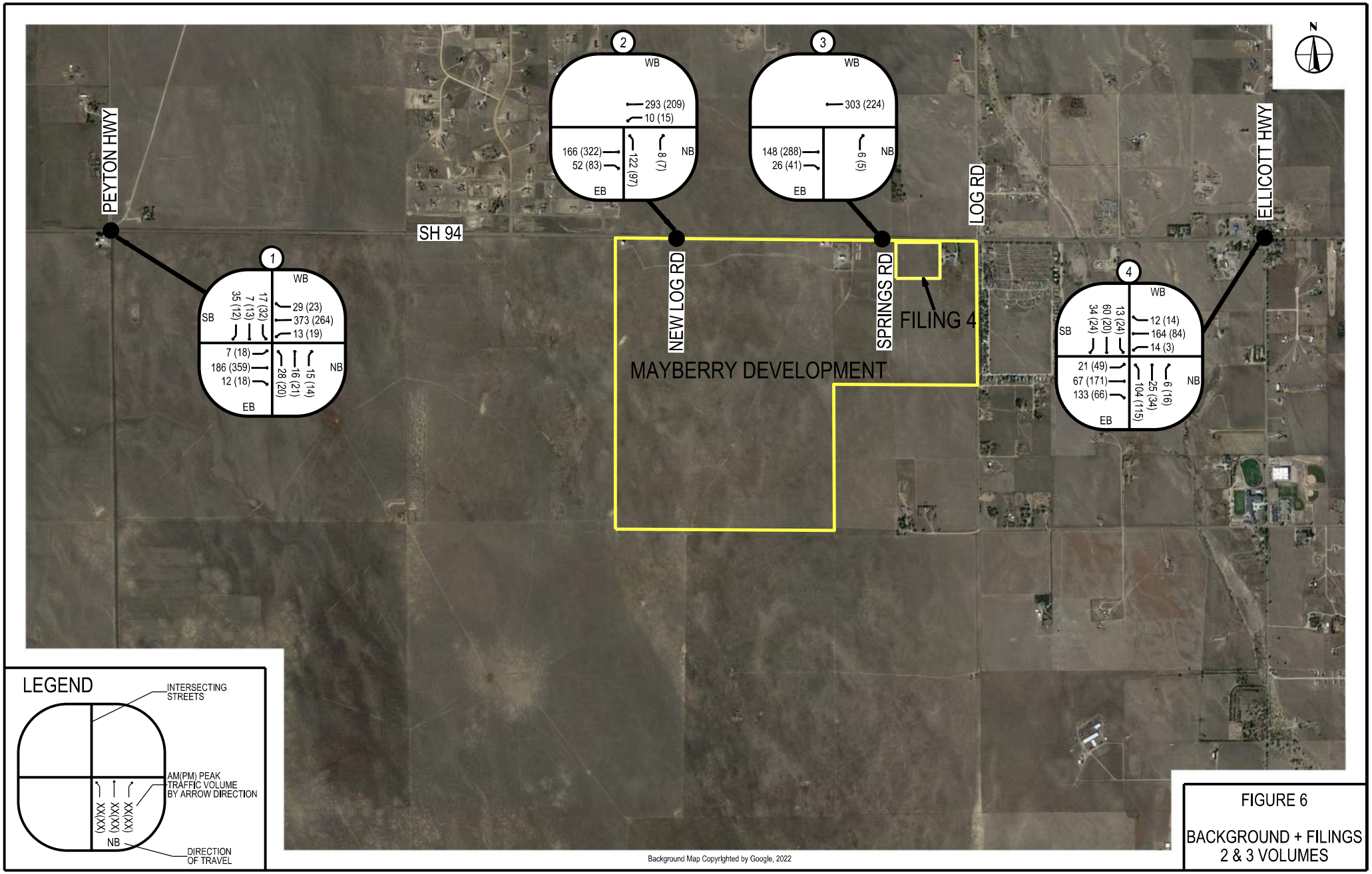


FIGURE 6

BACKGROUND + FILINGS 2 & 3 VOLUMES

Previous TIS reports state pending roadway improvements are the applicant's responsibility with filings after filing 3. Please discuss this.

2024 Conditions with Filing 4 Site-Generated Traffic

The proposed Filing 4 is anticipated to be completed in 2024. The forecasted traffic was projected using available information and was used to assess the major roadway impacts and evaluate potential improvements. All analysis assumes the completion of New Log Road and Springs Road improvements upon which previous filings are contingent.

Filing 4 Site Generated Traffic

Unadjusted total trips per day and the peak hour traffic associated with the project were estimated using recommendations and data contained in the Institute of Transportation Engineers Trip Generation, 11th Edition.

Filing 4 is anticipated to consist of general light industrial development, which according to ITE, “has an emphasis on activities other than manufacturing” and supports activities such as “printing, material testing, and assembly of data processing equipment.” Light industrial development generates more trips per floor area than related uses such as Industrial Park and Manufacturing, so light industrial is chosen as the most conservative choice given uncertainty about the commercial uses of Filing 4 land.

The proposed Filing 4 development will generate approximately 381 unadjusted daily trips upon build-out. Table 5 provides a detailed trip generation summary based on the land use plan.

Table 5: Summary of Unadjusted Daily and Peak Hour Trip Generation from Filing 4

Site	Land Use	Land Use Code	Size	Trip Generation Method[1]	24-Hour Two-Way Volume	AM Peak Hour		PM Peak Hour	
						Enter	Exit	Enter	Exit
Filing 4	General Light Industrial	110	88 KSF	Fitted Curve	381	56	8	5	32

[1]Trip Generation is based on the higher of the ITE’s average rate and fitted curve method for all land uses.

The LOS summary for the trips generated from Filing 4 are discussed below. Table 6 provides the summary of both LOS and delay. Filing 4 generated volumes are shown in Figure 7, and Background + Filing 3 + Filing 4 volumes are shown in Figure 8.

Peyton Highway and SH 94

The intersection will operate at LOS C under 2024 site plus forecasted traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

If the site is being rezoned to CS the highest and best uses in that zone shall be assumed for trip generation

New Log Road and SH 94

The intersection will operate at LOS C under 2024 site plus forecasted traffic conditions during the AM and PM peak periods with the improvements identified in the previous section. Assuming the connections at both New Log Road and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Springs Road and SH 94

The intersection will operate at LOS A and B under 2024 site plus forecasted traffic conditions during the AM and PM peak periods, respectively. Assuming the connections at both New Log Road and Springs Road are provided, there are no improvements recommended at this intersection as part of this TIS.

Ellicott Highway and SH 94

The intersection will operate at LOS C under 2024 site plus forecasted traffic conditions during the AM and PM peak periods. There are no improvements recommended at this intersection as part of this TIS.

Table 6: Filing 4 Level of Service Summary

Intersection	2024 Background + Previous Filings + Filing 4	
	AM	PM
Peyton Highway and SH 94	C (16.7)	C (19.8)
New Log Road and SH 94	C (15.2)	C (16.4)
Springs Road and SH 94	A (9.2)	B (10.2)
Ellicott Highway and SH 94	C (16.9)	C (16.5)

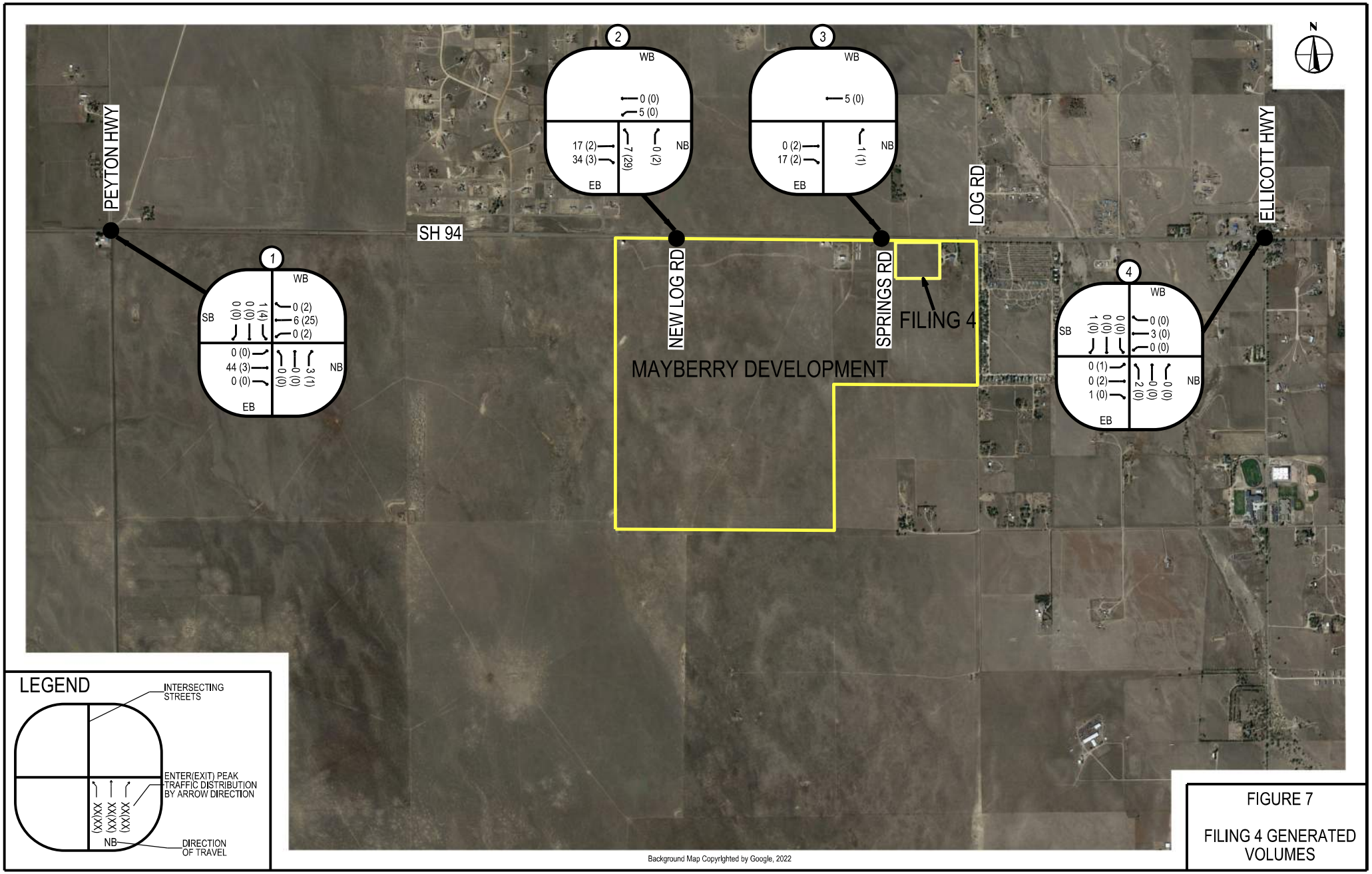


FIGURE 7

FILING 4 GENERATED VOLUMES

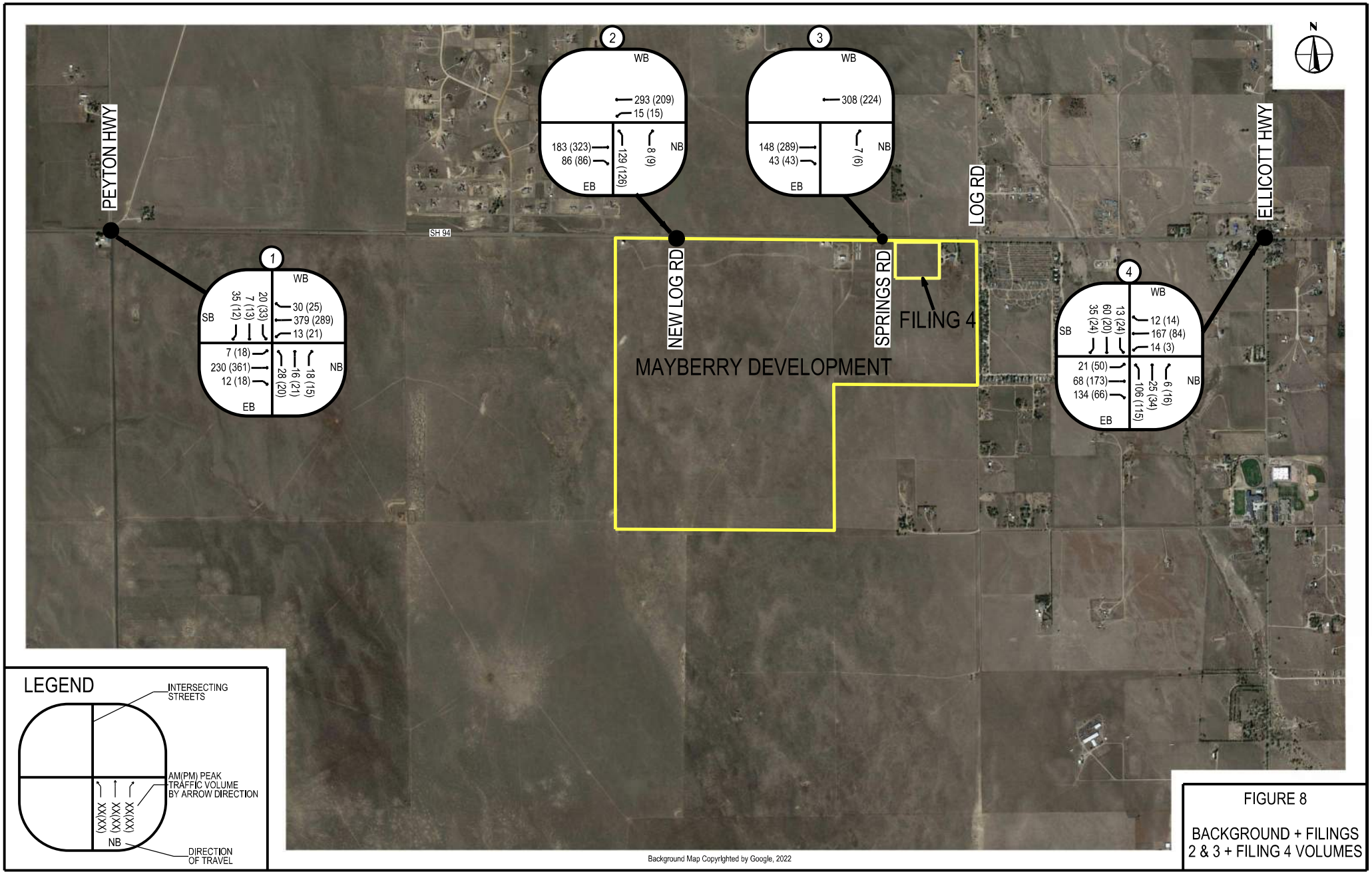


FIGURE 8

BACKGROUND + FILINGS 2 & 3 + FILING 4 VOLUMES

Summary of Findings

Intersections adjacent to the development on SH 94 will operate at LOS C or better for all scenarios analyzed in this TIA. Therefore, the infrastructure that is anticipated to be in place by the time Filing 3 and Filing 4 are developed and occupied will have the capacity to handle the generated traffic. No improvements are needed for the addition of Filing 4 to the Mayberry Communities Development. Intersection LOS and delay results are presented in Table 7.

Table 7: Level of Service Summary

Intersection	2024 Existing		2024 Background + Filings 1,2 & ,3		2024 Background + Filing 4	
	AM	PM	AM	PM	AM	PM
Highest delay minor street approach is reported for all unsignalized intersections.						
Peyton Highway and SH 94	B (14.1)	B (13.5)	C (15.8)	C (18.7)	C (16.7)	C (19.8)
New Log Road and SH 94	-	-	B (14.5)	B (15.4)	C (15.2)	C (16.4)
Springs Road and SH 94	-	-	A (9.2)	B (10.1)	A (9.2)	B (10.2)
Ellicott Highway and SH 94	C (16.0)	C (15.5)	C (16.7)	C (16.4)	C (16.9)	C (16.5)

State what the current applicable Transportation Impact Fees are and what option the developer will be selecting for payment. If the site is in s special district, so state and summarize the applicable fees.

State if any deviations are being proposed with Filing 4 and provide analysis regarding each deviation if so.

Include the name of the author/engineer of the report and PCD Filing number.

References

1. 2020 - June - Ellicott Town Center Commercial Rezone TIS Report

2. 2022 - September - Mayberry Filing No. 3

3. El Paso County 2016 Major Transportation Corridor Plan Update

4. Transportation Research Board 2016 Highway Capacity Manual, 6th Edition, Washington, D.C.

5. Trafficware Ltd 2017 Synchro 11, Sugar Land, Texas

6. Institute of Transportation Engineers 2017 Trip Generation Manual, An Informational Report, 11th Edition, Washington D.C.

Please include the El Paso County ECM in the references section.

Appendix A: Highway Capacity Manual Description

HCM Unsignalized Intersection Level of Service

Unsignalized intersections were analyzed for this study. Unsignalized intersection LOS is defined in terms of average control delay and, in some cases, volume to capacity (v/c) ratio. Control delay is that portion of total delay attributed to traffic control measures, either traffic signals or stop signs. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

For two-way stop-controlled intersections, the analysis method assumes that major street-through traffic is not affected by minor street flows. Major street left-turning traffic and the traffic on the minor approaches will be affected by opposing movements. Stop or yield signs are used to assign the right-of-way to the major street, and this designation forces drivers on the controlled street to judgmentally select gaps in the major street flow through which to execute crossing or turning maneuvers. Thus, the capacity of the controlled legs is based on two factors:

- The distribution of gaps in the major street traffic stream.
- Driver judgment in selecting gaps through which to execute their desired maneuvers.

The LOS procedure computes a capacity for each movement based on the critical time gap required to complete the maneuver and the volume of traffic that is opposing the movement. The average control delay for any particular movement is calculated as a function of the capacity of the approach and the degree of saturation (v/c ratio). The degree of saturation is defined as the volume for a movement, expressed as an hourly flow rate, divided by the movement's capacity, expressed as an hourly flow rate. With the HCM 6 methodology (Ref. 5), overall intersection LOS is best quantified based on minor street movement average control delay. The HCM 6 methodology adjusts individual movement delay to account for a degree of saturation (v/c ratio) that is greater than 1.0. Those movements are assigned a LOS of F, regardless of the average control delay. Engineering judgment must be used to determine which minor street movement controls for overall intersection LOS and whether unacceptable LOS on minor street movements appropriately reflects unacceptable LOS for the overall intersection.

Table 2 shows the relationship between the average control delay and the LOS. The LOS range for unsignalized intersections is different than that for signalized intersections, and this difference is because drivers expect different levels of performance from other kinds of transportation facilities. Unsignalized intersections carry less traffic volume than signalized intersections, and delays at unsignalized intersections are variable. For these reasons, control delay would be less for an unsignalized intersection than for a signalized intersection. The overall approach LOS is computed as a weighted average of the vehicle delay for each movement; therefore, an approach may have an overall LOS of C or D and have individual movements, which are LOS E or F.

Analysis was performed using the microcomputer program "Synchro 11" (Ref. 6), based on the procedures contained in the Highway Capacity Manual.

Table 1: Unsignalized Intersection: Level of Service Measurement

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

Appendix B: Synchro Outputs

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	63	125	14	159	12	101	25	6	13	60	33
Future Vol, veh/h	20	63	125	14	159	12	101	25	6	13	60	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	68	136	15	173	13	110	27	7	14	65	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	204	0	0	440	396	136	407	458	180
Stage 1	-	-	-	-	-	-	180	180	-	210	210	-
Stage 2	-	-	-	-	-	-	260	216	-	197	248	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1388	-	-	1368	-	-	527	541	913	555	499	863
Stage 1	-	-	-	-	-	-	822	750	-	792	728	-
Stage 2	-	-	-	-	-	-	745	724	-	805	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1368	-	-	444	526	913	518	486	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	444	526	-	518	486	-
Stage 1	-	-	-	-	-	-	809	738	-	779	720	-
Stage 2	-	-	-	-	-	-	642	716	-	758	690	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	16	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1388	-	-	1368	-	-	567
HCM Lane V/C Ratio	0.306	0.016	-	-	0.011	-	-	0.203
HCM Control Delay (s)	16	7.6	-	-	7.7	-	-	13
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	119	12	10	332	22	28	16	10	11	7	35
Future Vol, veh/h	7	119	12	10	332	22	28	16	10	11	7	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	129	13	11	361	24	30	17	11	12	8	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	385	0	0	142	0	0	570	559	136	561	553	373
Stage 1	-	-	-	-	-	-	152	152	-	395	395	-
Stage 2	-	-	-	-	-	-	418	407	-	166	158	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1173	-	-	1441	-	-	432	438	913	438	441	673
Stage 1	-	-	-	-	-	-	850	772	-	630	605	-
Stage 2	-	-	-	-	-	-	612	597	-	836	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1173	-	-	1441	-	-	398	431	913	415	434	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	431	-	415	434	-
Stage 1	-	-	-	-	-	-	844	767	-	626	600	-
Stage 2	-	-	-	-	-	-	566	592	-	802	762	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	14.1	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1173	-	-	1441	-	-	560
HCM Lane V/C Ratio	0.129	0.006	-	-	0.008	-	-	0.103
HCM Control Delay (s)	14.1	8.1	-	-	7.5	-	-	12.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	164	64	3	77	14	109	34	16	24	20	23
Future Vol, veh/h	46	164	64	3	77	14	109	34	16	24	20	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	178	70	3	84	15	118	37	17	26	22	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	248	0	0	434	418	213	438	446	92
Stage 1	-	-	-	-	-	-	313	313	-	98	98	-
Stage 2	-	-	-	-	-	-	121	105	-	340	348	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1494	-	-	1318	-	-	532	526	827	529	507	965
Stage 1	-	-	-	-	-	-	698	657	-	908	814	-
Stage 2	-	-	-	-	-	-	883	808	-	675	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1494	-	-	1318	-	-	487	508	827	476	489	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	508	-	476	489	-
Stage 1	-	-	-	-	-	-	675	635	-	878	812	-
Stage 2	-	-	-	-	-	-	835	806	-	602	613	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.2	15.5	12.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	1494	-	-	1318	-	-	582
HCM Lane V/C Ratio	0.337	0.033	-	-	0.002	-	-	0.125
HCM Control Delay (s)	15.5	7.5	-	-	7.7	-	-	12.1
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.5	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	250	18	12	145	15	20	21	9	23	13	12
Future Vol, veh/h	18	250	18	12	145	15	20	21	9	23	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	272	20	13	158	16	22	23	10	25	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	292	0	0	528	522	282	531	524	166
Stage 1	-	-	-	-	-	-	322	322	-	192	192	-
Stage 2	-	-	-	-	-	-	206	200	-	339	332	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1270	-	-	461	459	757	459	458	878
Stage 1	-	-	-	-	-	-	690	651	-	810	742	-
Stage 2	-	-	-	-	-	-	796	736	-	676	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1270	-	-	435	448	757	427	447	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	448	-	427	447	-
Stage 1	-	-	-	-	-	-	680	642	-	799	735	-
Stage 2	-	-	-	-	-	-	761	729	-	634	635	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	13.5	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	477	1403	-	-	1270	-	-	497
HCM Lane V/C Ratio	0.114	0.014	-	-	0.01	-	-	0.105
HCM Control Delay (s)	13.5	7.6	-	-	7.9	-	-	13.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	52	10	293	122	8
Future Vol, veh/h	166	52	10	293	122	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	180	57	11	318	133	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	237	0	520	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	340	-
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	-	-	1330	-	516	863
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1330	-	512	863
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	863	-	-	1330	-
HCM Lane V/C Ratio	0.259	0.01	-	-	0.008	-
HCM Control Delay (s)	14.5	9.2	-	-	7.7	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	1	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	148	26	0	303	0	6
Future Vol, veh/h	148	26	0	303	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	28	0	329	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	175
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	868
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	868
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	868	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	67	133	14	164	12	104	25	6	13	60	34
Future Vol, veh/h	21	67	133	14	164	12	104	25	6	13	60	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	73	145	15	178	13	113	27	7	14	65	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	218	0	0	458	413	146	424	479	185
Stage 1	-	-	-	-	-	-	192	192	-	215	215	-
Stage 2	-	-	-	-	-	-	266	221	-	209	264	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1383	-	-	1352	-	-	513	529	901	540	486	857
Stage 1	-	-	-	-	-	-	810	742	-	787	725	-
Stage 2	-	-	-	-	-	-	739	720	-	793	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1383	-	-	1352	-	-	430	514	901	504	472	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	514	-	504	472	-
Stage 1	-	-	-	-	-	-	796	729	-	774	717	-
Stage 2	-	-	-	-	-	-	636	712	-	745	678	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	16.7	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	1383	-	-	1352	-	-	556
HCM Lane V/C Ratio	0.323	0.017	-	-	0.011	-	-	0.209
HCM Control Delay (s)	16.7	7.6	-	-	7.7	-	-	13.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	186	12	13	373	29	28	16	15	17	7	35
Future Vol, veh/h	7	186	12	13	373	29	28	16	15	17	7	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	202	13	14	405	32	30	17	16	18	8	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	437	0	0	215	0	0	697	690	209	690	680	421
Stage 1	-	-	-	-	-	-	225	225	-	449	449	-
Stage 2	-	-	-	-	-	-	472	465	-	241	231	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1123	-	-	1355	-	-	356	368	831	359	373	632
Stage 1	-	-	-	-	-	-	778	718	-	589	572	-
Stage 2	-	-	-	-	-	-	573	563	-	762	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1123	-	-	1355	-	-	325	362	831	335	367	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	325	362	-	335	367	-
Stage 1	-	-	-	-	-	-	773	713	-	585	566	-
Stage 2	-	-	-	-	-	-	526	557	-	724	708	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	15.8	13.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	1123	-	-	1355	-	-	471
HCM Lane V/C Ratio	0.161	0.007	-	-	0.01	-	-	0.136
HCM Control Delay (s)	15.8	8.2	-	-	7.7	-	-	13.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	322	83	15	209	97	7
Future Vol, veh/h	322	83	15	209	97	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	350	90	16	227	105	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	440	0	609	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	259	-
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	-	-	1120	-	458	693
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1120	-	452	693
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	693	-	-	1120	-
HCM Lane V/C Ratio	0.233	0.011	-	-	0.015	-
HCM Control Delay (s)	15.4	10.3	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	288	41	0	224	0	5
Future Vol, veh/h	288	41	0	224	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	313	45	0	243	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	336
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	706
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	706
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	706	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	10.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	171	66	3	84	14	115	34	16	24	20	24
Future Vol, veh/h	49	171	66	3	84	14	115	34	16	24	20	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	186	72	3	91	15	125	37	17	26	22	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	258	0	0	457	440	222	460	469	99
Stage 1	-	-	-	-	-	-	328	328	-	105	105	-
Stage 2	-	-	-	-	-	-	129	112	-	355	364	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	-	1307	-	-	514	511	818	512	492	957
Stage 1	-	-	-	-	-	-	685	647	-	901	808	-
Stage 2	-	-	-	-	-	-	875	803	-	662	624	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1307	-	-	469	492	818	459	473	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	469	492	-	459	473	-
Stage 1	-	-	-	-	-	-	660	624	-	869	806	-
Stage 2	-	-	-	-	-	-	826	801	-	588	602	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.2	16.4	12.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	494	1485	-	-	1307	-	-	568
HCM Lane V/C Ratio	0.363	0.036	-	-	0.002	-	-	0.13
HCM Control Delay (s)	16.4	7.5	-	-	7.8	-	-	12.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	359	18	19	264	23	20	21	14	32	13	12
Future Vol, veh/h	18	359	18	19	264	23	20	21	14	32	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	390	20	21	287	25	22	23	15	35	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	312	0	0	410	0	0	795	794	400	801	792	300
Stage 1	-	-	-	-	-	-	440	440	-	342	342	-
Stage 2	-	-	-	-	-	-	355	354	-	459	450	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1248	-	-	1149	-	-	305	321	650	303	322	740
Stage 1	-	-	-	-	-	-	596	578	-	673	638	-
Stage 2	-	-	-	-	-	-	662	630	-	582	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1248	-	-	1149	-	-	282	310	650	272	311	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	310	-	272	311	-
Stage 1	-	-	-	-	-	-	586	569	-	662	627	-
Stage 2	-	-	-	-	-	-	624	619	-	537	563	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	17.7	18.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	343	1248	-	-	1149	-	-	324
HCM Lane V/C Ratio	0.174	0.016	-	-	0.018	-	-	0.191
HCM Control Delay (s)	17.7	7.9	-	-	8.2	-	-	18.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	86	15	293	129	8
Future Vol, veh/h	183	86	15	293	129	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	93	16	318	140	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	292	0	549	199
Stage 1	-	-	-	-	199	-
Stage 2	-	-	-	-	350	-
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	-	-	1270	-	497	842
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1270	-	491	842
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	842	-	-	1270	-
HCM Lane V/C Ratio	0.286	0.01	-	-	0.013	-
HCM Control Delay (s)	15.2	9.3	-	-	7.9	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	148	43	0	308	0	7
Future Vol, veh/h	148	43	0	308	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	47	0	335	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	185
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	857
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	857
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	857	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	9.2	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	68	134	14	167	12	106	25	6	13	60	35
Future Vol, veh/h	21	68	134	14	167	12	106	25	6	13	60	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	74	146	15	182	13	115	27	7	14	65	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	195	0	0	220	0	0	463	418	147	429	485	189
Stage 1	-	-	-	-	-	-	193	193	-	219	219	-
Stage 2	-	-	-	-	-	-	270	225	-	210	266	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1378	-	-	1349	-	-	509	526	900	536	482	853
Stage 1	-	-	-	-	-	-	809	741	-	783	722	-
Stage 2	-	-	-	-	-	-	736	718	-	792	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1378	-	-	1349	-	-	426	511	900	500	469	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	426	511	-	500	469	-
Stage 1	-	-	-	-	-	-	795	728	-	770	714	-
Stage 2	-	-	-	-	-	-	632	710	-	744	677	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	16.9	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1378	-	-	1349	-	-	554
HCM Lane V/C Ratio	0.331	0.017	-	-	0.011	-	-	0.212
HCM Control Delay (s)	16.9	7.7	-	-	7.7	-	-	13.2
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	230	12	13	379	30	28	16	18	20	7	35
Future Vol, veh/h	7	230	12	13	379	30	28	16	18	20	7	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	250	13	14	412	33	30	17	20	22	8	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	445	0	0	263	0	0	753	746	257	748	736	429
Stage 1	-	-	-	-	-	-	273	273	-	457	457	-
Stage 2	-	-	-	-	-	-	480	473	-	291	279	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1115	-	-	1301	-	-	326	342	782	329	346	626
Stage 1	-	-	-	-	-	-	733	684	-	583	568	-
Stage 2	-	-	-	-	-	-	567	558	-	717	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1115	-	-	1301	-	-	297	336	782	304	340	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	336	-	304	340	-
Stage 1	-	-	-	-	-	-	728	679	-	579	562	-
Stage 2	-	-	-	-	-	-	520	552	-	676	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	16.7	14.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	376	1115	-	-	1301	-	-	436
HCM Lane V/C Ratio	0.179	0.007	-	-	0.011	-	-	0.155
HCM Control Delay (s)	16.7	8.3	-	-	7.8	-	-	14.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	323	86	15	209	126	9
Future Vol, veh/h	323	86	15	209	126	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	570	570	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	351	93	16	227	137	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	444	0	610	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	259	-
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	-	-	1116	-	458	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1116	-	452	692
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	692	-	-	1116	-
HCM Lane V/C Ratio	0.303	0.014	-	-	0.015	-
HCM Control Delay (s)	16.4	10.3	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	289	43	0	224	0	6
Future Vol, veh/h	289	43	0	224	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	314	47	0	243	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	338
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	704
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	704
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	704	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-
HCM Control Delay (s)	10.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	173	66	3	84	14	115	34	16	24	20	24
Future Vol, veh/h	50	173	66	3	84	14	115	34	16	24	20	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	400	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	188	72	3	91	15	125	37	17	26	22	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	260	0	0	461	444	224	464	473	99
Stage 1	-	-	-	-	-	-	332	332	-	105	105	-
Stage 2	-	-	-	-	-	-	129	112	-	359	368	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	-	1304	-	-	511	508	815	508	490	957
Stage 1	-	-	-	-	-	-	681	644	-	901	808	-
Stage 2	-	-	-	-	-	-	875	803	-	659	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1304	-	-	466	489	815	455	471	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	466	489	-	455	471	-
Stage 1	-	-	-	-	-	-	656	621	-	869	806	-
Stage 2	-	-	-	-	-	-	826	801	-	584	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.2	16.5	12.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	1485	-	-	1304	-	-	565
HCM Lane V/C Ratio	0.365	0.037	-	-	0.003	-	-	0.131
HCM Control Delay (s)	16.5	7.5	-	-	7.8	-	-	12.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	361	18	21	289	25	20	21	15	33	13	12
Future Vol, veh/h	18	361	18	21	289	25	20	21	15	33	13	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	532	-	-	532	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	392	20	23	314	27	22	23	16	36	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	341	0	0	412	0	0	829	829	402	836	826	328
Stage 1	-	-	-	-	-	-	442	442	-	374	374	-
Stage 2	-	-	-	-	-	-	387	387	-	462	452	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1218	-	-	1147	-	-	290	306	648	287	307	713
Stage 1	-	-	-	-	-	-	594	576	-	647	618	-
Stage 2	-	-	-	-	-	-	637	610	-	580	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1218	-	-	1147	-	-	267	295	648	256	296	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	295	-	256	296	-
Stage 1	-	-	-	-	-	-	584	567	-	637	606	-
Stage 2	-	-	-	-	-	-	599	598	-	534	561	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	18.3	19.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	331	1218	-	-	1147	-	-	306
HCM Lane V/C Ratio	0.184	0.016	-	-	0.02	-	-	0.206
HCM Control Delay (s)	18.3	8	-	-	8.2	-	-	19.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.8