



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Redwood City Joint Senior Center and YMCA Facilities

Draft Transportation Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the Transportation Impact Analysis (TIA) conducted for the proposed Joint Senior Center and YMCA facility at 1455 Madison Avenue in Red Morton Community Park in Redwood City, California. The proposed project would be a joint effort of the Redwood City Parks and Recreation Department and the Sequoia YMCA and would provide 80,000 square feet (s.f.) of multi-functional facilities.

The proposed site in the park currently includes the Veterans Memorial Senior Center (which is comprised of three separate buildings), the Herkner Pool Facilities, and the NFL Alumni Building. The total combined square footage of these existing facilities is 55,235 square feet. The proposed project assumes that all existing uses on the site would be demolished and replaced.

The proposed project would demolish the existing buildings and the on-site surface parking lot and construct a new VMSC and YMCA. The project would construct approximately 45,000 s.f. VMSC on the eastern portion of the site and approximately 35,000 s.f. on the western portion of the site. The hours of operation for the VMSC would not change under the proposed project. Programs that seniors are receiving right now will continue at the new VMSC. The YMCA would relocate its operations from its existing Sequoia YMCA facility at Palm Park (25,054 s.f. located at 1445 Hudson Street) to the site. All YMCA activities would be transferred to the proposed facility in Red Morton Community Park. The YMCA building will also include a 2,700 s.f. daycare facility with three classrooms with a capacity for a total of 72 children. Reuse of the Sequoia YMCA facility on Hudson Street is not part of the project.

The project would construct two on-site surface parking lots, one on the east site of the VMSC building with 57 vehicle parking spaces and another larger surface parking lot to the west and north of the proposed YMCA facility with 226 vehicular parking spaces. The project site currently includes 200 parking spaces, and the project would replace the existing parking with a total of 283 parking spaces.

Project Trip Generation

Since the VMSC building is simply replacing the existing facilities with no change to programs, there would be no increase in trips. The increase in trips at the site would be due to the relocated YMCA and the daycare facility.

Trip generation for the proposed YMCA was estimated based on driveway counts of the existing Sequoia YMCA. Driveway counts were conducted during the weekday AM and PM peak hours and during the mid-day peak hours on Saturday and Sunday.

Because the YMCA will increase its size from 25,054 s.f. at its existing location to 35,000 s.f. at the project site, the YMCA's existing trip generation rate was multiplied by a factor of 1.29 to account for a larger facility. The proposed YMCA would include a daycare facility of approximately 2,700 square feet for a total of 72 children. Trip generation for the daycare facility was estimated based on the average trip rates (per student) presented in the *ITE Trip Generation Manual, 10th Edition*. The net new trips at the project site would be the sum of the existing YMCA trips, which would move to the site, the additional trips related to a larger YMCA and the proposed daycare center. The following summarizes the number of net new trips that would be generated at the site during each peak hour:

- Weekday AM peak hour: 245 trips (137 inbound and 108 outbound)
- Weekday PM peak hour: 223 trips (114 inbound and 109 outbound)
- Saturday mid-day peak hour: 102 trips (635 inbound and 67 outbound)
- Sunday mid-day peak hour: 78 trips (37 inbound and 41 outbound).

Project Intersection Level of Service Analysis

The study includes fourteen unsignalized intersections in the vicinity of the project that were analyzed under existing and future conditions for four time periods. The results of the intersection analysis are summarized in Table ES-1. The following summarizes the project's significant intersection impacts.

Valota Road and Jefferson Avenue

This is a T intersection, and the level of service results are for the Valota approach. During the AM peak hour, the Valota approach would operate at LOS E under cumulative plus project conditions. The project would add more than five seconds of additional delay to the Valota approach during the AM peak hour under cumulative plus project conditions.

Because this intersection meets the peak hour traffic signal warrant for the AM and PM peak hours, the project impact is considered significant. Hexagon has identified two possible mitigation strategies for this intersection: signalization or construction of a refuge lane on westbound Jefferson Avenue. With the addition of a refuge lane, drivers wishing to turn left from Valota could begin their left turn when there is a gap in eastbound traffic, and then wait in the center receiving lane until there is an adequate gap in the westbound traffic to merge into the leftmost westbound travel lane. Drivers wanting to turn left from Valota would thus no longer need to wait for a gap in both directions of traffic in order to begin their left turn, and the average delay on this approach would be greatly reduced. Hexagon recommends adding a left-turn refuge lane as a mitigation measure because it is less costly than signalization and would not add to travel delay on Jefferson Avenue.

Valota Road and Roosevelt Avenue

This intersection has all-way stop control, so the reported level of service in Table ES-1 reflects the average of all four approaches. The level of service is projected to deteriorate from LOS D under Background conditions to an unacceptable LOS E under Background Plus Project conditions during the AM peak hour. Under Cumulative conditions, the levels of service are projected to deteriorate from LOS D under no project conditions to unacceptable LOS F in the AM peak hour unacceptable LOS E during the PM peak hour under Cumulative Plus Project conditions. Because the peak hour signal warrant would also be met during the AM peak hour under Background Plus Project conditions and during both the AM and PM peak hours under Cumulative Plus Project conditions, this is a significant impact under the Redwood City impact criteria. The recommended mitigation measure is signalization, but only if and when the signal warrant is met and the level of service becomes unacceptable, based on new turning-movement counts.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. The project would provide adequate on-site parking to accommodate peak parking demand generated by both the VMSC and the YMCA facilities. The following recommendations were identified to address issues associated with site access, on-site circulation, and parking:

- At the intersection of Nevada Street and Jefferson Avenue, to make it clearer to motorists, post signage prohibiting left-turns at this intersection.
- Provide adequate sight distance for vehicles entering and exiting the Valota Road driveway to ensure that vehicles can clearly see bicyclists and pedestrians accessing the bike path adjacent to the driveway.
- Post signage at the Valota driveway exit noting the presence of the bike path and cautioning drivers to watch for bikes and pedestrians at this access point.
- Provide a curb-cut for bicycles at the entrance to the bike path on Valota Road so that bicycles are not encouraged to use the proposed project driveway on Valota Road.
- Provide bike/pedestrian entrance signs on Valota Road for bicyclists and pedestrians to direct them to enter the site from the bike/pedestrian path.
- Provide ADA-compliant sidewalk and ramps for pedestrians walking along Valota Road and crossing the new driveway.
- Update project site plan to show the location of trash enclosures on site.

**Table ES 1
Intersection Level of Service Summary**

Study #	Intersection	Peak Hour	Count Date	Existing		Existing + Project			Background		Background + Project			Cumulative		Cumulative + Project		
				Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Avg. Delay	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Avg. Delay	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay
Unsignalized Intersections ¹																		
1	Nevada St and Jefferson Ave <i>OWSC (Nevada St)</i>	AM	02/06/19	14.5	B	14.8	B	0.3	14.9	B	15.3	C	0.4	16.0	C	16.4	C	0.4
		PM	02/06/19	11.3	B	11.5	B	0.2	11.8	B	12.1	B	0.3	12.3	B	12.6	B	0.3
		Sat	04/01/17	10.8	B	11.0	B	0.2	11.1	B	11.2	B	0.1	11.1	B	11.7	B	0.6
		Sun	04/02/17	10.7	B	10.8	B	0.1	11.0	B	11.1	B	0.1	11.5	B	11.5	B	0.0
2	Nevada St and Madison Ave <i>TWSC (Nevada St)</i>	AM	02/06/19	9.7	A	10.1	B	0.4	9.7	A	10.1	B	0.4	9.7	A	10.1	B	0.4
		PM	02/06/19	9.7	A	9.4	A	-0.3	9.7	A	9.4	A	-0.3	9.7	A	10.4	B	0.7
		Sat	04/01/17	9.9	A	9.0	A	-0.9	9.9	A	7.5	A	-2.4	9.9	A	10.1	B	0.2
		Sun	04/02/17	9.2	A	7.3	A	-1.9	9.2	A	7.3	A	-1.9	9.2	A	9.6	A	0.4
3	St. Francis St and Jefferson Ave <i>TWSC (St Francis St)</i>	AM	02/06/19	20.1	C	45.5	E	25.4	22.1	C	59.6	F	37.5	26.8	D	>100.0	F	81.5
		PM	02/06/19	28.8	D	35.5	E	6.7	34.0	D	42.9	E	8.9	34.5	D	44.1	E	9.6
		Sat	04/01/17	24.0	C	26.5	D	2.5	27.5	D	29.7	D	2.2	29.7	D	32.1	D	2.4
		Sun	04/02/17	15.2	C	15.8	C	0.6	16.4	C	17.0	C	0.6	17.8	C	18.5	C	0.7
4	St. Francis St and Madison Ave <i>OWSC (St. Francis St)</i>	AM	02/06/19	10.4	B	11.5	B	1.1	10.4	B	11.5	B	1.1	10.4	B	11.7	B	1.3
		PM	02/06/19	9.3	A	9.7	A	0.4	9.3	A	9.7	A	0.4	9.3	A	9.8	A	0.5
		Sat	04/01/17	9.7	A	9.8	A	0.1	9.7	A	9.8	A	0.1	9.7	A	9.9	A	0.2
		Sun	04/02/17	9.0	A	9.2	A	0.2	9.0	A	9.7	A	0.7	9.1	A	9.2	A	0.1
5	Valota Rd and Jefferson Ave <i>OWSC (Valota Rd) ²</i>	AM	02/06/19	20.8	C	25.4	D	4.6	23.0	C	29.1	D	6.1	33.0	D	46.4	E	13.4
		PM	02/06/19	15.7	C	17.8	C	2.1	17.3	C	20.2	C	2.9	22.7	C	28.2	D	5.5
		Sat	04/01/17	12.2	B	12.6	B	0.4	12.6	B	13.1	B	0.5	14.1	B	14.9	B	0.8
		Sun	04/02/17	11.4	B	11.6	B	0.2	11.7	B	12.0	B	0.3	13.0	B	13.3	B	0.3
6	Valota Rd and Madison Ave <i>TWSC (Valota Rd)</i>	AM	02/06/19	15.0	B	15.5	C	0.5	15.0	B	15.5	C	0.5	15.5	C	16.1	C	0.6
		PM	02/06/19	16.0	C	16.4	C	0.4	16.0	C	16.4	C	0.4	17.1	C	17.7	C	0.6
		Sat	04/01/17	12.4	B	12.5	B	0.1	12.4	B	12.5	B	0.1	12.4	B	13.1	B	0.7
		Sun	04/02/17	10.9	B	10.9	B	0.0	10.9	B	10.9	B	0.0	11.2	B	11.3	B	0.1
7	Valota Rd and Project Driveway <i>OWSC (Project Drwy) ³</i>	AM	05/30/18	0.0	A	12.3	B	12.3	0.0	A	12.3	B	12.3	0.0	A	12.6	B	12.6
		PM	05/30/18	0.0	A	12.5	B	12.5	0.0	A	12.5	B	12.5	0.0	A	13.0	B	13.0
		Sat	06/02/18	0.0	A	10.9	B	10.9	0.0	A	10.9	B	10.9	0.0	A	11.2	B	11.2
		Sun	06/03/18	0.0	A	10.1	B	10.1	0.0	A	10.1	B	10.1	0.0	A	10.4	B	10.4
8	Valota Rd and Vera Avenue <i>OWSC (Vera Ave) ⁴</i>	AM	05/30/18	10.3	B	5.8	A	-4.5	10.3	B	5.8	A	-4.5	10.3	B	6.0	A	-4.3
		PM	05/30/18	10.7	B	5.9	A	-4.8	10.7	B	5.9	A	-4.8	10.9	B	6.1	A	-4.8
		Sat	06/02/18	9.7	A	5.1	A	-4.6	9.7	A	5.1	A	-4.6	9.8	A	5.3	A	-4.5
		Sun	06/03/18	9.3	A	4.6	A	-4.7	9.3	A	4.6	A	-4.7	9.4	A	4.8	A	-4.6

Table ES 2 (Contd.)
Intersection Level of Service Summary

9	Valota Rd and Roosevelt Ave AWSC	AM	02/06/19	25.9	D	33.7	D	7.8	28.1	D	37.5	E	9.4	34.6	D	52.3	F	17.7
		PM	02/06/19	21.5	C	25.4	D	3.9	22.5	C	27.9	D	5.4	30.3	D	41.8	E	11.5
		Sat	04/01/17	11.4	B	11.7	B	0.3	11.5	B	11.8	B	0.3	11.5	B	13.1	B	1.6
		Sun	04/02/17	10.0	A	10.2	B	0.2	10.2	B	10.3	B	0.1	10.9	B	11.1	B	0.2
10	Myrtle St and Madison Ave TWSC (Myrtle St)	AM	04/04/17	10.1	B	10.3	B	0.2	10.1	B	10.3	B	0.2	10.1	B	10.4	B	0.3
		PM	04/04/17	9.8	A	10.0	A	0.2	9.8	A	10.0	A	0.2	9.8	A	10.0	A	0.2
		Sat	04/01/17	9.8	A	9.9	A	0.1	9.8	A	9.9	A	0.1	9.8	A	10.0	A	0.2
		Sun	04/02/17	9.3	A	9.4	A	0.1	9.3	A	9.4	A	0.1	9.4	A	9.4	A	0.0
11	King Street and Roosevelt Ave TWSC (King Street)	AM	05/30/18	13.0	B	13.1	B	0.1	13.1	B	13.3	B	0.2	13.4	B	13.6	B	0.2
		PM	05/30/18	12.1	B	12.2	B	0.1	12.2	B	12.3	B	0.1	12.4	B	12.5	B	0.1
		Sat	06/02/18	11.3	B	11.3	B	0.0	11.3	B	11.4	B	0.1	11.3	B	12.3	B	1.0
		Sun	06/03/18	11.4	B	11.4	B	0.0	11.5	B	11.5	B	0.0	12.0	B	12.1	B	0.1
12	Hudson Street and Madison Ave TWSC (Madison Avenue) ⁵	AM	01/09/19	16.5	C	7.5	A	-9.0	16.5	C	7.5	A	-9.0	17.2	C	7.8	A	-9.4
		PM	01/09/19	15.1	C	7.4	A	-7.7	15.1	C	7.4	A	-7.7	15.4	C	7.6	A	-7.8
		Sat	01/12/19	13.0	B	6.1	A	-6.9	13.0	B	6.1	A	-6.9	13.0	B	6.3	A	-6.7
		Sun	01/13/19	13.6	B	6.2	A	-7.4	13.6	B	6.2	A	-7.4	12.8	B	6.4	A	-6.4
13	Hudson Street and Roosevelt Ave AWSC	AM	05/30/18	19.9	C	20.4	C	0.5	20.6	C	21.0	C	0.4	22.7	C	23.4	C	0.7
		PM	05/30/18	29.0	D	30.8	D	1.8	31.8	D	32.6	D	0.8	39.2	E	40.5	E	1.3
		Sat	06/02/18	14.6	B	14.7	B	0.1	14.9	B	15.0	B	0.1	14.9	B	16.0	C	1.1
		Sun	06/02/18	12.3	B	12.4	B	0.1	12.5	B	12.6	B	0.1	13.1	B	13.2	B	0.1
14	Hawes Street and Madison Ave OWSC (Hawes St)	AM	05/30/18	9.3	A	10.2	B	0.9	9.3	A	10.2	B	0.9	9.3	A	10.2	B	0.9
		PM	05/30/18	9.3	A	9.9	A	0.6	9.3	A	9.9	A	0.6	9.3	A	10.0	A	0.7
		Sat	06/02/18	9.0	A	10.0	A	1.0	9.0	A	10.0	A	1.0	9.0	A	10.1	B	1.1
		Sun	06/03/18	8.7	A	9.3	A	0.6	8.7	A	9.3	A	0.6	8.7	A	9.3	A	0.6

Notes:

Bold values indicate substandard LOS **Boxed** indicates significant impact.

(1) OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control

For the intersections with stop control only on the minor street, the delay shown is the worst delay on the minor street approach. For the all-way stop controlled intersection, the delay shown is the average for the entire intersection.

(2) Delay on Valota approach was adjusted to match delay observed in the field.

(3) This intersections exists only under project conditions.

(4) This intersection was analyzed as a roundabout under project conditions.

(5) This intersection was analyzed with yield control on all approaches under project conditions.

1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) conducted for the proposed Joint Senior Center and YMCA facility at 1455 Madison Avenue in Red Morton Community Park in Redwood City, California (see Figure 1). The proposed project would be a joint effort of the Redwood City Parks and Recreation Department and the Sequoia YMCA and would provide 80,000 square feet (s.f.) of multi-functional facilities.

The proposed site in the park currently includes the following facilities, with a total area of 55,235 square feet, as shown in Figure 2.

- Veterans Memorial Senior Center (VMSC): includes three separate buildings, totaling 34,560 s.f.
 - Veterans Memorial Senior Center (theater included)
 - Senior Resource Building
 - Wellness Center and offices
- Herkner Pool Facilities (17,175 s.f.)
- NFL Alumni Building: 3,500 s.f.

The proposed project would demolish the existing buildings and the on-site surface parking lot and construct a new VMSC and YMCA. The project would construct approximately 45,000 s.f. VMSC on the eastern portion of the site and approximately 35,000 s.f. YMCA on the western portion of the site. The hours of operation for the VMSC would not change under the proposed project. Programs that seniors are receiving now will continue at the new VMSC. The YMCA would relocate its operations from its existing Sequoia YMCA facility at Palm Park (25,054 s.f. located at 1445 Hudson Street) to the site. All YMCA activities would be transferred to the proposed facility in Red Morton Community Park. The YMCA building will also include a 2,700 s.f. daycare facility with three classrooms with a capacity for a total of 72 children. Reuse of the Sequoia YMCA facility on Hudson Street is not part of the project.

The project would construct two on-site surface parking lots, one on the east site of the VMSC building with 57 vehicle parking spaces and another larger surface parking lot to the west and north of the proposed YMCA facility with 226 vehicular parking spaces. The project site currently includes 200 parking spaces, and the project would replace the existing parking with a total of 283 parking spaces.

Access to the site would be provided from two driveways on Madison Avenue and a proposed new driveway on Valota Road. The two driveways on Madison Avenue would be located opposite St. Francis Street and Hawes Street. The driveway opposite Hawes Street would provide access to the VMSC parking lot, and the driveway opposite St. Francis Street would provide access to the YMCA parking lot from the north. The proposed driveway on Valota Road would also provide access to the

YMCA parking lot from the west. All three driveways would provide two-way access to the project. As part of the project, the segment of Nevada Street that extends from its intersection with Madison Avenue south through the project site would be vacated and converted to a pedestrian promenade. The promenade would provide a pedestrian link between the VMSC and YMCA facilities.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed Senior Center and YMCA facility. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Redwood City, the City/County Association of Governments of San Mateo County (C/CAG), and the California Environmental Quality Act (CEQA). The C/CAG administers the San Mateo County Congestion Management Plan (CMP). The results of this study will be incorporated into an Environmental Impact Report (EIR) for the proposed project.

The traffic study analyzed the traffic impacts of the project on intersections in the vicinity of the project site. The study intersections include those intersections that provide primary access to the project site. The study intersections, all of which are unsignalized, are listed below and shown on Figure 3.

Study Intersections

1. Nevada Street and Jefferson Avenue (T-intersection with 1-way stop control on Nevada St.)
2. Nevada Street and Madison Avenue (2-way stop control on Nevada St; This would become a T-intersection with 1-way stop control on Nevada Street with a pedestrian promenade)
3. St. Francis Street and Jefferson Avenue (2-way stop control on St. Francis St.)
4. St. Francis Street and Madison Avenue (currently 1-way stop control because the St. Francis driveway for the existing Senior Center is inbound only; this would become a 2-way stop when the St. Francis driveway becomes a 2-way access point)
5. Valota Road and Jefferson Avenue (T-intersection with 1-way stop control on Valota Rd.)
6. Valota Road and Madison Avenue (2-way stop control on Madison Ave.)
7. Valota Road and Project Driveway (exists only under project conditions as a T-intersection with 1-way stop control on the Project Driveway)
8. Valota Road and Vera Avenue (T-intersection with 1-way stop control on Vera Ave. The project will construct a roundabout at this intersection.)
9. Valota Road and Roosevelt Avenue (All-way stop control)
10. Myrtle Street and Madison Avenue (2-way stop control on Myrtle St.)
11. King Street and Roosevelt Avenue (2-way stop control on King St.)
12. Hudson Street and Madison Avenue (2-way stop control on Madison Avenue. The project will redesign the traffic circle, and the 2-way stop control on Madison Avenue will be removed.)
13. Hudson Street and Roosevelt Avenue (All-way stop control)
14. Hawes Street and Madison Avenue (T-intersection analyzed as stop control on Hawes St; this would become a four-legged intersection under project conditions with a full access driveway opposite Hawes Street)

All of these intersections are oriented at nearly a 45-degree angle in relation to true North. According to common Redwood City practice, El Camino Real and Alameda de las Pulgas are considered as north-south streets since they run parallel to U.S. 101 and I-280. Streets that cross El Camino Real are treated as east-west streets.

Joint Senior Center and YMCA Facility

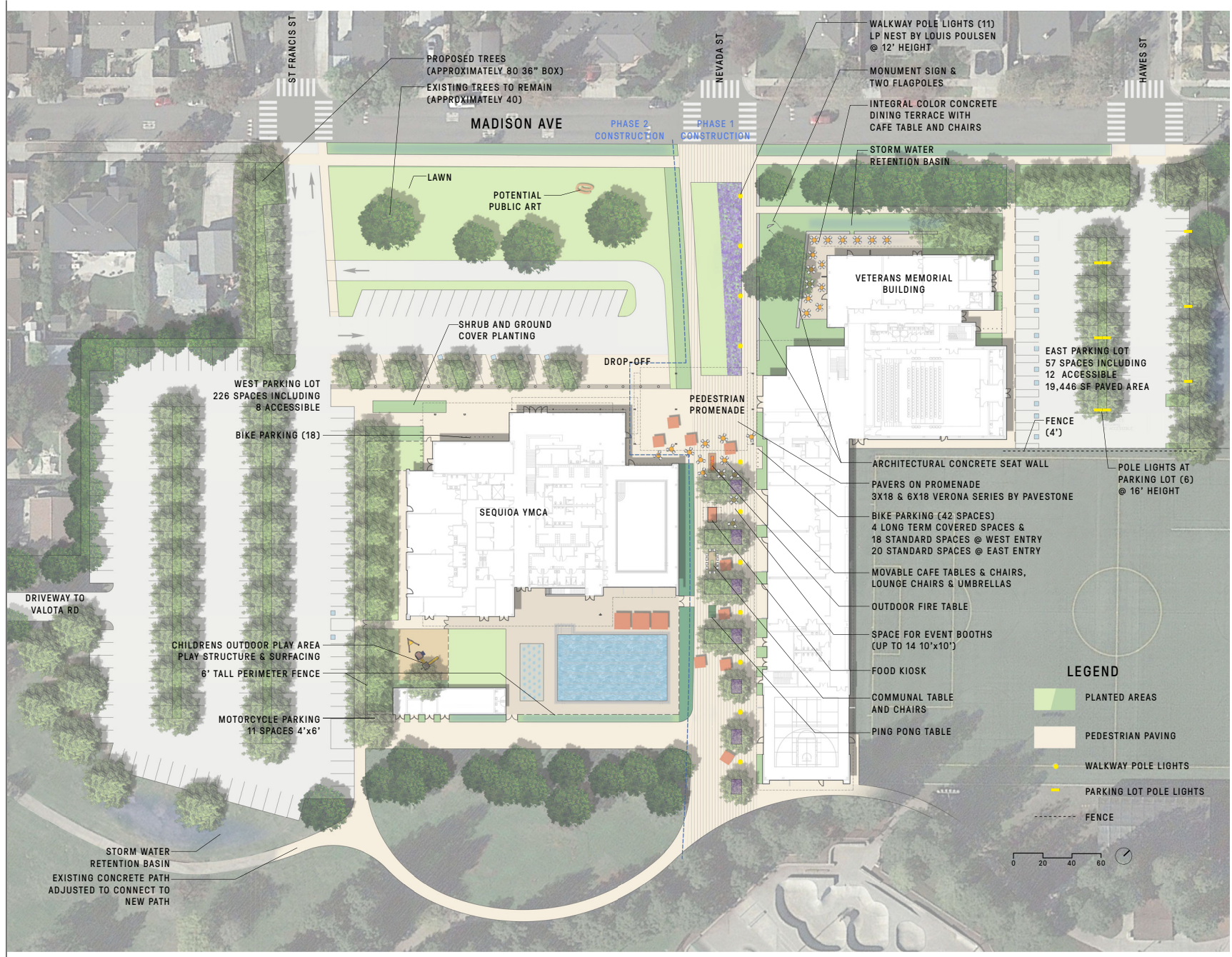


Figure 1
 Site Plan

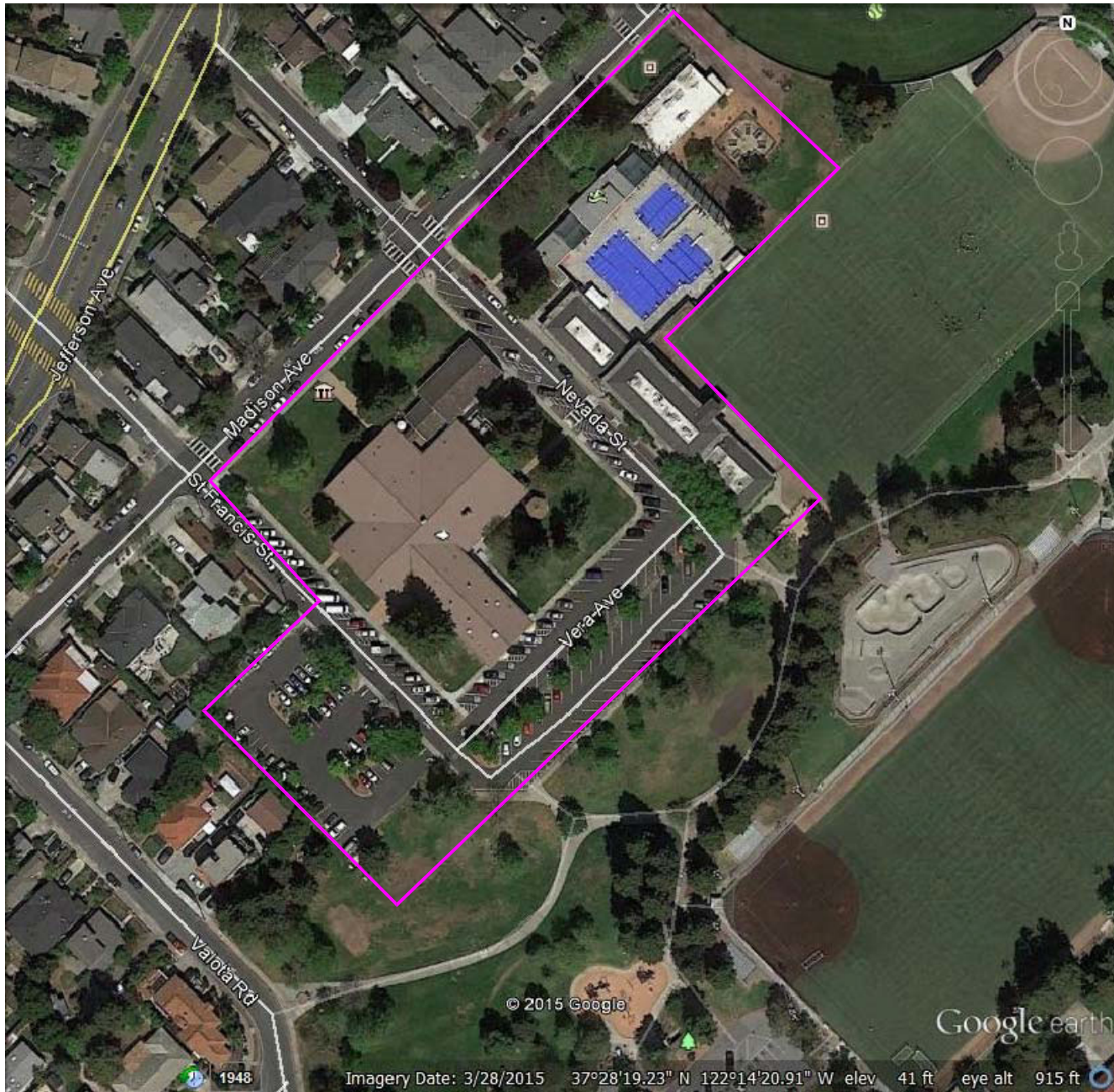


Figure 2
Project Site in Red Morton Community Park

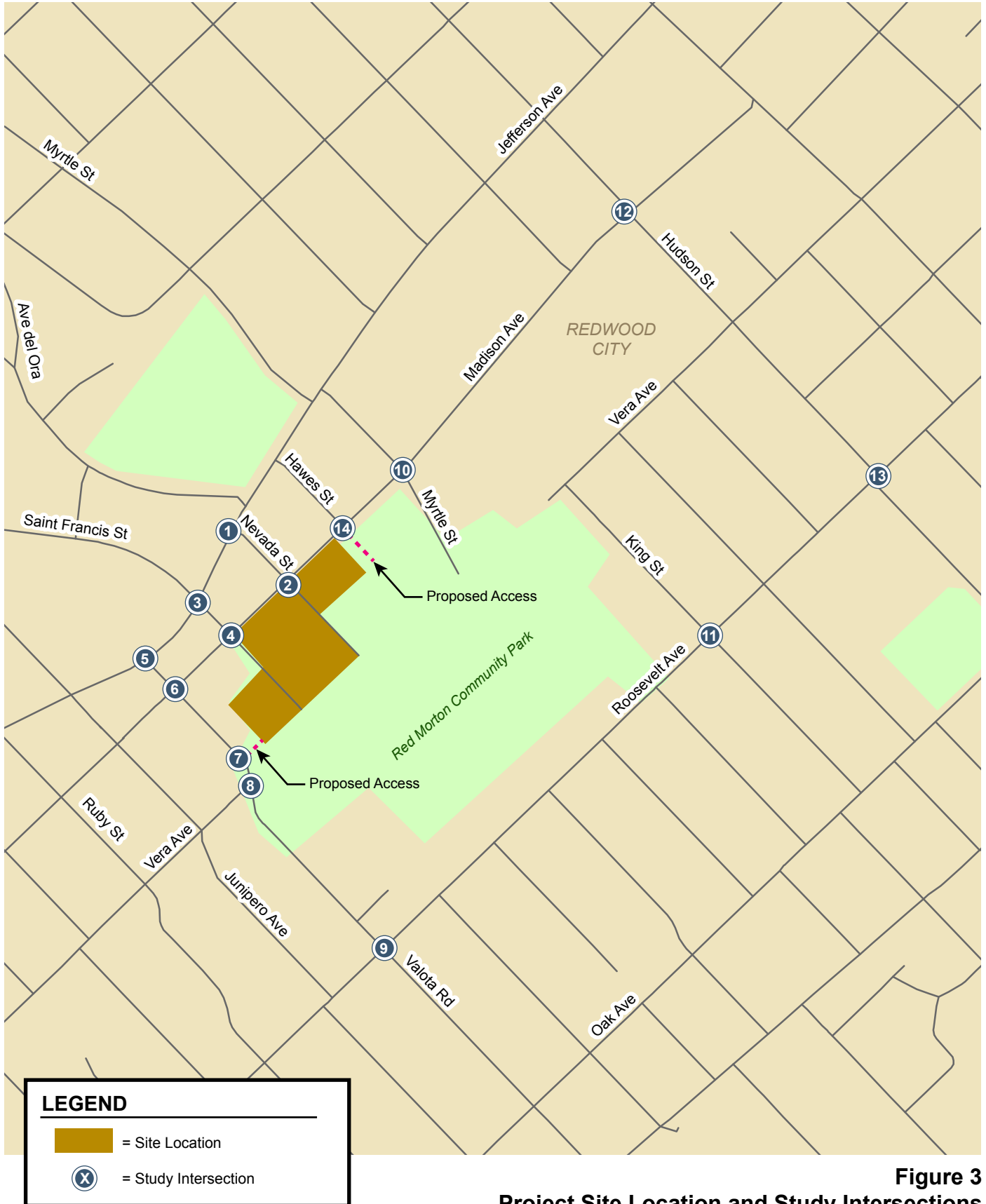


Figure 3
Project Site Location and Study Intersections

Accordingly, in this study, Jefferson, Madison and Roosevelt Avenues are considered east-west streets. Nevada, St. Francis, Valota, and Myrtle are considered north-south streets.

According to C/CAG's guidelines, projects that generate more than 100 peak hour trips must include a CMP analysis. This project would generate more than 100 new peak hour trips, but due to the project site's location and the local residency of most of its patrons, very few trips would use a CMP facility, such as U.S. 101, I-280, El Camino Real (SR 82), or Woodside Road (SR 84), to access the site. Therefore, this study does not analyze any freeway segments or other CMP facilities.

The study also includes an analysis of transit, bicycle, and pedestrian access. Site access, on-site circulation, and parking are also addressed.

Traffic conditions at the study intersections were analyzed for four different time periods:

- Weekday AM peak hour,
- Weekday PM peak hour,
- Saturday mid-day peak hour, and
- Sunday mid-day peak hour.

Based on driveway counts previously conducted at the existing Veterans Memorial Senior Center and the presence of many sports activities for children after school at Red Morton Park, intersection counts were conducted between 7:00 – 9:00 AM and between 4:00 – 6:00 PM on weekdays. These are the times when the most traffic congestion occurs on the roadways near Red Morton Park. Based on intersection counts that were previously conducted for another traffic study near Red Morton Park, it was determined that that the busiest times on weekends occur at mid-day. Therefore, the Saturday and Sunday intersection counts were conducted between 11:00 AM – 2:00 PM.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: Existing Conditions. Existing traffic volumes at study intersections were based on traffic counts conducted in April 2017, May-June 2018, and February 2019. The fourteen study intersections were evaluated with a level of service analysis using Synchro software in accordance with the *2010 Highway Capacity Manual* methodology.

Scenario 2: Existing plus Project Conditions. Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

Scenario 3: Background Conditions. Background traffic volumes were estimated by adding to existing traffic volumes the projected volumes from Redwood City's Downtown Precise Plan and other approved but not yet constructed projects that would generate trips at the study intersections.

Scenario 4: Background plus Project Conditions. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: Cumulative No Project Conditions. Cumulative No Project traffic volumes were obtained by applying a 1.5% annual growth factor to the existing volumes on Jefferson Avenue, which is an arterial roadway, and a 0.5% growth factor to the local streets in

the vicinity of the project site. These growth factors were applied for a 6-year period, 7-year period and 8-year period to the 2019, 2018 and 2017 volumes respectively to obtain Year 2025 Cumulative No Project traffic volumes. In addition to the growth factor, traffic volumes from the proposed Westside Renovation Project at Red Morton Park and the County Center project were considered.

Scenario 6: *Cumulative plus Project Conditions.* Cumulative plus Project traffic conditions were estimated by adding to the Cumulative No Project volumes the additional traffic generated by the project. Cumulative plus project conditions were evaluated relative to Cumulative No Project conditions in order to determine potential project impacts.

Methodology

This section presents the methods used to determine the traffic conditions at study intersections for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards and significant impact criteria.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of Redwood City, field observations, and a preliminary traffic study conducted by Hexagon Transportation Consultants, Inc. in 2017 for the project. The following data were collected from these sources:

- Existing peak-hour traffic volumes (supplemented with new 2019 traffic counts for counts older than 2 years),
- Driveway counts conducted during all four studied time periods at both the existing Senior Center and the YMCA (from the preliminary traffic study prepared in 2017),
- Existing parking utilization at both the existing Senior Center and the YMCA (from the preliminary traffic study prepared in 2017),
- Existing lane configurations (field observations), and
- Signage regarding prohibited turning movements (field observations).

Level of Service Standards and Significant Impact Criteria

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

This study utilizes Synchro software to determine intersection level of service. The Synchro software is based on the 2010 Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections. This method evaluates intersection operations on the basis of average control delay time for all vehicles at intersections with all-way stop control. This average delay can then be correlated to a level of service.

For unsignalized intersections with two-way stop control, the control delay and level of service is reported for the worst approach of the two side street approaches. For T intersections with one-way stop control, the control delay and level of service is reported for the approach with stop control. The level of service definitions for unsignalized intersections are shown in Table 1.

**Table 1
Unsignalized Intersection Level of Service Definitions Based on Delay**

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000) p17-2.

The City of Redwood City General Plan contains the following transportation policy with respect to level of service:

“Program BE-55 / Level of Service Policy Evaluation: Evaluate Redwood City’s current Level of Service (LOS) policies for motor vehicle circulation. The evaluation shall consider the following to ensure efficient traffic flow and balance multi-modal mobility goals:

Maintaining LOS D or better for motor vehicles in all areas of the city, except the Downtown area as defined by the Downtown Precise Plan. In Downtown, no minimum vehicular LOS standard will be maintained but vehicular LOS will be calculated and alternate LOS standards for other travel modes will be established.”

The study intersections are located outside the Downtown area; thus, the intersections are subject to the City’s LOS D standard.

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways* (CA MUTCD), Part 4, Highway Traffic Signals, 2010. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that met the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

According to common Redwood City practice, traffic impacts at an unsignalized study intersection would be considered significant if the project would cause:

1. Operations at an unsignalized intersection to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or
2. Delay at an unsignalized intersection operating at an unacceptable level (LOS E or F) to increase by 5 seconds or more;
3. And traffic volumes at the intersection satisfy the Caltrans peak-hour volume signal warrant for traffic signal installation.

A significant impact by the City of Redwood City standards is said to be satisfactorily mitigated when measures are implemented that eliminates the project impact.

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes the existing roadway network, transit services, and pedestrian and bicycle facilities. Chapter 3 describes the methods used to estimate project traffic and its impact on the existing transportation system. Chapter 4 describes the background scenario and the background plus project conditions that are used to determine if the project will have any impacts on the roadway network. Chapter 5 describes the cumulative conditions, generated from applying a growth factor to the network, and analyzed with and without project traffic. Chapter 6 presents the project's Travel Demand Management (TDM) measures. Chapter 7 presents the project's impacts on other transportation-related issues, such as site access, on-site circulation, and parking, as well as potential project impacts on transit, bicycle and pedestrian facilities. Chapter 8 includes the study conclusions, including a summary of project impacts, any proposed mitigation measures, and recommended improvements.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit service, pedestrian and bicycle facilities. The existing level of service at the study intersections during the weekday AM and PM peak hours and the Saturday and Sunday mid-day peak hours are also presented.

Existing Roadway Network

Regional access to the project site is provided via U.S. 101, I-280, El Camino Real (SR 82), Woodside Road (SR 84), and Alameda de las Pulgas.

U.S. 101 is a north/south freeway that extends from San Francisco through San Mateo and Santa Clara Counties. U.S. 101 has full interchanges at Woodside Road and at Whipple Avenue. Between those interchanges, U.S. 101 has six mixed-flow lanes and two High Occupancy Vehicle (HOV) lanes.

Interstate 280 (I-280) is also a north/south freeway that extends from San Francisco through San Mateo County to its terminus in Santa Clara County where it connects with I-680. In Redwood City, I-280 has eight mixed flow lanes. Interchanges are provided at Farm Hill Boulevard and at Woodside Road (SR 84).

El Camino Real (State Route 82) is a six-lane north/south arterial that extends from South San Francisco, through all of San Mateo County, to its terminus in Santa Clara County. El Camino Real has a grade-separated connection with Woodside Road.

Woodside Road (State Route 84) is a four-lane east/west arterial that extends from U.S. 101, west to I-280, and through the Town of Woodside. Further west of I-280, Woodside Road becomes La Honda Road and extends all the way to Cabrillo Highway (SR 1).

Alameda de las Pulgas is a north/south arterial that begins at San Carlos Avenue in San Carlos and extends through Redwood City to Santa Cruz Avenue in Menlo Park. North of Jefferson Avenue, Alameda de las Pulgas has two travel lanes and “sharrows,” indicating it is a Class III bike route. South of Jefferson Avenue, it has two travel lanes, two bicycle lanes, and a center lane for left turns.

Local access to the project site is provided by numerous streets that form a grid street pattern in the residential neighborhood where Red Morton Community Park is located. These roadways are

described below and are shown on Figure 3. The speed limit on all nearby local roadways is 25 mph, and there are numerous signs throughout the residential neighborhood cautioning drivers to obey the speed limit. On-street parking is generally permitted on all nearby local streets.

Jefferson Avenue is a four-lane arterial that begins at Veterans Boulevard, passes under the Caltrain tracks, crosses El Camino Real, and then continues through the residential neighborhood that includes Red Morton Community Park and the project site. After crossing Alameda de las Pulgas and the intersection at Highland Avenue, Jefferson Avenue becomes a two-lane curvilinear roadway with bike lanes that extends all the way to Canada Road near I-280. In the immediate vicinity of the project site, Jefferson Avenue is uncontrolled, except for a traffic signal at Hawes Street, where there is a pedestrian-activated signal for a crosswalk adjacent to an elementary school on the north side of Jefferson Avenue. Further from the project site, traffic signals are also present at Alameda de las Pulgas and at Hudson Street. The speed limit on Jefferson Avenue is 30 mph, although in the immediate vicinity of the project site there is a school zone with a 25 mph speed limit.

Madison Avenue is a two-lane local street that runs roughly parallel to Jefferson Avenue. It begins at El Camino Real and terminates at Alameda de las Pulgas. The project site has frontage on Madison Avenue. On-street parking is permitted on both sides of the street on the block between Nevada Street and St. Francis Street (adjacent to the existing Veterans Memorial Senior Center), but on-street parking is prohibited on the south side between St. Francis Street and Hawes Street (adjacent to the Herkner Pool facilities).

Roosevelt Avenue is a two-lane connector street that runs parallel to Jefferson and Madison Avenues on the opposite side of Red Morton Park. It begins at El Camino Real, crosses Alameda de las Pulgas, and terminates at Foothill Street. It provides direct access to the Community Activities Building, the Red Morton Community Center, and other facilities within Red Morton Park.

Valota Road is a two-lane connector street that runs between Jefferson Avenue and Woodside Road. Although most of its adjacent land uses are residential, it also includes a small amount of frontage on Red Morton Park. A new driveway has been proposed on that frontage that would lead directly to the YMCA parking lot. Valota Road is only approximately 30 feet wide and includes on-street parking, so signs are posted to encourage drivers to slow down and to pull aside for oncoming traffic. Due to the narrowness of the roadway, most vehicles park with two wheels up on the sidewalk.

St. Francis Street is a two-lane local street that begins at Harding Avenue, crosses Jefferson Avenue, and then provides one-way inbound access to the parking lot for the existing Senior Center. With the proposed project, St Francis Street would provide two-way access to the proposed YMCA facility parking lot from the north. St. Francis Street resumes on the other side of the park at Roosevelt Avenue and continues to Redwood Avenue.

The segment of **Nevada Street** near the project site is a very short two-lane local street that is parallel to St. Francis Street. On the block between Jefferson Avenue and Madison Avenue it is a two-way street, but south of Madison Avenue, it functions as a one-way outbound driveway from the parking lot for the existing Senior Center. The segment of Nevada Street that extends from its intersection with Madison Avenue south through the project site would be vacated and converted to a pedestrian promenade with the proposed project. The proposed promenade would include landscaping and pedestrian amenities and would provide a pedestrian link between the proposed VMSC and YMCA buildings. Another discontinuous segment of Nevada Street serves the residential neighborhood on the other side of Jefferson Avenue. On northbound Nevada Street, only right turns are allowed at Jefferson Avenue.

The segment of **Hawes Street** near the project site is a two-lane local street that is only one block long and runs between Jefferson Avenue and Madison Avenue. With the proposed project, a driveway would be constructed on Madison Avenue opposite Hawes Street that would provide two-way access to the proposed VMSC parking lot. There is a signal at Jefferson and Hawes that includes pedestrian countdown signals for the crosswalks across Jefferson Avenue and across Hawes Street. This signal provides a convenient route for traffic wishing to turn left onto westbound Jefferson Avenue, since there are no left turns allowed from Nevada Street or Myrtle Street onto westbound Jefferson. However, no left turns or U-turns are allowed from westbound Jefferson onto Hawes Street.

Myrtle Street extends from Whipple Avenue to Red Morton Park, with an offset intersection at Jefferson Avenue. There are left-turn pockets in both directions on Jefferson Avenue, facilitating left turns from westbound Jefferson onto Myrtle, which then connects with Madison Avenue, which leads to the project site. On northbound Myrtle, only right turns are allowed at Jefferson Avenue.

Existing Pedestrian and Bicycle Facilities

There are sidewalks on all streets in the area near the project site and surrounding Red Morton Community Park. Due to the presence of many pedestrians near the park and also heading to the nearby elementary school on the opposite side of Jefferson Avenue, numerous crosswalks are also provided. Uncontrolled crosswalks with yield lines are provided across Jefferson Avenue at Valota Road and at St. Francis Street. At the intersection of Jefferson and Hawes, there are signalized crosswalks (one across Jefferson and one across Hawes) with pedestrian-activated push buttons and countdown heads. Crosswalks with yield lines are also provided across Madison Avenue at St. Francis Street, Nevada Street, Hawes Street, and Myrtle Street. The intersection of Valota Road and Roosevelt Avenue includes crosswalks across all four approaches.

Existing bicycle and pedestrian counts were conducted as part of the peak-hour turning movement counts conducted for this study during the weekday AM and PM peak hours and during the weekend mid-day peak hours. Table 2 presents a summary of the number of pedestrians and bicycles at each study intersection. The counts are included in Appendix A.

The proximity of two elementary schools (one on Jefferson Avenue and one on Roosevelt Avenue) and the park is reflected in the pedestrian counts, with a large number of pedestrians using the intersections along Madison Avenue and at Roosevelt and Valota in the AM peak hour. There were relatively few pedestrian crossings at the Jefferson Avenue intersections in the AM peak hour, presumably because they used the pedestrian-activated signal at Hawes Street. The intersection of Myrtle Street and Madison Avenue had the greatest number of pedestrians in the AM peak hour (38) and the Saturday mid-day peak hour (94). The intersection of Valota Road and Roosevelt Avenue had the highest number of pedestrians during the PM peak hour (44) and the Sunday mid-day peak hour (48).

Bicycle facilities include bike paths, bike lanes, and bike routes. Bike paths (Class I facilities) are pathways, separate from roadways that are designated for use by bicycles. Often, these pathways also allow pedestrian access. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III) are existing right-of-ways that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated with signs and/or pavement markings known as “sharrows”. The existing bicycle facilities in the project vicinity are shown on Figure 4.

**Table 2
Pedestrian and Bicycle Counts at Study Intersections**

#	Study Intersection	AM Peak Hour			PM Peak Hour			Sat Peak Hour			Sun Peak Hour		
		Count Date	Bikes	Peds	Count Date	Bikes	Peds	Count Date	Bikes	Peds	Count Date	Bikes	Peds
#1	Nevada St and Jefferson Ave	2/6/2019	7	10	2/6/2019	2	3	4/1/2017	10	7	4/1/2017	11	2
#2	Nevada St and Madison Ave	2/6/2019	8	12	2/6/2019	5	10	4/1/2017	2	58	4/1/2017	6	10
#3	St. Francis St and Jefferson Ave	2/6/2019	6	10	2/6/2019	4	10	4/1/2017	10	15	4/1/2017	8	11
#4	St. Francis St and Madison Ave	2/6/2019	5	12	2/6/2019	6	10	4/1/2017	0	20	4/1/2017	7	13
#5	Valota Rd and Jefferson Ave	2/6/2019	6	5	2/6/2019	2	9	4/1/2017	5	12	4/1/2017	11	6
#6	Valota Rd and Madison Ave	2/6/2019	5	10	2/6/2019	6	6	4/1/2017	4	22	4/1/2017	6	31
#7	Valota Rd and Project Driveway ¹		-	-		-	-		-	-		-	-
#8	Valota Rd and Vera Ave	5/30/2018	1	11	5/30/2018	5	12	6/2/2018	2	6	6/3/2018	5	9
#9	Valota Rd and Roosevelt Ave	2/6/2019	12	36	2/6/2019	9	44	4/1/2017	12	39	4/2/2017	13	48
#10	Myrtle St and Madison Ave	4/4/2017	5	38	4/4/2017	7	37	4/1/2017	0	94	4/2/2017	1	14
#11	King St and Roosevelt Ave	5/30/2018	10	26	5/30/2018	12	21	6/2/2018	6	25	6/3/2018	9	24
#12	Hudson St and Madison Ave	1/9/2019	26	36	1/9/2019	17	27	1/12/2019	5	21	1/13/2018	7	24
#13	Hudson St and Roosevelt Ave	5/30/2018	28	81	5/30/2018	15	47	6/2/2018	12	22	6/3/2018	11	41
#14	Hawes St and Madison Ave	5/30/2018	10	15	5/30/2018	8	12	6/2/2018	9	36	6/3/2018	4	18

Note
¹This intersection exists only under project conditions.

Red Morton Park itself includes numerous Class I bicycle and pedestrian paths connecting its many facilities and providing access to and from the surrounding neighborhood. There is a bike/ped path that enters the park from Valota Road, very close to where the proposed driveway would be constructed for the project’s western parking lot.

In addition to the bike paths that run through the park, the area is served by numerous Class III bike routes. In the vicinity of the project site, “sharrows” are painted on Jefferson Avenue, Madison Avenue, Valota Road, and Roosevelt Avenue. Jefferson Avenue is much wider than many of the other streets in the area and is shown as a route preferred by cyclists on C/CAG’s *Bicycle Map of San Mateo County*. North of Jefferson Avenue, “sharrows” are painted on Myrtle Street, King Street, and Hudson Street.

As noted in the roadway description, upper Jefferson Avenue between Alameda de las Pulgas and Farm Hill Boulevard includes Class II bike lanes. Alameda de las Pulgas includes Class II bike lanes south of Jefferson Avenue. North of Jefferson Avenue, Alameda de las Pulgas is a designated bike route.

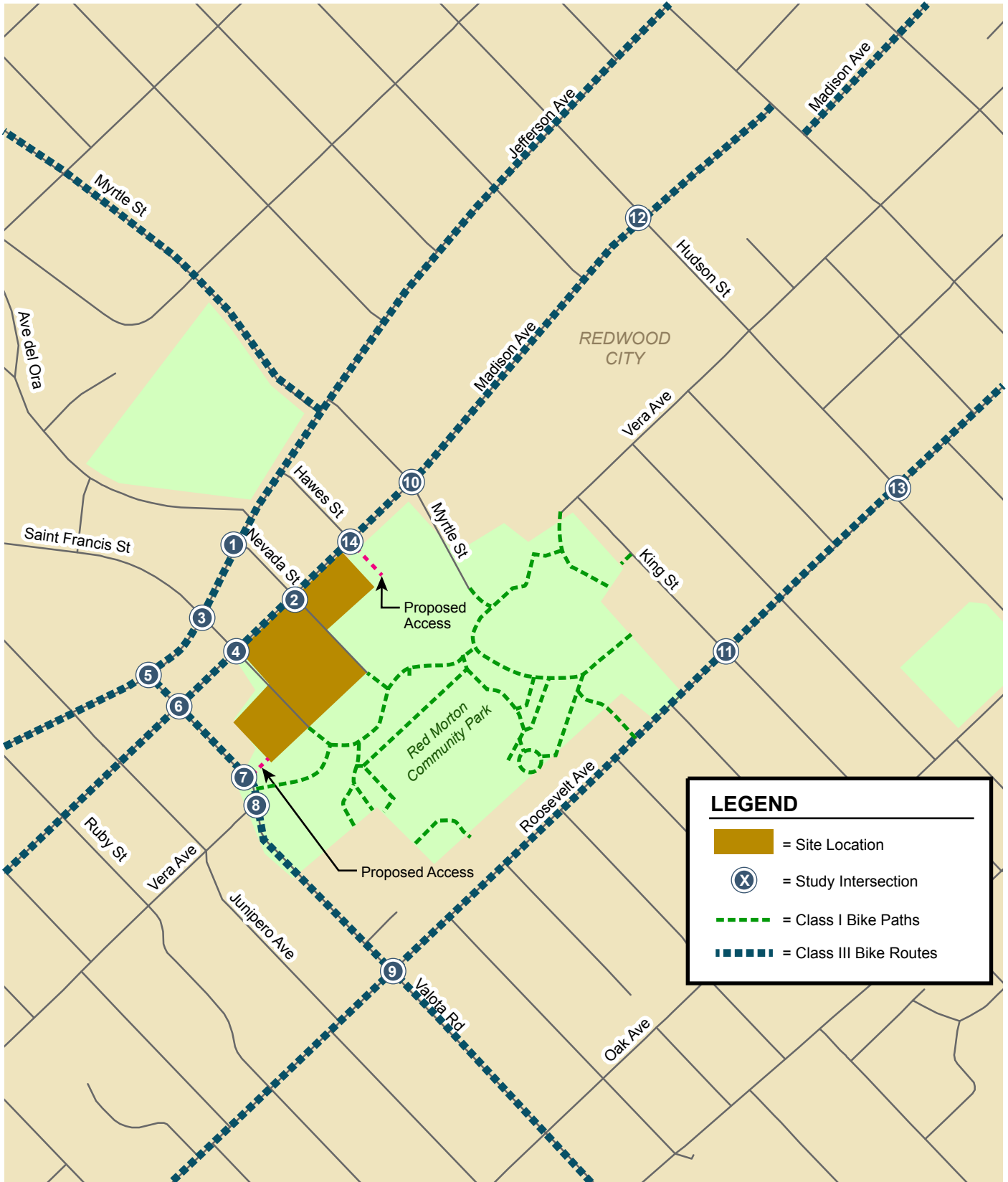
As shown on Table 2, the intersection of Hudson and Roosevelt had the highest number of bicycle crossings during the weekday AM peak hour (28) and the Saturday mid-day peak hour (12). Hudson and Madison Avenue had the highest number of bicycle crossings during the weekday PM peak hour (17). Valota and Roosevelt had the highest number of bicycle crossings during the Sunday mid-day peak hour (13).

Existing Transit Service

Existing transit service to the study area is provided by the San Mateo County Transit District (SamTrans). Figure 5 shows the nearby bus routes and bus stops.

Route 274 provides service between the Redwood City Transit Center and Canada College, and runs along Jefferson Avenue just one block from the project site. Bus stops are provided on Jefferson in the eastbound direction at Valota Road and at Myrtle Street and in the westbound direction at Nevada Street/Avenue Del Ora. Hours of service on weekdays are from approximately 6:20 AM to approximately 10:20 PM with 30-minute headways throughout the day. Because this route serves the Redwood City Transit Center, it provides connections to Caltrain service and to SamTrans routes ECR, KX, 270, 275, 276, 296, and 398.

Route 79 runs from Florence and 17th Street to Kennedy Middle School, located on Connecticut Street, on school days only. A portion of the route operates on Roosevelt Avenue, adjacent to Red Morton Community Park. Bus stops are provided in both directions at Roosevelt Avenue and Valota Road. There are four westbound trips on school days in the morning between approximately 7:00 and 8:00 AM. In the afternoon, there are five eastbound trips between 3:15 and 6:15 PM on Mondays, Tuesdays, Wednesdays, and Fridays. On Thursdays, to accommodate early dismissal from school, the route operates three eastbound trips, beginning at 2:00 PM.



LEGEND

- = Site Location
- X = Study Intersection
- = Class I Bike Paths
- = Class III Bike Routes

Figure 4
Existing Bicycle Facilities

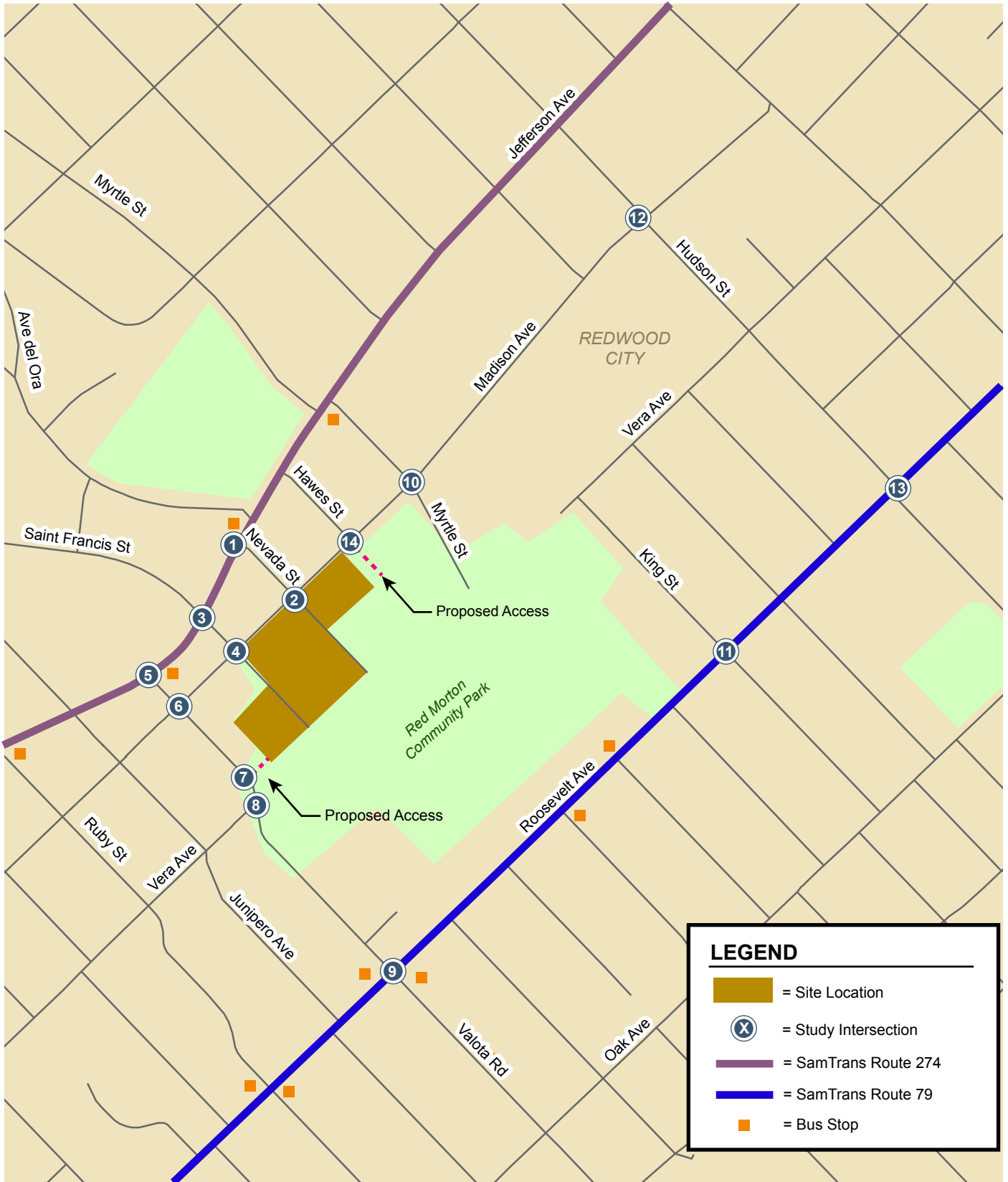


Figure 5
Existing Transit Services

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 6.

At the intersection of Nevada Street and Jefferson Avenue (#1), there is a median on Jefferson Avenue that extends far enough into the intersection to block left turns from Nevada onto westbound Jefferson and left turns from westbound Jefferson onto Nevada. However, it is possible for a driver to drive around the median and make those left turns, and the traffic counts indicate that five drivers made left turns from Nevada onto westbound Jefferson during the PM peak hour despite the presence of the median. Thus, the lane configuration is somewhat ambiguous. Even though the traffic counts included five left turns from Nevada, Hexagon has not coded this as a possible turning movement and recommends that the City post signage prohibiting left turns to make this clearer to motorists.

Existing weekday traffic volumes at intersections #1 through #6 and #9 were obtained from turning-movement counts conducted on Wednesday, February 6, 2019. At intersection #9, it was observed that there was a lane closure on Roosevelt Street during the AM peak hour due to roadway pavement work being implemented. As a result, the AM peak hour volumes did not reflect typical traffic patterns. AM peak hour turning movement counts from 2016 were factored up by applying an annual growth rate of 0.5% for three years to reflect 2019 traffic volumes. At all other intersections, weekday traffic volumes were obtained from previous counts that are less than two years old.

Existing mid-day weekend traffic volumes at all study intersections were obtained from turning-movement counts conducted on Saturdays and Sundays in April 2017, June 2018 and January 2019. The weekends during which the counts were conducted did not coincide with the spring vacation at Redwood City public schools (April 10-14), Palm Sunday, or Easter Sunday. Weekend counts were conducted between 11:00 AM and 2:00 PM.

The existing weekday AM and PM peak-hour intersection volumes are shown in Figure 7 and the existing Saturday and Sunday mid-day peak-hour intersection volumes are shown in Figure 8. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Joint Senior Center and YMCA Facility

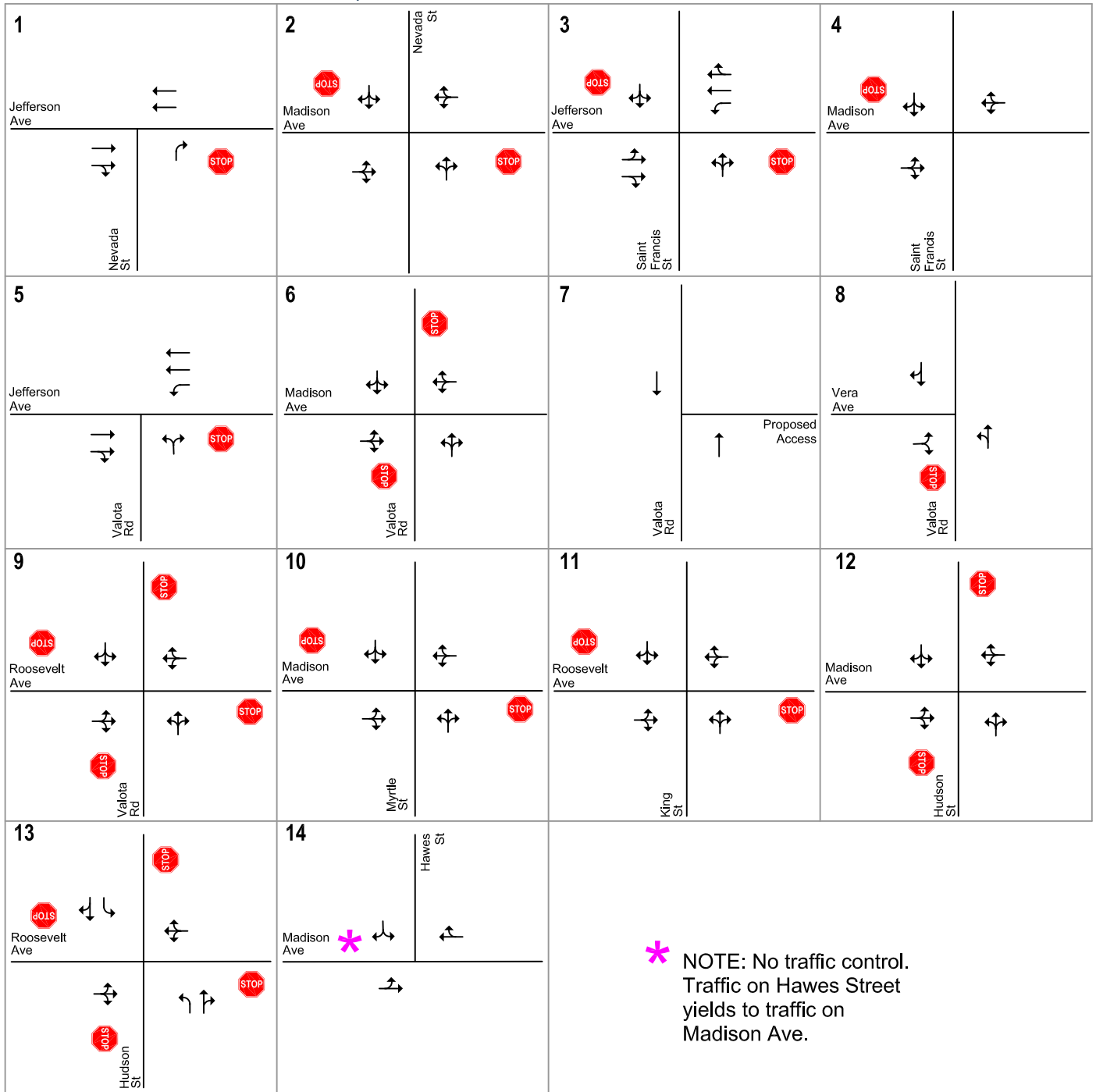
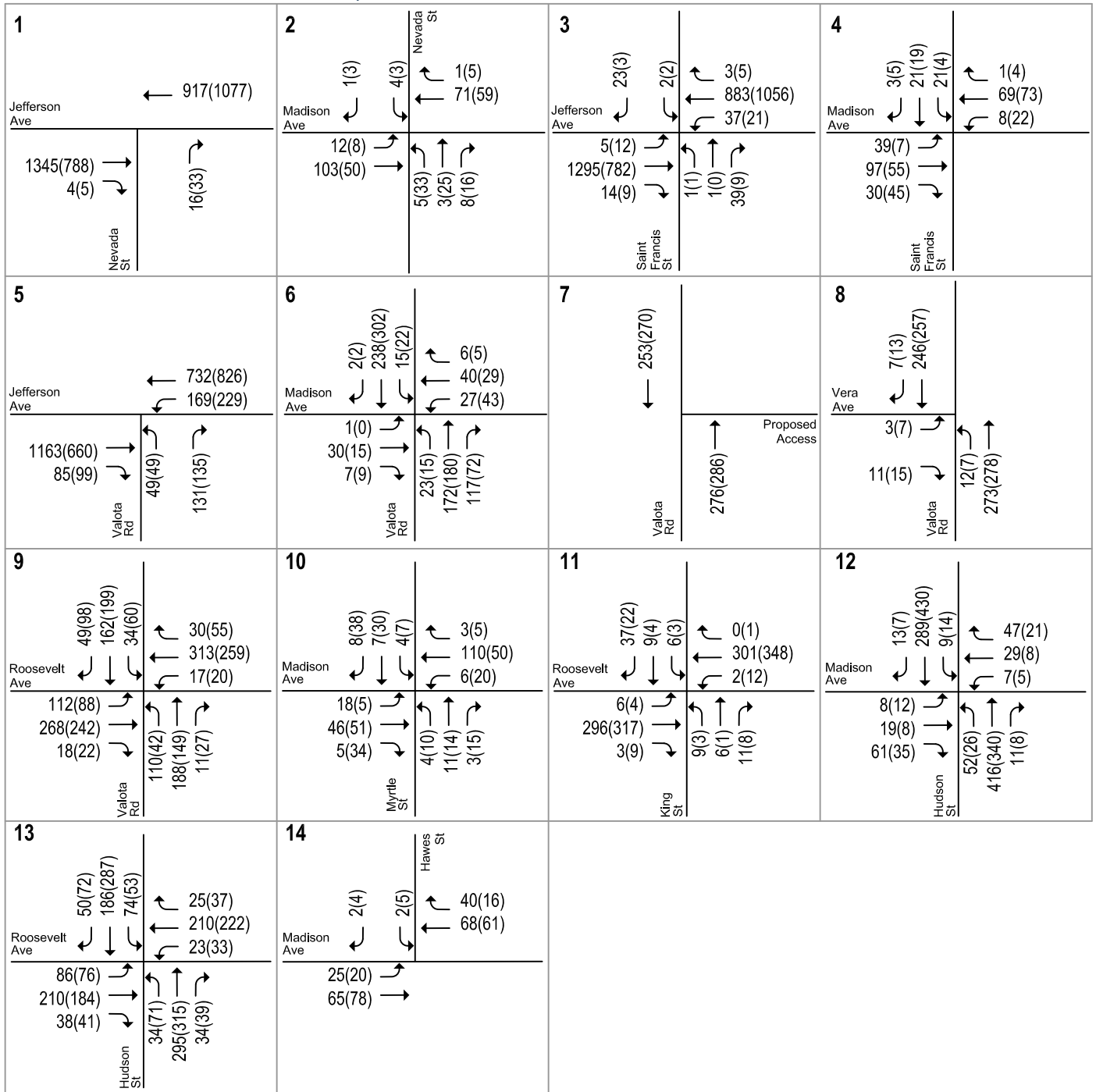


Figure 6
Existing Lane Configurations

Joint Senior Center and YMCA Facility

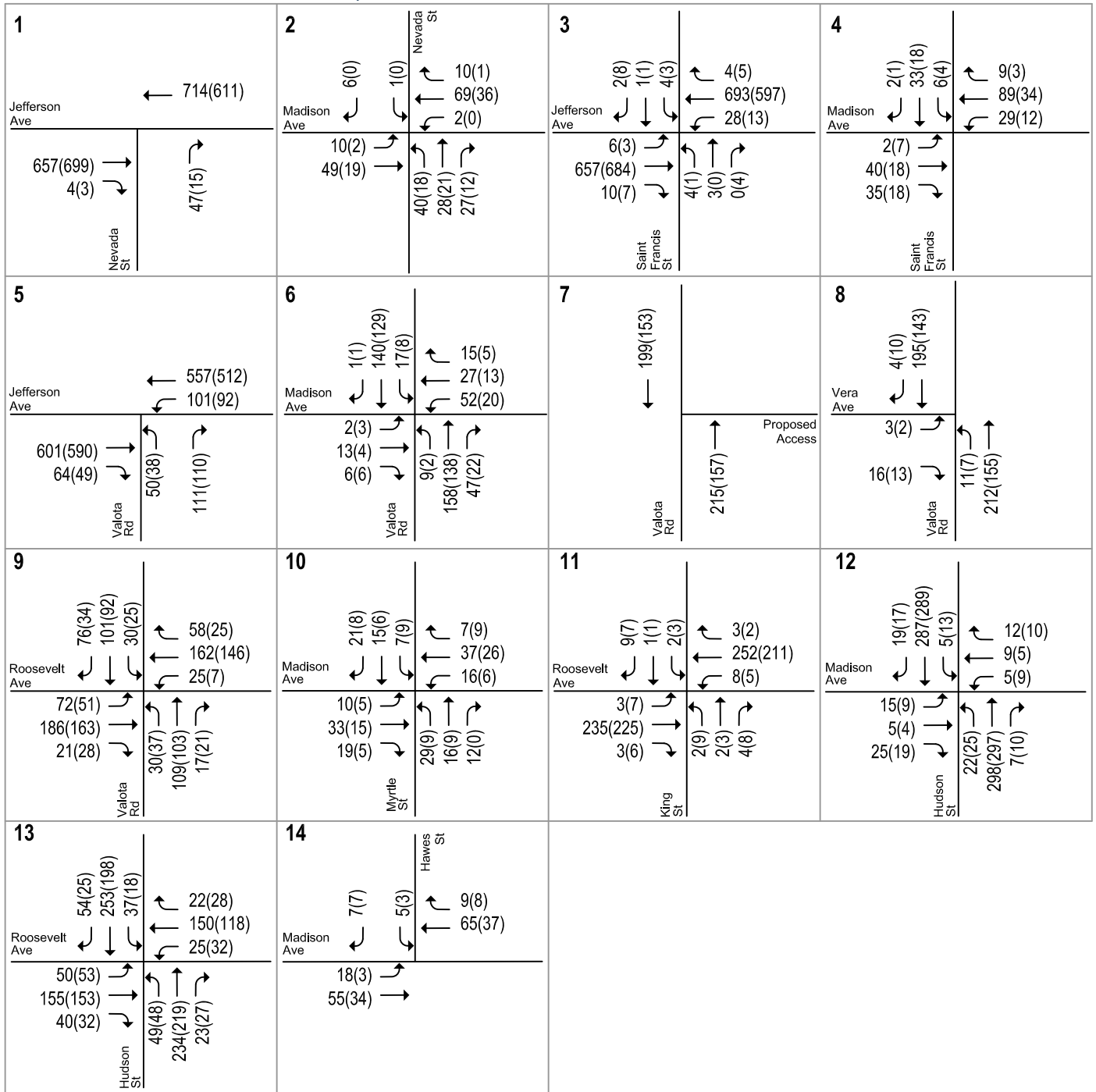


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 7
Existing Traffic Volumes -
Weekday AM and PM Peak-Hours

Joint Senior Center and YMCA Facility



LEGEND

XX(YY) = Saturday(Sunday) Midday Peak-Hour Traffic Volumes

Figure 8
Existing Traffic Volumes -
Saturday and Sunday Midday Peak-Hours

Existing Intersection Levels of Service

Intersection levels of service were evaluated against City of Redwood City standards (see Table 3). Because all but two of the study intersections have stop control on only the side street, the street where the stop sign(s) are located are identified on the table.

For the five intersections with one-way stop control (OWSC), the level of service shown in the table is for the approach with the stop control. Because St. Francis Street provides only one-way inbound access to the parking areas near the senior center, the intersection of St. Francis Street and Madison Avenue (#4) currently functions with a stop sign at only one of the St. Francis approaches.

For the six intersections with two-way stop control (TWSC), the level of service shown in the table is for the side street approach with the longest delay and the worst level of service.

For the two intersections with all-way stop control (AWSC), the delay shown is the average control delay for all four approaches, and the level of service reflects the average delay for the entire intersection.

The intersection of Valota road and Project Driveway (#7) does not currently exist and would exist only under project conditions.

The results of the analysis show that all study intersections currently operate at acceptable levels, LOS D or better, during all four time periods.

The intersection levels of service calculation sheets are included in Appendix E.

Table 3
Existing Intersection Levels of Service

Study #	Intersection	Peak Hour	Count Date	Existing	
				Delay (in sec.) ¹	LOS
<u>Unsignalized Intersections</u>¹					
1	Nevada St and Jefferson Ave <i>OWSC (Nevada St)</i>	AM	02/06/19	14.5	B
		PM	02/06/19	11.3	B
		Sat	04/01/17	10.8	B
		Sun	04/02/17	10.7	B
2	Nevada St and Madison Ave <i>TWSC (Nevada St)</i>	AM	02/06/19	9.7	A
		PM	02/06/19	9.7	A
		Sat	04/01/17	9.9	A
		Sun	04/02/17	9.2	A
3	St. Francis St and Jefferson Ave <i>TWSC (St Francis St)</i>	AM	02/06/19	20.1	C
		PM	02/06/19	28.8	D
		Sat	04/01/17	24.0	C
		Sun	04/02/17	15.2	C
4	St. Francis St and Madison Ave <i>OWSC (St. Francis St)</i>	AM	02/06/19	10.4	B
		PM	02/06/19	9.3	A
		Sat	04/01/17	9.7	A
		Sun	04/02/17	9.0	A
5	Valota Rd and Jefferson Ave <i>OWSC (Valota Rd)</i> ²	AM	02/06/19	20.8	C
		PM	02/06/19	15.7	C
		Sat	04/01/17	12.2	B
		Sun	04/02/17	11.4	B
6	Valota Rd and Madison Ave <i>TWSC (Valota Rd)</i>	AM	02/06/19	15.0	B
		PM	02/06/19	16.0	C
		Sat	04/01/17	12.4	B
		Sun	04/02/17	10.9	B
7	Valota Rd and Project Driveway <i>OWSC (Project Drwy)</i> ³	AM	05/30/18	0.0	A
		PM	05/30/18	0.0	A
		Sat	06/02/18	0.0	A
		Sun	06/03/18	0.0	A
8	Valota Rd and Vera Ave <i>OWSC (Vera Ave)</i>	AM	05/30/18	10.3	B
		PM	05/30/18	10.7	B
		Sat	06/02/18	9.7	A
		Sun	06/03/18	9.3	A
9	Valota Rd and Roosevelt Ave <i>AWSC</i>	AM	02/06/19	25.9	D
		PM	02/06/19	21.5	C
		Sat	04/01/17	11.4	B
		Sun	04/02/17	10.0	A
10	Myrtle St and Madison Ave <i>TWSC (Myrtle St)</i>	AM	04/04/17	10.1	B
		PM	04/04/17	9.8	A
		Sat	04/01/17	9.8	A
		Sun	04/02/17	9.3	A

**Table 3 (Contd.)
Existing Intersection Levels of Service**

11	King Street and Roosevelt Ave <i>TWSC (King Street)</i>	AM	05/30/18	13.0	B
		PM	05/30/18	12.1	B
		Sat	06/02/18	11.3	B
		Sun	06/03/18	11.4	B
12	Hudson Street and Madison Ave <i>TWSC (Myrtle St)</i>	AM	01/09/19	16.5	C
		PM	01/09/19	15.1	C
		Sat	01/12/19	13.0	B
		Sun	01/13/19	13.6	B
13	Hudson Street and Roosevelt Ave <i>AWSC</i>	AM	05/30/18	19.9	C
		PM	05/30/18	29.0	D
		Sat	06/02/18	14.6	B
		Sun	06/02/18	12.3	B
14	Hawes Street and Madison Ave <i>OWSC (Hawes St)</i>	AM	05/30/18	9.3	A
		PM	05/30/18	9.3	A
		Sat	06/02/18	9.0	A
		Sun	06/03/18	8.7	A

Notes:

Bold indicates substandard Level of Service.

(1) OWSC=One-Way Stop Control; TWSC=Two-Way Stop Control; AWSC=All-Way Stop Control.

For the intersections with stop control only on the minor street, the delay shown is the worst delay on the minor street approach. For the all-way stop controlled intersection, the delay shown is the average for the entire intersection.

(2) Delay on Valota approach was adjusted to match delay observed in the field.

(3) This intersections exists only under project conditions.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field in order to identify existing operational deficiencies and to confirm the accuracy of calculated intersection levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

All study intersections were observed to operate in a manner consistent with their calculated level of service. No other operational problems were noted. At the Jefferson Avenue and Valota Road intersection, the critical gap for the northbound approach was adjusted in the Synchro model so that the delay shown in Table 3 matched the delay observed during field observations as described below.

Hexagon observed drivers at the intersection of Jefferson Avenue and Valota Road and timed the delay experienced by drivers during the AM peak hour. The average delay, from a random sample of 40 vehicles timed over a half hour period during the AM peak hour was 21 seconds, which corresponds to LOS C.

Jefferson Avenue has heavy traffic volumes during both weekday peak hours. During the AM peak hour, the heavier traffic flow is eastbound (towards El Camino Real), and during the PM peak hour, the heavier traffic flow is westbound (towards Alameda de las Pulgas).

Drivers turning right from Valota only have to wait for a gap in eastbound traffic, and many drivers turned during very small gaps in eastbound traffic. Some drivers turned right from Valota when there was a gap only in the lane that was closest to the curb in the eastbound direction. Also, if a driver saw that an oncoming car in the curb lane on Jefferson had their right turn signal on and was slowing down to turn right onto Valota, the first driver in the queue would proceed with their right turn onto Jefferson. When there was a gap in eastbound traffic, drivers wishing to turn left from westbound Jefferson onto Valota would proceed, and drivers wishing to turn right from Valota onto eastbound Jefferson would proceed at the same time. Thus, despite the heavy eastbound traffic, most drivers were able to turn right from Valota without undue delay.

Drivers wishing to turn left onto Jefferson needed gaps in both directions of traffic and were subject to longer delays – as were any vehicles behind them. Because westbound traffic is lighter than eastbound traffic in the mornings and because there is a signal east of Valota at Hawes Street, there were more frequent gaps and longer gaps in the westbound traffic flow than the eastbound traffic flow. Left-turning vehicles typically resulted in longer queues on the Valota approach, even though most of those cars were waiting to make a right turn. At one point, a queue of eight vehicles was observed to form behind a driver waiting to make a left turn.

It was not uncommon for queues of three to four vehicles to form on the Valota approach, even though the queues generally dissipated quickly. Because the block of Valota between Madison and Jefferson Avenues is quite short and has storage space for only three or four vehicles, there were times when a queue of cars waiting at the Valota approach would extend past the intersection of Madison. In general, drivers kept the intersection clear and pulled forward past Madison only when there was adequate space for them on the block between Madison and Jefferson.

3.

Existing Plus Project Conditions

This chapter describes traffic conditions with the project. It begins with a description of the transportation system under existing plus project conditions and the method by which project traffic is estimated. A summary of levels of service under existing plus project traffic conditions is presented in this chapter. Existing plus project conditions are represented by existing traffic conditions with the addition of net new trips generated by the project.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network, except at the following intersections:

- **St. Francis Street and Madison Avenue.** St. Francis Street currently becomes a one-way street south of Madison Avenue, and functions as an inbound driveway to the parking lots near the existing senior center. There are sidewalk bulb-outs to narrow the roadway and a pavement marking showing an inbound arrow. This one-way traffic flow is necessitated by the diagonal parking spaces adjacent to the roadway, where St. Francis Street functions as a parking lot drive aisle. Under “Plus Project” conditions, this access point is assumed to provide two-way access (inbound and outbound) to the proposed YMCA parking lot, and there would be two-way stop control at this intersection.
- **Nevada Street and Madison Avenue.** Nevada Street currently functions as the other half of a one-way horseshoe loop around the existing senior center and provides outbound access only from the parking areas. This one-way traffic flow is necessitated by the diagonal parking spaces adjacent to the roadway, where Nevada Street functions as a parking lot drive aisle. Under “Plus Project” conditions, the segment of Nevada Street that extends from its intersection with Madison Avenue south through the project site would be vacated and converted to a pedestrian promenade. The intersection of Nevada Street and Madison Avenue would operate as a T-intersection with a stop control on Nevada Street.
- **Hawes Street and Madison Avenue.** This intersection currently operates as a T-intersection. Although there is no stop control on any of the three approaches, vehicular traffic on Hawes Street generally stops for traffic on Madison Avenue. Under “Plus Project” conditions, this intersection would be converted to a four-legged intersection, with the southern leg providing two-way access to the proposed VMSC parking lot. The intersection of Hawes Street and Madison Avenue would operate with stop controls on the northbound and southbound approaches.

- **Vera Avenue and Valota Road.** This intersection currently operates with a stop sign on Vera Avenue. Under “Plus Project” conditions, a roundabout would be constructed at this intersection.
- **Hudson Street and Madison Avenue.** This intersection currently operates with two-way stop control on Madison Avenue. The project will redesign the existing traffic circle with all-way yield. Traffic on all approaches entering the intersection will yield to vehicles in the traffic circle.

Further discussion of the access points is included in the site access and on-site circulation sections of Chapter 7.

Traffic Calming Measures

To address existing traffic safety concerns regarding speeding and other unsafe driving behavior, the project will construct the following traffic calming measures in the study area:

- Modify the existing traffic circle at Hudson Street and Madison Avenue;
- Install a new mini traffic circle at Madison Avenue and Myrtle Street; and
- Install a new median island and curb extensions at the Valota Road and Madison Avenue intersection.

Improvements proposed at the Valota Road and Madison Avenue intersection would slow traffic through this intersection. No turning movement restrictions are anticipated with these improvements.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The VMSC project will replace the existing buildings and maintain the existing programs. Therefore, the VMSC building would not generate any additional traffic. Moving the YMCA to the site and increasing its size would increase traffic in the area. In order to estimate the trip generation of the proposed new facility, Hexagon conducted counts at the existing Sequoia YMCA. The count data is included in Appendix B. These counts provided data on the trip generation of the existing facility, which were then used to develop an estimate of trip generation for the proposed new YMCA building. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Weekday AM and PM Peak Hour Trip Generation Estimates

Trip generation for the proposed YMCA was based on the trip generation of existing facility, as determined by driveway counts, and then factored up to account for the proposed expansion in square footage.

Sequoia YMCA

In order to account for the variation in programs and classes offered on different days, Hexagon conducted counts on three weekdays: a Tuesday, Wednesday and Thursday. Counts were conducted on September 29 – October 1, 2015 at the existing Sequoia YMCA located at 1445 Hudson Street.

The Sequoia YMCA has access points on both Hudson Street and on Ebener Street in the rear of the building. All vehicles entering or leaving any of these access points were counted, plus any on-street drop-off or pick-up activity.

The existing counts are summarized in Table 4. As shown in Table 4, the volumes from the three weekdays were averaged in order to develop an estimate of the typical number of trips generated during the AM and PM peak hour at the existing YMCA facility. The existing YMCA generated an average of 145 trips during the AM peak hour (83 inbound and 64 outbound) and 129 trips during the PM peak hour (68 inbound and 61 outbound).

Table 4
Trip Generation for Existing Sequoia YMCA – Weekday AM and PM Peak Hours

Land Use	AM Peak Hour ¹			PM Peak Hour ¹		
	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
<u>Sequoia YMCA</u>						
Tuesday	85	66	148	56	57	113
Wednesday	72	61	133	90	73	163
Thursday	91	64	155	57	54	111
Average of Three Days	83	64	145	68	61	129
Notes:						
1. Counts conducted on Sep 29, 30 and Oct 1, 2015.						

The proposed YMCA facility would be 32,300 square feet, excluding the day care center, which is 29% larger than the existing 25,054 square foot YMCA. Therefore, the trips generated by the existing YMCA facility were multiplied by a factor of 1.29 to estimate the AM and PM peak hour trips for the proposed larger YMCA (see Table 5).

The proposed YMCA would include a daycare facility of approximately 2,700 square feet for a total of 72 children. Trip generation for the daycare facility was estimated based on the average trip rates (per student) presented in the *ITE Trip Generation Manual, 10th Edition*. As shown in Table 5, the net new trips at the project site would be the sum of the existing YMCA trips, which would move to the site, the additional trips related to a larger YMCA, and the proposed daycare center. The number of additional trips that would be generated at the proposed project site would be 245 trips (137 inbound and 108 outbound) during the AM peak hour and 223 trips (114 inbound and 109 outbound) during the PM peak hour.

Table 5
Trip Generation for the Joint VMSC and YMCA – Weekday AM and PM Peak Hours

Land Use	Size	AM Peak Hour ¹			PM Peak Hour ¹		
		Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
<i>Proposed Expansion</i>							
YMCA ¹	32,300 s.f.	107	82	189	87	79	166
Day Care ²	72 Students	30	26	56	27	30	57
<i>Net New Trips at Project Site</i>		137	108	245	114	109	223
Notes:							
1. Based on existing counts conducted at the Sequoia YMCA.							
2. Trip generation for day care center was estimated based on average trip rates (per student) presented in the <i>ITE Trip Generation Manual, 10 Edition</i> for Day Care Center (Land Use 565).							

Weekend Mid-Day Peak Hour Trip Generation Estimates

The same methodology was used to develop Saturday and Sunday mid-day peak hour trip generation estimates for the proposed project.

Sequoia YMCA

In order to develop trip generation rates for the weekend, driveway counts were conducted between 11:00 AM and 2:00 PM at the Sequoia YMCA on Saturday and Sunday, April 22-23, 2017. As with the weekend intersection turning-movement counts, these weekends did not coincide with the spring vacation of the Redwood City public schools (April 10-14), Palm Sunday, or Easter Sunday.

The existing YMCA currently generates 79 trips (27 inbound and 52 outbound) during the Saturday mid-day peak hour and 61 trips (29 inbound and 32 outbound) during the Sunday mid-day peak hour (see Table 6). The estimate of the additional trips that would be generated on weekends by the new facility due to expansion was done in the same way as for the weekday peak hours: by multiplying the existing Saturday and Sunday mid-day peak hour trips by a factor of 1.29 to account for a larger YMCA facility. The net new trips at the project site during the Saturday and Sunday peak hours would be the sum of the existing YMCA trips, which would move to the site and the additional trips related to a larger YMCA. It is assumed that the day care center would be closed during the weekend and therefore would not generate any trips. As shown in Table 7, the number of additional trips that would be generated at the proposed project site would be 102 trips (35 inbound and 67 outbound) during the Saturday mid-day peak hour and 78 trips (37 inbound and 41 outbound) during the Sunday mid-day peak hour.

Table 6
Trip Generation for Existing Sequoia YMCA – Weekend Mid-Day Peak Hours

Land Use	Saturday Peak Hour ¹			Sunday Peak Hour ¹		
	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
Sequoia YMCA	27	52	79	29	32	61

1. Counts conducted on Sat and Sun, April 22-23, 2017.

Table 7
Trip Generation for the Joint VMSC and YMCA – Weekend Mid-Day Peak Hours

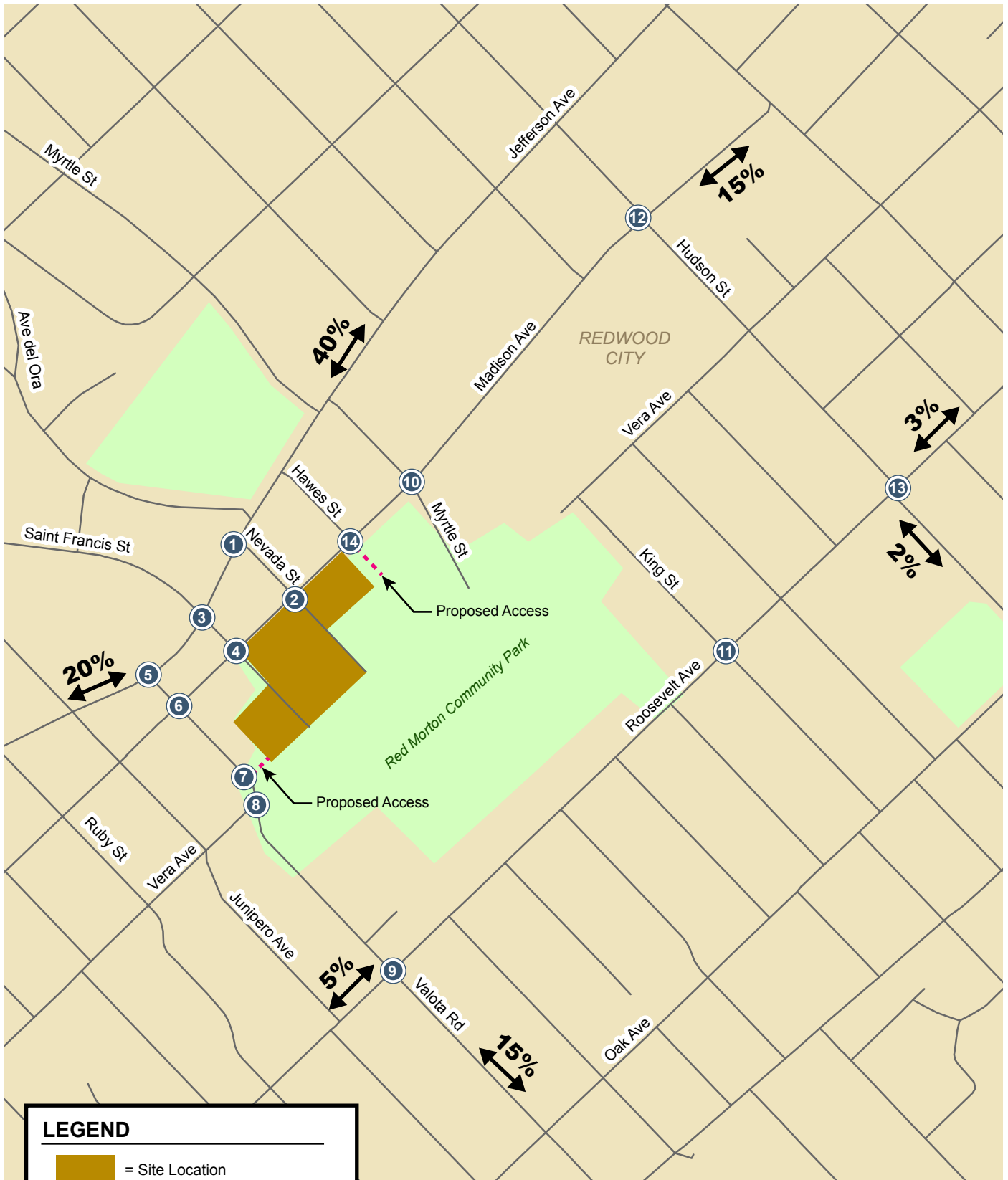
Land Use	Size	Saturday Peak Hour ¹			Sunday Peak Hour ¹		
		Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
<i>Proposed Expansion</i>							
YMCA ¹	32,300 s.f.	35	67	102	37	41	78

Notes:

1. Based on existing counts conducted at the Sequoia YMCA.

Trip Distribution

The trip distribution pattern was developed based on existing travel patterns on the surrounding roadway network, the locations of complementary land uses, the projected geographic area from which the Senior Center and the YMCA are likely to draw, and feedback from Redwood City staff. The trip distribution pattern is presented on Figure 9.



LEGEND

- = Site Location
- X = Study Intersection

Figure 9
Project Trip Distribution

Trip Assignment

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern. The trip assignment assumes that there would be three access points for the project site: one on Valota Road and two on Madison Avenue. One of the access points on Madison Avenue corresponds to an existing access point for the site but is assumed to provide two-way access, rather than the existing configuration of inbound only at St. Francis Street. Full access to the VMSC parking lot would be provided on Madison Avenue via a driveway that would be located opposite Hawes Street. The extension of Nevada Street south of Madison Avenue that currently provides outbound access from the project site would be closed and converted to a pedestrian promenade. Trips generated by existing uses on site were reassigned to the two proposed driveways on Madison Avenue and the proposed driveway on Valota Road.

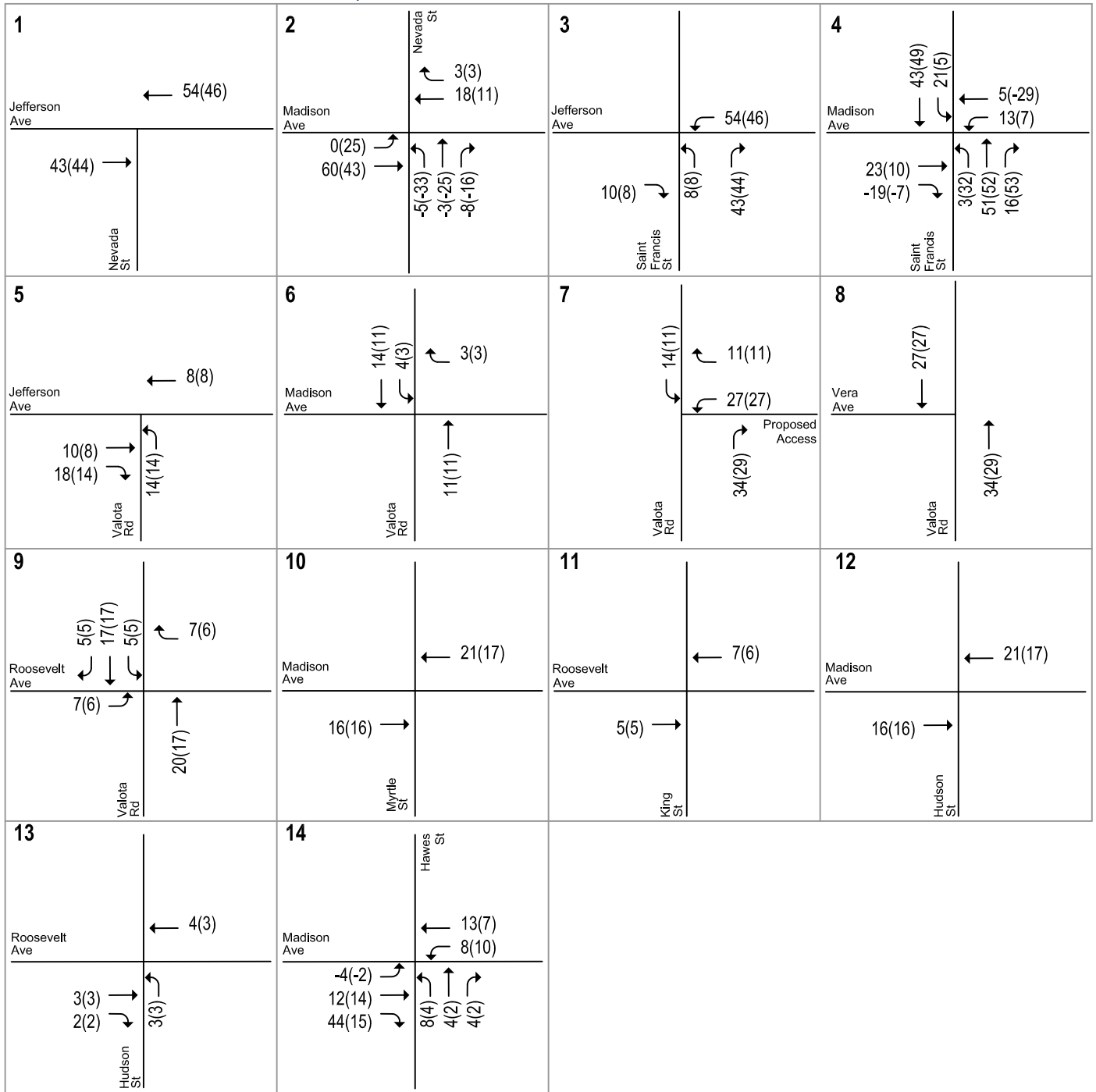
The residential neighborhood that surrounds Red Morton Community Park has a grid street pattern, which allows drivers to choose among several different routes to reach their destination. The arterial that is closest to the proposed site is Jefferson Avenue. Because Jefferson Avenue has a higher speed limit (30 mph), fewer stop signs, wider lanes, and left turn pockets at key intersections, it is assumed that most drivers heading towards El Camino Real would choose to use Jefferson rather than Roosevelt Avenue or other parallel streets. A driver coming from or going to Jefferson Avenue might use Valota Road, St. Francis Street, Nevada Street, Hawes Street, Myrtle Street or other parallel streets to reach the site's access points on Madison Avenue and on Valota Road. As noted in the roadway descriptions in Chapter 2, left turns from westbound Jefferson Avenue are prohibited at Hawes Street and blocked by a median at Nevada Street. A traffic signal at Hawes Street facilitates left turns onto westbound Jefferson Avenue.

Figures 10 and 11 show the assignment of net new project traffic on the local roadway network, for weekday AM and PM peak hours and Saturday and Sunday peak hours, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix D.

Existing Plus Project Traffic Volumes

Project impacts were evaluated relative to existing traffic volumes. For the existing plus project scenario, the additional trips that would be generated by the project at the project site were added to the existing traffic volumes (described in Chapter 2). Figure 12 shows the intersection turning-movement volumes under existing plus project conditions during weekday AM and PM peak hours. Figure 13 shows the intersection turning-movement volumes under existing plus project conditions during the Saturday and Sunday mid-day peak hours.

Joint Senior Center and YMCA Facility

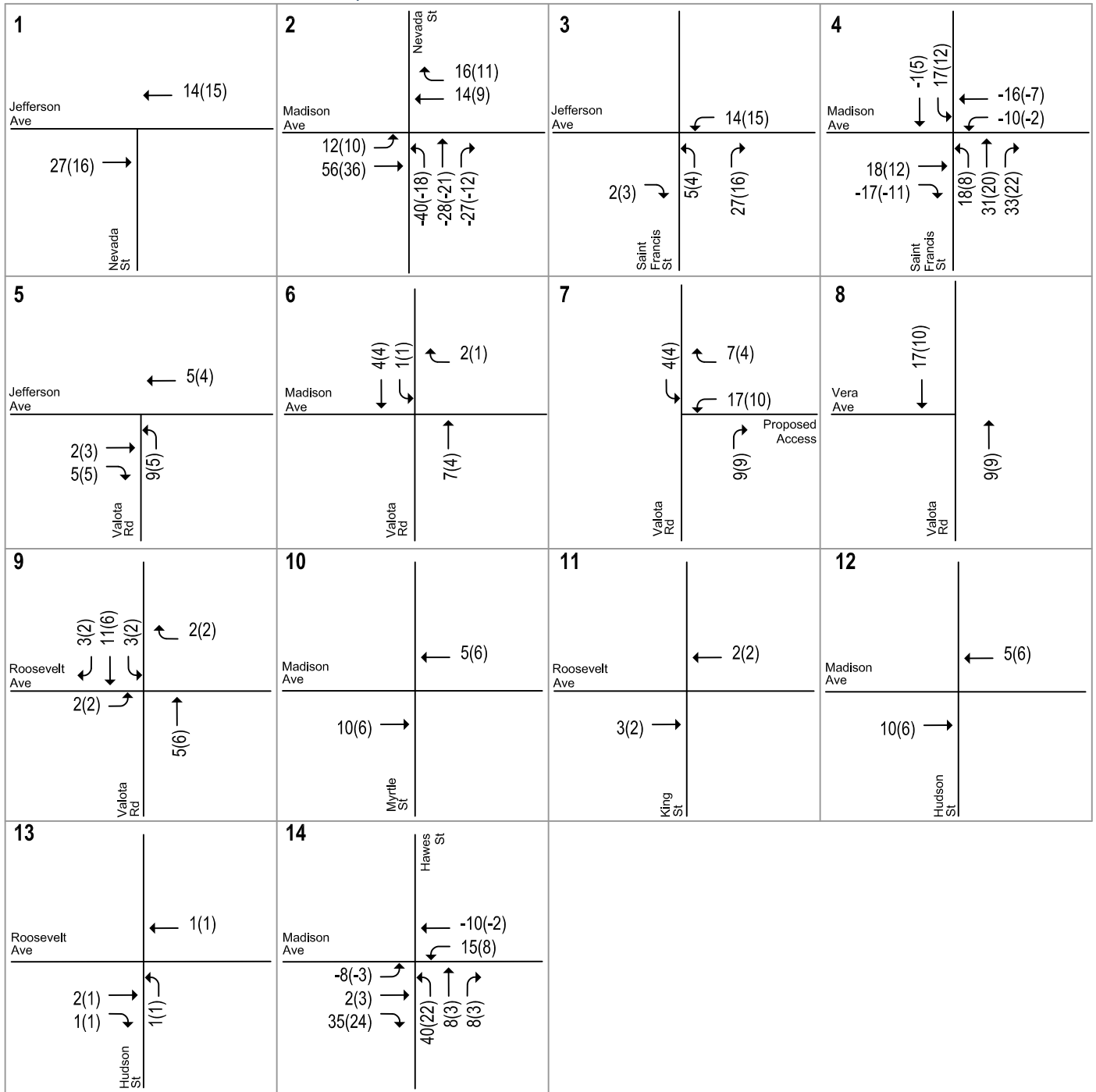


LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 10
Net New Project Trips -
Weekday AM and PM Peak-Hours

Joint Senior Center and YMCA Facility

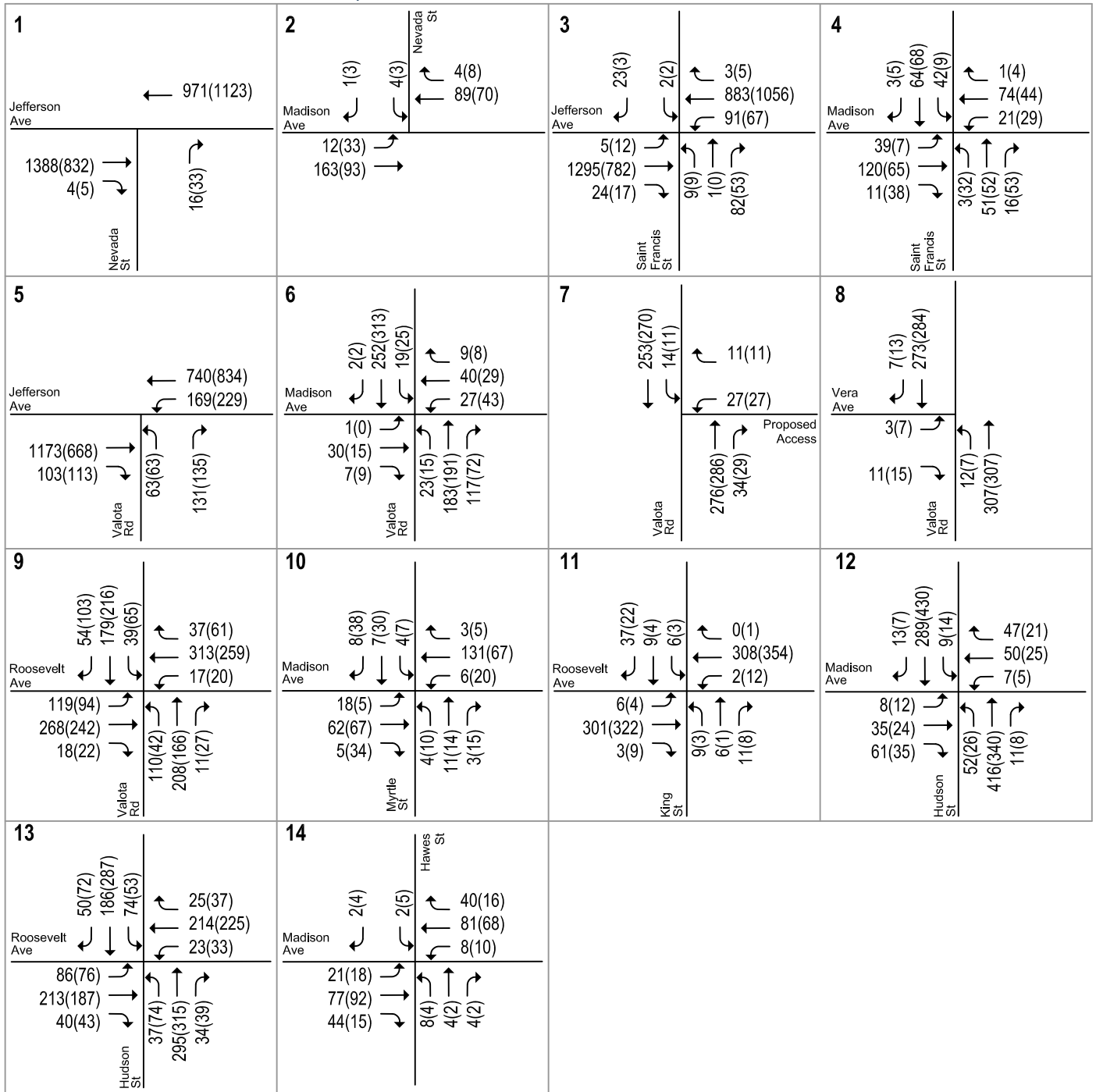


LEGEND

XX(X) = Saturday(Sunday) Midday Peak-Hour Trips

Figure 11
Net New Project Trips -
Saturday and Sunday Midday Peak-Hours

Joint Senior Center and YMCA Facility

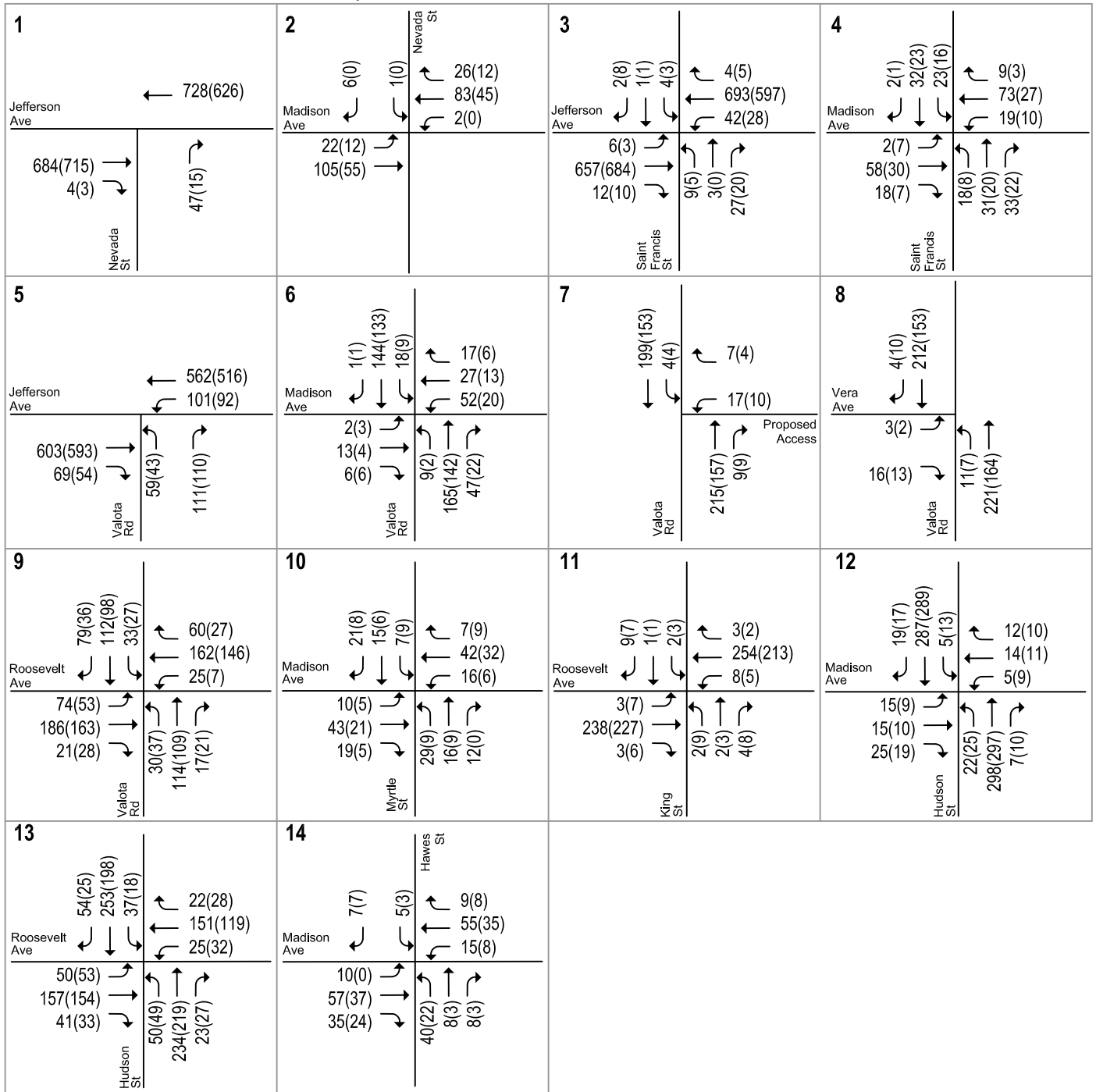


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Existing Plus Project Traffic Volumes -
Weekday AM and PM Peak-Hours

Joint Senior Center and YMCA Facility



LEGEND

XX(XX) = Saturday(Sunday) Midday Peak-Hour Traffic Volumes

Figure 13
Existing Plus Project Traffic Volumes -
Saturday and Sunday Midday Peak-Hours

Existing Plus Project Intersection Analysis

The results of the level of service analysis show that under existing plus project conditions, thirteen of the fourteen study intersections would operate at acceptable levels of service during all four time periods studied: the weekday AM and PM peak hours and the Saturday and Sunday mid-day peak hours (see Table 8). The intersection of St. Francis Street and Jefferson Avenue would operate at LOS E in the weekday AM and PM peak hours under Existing Plus Project conditions.

St. Francis Street and Jefferson Avenue

The addition of project trips to this intersection would cause it to deteriorate from LOS C to LOS E in the AM peak hour and from LOS D to LOS E during the PM peak hour. Because there would be a driveway for the project site one block away at the intersection of St. Francis Street and Madison Avenue, under existing plus project conditions there would be more vehicles turning left from westbound Jefferson Avenue onto St. Francis Street and more vehicles turning left from northbound St. Francis Street onto Jefferson Avenue. Left turns from St. Francis onto Jefferson must wait for a gap in both directions, including any vehicles in the left turn pocket on westbound Jefferson, since Jefferson is uncontrolled. Drivers in that left turn pocket on westbound Jefferson must wait for a gap in the eastbound traffic flow to make their turn – which may require more time in the morning than at other times of the day because Jefferson has higher volumes in the eastbound direction during the AM peak hour.

As a practical matter, it is likely that if delays at this intersection became excessive, drivers would take alternate routes. For example, drivers heading to the project site on westbound Jefferson could turn left at Myrtle Street instead of at St. Francis Street. Drivers leaving the project site and wanting to go west on Jefferson could use the signal at Hawes Street instead of turning left from St. Francis Street.

Based on Redwood City's significant impact criteria, an unsignalized intersection must *also* meet the peak hour traffic signal warrant for there to be a significant impact. The intersection of St. Francis Street and Jefferson Avenue would not meet the AM and PM peak hour traffic signal warrants, so there would be a less than significant impact at this intersection under existing plus project conditions.

The intersection level of service calculation sheets are included in Appendix E.

Table 8
Existing Plus Project Intersection Levels of Service

Study #	Intersection	Peak Hour	Existing		Existing + Project		
			Delay (in sec.) ¹	LOS	Delay (in sec.) ¹	LOS	Incr. In Crit. Delay
Unsignalized Intersections¹							
1	Nevada St and Jefferson Ave <i>OWSC (Nevada St)</i>	AM	14.5	B	14.8	B	0.3
		PM	11.3	B	11.5	B	0.2
		Sat	10.8	B	11.0	B	0.2
		Sun	10.7	B	10.8	B	0.1
2	Nevada St and Madison Ave <i>TWSC (Nevada St)</i>	AM	9.7	A	10.1	B	0.4
		PM	9.7	A	9.4	A	-0.3
		Sat	9.9	A	9.0	A	-0.9
		Sun	9.2	A	7.3	A	-1.9
3	St. Francis St and Jefferson Ave <i>TWSC (St Francis St)</i>	AM	20.1	C	45.5	E	25.4
		PM	28.8	D	35.5	E	6.7
		Sat	24.0	C	26.5	D	2.5
		Sun	15.2	C	15.8	C	0.6
4	St. Francis St and Madison Ave <i>OWSC (St. Francis St)</i>	AM	10.4	B	11.5	B	1.1
		PM	9.3	A	9.7	A	0.4
		Sat	9.7	A	9.8	A	0.1
		Sun	9.0	A	9.2	A	0.2
5	Valota Rd and Jefferson Ave <i>OWSC (Valota Rd)²</i>	AM	20.8	C	25.4	D	4.6
		PM	15.7	C	17.8	C	2.1
		Sat	12.2	B	12.6	B	0.4
		Sun	11.4	B	11.6	B	0.2
6	Valota Rd and Madison Ave <i>TWSC (Valota Rd)</i>	AM	15.0	B	15.5	C	0.5
		PM	16.0	C	16.4	C	0.4
		Sat	12.4	B	12.5	B	0.1
		Sun	10.9	B	10.9	B	0.0
7	Valota Rd and Project Driveway <i>OWSC (Project Drwy)³</i>	AM	0.0	A	12.3	B	12.3
		PM	0.0	A	12.5	B	12.5
		Sat	0.0	A	10.9	B	10.9
		Sun	0.0	A	10.1	B	10.1
8	Valota Rd and Vera Ave <i>OWSC (Vera Ave)⁴</i>	AM	10.3	B	5.8	A	-4.5
		PM	10.7	B	5.9	A	-4.8
		Sat	9.7	A	5.1	A	-4.6
		Sun	9.3	A	4.6	A	-4.7
9	Valota Rd and Roosevelt Ave <i>AWSC</i>	AM	25.9	D	33.7	D	7.8
		PM	21.5	C	25.4	D	3.9
		Sat	11.4	B	11.7	B	0.3
		Sun	10.0	A	10.2	B	0.2
10	Myrtle St and Madison Ave <i>TWSC (Myrtle St)</i>	AM	10.1	B	10.3	B	0.2
		PM	9.8	A	10.0	A	0.2
		Sat	9.8	A	9.9	A	0.1
		Sun	9.3	A	9.4	A	0.1

**Table 8 (Contd.)
Existing Plus Project Intersection Levels of Service**

11	King Street and Roosevelt Ave <i>TWSC (King Street)</i>	AM	13.0	B	13.1	B	0.1
		PM	12.1	B	12.2	B	0.1
		Sat	11.3	B	11.3	B	0.0
		Sun	11.4	B	11.4	B	0.0
12	Hudson Street and Madison Ave <i>TWSC (Madison Avenue) ⁵</i>	AM	16.5	C	7.5	A	-9.0
		PM	15.1	C	7.4	A	-7.7
		Sat	13.0	B	6.1	A	-6.9
		Sun	13.6	B	6.2	A	-7.4
13	Hudson Street and Roosevelt Ave <i>AWSC</i>	AM	19.9	C	20.4	C	0.5
		PM	29.0	D	30.8	D	1.8
		Sat	14.6	B	14.7	B	0.1
		Sun	12.3	B	12.4	B	0.1
14	Hawes Street and Madison Ave <i>TWSC (Hawes St)</i>	AM	9.3	A	10.2	B	0.9
		PM	9.3	A	9.9	A	0.6
		Sat	9.0	A	10.0	A	1.0
		Sun	8.7	A	9.3	A	0.6

Notes:

Bold indicates substandard Level of Service

Boxed

indicates significant impact.

(1) OWSC=One-Way Stop Control; TWSC=Two-Way Stop Control; AWSC=All-Way Stop Control.

For the intersections with stop control only on the minor street, the delay shown is the worst delay on the minor street approach. For the all-way stop controlled intersection, the delay shown is the average for the entire intersection.

(2) Delay on Valota approach was adjusted to match delay observed in the field.

(3) This intersections exists only under project conditions.

(4) This intersection was analyzed as a roundabout under project conditions.

(5) This intersection was analyzed with yield control on all approaches under project conditions.

4. Background Conditions

This chapter presents a summary of the traffic conditions that would occur under background conditions, both with and without the proposed project. The background scenario represents a realistic traffic condition that would occur as approved projects are built and occupied. The background volumes represent an increase in traffic volumes on Jefferson Avenue due to higher enrollment at John Gill Elementary School and on Roosevelt Street due to closure of Hawes Elementary School and students going to Roosevelt elementary school.

Roadway Network and Traffic Volumes

The roadway network under background conditions is assumed to be the same as under existing conditions. The roadway network under background plus project conditions is assumed to be the same as under existing plus project conditions, i.e., St. Francis Street is assumed to provide two-way access to the project site; the extension of Nevada Street south of Madison Avenue will be vacated and converted into a pedestrian promenade; Hawes Street will be extended south of Madison Avenue to provide two-way access to the proposed senior center parking lot; a roundabout would be constructed at the intersection of Vera Avenue and Valota Road; and the traffic circle at Hudson Street and Madison Avenue would be modified with all-way yield. The background plus project conditions analysis reflects the traffic calming measures that are described under existing project conditions.

Background traffic volumes for the study intersections were estimated by adding to existing traffic volumes the trips generated by the Downtown Precise Plan, and the following approved projects outside of the precise plan boundary.

- 150 El Camino Real
- 1548 Maple Street
- 353 Main Street
- 433 Harrison Avenue
- 601 El Camino Real
- 849 Veterans Boulevard
- 851 Main Street
- 910 Woodside Road
- Stanford in Redwood City

Using the trip assignments in the traffic studies for the Downtown Precise Plan and the additional projects, the additional weekday AM and PM peak hour trips that would use Jefferson Avenue and

Roosevelt Avenue were added to the three Jefferson Avenue and to the three Roosevelt Avenue study intersections. Because there are no approved projects in the immediate vicinity of the project site that would generate traffic on the nearby local streets, the traffic volumes at the study intersections that do **not** include Jefferson Avenue or Roosevelt Street are the same under both existing and background conditions.

Since the traffic studies for the background projects do not include trip generation estimates for the weekend, an assumption of proportionality was used to develop Saturday and Sunday peak hour trip estimates for the background scenario. Both the Saturday and Sunday existing peak hour traffic volumes are considerably lower than the weekday PM peak hour traffic volumes. It is also fair to assume that the trips generated by the approved projects would generate fewer trips during the weekend peak hours than during the weekday PM peak hour. Accordingly, for the Saturday peak hour, the proportion of existing Saturday peak hour traffic volume to existing weekday PM peak hour traffic volume was applied to the weekday PM peak hour estimate of additional background trips. The same procedure was used to estimate the background scenario trips for the Sunday mid-day peak hour. These estimates are quite conservative since only the residential projects would likely generate any trips on Saturdays and Sundays, and the office projects would not.

The estimates of trips generated by the approved but not yet completed developments were then added to the existing traffic volumes to obtain background traffic volumes for each of the four studied time periods. Also, it is our understanding that starting in the fall, John Gill will no longer be a neighborhood school. It is getting students from Orion Elementary School, and many of the students are potentially from outside of the neighborhood. This was taken into consideration in developing the traffic volumes for background conditions.

Figures 14 and 15 present the traffic volumes at each study intersection under background (without project) conditions for the weekday and weekend peak-hours, respectively. The project trip estimates were then added to the background traffic volumes to derive background plus project traffic volumes. Figures 16 and 17 show the intersection turning-movement volumes under background plus project conditions for the weekday and weekend peak hours, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix D.

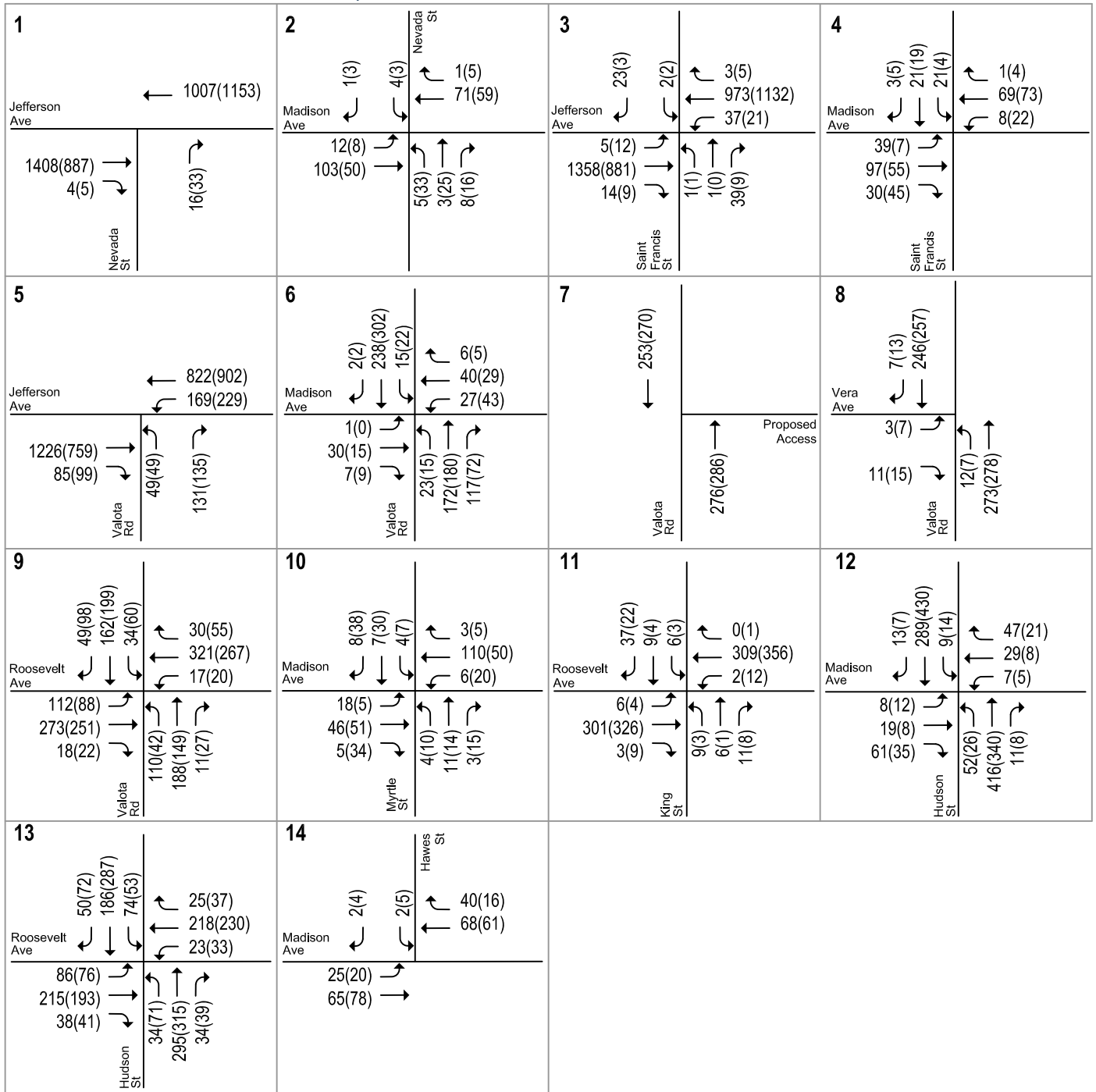
Intersection Level of Service Analysis

The results of the level of service analysis under both existing and background conditions are summarized in Table 9 for all four studied time periods. All intersections would operate at acceptable levels under background conditions.

The results of the level of service analysis under background plus project conditions are summarized in Table 10 for all four studied time periods. The level of service calculation sheets are included in Appendix E.

The results show that under background plus project conditions, twelve of the fourteen study intersections would operate at acceptable levels of service during all four time periods studied. The intersection of St. Francis Street and Jefferson Avenue would operate at LOS F in the weekday AM peak hour and LOS E in the PM peak hour under background plus project conditions. The intersection of Valota Road and Roosevelt Avenue would operate at LOS E during the AM peak hour. At both of these intersections, the project impact would be significant as defined by Redwood City.

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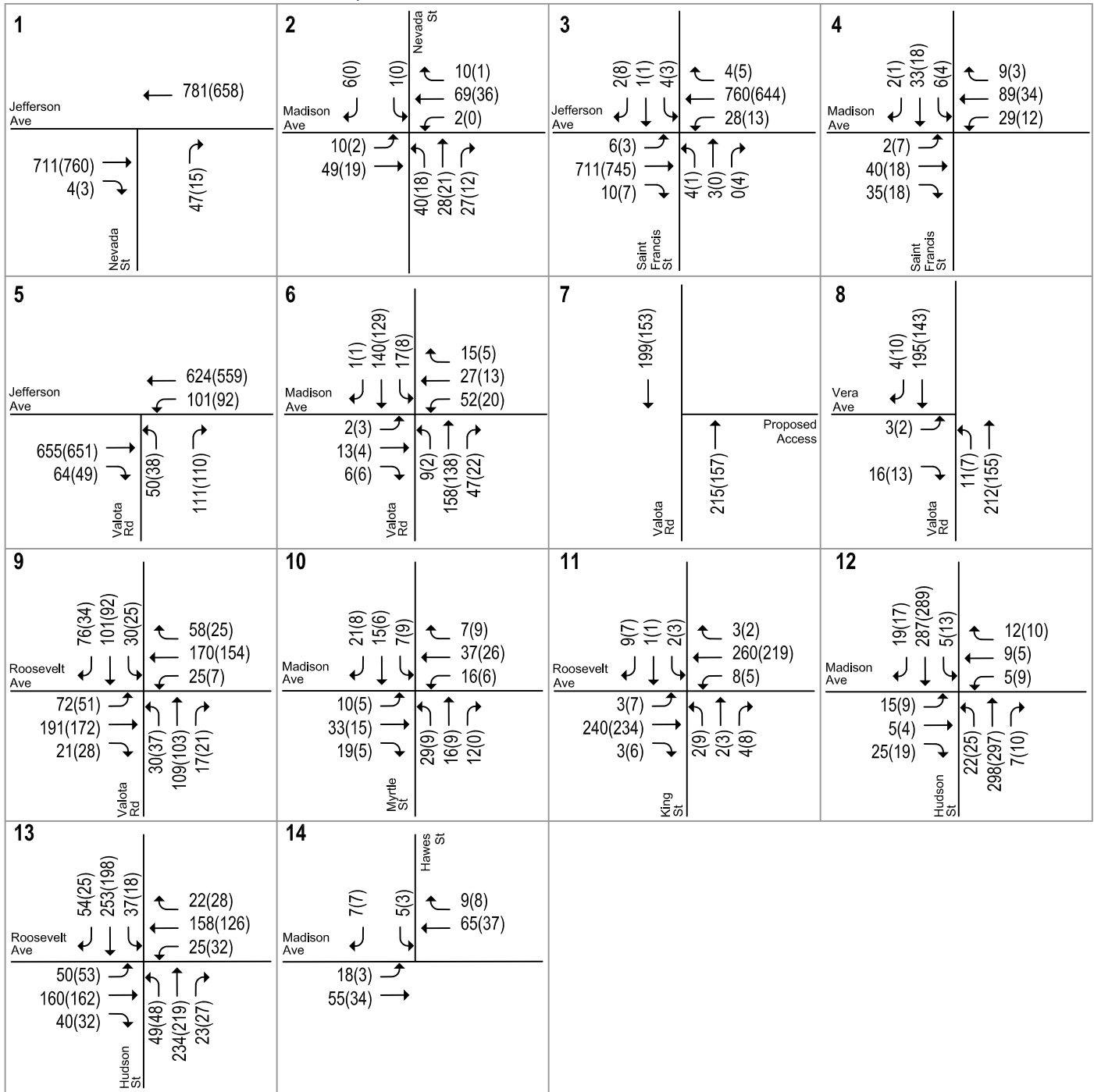


LEGEND

XX(XY) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Background without Project Traffic Volumes -
Weekday AM and PM Peak-Hours

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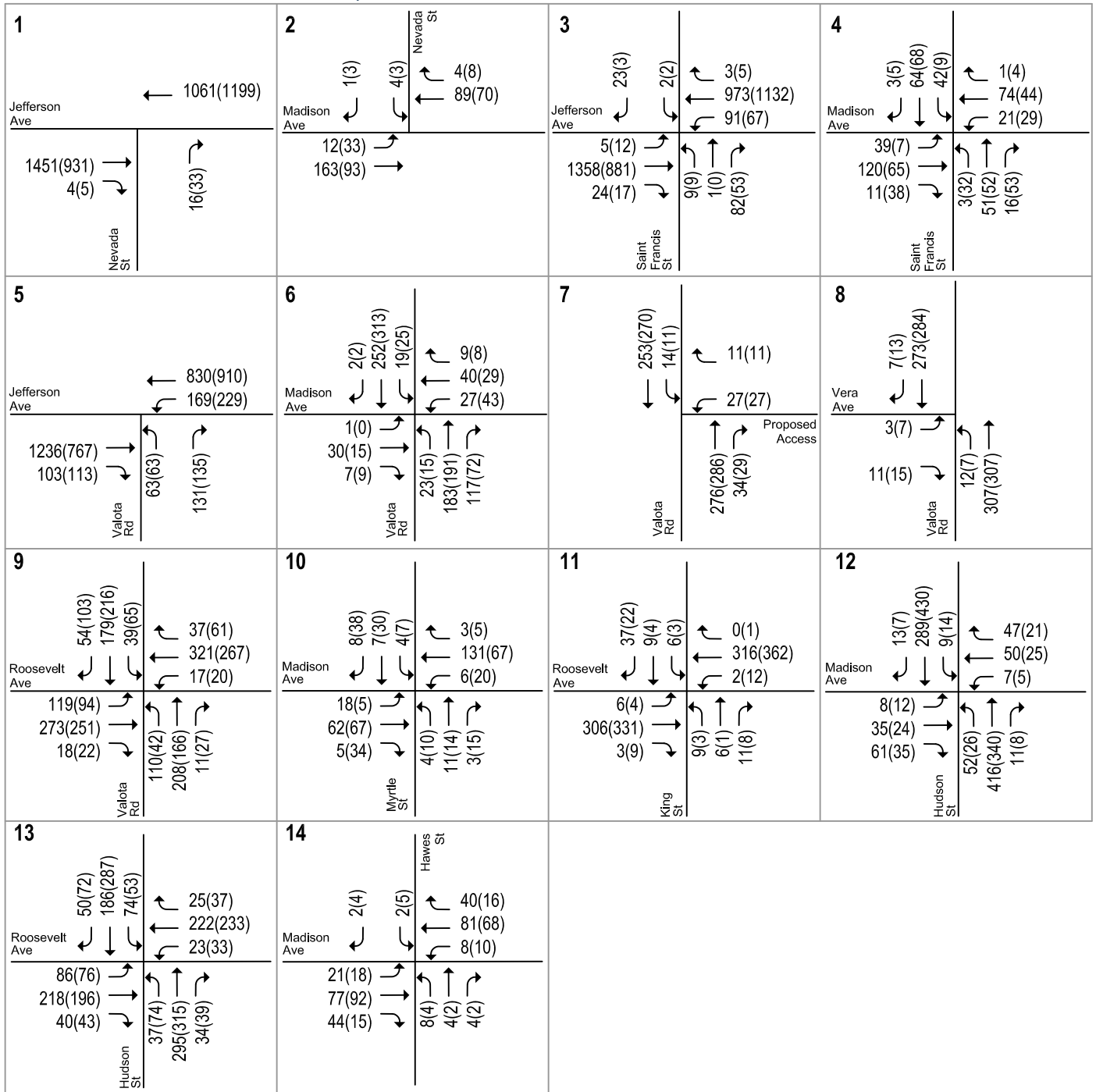


LEGEND

XX(XX) = Saturday(Sunday) Midday Peak-Hour Traffic Volumes

Figure 15
Background without Project Traffic Volumes -
Saturday and Sunday Midday Peak-Hours

Joint Senior Center and YMCA Facility

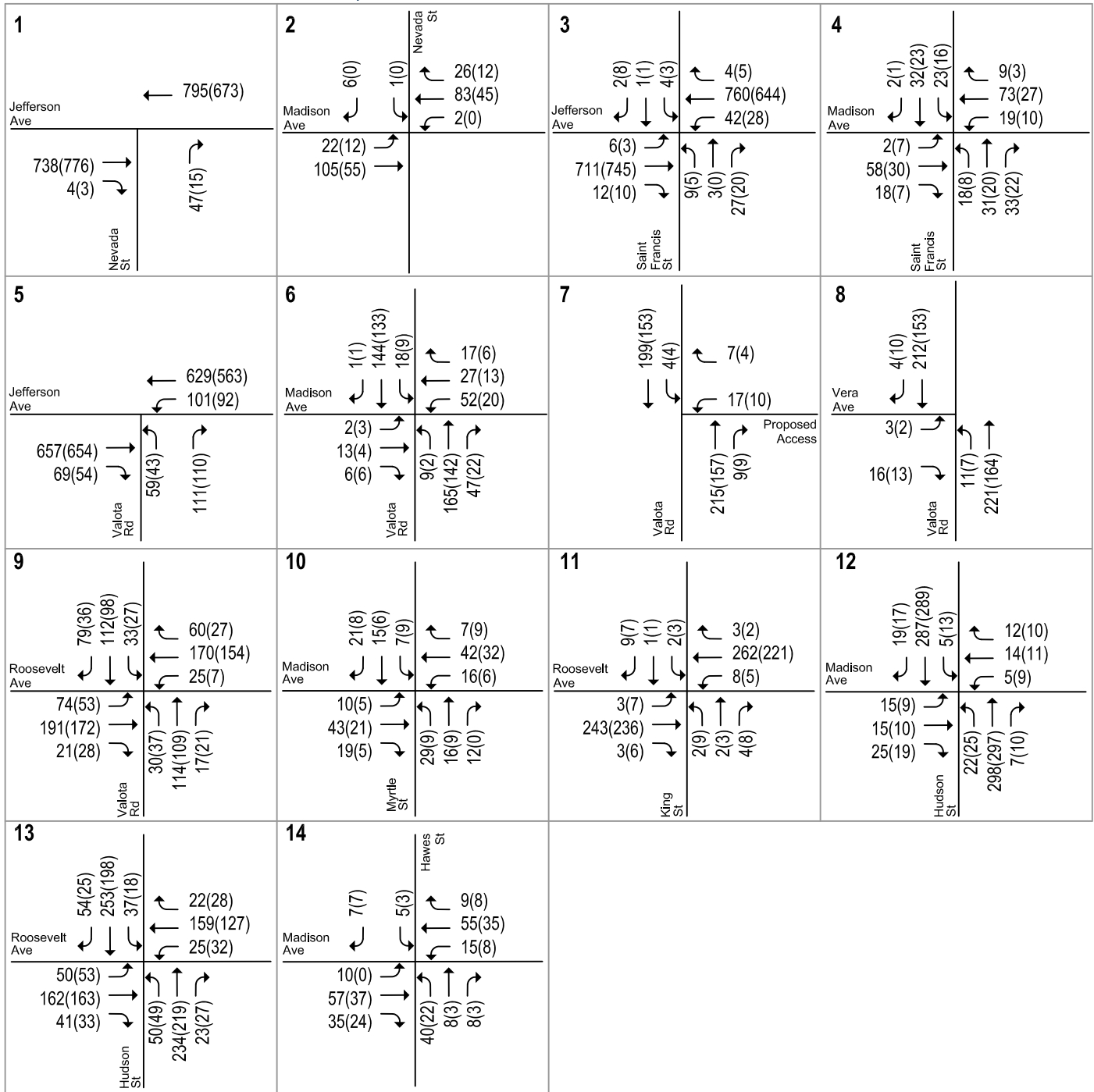


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 16
Background Plus Project Traffic Volumes -
Weekday AM and PM Peak-Hours

Joint Senior Center and YMCA Facility



LEGEND

XX(XX) = Saturday(Sunday) Midday Peak-Hour Traffic Volumes

Figure 17
Background Plus Project Traffic Volumes -
Saturday and Sunday Midday Peak-Hours

Table 9
Background Level of Service Summary

Study #	Intersection	Peak Hour	Existing		Background	
			Avg. Delay	LOS	Avg. Delay	LOS
<u>Unsignalized Intersections</u> ¹						
1	Nevada St and Jefferson Ave <i>OWSC (Nevada St)</i>	AM	14.5	B	14.9	B
		PM	11.3	B	11.8	B
		Sat	10.8	B	11.1	B
		Sun	10.7	B	11.0	B
2	Nevada St and Madison Ave <i>TWSC (Nevada St)</i>	AM	9.7	A	9.7	A
		PM	9.7	A	9.7	A
		Sat	9.9	A	9.9	A
		Sun	9.2	A	9.2	A
3	St. Francis St and Jefferson Ave <i>TWSC (St Francis St)</i>	AM	20.1	C	22.1	C
		PM	28.8	D	34.0	D
		Sat	24.0	C	27.5	D
		Sun	15.2	C	16.4	C
4	St. Francis St and Madison Ave <i>OWSC (St. Francis St)</i>	AM	10.4	B	10.4	B
		PM	9.3	A	9.3	A
		Sat	9.7	A	9.7	A
		Sun	9.0	A	9.0	A
5	Valota Rd and Jefferson Ave <i>OWSC (Valota Rd)</i> ²	AM	20.8	C	23.0	C
		PM	15.7	C	17.3	C
		Sat	12.2	B	12.6	B
		Sun	11.4	B	11.7	B
6	Valota Rd and Madison Ave <i>TWSC (Valota Rd)</i>	AM	15.0	B	15.0	B
		PM	16.0	C	16.0	C
		Sat	12.4	B	12.4	B
		Sun	10.9	B	10.9	B
7	Valota Rd and Project Driveway <i>OWSC (Project Drwy)</i> ³	AM	0.0	A	0.0	A
		PM	0.0	A	0.0	A
		Sat	0.0	A	0.0	A
		Sun	0.0	A	0.0	A
8	Valota Rd and Vera Avenue <i>OWSC (Vera Ave)</i> ⁴	AM	10.3	B	10.3	B
		PM	10.7	B	10.7	B
		Sat	9.7	A	9.7	A
		Sun	9.3	A	9.3	A
9	Valota Rd and Roosevelt Ave <i>AWSC</i>	AM	25.9	D	28.1	D
		PM	21.5	C	22.5	C
		Sat	11.4	B	11.5	B
		Sun	10.0	A	10.2	B
10	Myrtle St and Madison Ave <i>TWSC (Myrtle St)</i>	AM	10.1	B	10.1	B
		PM	9.8	A	9.8	A
		Sat	9.8	A	9.8	A
		Sun	9.3	A	9.3	A

**Table 9 (Contd.)
Background Level of Service Summary**

11	King Street and Roosevelt Ave <i>TWSC (King Street)</i>	AM	13.0	B	13.1	B
		PM	12.1	B	12.2	B
		Sat	11.3	B	11.3	B
		Sun	11.4	B	11.5	B
12	Hudson Street and Madison Ave <i>TWSC (Madison Avenue)</i>	AM	16.5	C	16.5	C
		PM	15.1	C	15.1	C
		Sat	13.0	B	13.0	B
		Sun	13.6	B	13.6	B
13	Hudson Street and Roosevelt Ave <i>AWSC</i>	AM	19.9	C	20.6	C
		PM	29.0	D	31.8	D
		Sat	14.6	B	14.9	B
		Sun	12.3	B	12.5	B
14	Hawes Street and Madison Ave <i>OWSC (Hawes St)</i>	AM	9.3	A	9.3	A
		PM	9.3	A	9.3	A
		Sat	9.0	A	9.0	A
		Sun	8.7	A	8.7	A

Notes:

Bold values = substandard LOS

(1) OWSC=One-Way Stop Control; TWSC=Two-Way Stop Control; AWSC=All-Way Stop Control.

For the intersections with stop control only on the minor street, the delay shown is the worst delay on the minor street approach. For the all-way stop controlled intersection, the delay shown is the average for the entire intersection.

(2) Delay on Valota approach was adjusted to match delay observed in the field.

(3) This intersections exists only under project conditions.

(4) This intersection was analyzed as a roundabout under project conditions.

Table 10
Background Plus Project Intersection Levels of Service

Study #	Intersection	Peak Hour	Background		Background + Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay
Unsignalized Intersections ¹							
1	Nevada St and Jefferson Ave <i>OWSC (Nevada St)</i>	AM	14.9	B	15.3	C	0.4
		PM	11.8	B	12.1	B	0.3
		Sat	11.1	B	11.2	B	0.1
		Sun	11.0	B	11.1	B	0.1
2	Nevada St and Madison Ave <i>TWSC (Nevada St)</i>	AM	9.7	A	10.1	B	0.4
		PM	9.7	A	9.4	A	-0.3
		Sat	9.9	A	7.5	A	-2.4
		Sun	9.2	A	7.3	A	-1.9
3	St. Francis St and Jefferson Ave <i>TWSC (St Francis St)</i>	AM	22.1	C	59.6	F	37.5
		PM	34.0	D	42.9	E	8.9
		Sat	27.5	D	29.7	D	2.2
		Sun	16.4	C	17.0	C	0.6
4	St. Francis St and Madison Ave <i>OWSC (St. Francis St)</i>	AM	10.4	B	11.5	B	1.1
		PM	9.3	A	9.7	A	0.4
		Sat	9.7	A	9.8	A	0.1
		Sun	9.0	A	9.7	A	0.7
5	Valota Rd and Jefferson Ave <i>OWSC (Valota Rd)</i>	AM	23.0	C	29.1	D	6.1
		PM	17.3	C	20.2	C	2.9
		Sat	12.6	B	13.1	B	0.5
		Sun	11.7	B	12.0	B	0.3
6	Valota Rd and Madison Ave <i>TWSC (Valota Rd)</i>	AM	15.0	B	15.5	C	0.5
		PM	16.0	C	16.4	C	0.4
		Sat	12.4	B	12.5	B	0.1
		Sun	10.9	B	10.9	B	0.0
7	Valota Rd and Project Driveway <i>OWSC (Project Drwy) ²</i>	AM	0.0	A	12.3	B	12.3
		PM	0.0	A	12.5	B	12.5
		Sat	0.0	A	10.9	B	10.9
		Sun	0.0	A	10.1	B	10.1
8	Valota Rd and Vera Ave <i>OWSC (Vera Ave) ³</i>	AM	10.3	B	5.8	A	-4.5
		PM	10.7	B	5.9	A	-4.8
		Sat	9.7	A	5.1	A	-4.6
		Sun	9.3	A	4.6	A	-4.7
9	Valota Rd and Roosevelt Ave <i>AWSC</i>	AM	28.1	D	37.5	E	9.4
		PM	22.5	C	27.9	D	5.4
		Sat	11.5	B	11.8	B	0.3
		Sun	10.2	B	10.3	B	0.1
10	Myrtle St and Madison Ave <i>TWSC (Myrtle St)</i>	AM	10.1	B	10.3	B	0.2
		PM	9.8	A	10.0	A	0.2
		Sat	9.8	A	9.9	A	0.1
		Sun	9.3	A	9.4	A	0.1

**Table 10 (Contd.)
Background Plus Project Intersection Levels of Service**

11	King Street and Roosevelt Ave <i>TWSC (King Street)</i>	AM	13.1	B	13.3	B	0.2
		PM	12.2	B	12.3	B	0.1
		Sat	11.3	B	11.4	B	0.1
		Sun	11.5	B	11.5	B	0.0
12	Hudson Street and Madison Ave <i>TWSC (Madison Avenue) ⁴</i>	AM	16.5	C	7.5	A	-9.0
		PM	15.1	C	7.4	A	-7.7
		Sat	13.0	B	6.1	A	-6.9
		Sun	13.6	B	6.2	A	-7.4
13	Hudson Street and Roosevelt Ave <i>AWSC</i>	AM	20.6	C	21.0	C	0.4
		PM	31.8	D	32.6	D	0.8
		Sat	14.9	B	15.0	B	0.1
		Sun	12.5	B	12.6	B	0.1
14	Hawes Street and Madison Ave <i>TWSC (Hawes St)</i>	AM	9.3	A	10.2	B	0.9
		PM	9.3	A	9.9	A	0.6
		Sat	9.0	A	10.0	A	1.0
		Sun	8.7	A	9.3	A	0.6

Notes:

Bold indicates substandard LOS **Boxed** indicates significant impact.

(1) OWSC=One-Way Stop Control; TWSC=Two-Way Stop Control; AWSC=All-Way Stop Control.

For the intersections with stop control only on the minor street, the delay shown is the worst delay on the minor street approach. For the all-way stop controlled intersection, the delay shown is the average for the entire intersection.

(2) This intersections exists only under project conditions.

(3) This intersection was analyzed as a roundabout under project conditions.

(4) This intersection was analyzed with yield control on all approaches under project conditions.

St. Francis Street and Jefferson Avenue

The description of this intersection in Chapter 3 under existing plus project conditions also applies to background plus project conditions. The addition of project trips to this intersection would cause it to deteriorate from LOS C to LOS F in the AM peak hour and from LOS D to LOS E during the PM peak hour. However, this intersection would not meet the peak hour traffic signal warrant, so there would be a less than significant impact at this intersection under background plus project conditions.

Valota Road and Roosevelt Avenue

Valota Road and Roosevelt Avenue would deteriorate from LOS D to LOS E during the AM peak hour under background plus project conditions. This intersection would also meet the peak hour signal warrant for the AM peak hour under background plus project conditions. Thus, the project would have a significant impact at this intersection under background plus project conditions in the AM peak hour.

The intersection of Valota Road and Roosevelt Avenue is an all-way stop control, so the level of service shown in Table 10 reflects the average of all four approaches, not just the worst approach. Due to right-of-way constraints (development located on all four intersection corners), there is no space to add additional travel lanes to this intersection. Even though the intersection meets the peak hour signal warrant under the background plus project scenario, it is important to note that it is only slightly above the threshold defined for Part B of the warrant, which considers the sum of the vehicular volumes on

the major street approaches (Roosevelt Avenue) and on the minor street approach with the highest delay (northbound Valota).

Signalization would reduce the average delay at this intersection from 37.5 seconds (LOS E) to 25.8 seconds (LOS C) in the AM peak hour under background plus project conditions and would therefore fully mitigate the projected impact. This intersection should be monitored, and signalization should not be implemented until the peak hour traffic signal warrant is actually met and the level of service deteriorates to an unacceptable level of service.

As with other intersections included in this study, it is likely that the grid street network in the neighborhood would facilitate alternate routes to and from the project site, if this intersection becomes chronically over-congested during the AM peak hour. For example, if a driver is heading to the project site from Alameda de las Pulgas via Roosevelt Avenue, they would have the option to turn left before reaching Valota, proceeding to Madison Avenue, and then turning right on Madison to reach the site. Or, they could continue on Alameda de las Pulgas to Jefferson Avenue, turn right on Jefferson, and then turn right on Valota to reach the site. The advantage of the street network in the neighborhood is that it offers many alternate routes to drivers, and the projected delay at this intersection under background plus project conditions may not actually occur.

5. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions (Year 2025), both with and without the proposed project.

Roadway Network and Traffic Volumes

The intersection lane configurations under cumulative conditions were assumed to be the same as described under existing conditions. The intersection lane configurations under cumulative plus project conditions were assumed to be the same as described under existing plus project conditions, i.e., St. Francis Street is assumed to provide two-way access to the project site; the extension of Nevada Street south of Madison Avenue will be vacated and converted into a pedestrian promenade; Hawes Street will be extended south of Madison Avenue to provide two-way access to the proposed senior center parking lot; a roundabout would be constructed at the intersection of Vera Avenue and Valota Road; and the traffic circle at Hudson Street and Madison Avenue would be modified with all-way yield. The cumulative plus project conditions analysis reflects the traffic calming measures that are described under existing project conditions.

The cumulative volumes represent existing volumes plus volumes from approved and pending projects in the study area. The cumulative volumes also reflect an increase in traffic volumes on Jefferson Avenue due to higher enrollment at John Gill Elementary School and on Roosevelt Street due to closure of Hawes Elementary School and students going to Roosevelt elementary school.

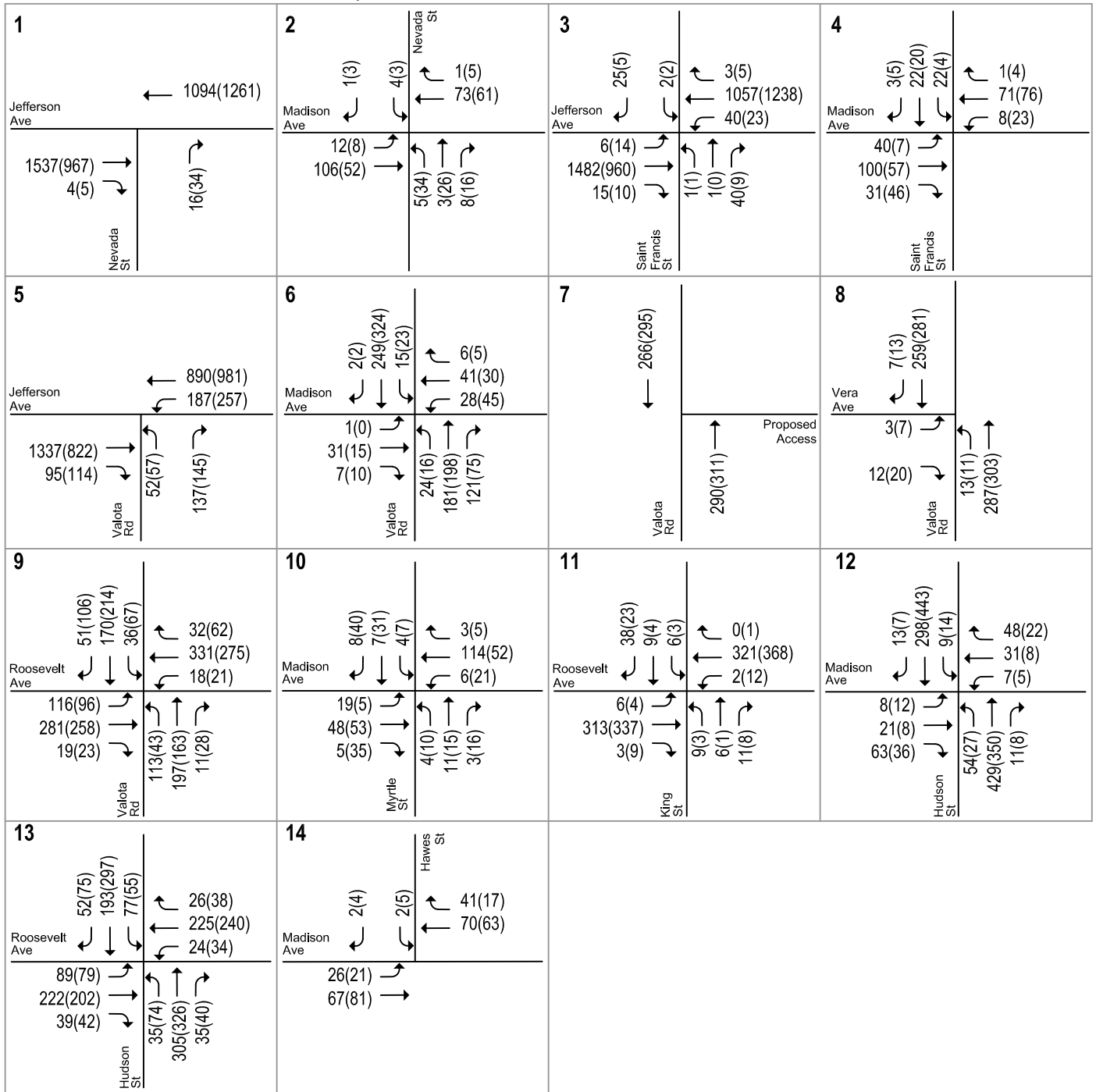
The only pending projects in the immediate vicinity of the project site are the San Mateo County Government Center and the Westside Renovation Project at Red Morton Park. The *Red Morton Park Traffic Impact Analysis Report* prepared in September 2018 by Keith Higgins and the *San Mateo County Government Center Campus Improvement Traffic Impact Analysis Report* prepared in May 2018 by Hexagon Transportation consultants were used to determine the traffic that would be added by these projects to the study intersections. Cumulative conditions were developed by applying a 1.5% annual growth rate to the existing traffic volumes on Jefferson Avenue, which is an arterial. This rate is consistent with the Metropolitan Transportation Commission's growth estimates for the area. A 0.5% annual growth rate was applied to existing traffic volumes on all other streets included in the study intersections, because it was assumed that traffic growth on local streets in a residential neighborhood would be less than on arterials and freeways. These growth factors were applied for a 6-year period, 7-year period and 8-year period to the 2019, 2018 and 2017 volumes respectively to obtain Year 2025 Cumulative No Project traffic volumes. In addition to the growth factor, traffic volumes from the proposed Westside Renovation Project at Red Morton Park and the County Center project were considered.

Project trips were added to the cumulative estimates to create the cumulative plus project volumes. Figure 18 and Figure 19 present cumulative (no project) intersection turning-movement volumes for the weekday and weekend peak hours, respectively. Figure 20 and Figure 21 present cumulative plus project traffic volumes for the weekday and weekend peak hours, respectively.

Intersection Levels of Service Analysis

The results of the level of service analysis under cumulative conditions are summarized in Table 11. The level of service calculation sheets are included in Appendix E.

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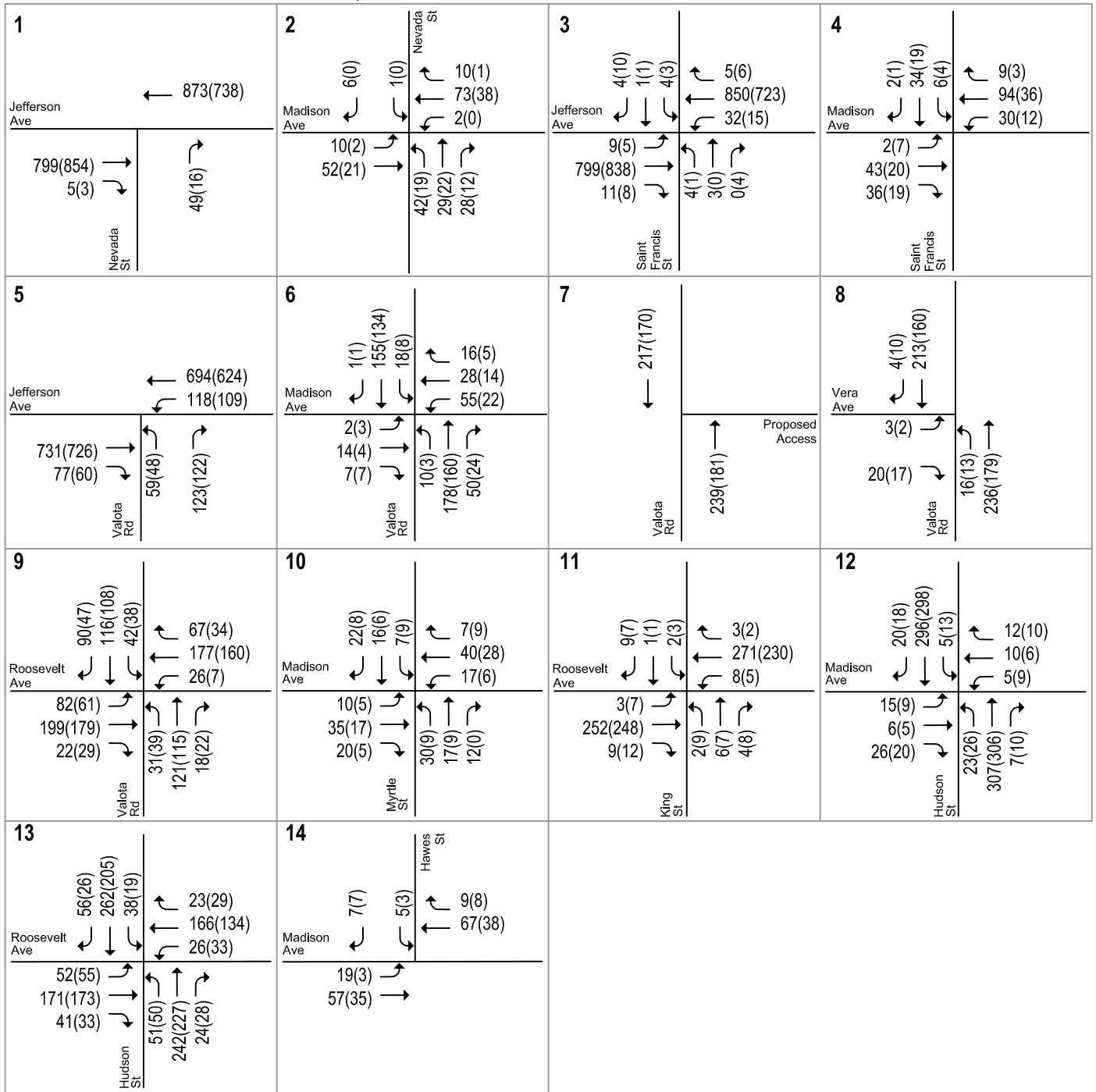


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 18
Cumulative without Project Traffic Volumes -
Weekday AM and PM Peak-Hours

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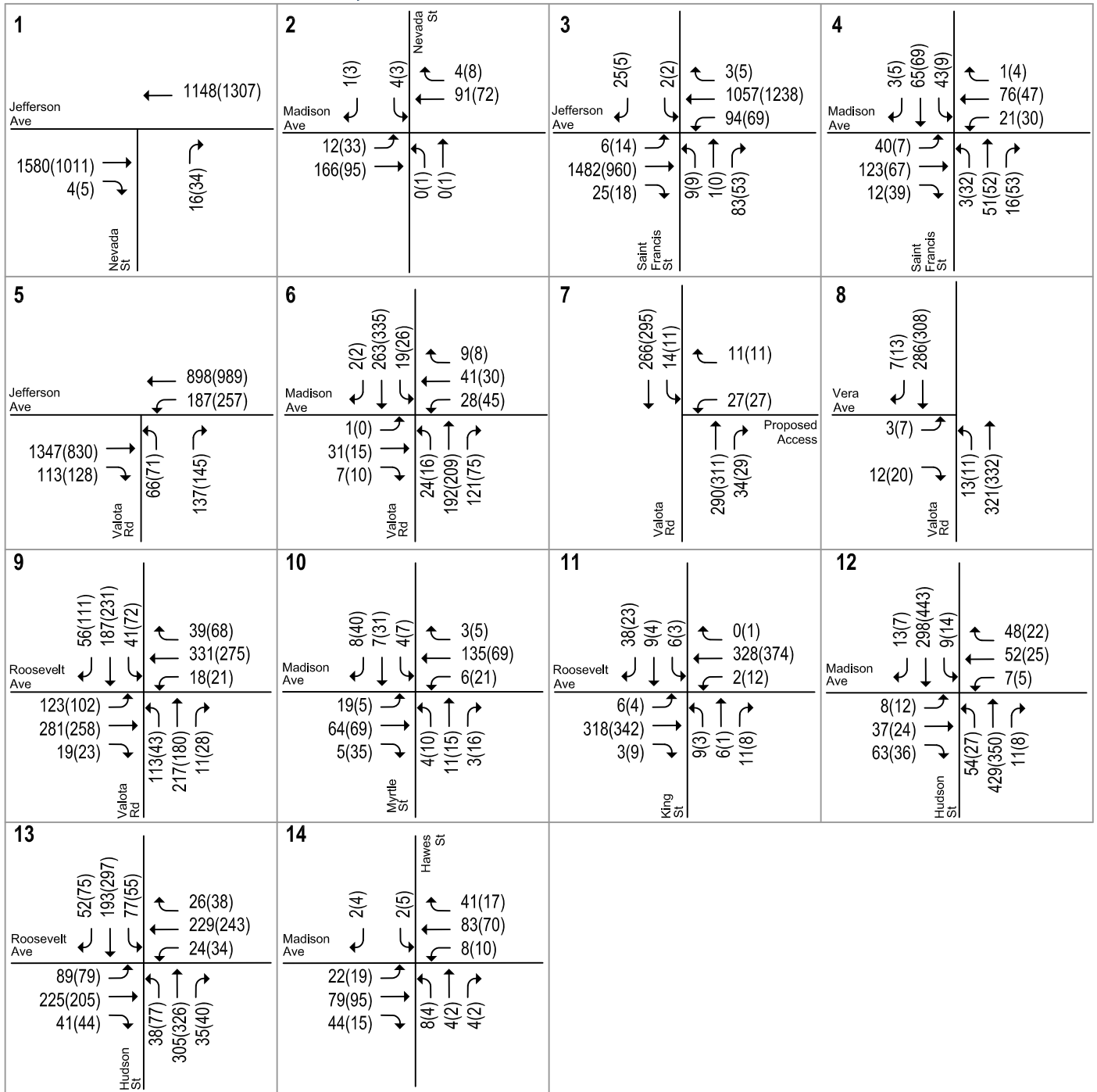


LEGEND

XX(XX) = Saturday(Sunday) Midday Peak-Hour Traffic Volumes

Figure 19
Cumulative without Project Traffic Volumes -
Saturday and Sunday Midday Peak-Hours

Joint Senior Center and YMCA Facility

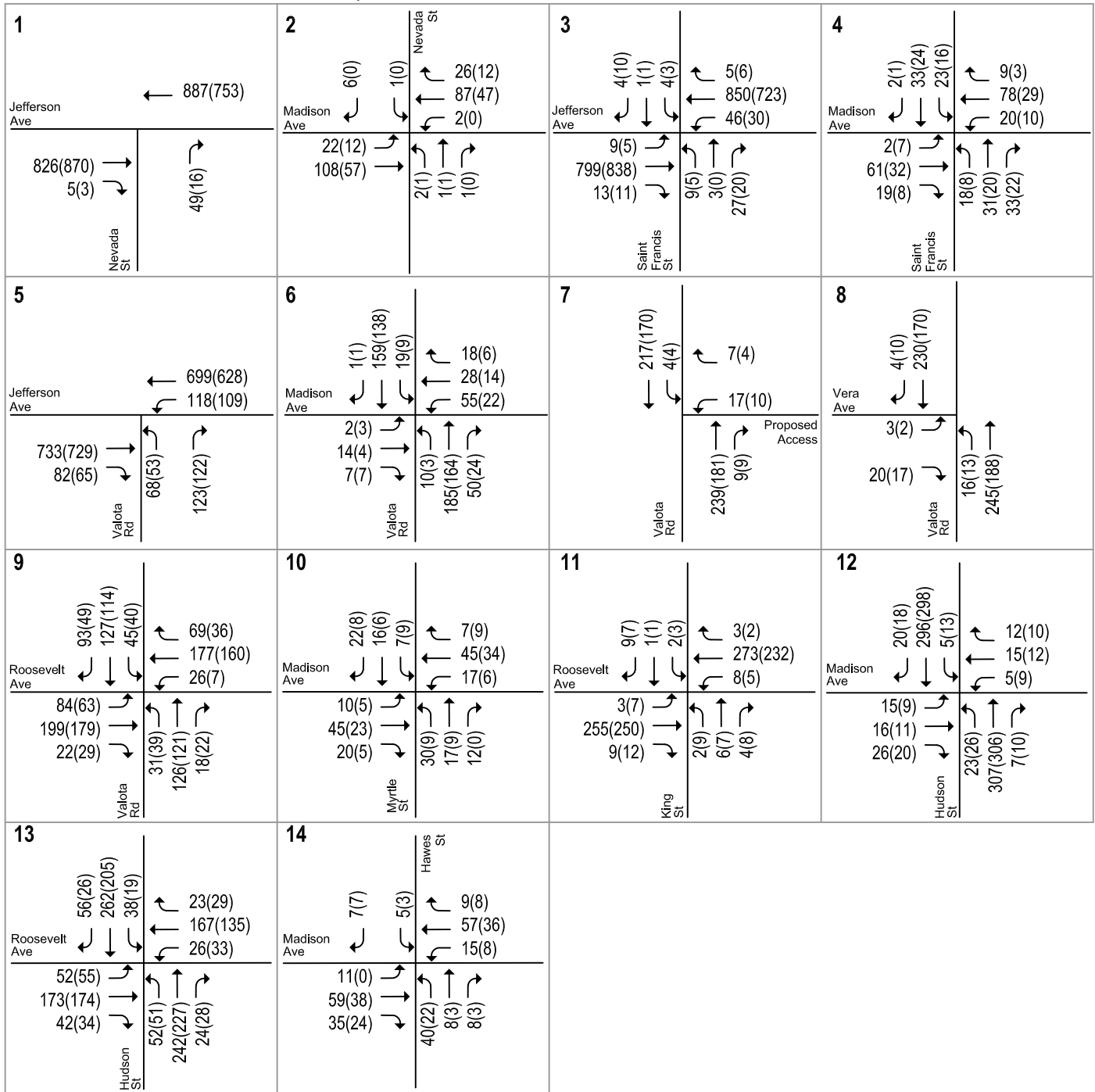


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 20
Cumulative Plus Project Traffic Volumes -
Weekday AM and PM Peak-Hours

Joint Senior Center and YMCA Facility



LEGEND

XX(XX) = Saturday(Sunday) Midday Peak-Hour Traffic Volumes

Figure 21
Cumulative Plus Project Traffic Volumes -
Saturday and Sunday Midday Peak-Hours

**Table 11
Cumulative Level of Service Summary**

Study #	Intersection	Peak Hour	Cumulative		Cumulative + Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Delay
Unsignalized Intersections ¹							
1	Nevada St and Jefferson Ave <i>OWSC (Nevada St)</i>	AM	16.0	C	16.4	C	0.4
		PM	12.3	B	12.6	B	0.3
		Sat	11.1	B	11.7	B	0.6
		Sun	11.5	B	11.5	B	0.0
2	Nevada St and Madison Ave <i>TWSC (Nevada St)</i>	AM	9.7	A	10.1	B	0.4
		PM	9.7	A	10.4	B	0.7
		Sat	9.9	A	10.1	B	0.2
		Sun	9.2	A	9.6	A	0.4
3	St. Francis St and Jefferson Ave <i>TWSC (St Francis St)</i>	AM	26.8	D	>100.0	F	81.5
		PM	34.5	D	44.1	E	9.6
		Sat	29.7	D	32.1	D	2.4
		Sun	17.8	C	18.5	C	0.7
4	St. Francis St and Madison Ave <i>OWSC (St. Francis St)</i>	AM	10.4	B	11.7	B	1.3
		PM	9.3	A	9.8	A	0.5
		Sat	9.7	A	9.9	A	0.2
		Sun	9.1	A	9.2	A	0.1
5	Valota Rd and Jefferson Ave <i>OWSC (Valota Rd)</i>	AM	33.0	D	46.4	E	13.4
		PM	22.7	C	28.2	D	5.5
		Sat	14.1	B	14.9	B	0.8
		Sun	13.0	B	13.3	B	0.3
6	Valota Rd and Madison Ave <i>TWSC (Valota Rd)</i>	AM	15.5	C	16.1	C	0.6
		PM	17.1	C	17.7	C	0.6
		Sat	12.4	B	13.1	B	0.7
		Sun	11.2	B	11.3	B	0.1
7	Valota Rd and Project Driveway <i>OWSC (Project Drwy) ²</i>	AM	0.0	A	12.6	B	12.6
		PM	0.0	A	13.0	B	13.0
		Sat	0.0	A	11.2	B	11.2
		Sun	0.0	A	10.4	B	10.4
8	Valota Rd and Vera Avenue <i>OWSC (Vera Ave) ³</i>	AM	10.3	B	6.0	A	-4.3
		PM	10.9	B	6.1	A	-4.8
		Sat	9.8	A	5.3	A	-4.5
		Sun	9.4	A	4.8	A	-4.6
9	Valota Rd and Roosevelt Ave <i>AWSC</i>	AM	34.6	D	52.3	F	17.7
		PM	30.3	D	41.8	E	11.5
		Sat	11.5	B	13.1	B	1.6
		Sun	10.9	B	11.1	B	0.2
10	Myrtle St and Madison Ave <i>TWSC (Myrtle St)</i>	AM	10.1	B	10.4	B	0.3
		PM	9.8	A	10.0	A	0.2
		Sat	9.8	A	10.0	A	0.2
		Sun	9.4	A	9.4	A	0.0

**Table 11 (Contd.)
Cumulative Level of Service Summary**

11	King Street and Roosevelt Ave <i>TWSC (King Street)</i>	AM	13.4	B	13.6	B	0.2
		PM	12.4	B	12.5	B	0.1
		Sat	11.3	B	12.3	B	1.0
		Sun	12.0	B	12.1	B	0.1
12	Hudson Street and Madison Ave <i>TWSC (Madison Avenue) ⁴</i>	AM	17.2	C	7.8	A	-9.4
		PM	15.4	C	7.6	A	-7.8
		Sat	13.0	B	6.3	A	-6.7
		Sun	12.8	B	6.4	A	-6.4
13	Hudson Street and Roosevelt Ave <i>AWSC</i>	AM	22.7	C	23.4	C	0.7
		PM	39.2	E	40.5	E	1.3
		Sat	14.9	B	16.0	C	1.1
		Sun	13.1	B	13.2	B	0.1
14	Hawes Street and Madison Ave <i>TWSC (Hawes St)</i>	AM	9.3	A	10.2	B	0.9
		PM	9.3	A	10.0	A	0.7
		Sat	9.0	A	10.1	B	1.1
		Sun	8.7	A	9.3	A	0.6

Bold values indicate substandard LOS. **Boxed** indicates significant impact.

(1) OWSC=One-Way Stop Control; TWSC=Two-Way Stop Control; AWSC=All-Way Stop Control.

For the intersections with stop control only on the minor street, the delay shown is the worst delay on the minor street approach. For the all-way stop controlled intersection, the delay shown is the average for the entire intersection.

(2) This intersections exists only under project conditions.

(3) This intersection was analyzed as a roundabout under project conditions.

(4) This intersection was analyzed with yield control on all approaches under project conditions.

The results show that under cumulative plus project conditions, ten of the fourteen study intersections would operate at acceptable levels of service during all four time periods studied: the weekday AM and PM peak hours and the Saturday and Sunday mid-day peak hours. Unacceptable level of service (LOS E or F) would occur during at least one peak hour at the following intersections:

St. Francis Street and Jefferson Avenue

The intersection of St. Francis Street and Jefferson Avenue would operate at LOS F in the weekday AM peak hour and LOS E during the PM peak hour under cumulative plus project conditions. However, because this intersection would not meet the peak hour signal warrant, it is not a significant impact under Redwood City impact criteria.

Valota Road and Jefferson Avenue

The intersection of Valota Road and Jefferson Avenue would operate at LOS E in the weekday AM peak hours under cumulative plus project conditions. Because the delay would increase by more than five seconds and because this intersection would meet the AM and PM peak hour signal warrant, this would be a significant impact under Redwood City impact criteria.

Potential mitigation measures for this intersection include signalization or creation of a left-turn refuge lane on Jefferson Avenue.

Signalization: This intersection is approximately 900 feet (0.17 miles) from the signal at Hawes Street. In general, it is not advisable to place signals too close together, due to the potential problem of spillback between signals. However, 900 feet would provide enough space for both signals to function adequately without spillback issues.

Receiving lane on westbound Jefferson: With a refuge lane on Jefferson Avenue, drivers turning left from Valota Avenue would only need to wait for a gap in the eastbound direction in order to begin their turn. They would be able to wait in the refuge lane until an adequate gap occurs in the westbound traffic to permit merging into the travel lane. In order to create a refuge lane on westbound Jefferson Avenue at Valota Road, the existing median would need to be narrowed and the lanes restriped. The roadway appears to have adequate curb-to-curb width to include a left-turn refuge area, although on-street parking on the north side of Jefferson near the intersection may need to be prohibited. On-street parking is already prohibited on the north side of Jefferson between the two crosswalks, but the red curb would likely need to be extended.

With a left-turn refuge, drivers wishing to turn left from Valota would only need to wait for a gap in the eastbound traffic, not both directions of traffic. Calculated delay for the Valota approach with a left-turn refuge would be 28.6 seconds (LOS D) in the AM peak hour. Thus, the significant impact at the Valota approach would be fully mitigated.

Hexagon recommends the left-turn refuge as the mitigation measure for two reasons. First, signalization would be a more costly approach than creation of a left-turn refuge. Also, signalization would add to total delay on Jefferson Avenue, which is now uncontrolled at this intersection, whereas a left-turn refuge would not. In order to encourage traffic flow to use arterials rather than local streets, the strategy that does not add delay to Jefferson Avenue would be preferable.

Because the street network near the project site is a grid, it is also likely that traffic would simply take a slightly different route if one intersection becomes chronically over-congested. Grid street networks facilitate alternate routes, if the average delay at one intersection or segment becomes excessive. Intersection level of service calculation sheets are included in Appendix E.

Valota Road and Roosevelt Avenue

Valota Road and Roosevelt Avenue would deteriorate from LOS D to LOS F during the AM peak hour and from LOS D to LOS E during the PM peak hour under cumulative plus project conditions. This intersection would also meet the peak hour signal warrant for the AM peak and PM peak hours under the cumulative plus project scenario. Thus, the project would have a significant impact at this intersection under cumulative plus project conditions in both the AM and PM peak hours. Signalization would reduce the average delay at this intersection from 52.3 seconds (LOS F) to 28.5 seconds (LOS C) during the AM peak hour and from 41.8 seconds (LOS E) to 26.8 seconds (LOS C) during the PM peak hour under cumulative plus project conditions.

Hudson Street and Roosevelt Avenue

Hudson Street and Roosevelt Avenue would operate at LOS E during the PM peak hour without and with the project under cumulative conditions. This intersection also meets the peak hour signal warrant in the PM peak hour under existing, background and cumulative conditions. Since the project would add less than 5 seconds delay to this all-way stop controlled intersection, it is not a significant impact under Redwood City impact criteria.

6. TDM Measures

This chapter describes Transportation Demand Management (TDM) measures that are applicable to the proposed development project. The recommended TDM measures include planning and design measures related to the attributes of the site design and on-site amenities. Such design measures encourage walking, biking, and use of transit. The TDM programs and measures include strategies that are geared towards the users and staff of the proposed facilities. Table 12 presents a summary of the measures proposed in this Plan and whether each measure will be directed towards users, staff, or both.

Project Location

The location of the project in Red Morton Park promotes pedestrian and bicycle travel to/from the park. The project location effectively renders it part of a development in a pedestrian- and bike-friendly environment with a significant share of bike or walk trips.

Project Design

A key feature of the proposed project design is the promenade on Nevada Street. The promenade will be beautifully landscaped and provide a space for people to socialize, eat, and play. The promenade will also serve as a link between the surrounding neighborhood and the park. It is a pedestrian path, as well as a bicycle route. The promenade is one way to connect the Vera Avenue Bicycle Boulevard to El Camino Real and Alameda de las Pulgas. The project will incorporate physical improvements, such as sidewalk improvements, landscaping and bicycle parking that act as incentives for pedestrian and bicycle modes of travel. The project will also provide secure and conveniently located bicycle parking and storage for employees and visitors. Showers and lockers will be provided for employees and patrons walking or bicycling to the project. These features would encourage healthy transportation options of walking, bicycling, and public transit.

TDM Administration and Promotion

Transportation Coordinator

Experience with other TDM programs indicates that having a TDM contact person (also referred to as a Transportation Coordinator) who focuses on transportation issues and is responsible for implementing the TDM program is key to the plan's success. We recommend the proposed community center appoint an individual as the Transportation Coordinator or TDM contact person to serve the community center

and YMCA. He/She will be responsible for implementation of the TDM program throughout the project and will be available to answer questions from both employees and patrons, and to coordinate as needed. That person's name and contact information will be provided to the City.

The Transportation Coordinator will be a point of contact for employees when TDM-related questions arise and will be responsible for ensuring that all employees are aware of all transportation options and how to fully utilize the TDM Plan. The Transportation Coordinator will provide the following services and functions to ensure the TDM Plan runs smoothly:

- Provide transportation information packets to new employees.
- Set up and maintain an online kiosk with information about alternatives to driving alone to work (single-occupant vehicles).
- Provide trip planning assistance and/or ride-matching assistance to employees who are considering an alternative mode.
- Maintain Bike Spa facilities and promote bikeshare program membership.
- Manage annual surveys and submit annual TDM monitoring reports to the City. The results will be used to determine whether the implemented TDM measures are effective and whether new TDM measures should be implemented.

The Transportation Coordinator will maintain a supply of up-to-date transit schedules and route maps for SamTrans and be knowledgeable enough to answer employees' TDM program related questions. The Transportation Coordinator will distribute a carpool/vanpool matching application to all employees. The application will match employees who may be able to carpool or vanpool together.

Online Transportation Kiosk

The Transportation Coordinator is recommended to set up and maintain an online kiosk with information regarding non-auto transportation alternatives. The online kiosk will update key transportation information included in the welcome packets. Additionally, transportation news and commuter alerts will be posted online. Future employees could access this "online kiosk" from their home, their desk at work, or anywhere else. This online information center will be available on communal online portal. TDM-related links and information will be posted on this forum, and the Transportation Coordinator will have host permissions to send employees email notifications pertaining to the TDM Plan and measures. The online kiosk will include information about all the measures, services, and facilities discussed in this Plan, including:

- A summary of SamTrans and Caltrain services and links to further information about their routes and schedules.
- Bicycling resources on 511.org.
- A local bikeways map.
- Information about ridematching services (511.org, Zimride, and TwoGo).
- A link to the many other trip planning resources available in the Bay Area such as Dadnab, the 511 Transit Trip Planner, real-time traffic conditions, etc.

Orientation (Welcome) Packet

New employees should be provided transportation information packets. This packet should include information about transit maps/schedules (Caltrain and SamTrans), bike maps, ride matching services, transit planning resources, and bicycle parking on-site. Also included in the packet should be information regarding how to contact the Transportation Coordinator who can provide information regarding modes of transportation available to all employees.

Transportation Management Agency (TMA)

Transportation Management Agencies (TMA) are associations of businesses, property owners, tenants, and cities that offer programs and services to give commuters alternatives to driving alone. TMAs are supported by member dues. Many TMAs offer shuttle bus services. They also provide services like guaranteed ride home programs. They typically promote ridesharing, provide matching services, and generally provide assistance to persons seeking alternatives to driving alone. The proposed project will participate in a TMA if/when a TMA is established for the project area.

Transit Elements

Electric Shuttle Implementation

The proposed project is planning to implement the use of an electric shuttle to transport seniors and other park users around Red Morton Park. The shuttle would depart the proposed parking lot of the YMCA and travel around the park with stops at YMCA, Community Center, main parking lot at Roosevelt Avenue, and Armory.

Drop-off Area for Redi-Wheels

The design of the proposed new facilities will support the redi-wheels services by providing drop-off area within clear view of buildings' lobbies.

Transit Subsidies

Subsidized transit passes are an extremely effective means of encouraging employees to use transit rather than drive to work. Transit passes allow employees to save money, as well as help them to avoid the stress of driving during commute periods.

Some commuters may choose to take buses. The City will offer transit incentives for the proposed VMSC employees as mandated by SB 1339 (Bay Area Commuter Benefits Program).

This subsidy could be provided by reimbursing employees who purchase transit tickets or passes via the Clipper Card program, single-use tickets, or any other fare payment method. Employees would need to provide documentation of their purchase of a transit ticket or pass, and then be reimbursed on a monthly basis. Alternatively, employers could directly subsidize the purchase of Clipper Cards for employees who request them through the Clipper Card program. The structure of the Clipper Card program facilitates the record-keeping of monthly expenditure and tracking the participation by employees.

Bicycle Facilities

The proposed joint facility should encourage biking and walking among both employees and patrons, both as part of its mission of encouraging healthy lifestyles and in order to reduce vehicle trips. Many youth will use the YMCA facility and ample bicycle storage space should be provided. The area is served by numerous Class III bike routes in the project vicinity.

Bicycle Parking

The site plan (dated July 20, 2018) shows that 18 bicycle parking will be provided near the main entrance of the proposed YMCA building and 42 bicycle spaces will be provided within the pedestrian promenade that would be located between the YMCA and VMSC facilities.

Showers, Changing Rooms, and Lockers

The shower and locker room facilities should be available to all, not just pool users, so that facility employees can use active transportation to commute to work. Having the option to shower and change clothes in the building encourages employees to bike or walk to work. Employees who ride their bike a considerable distance to the Caltrain station nearest to their home may also take advantage of these facilities.

Bicycle Resources

Resources useful to cyclists will be included as part of the project's online information center. These resources will include information similar to what is currently available on 511.org, such as:

- Free Bike Buddy matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day
- Tips on selecting a bike, commute gear, and clothing
- Links to bicycle organizations

Other On-Site Amenities

The project includes exercise facilities and a childcare for use by employees and patrons. These facilities will allow employees or patrons to avoid making a trip to similar off-site facilities. All of the on-site amenities will facilitate internalization of trips within the project site.

Trip Planning Resources

There are several free trip planning resources that employees may not be aware of. Information on these services should be included in the welcome packets for new employees. These include:

- **511 Transit Trip Planner.** Online transit trip planning services are available to the greater San Francisco Bay Area through 511.org. Users enter their starting and ending points, and either the desired starting or ending trip time. The service can build an itinerary that best suits the user's preferences for the fastest trip, fewest transfers, or least walking.
- **Dadnab.** Dadnab.com enables Bay Area commuters to get transit directions by text message. Users send a text message with their origin, destination, and optional departure or arrival time and Dadnab replies with a detailed itinerary listing which buses or trains to take, stop locations, and departure times.

Carpool and Vanpool Programs

One of the greatest impediments to carpool and vanpool formation can be finding suitable riders with similar work schedules, origins, and destinations. Facilitated rideshare matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely

determined by the number of participants and, in turn, the number of potential matches that can be made.

On-Site Ride Matching Assistance

The Transportation Coordinator should distribute a carpool/vanpool matching application to all employees as part of the welcome packets. The application should match employees who live in the same area who may be able to carpool or vanpool together. Some employees who may be reluctant to reach out to find carpool partners via the 511 RideMatch service may be more likely to fill out a form that will be administered by their Transportation Coordinator.

511 Ride Matching Assistance

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. This program should also be promoted through the online kiosk. This free car and vanpool ride-matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code, along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing car and vanpools in their residential area that may have vacancies. Ride-matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride and TwoGo, which utilize social networks to match commuters.

There are also many free and commercial applications offering carpooling or discounted taxi services. These applications are created by third-party application developers for smartphone users. Carpooling applications include Carma and SliceRides. Discounted taxi services include Uber, Lyft, and Sidecar Ride.

Carpool/Vanpool Incentives for New Users

The 511 Regional Rideshare Program offers a number of incentive programs to encourage people to try carpooling and vanpooling. Most of these programs are designed to reward someone for forming or trying a carpool or vanpool and provide an award or subsidy after the first three or six months of use.

Vanpool Formation Incentive. The 511 Regional Rideshare Program provides up to \$500 in gas cards to new vanpools that meet certain eligibility requirements and complete three to six consecutive months of operation. The gas cards are awarded on a first-come, first-served basis, until funds are exhausted.

Vanpool Seat Subsidy. The 511 Regional Rideshare Program also offers a vanpool seat subsidy in the form of gas cards. The seat subsidy will provide \$100 per month, with a limit of three months per van during the program year, to help cover the fare of a lost participant. The gas cards will be offered to eligible vans on a first-come, first-served basis until the funds are exhausted.

Discounted Tolls. The 511 Regional Rideshare Program offers free toll passage on seven of the Bay Area's bridges for vanpools with 11-15 people who register with 511. Additionally, the program also offers toll discounts to carpools with three or more people (two people in a two-seat vehicle) on eight of the Bay Area's bridges during peak commute hours. The discounts vary per bridge, but typically are half of the standard toll price.

Transportation Network Companies

On-demand transportation services such as Lyft and Uber are also available for resident/employee use. These services, known as Transportation Network Companies (TNCs), provide another transportation

option available for facility users and employees who choose not to drive. While trips made by on-demand ride services do not eliminate a vehicle trip, the availability of such services may help to dissuade facility users or employees from owning a car. Patrons or employees are more likely to use transit, walk, or bike as their primary mode of travel if they are assured that they can get a ride when needed. Pickup and drop off for TNCs and shuttles will be provided in the designated area to the north of the YMCA building.

CMP Compliance

As the Congestion Management Agency (CMA) for San Mateo County, the City/County Association of Governments (C/CAG) is responsible for maintaining the performance and standards of the Congestion Management Program (CMP) roadway network. The CMP requires new development projected to generate 100 or more peak hour trips to implement Travel Demand Management (TDM) measures that would reduce project impacts.

Since the proposed project would generate more than 100 peak hour trips, based on the requirements of the C/CAG, the project would be required to develop and implement TDM measures to encourage employees and patrons of the VMSC and YMCA facilities to carpool, take transit, or use active modes of transportation rather than driving individual vehicles.

Table 12 lists the TDM measures proposed by the project and the estimated C/CAG trip credits. The total number of trip credits earned through the project's TDM plan are required to be greater than the total number of trips generated by the proposed project during either the AM or PM peak hour, whichever is greater. Based on the trip generation estimates under existing plus project conditions, the project is expected to generate 245 AM peak hour trips and 223 PM peak hour trips. The project's TDM plan would therefore be required to provide at least 245 C/CAG trip credits. The project's TDM plan would provide the project with 131 C/CAG trip credits, which does not meet the C/CAG goal. However, C/CAG recognizes that for retail or special uses such as this project, full reduction credit may be difficult to achieve. The majority of trips associated with the VMSC and the YMCA are patrons. It is more difficult to get patrons to use alternative modes than employees because the duration of their stays at the facilities are short.

A final TDM plan for the VMSC and YMCA shall be reviewed and approved by the City prior to the issuance of a certificate of building occupancy. The plan shall have a goal of a maximum of 52% drive alone trips by employees of the VMSC and YMCA. The TDM plan shall include an annual reporting requirement for the life of the project that details the project's mode splits, parking utilization rates and employee use and awareness of the TDM program elements. Annual reports shall be submitted to the City on December 1st of each year.

**Table 12
Proposed TDM Measures and Estimated C/CAG Trip Credits**

TDM Measure	Number of Credited Trips		Proposed	Trip Reduction	Primarily Applied To:	Note
Secure bicycle storage	1	Peak hour trip for every 3 new bike lockers/racks	60 racks	20	Employees & Patrons	
Showers and changing rooms	10	peak hour trips for each new combination shower and changing room installed	6 showers and changing room	60	Employees & Patrons	
	5	Additional peak hour trips credited in combination with atleast 5 bike lockers		5		
Subsidizing transit tickets for employees ¹	1	peak hour trip will be credited for each transit pass that is subsidized (at least \$20 per month per year)	1 transit passes	1	Employees	8.9% transit ridership assumed based on ACS Commute Data ² for San Mateo County
Operation of a commute assistance center	1	peak hour trip credited for each feature added to the center ³	2 features	2	Employees & Patrons	
Survey employees to examine use and best practices	3	peak hour trips credited for a survey developed and administered twice yearly	Yes	3	Employees	
Coordinate Transportation Demand Management Programs with existing developments/employers	5	peak hour trips	Yes	5	Employees & Patrons	
Make roads and streets more pedestrian and bicycle friendly	5	peak hour trips credited for each facility included	6 facilities	30	Employees & Patrons	Includes pedestrian improvements along all roadway frontages
Install and maintain alternative transportation kiosk	5	trips credited for each kiosk	1 kiosks	5	Employees & Patrons	
Total Trip Reduction				131		

NOTES

¹ Assumes approximately 8 VMSC employees.

² Values calculated based on American Community Survey (ACS) 2014 Commute to Work estimates for San Mateo County. Survey projects commute data across the county based on representative sample surveys. The Survey is updated and published yearly by the U.S. Census Bureau

³ Features may include: Transit information brochure rack, computer kiosk connected to internet, telephone with commute and transit information numbers, desk and chairs, on-site transit ticket sales, implementation of flexible work hour schedules that allow transit riders to be 15030 minutes late or early, quarterly education programs to support commute alternatives.

7. Other Transportation Issues

This chapter presents other transportation issues associated with the project. These include an analysis of:

- Site access and on-site circulation
- Potential impacts to transit, bicycle and pedestrian facilities
- Vehicle Miles Traveled (VMT) analysis
- Parking

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access

Site access and on-site circulation were evaluated using commonly accepted transportation principles. This review is based on the site plan prepared by ELS, dated July 20, 2018 (see Figure 1).

As noted previously, the project would have three vehicular access points: two on Madison Avenue and one on Valota Road. One of the access points along Madison Avenue corresponds to the existing inbound access at St. Francis Street. The driveway would be widened to provide two-way access to the project site. Another two-way access point along Madison Avenue would be provided across from Hawes Street. The driveway at Hawes Street would provide direct access to the VMSC surface parking lot on the east side of the project site. The driveway at St. Francis Street would provide direct access to the drop-off area to the north of the proposed YMCA building and also connect to the surface parking lot on the west side of the YMCA building. The approximately 300-foot segment of Nevada Street that extends from its intersection with Madison Avenue south through the project site would be vacated and converted to a pedestrian promenade. The promenade would include landscaping and pedestrian amenities. The promenade would provide a pedestrian link between the proposed VMSC building to the east and the proposed YMCA building to the west.

In order to provide two-way access at St. Francis Street, the existing sidewalk bulb-outs that serve to narrow the roadway to a single travel lane would need to be removed. As discussed further in the pedestrian facilities section below, new ADA-compliant sidewalks and ramps should be constructed at the widened driveway access point at St. Francis Street and the proposed driveway at Hawes Street.

A third access point is proposed on Valota Road via a new two-way driveway just south of existing residences and north of Vera Avenue. This driveway would provide direct access to the YMCA surface parking lot. Valota Road has a slight curve at this location, and there is a T-intersection for Vera Avenue. There are signs in both directions on Valota Road indicating that the speed limit on the curve is 20 mph, and on-street parking is prohibited on both sides of the street on this portion of Valota. Hexagon has made a preliminary examination of the potential for a sight distance issue at this proposed driveway because of the curve in Valota Road. Drivers on Vera Avenue wishing to turn left onto Valota currently are unable to see cars coming around the curve on southbound Valota until they are fairly close to the Vera Street intersection. In order to address this sight distance issue, the project would construct a roundabout at the Valota Road and Vera Avenue intersection. With the construction of a roundabout at this intersection, traffic on both approaches of Valota Road and eastbound Vera Avenue would slow down as they enter the roundabout and yield to the traffic in the roundabout.

The existing Vera corridor bike path within the park is located to the immediate south of the proposed driveway on Valota Road. As discussed further in the section below on potential impacts to bicycle facilities, care should also be taken to ensure that vehicles entering and exiting the Valota Road driveway can clearly see bicyclists and pedestrians entering and exiting the bike path that is right next to the driveway.

As noted in the roadway descriptions in Chapter 2, Valota Road is only approximately 30 feet wide and includes on-street parking. However, no parking is allowed on Valota on either side of the street on the curved section. Thus, the portion of the park that has frontage on Valota does not include any on-street parking, so construction of a driveway would not affect the number of on-street parking spaces.

The operation of the proposed access points is included in the intersection level of service analysis at intersections #4, #7 and #14. All three access points are projected to operate at acceptable LOS B or better during all four study periods. The addition of left-turning traffic from Madison Avenue and Valota Road into the project driveways would not result in excessive queueing on southbound Valota Road and westbound Madison Avenue.

On-Site Circulation

The provision of three access points from the project site to the roadway network would serve to distribute on-site traffic and facilitate on-site circulation. The proposed design avoids a single “bottleneck” access point to the site. On-site vehicular circulation was reviewed in accordance with Redwood City Zoning Code and generally accepted traffic engineering standards. In general, the proposed site plan would provide vehicle traffic with adequate connectivity through the two parking areas. The project would provide 90-degree parking stalls throughout the VMSC parking lot and the YMCA parking lot, except on the north side of the YMCA building where diagonal parking is being proposed. According to the site plan, the two-way drive aisles with parking available on either side measure at least 25 feet, which allows sufficient room for vehicles to back out of the parking spaces.

The site plan shows that a designated loading zone would be provided in front of the YMCA building adjacent to the pedestrian promenade to facilitate drop-off/pick-up operations. This loading zone would be used to drop-off/pick-up patrons as well as by trucks. This drop-off/pick-up zone would be accessed via the St. Francis Street driveway on Madison Avenue. On entering the site, vehicles would turn left into the drive aisle where angular parking is provided on either side and the drop-off area is provided at the end of the drive aisle. The location of the drop-off zone would facilitate a vehicular queue of approximately 11 cars to be accommodated in the parking aisle. After drop-off, vehicles would be able to turn into an adjacent drive aisle and exit the project site via the St. Francis Street driveway. The drop-off location can also be used by the VMSC patrons as the proposed pedestrian promenade across from Nevada Street provides a pedestrian link between the YMCA building and the VMSC building.

Truck Access and Circulation

The project site plan was also reviewed for truck access using truck turning-movement templates for a SU-30 truck type, which represents small emergency vehicles, garbage trucks, and small to medium delivery trucks. Based on the site plan configuration, adequate access would be provided for SU-30 trucks to access the project site via the project driveways and maneuver through the parking aisles.

The site plan does not show the location of trash enclosures on site. However, it is anticipated that garbage collection activities for the project are expected to occur on site.

Pedestrian, Bicycle and Transit Analysis

The site plan shows a direct pedestrian walkway from Madison Avenue to the project site. The segment of Nevada Street that extends from its intersection with Madison Avenue south through the project site would be vacated and converted to a pedestrian promenade. The promenade would include landscaping and pedestrian amenities such as a fire table, coffee/food kiosk, seating areas, BBQs, and ping pong and foosball tables. The promenade would be located centrally between the two access points on Madison Avenue and would provide a pedestrian link between the proposed VMSC building to the east and the proposed YMCA building to the west.

As noted above, there are currently sidewalk bulb-outs at the site access point at St. Francis Street that serve to narrow the roadway to a single travel lane. These bulb-outs would need to be removed in order to provide two-way access at St. Francis Street. In general, sidewalk bulb-outs that narrow the width of the roadway to be crossed by pedestrians are an enhancement to pedestrian facilities. Removing these bulb-outs and widening the access points would increase the roadway width to be crossed by pedestrians from a single travel lane to two travel lanes. However, standard “dustpan-type” 24-foot wide driveways with ADA-compliant sidewalks and ramps would still facilitate pedestrian activity along Madison Avenue. Thus, the wider access points would not impede pedestrian activity, and there would be a less than significant impact on pedestrian facilities.

The proposed new driveway on Valota Road leading to the YMCA surface parking lot would be constructed very close to the existing bicycle/pedestrian path that leads into Red Morton Park. Because of the sight distance issue at the curve on Valota Road, it is not advisable to place the driveway farther from the Class I path. Pedestrians and cyclists enter and exit the park from both directions on Valota Road. When the new driveway is constructed, there is potential for conflicting turning movements between motorists using this new access point and cyclists using the bike path, so it is essential that the new driveway have full and clear visibility of the bike path. Valota Road is marked with “sharrows” indicating that drivers are expected to share the road with cyclists. An ADA-compliant sidewalk and ramps should be provided for pedestrians walking along Valota Road and crossing the new driveway. Hexagon recommends adding signage at the driveway exit noting the presence of the bike path and cautioning drivers to watch for bikes and pedestrians at this access point. With careful design and appropriate signage, the proposed driveway would not impede the function of the existing Class I pathway or bike and pedestrian activity along Valota Road, and there would be a less than significant impact on bicycle and pedestrian facilities. Also, the existing bicycle/pedestrian path does not have a curb cut for bikes. A curb cut for bikes is recommended for the bicycle/pedestrian path at Valota Road in order to discourage bikes from using the proposed project driveway. Bike/pedestrian entrance signs are recommended on Valota Road for bicyclists and pedestrians to direct them to enter the site from the path.

The proposed joint facility should encourage biking and walking among both employees and patrons, both as part of its mission of encouraging healthy lifestyles and in order to reduce vehicle trips. Many youth will use the YMCA facility. The site plan shows that 42 bicycle parking spaces would be provided

within the pedestrian promenade and 18 bicycle parking spaces would be provided in front of the YMCA building. The shower and locker room facilities should be available to all, not just pool users, so that facility employees can use active transportation to commute to work. The existing bicycle facilities (Jefferson Avenue, Madison Avenue, Valota Road, Roosevelt Street are designated bike routes) in the project vicinity would accommodate the increase in bicycle traffic to the site.

As described in Chapter 2, there are two SamTrans routes that provide service near the project site. Route 274 operates on Jefferson Avenue, one block from the project site, all day long with approximately 30 minute headways. Route 79 runs along Roosevelt Avenue on school days only, providing service to Kennedy Middle School in the morning and from it in the afternoon. Patrons of both the Senior Center and the YMCA are likely to use public transit to access the proposed facility, and there are existing bus stops at convenient locations on both routes for riders going to or from Red Morton Park and the project site. However, it is not expected that the project would increase transit demand beyond the capacity of current service. Further, the project would not increase travel times for bus service due to increased congestion on either Jefferson or Roosevelt Avenues.

Parking Analysis

The proposed project would provide a total of 283 vehicular parking spaces (57 spaces in the VMSC parking lot and 226 spaces in the YMCA parking lot), 11 motorcycle parking spaces, and 60 bicycle parking spaces to accommodate the parking needs of both the VMSC and YMCA facilities.

The Redwood City Zoning Code's requirements for parking do not specifically mention the type of land use that this project represents. Thus, it is not clear what the City's parking requirement for the project would be. It should be noted that the Senior Center operates two vans to provide transportation for patrons who are unable to drive, which reduces the amount of parking needed for the Senior Center component of the project.

An analysis of current parking demand was conducted at both the parking lots that surround the existing Senior Center in Red Morton Park and the Sequoia YMCA on Hudson Street. Parking counts were conducted on Saturday, April 1, 2017 and Tuesday, April 4, 2017 at both locations.

VMSC

At the parking areas surrounding the existing Senior Center, hourly counts of occupied parking spaces were conducted between 9:00 AM and 6:00 PM (9 hours). Unlike the counts conducted for trip generation purposes, the count included all parked vehicles, regardless of whether the vehicle's occupants were going to the Senior Center or one of the many other facilities in Red Morton Park. The count included all of the parking spaces on and adjacent to the loop formed by St. Francis Street, Vera Avenue, and Nevada Street around the existing Senior Center building. The parking areas in this study are within the project site outlined on Figure 1.

The peak weekday parking demand at the Senior Center parking areas occurred at 11:00 AM, with 118 parked vehicles (see Table 13). The peak Saturday parking demand occurred at 12 noon, with 174 parked vehicles. The parking survey data is included in Appendix C.

Since the VMSC programs would not change with the project, it is likely that the parking demand for the new VMSC building would be the same as for the existing site. Based on the parking survey, it is assumed that the peak parking demand for the new VMSC facility would be 118 vehicles on weekdays and 174 vehicles on weekends.

Sequoia YMCA

The hourly counts of parked cars at the Sequoia YMCA were conducted between 8:00 AM and 7:00 PM (11 hours) on both Saturday and Tuesday. The count included the parking areas in front of, next to, and in back of the YMCA building, as well as the three on-street parking spaces directly in front of the building. The peak weekday parking demand at the YMCA occurred at both 9:00 AM and 10:00 AM, with 64 parked vehicles at both times. This count represents 100% occupancy of all available spaces at the YMCA, with no vacant spaces available. In fact, four cars parked on-street in front of the building, where typically only three would be able to park. The peak Saturday parking demand occurred at 10:00 AM, with 62 parked vehicles (59 on-site and three on the street in front of the building). There was only a single unoccupied space at that time.

In general, it is not desirable to have 100% occupancy of a parking area, because it means that a new arrival has nowhere to park and would need to search for parking in the nearby residential neighborhood. The parking counts at the YMCA suggest that there is more parking demand than the existing facility is able to accommodate during at least a couple of hours in the morning on both weekdays and Saturdays. If someone parked a block or two away from the building and then walked to the YMCA, they would not be captured in this count. Further, if someone would like to attend an activity at the YMCA during the morning but chooses not to because they believe parking would be a hassle, the count would obviously not reflect such latent demand.

Although the magnitude of the unmet parking demand is difficult to quantify without survey data from YMCA patrons and the community, Hexagon developed a parking demand estimate based on a rate of 3.0 spaces per 1,000 square feet. Since the observed demand was approximately 2.5 spaces per 1,000 square feet on both the Tuesday and Saturday surveyed, a rate of 3.0 is 20% higher than the full occupancy that was observed. Applying this rate to the proposed 35,000 s.f. YMCA results in a future parking demand of 105 spaces on weekdays and on weekends for the YMCA. Adding to this the peak parking demand for the VMSC (118 spaces on weekdays and 174 spaces on weekends) would result in a collective peak parking demand of 223 spaces during the weekdays and 279 spaces during the weekend. The project proposes to provide a total of 283 vehicular parking spaces, which would meet this parking demand.

The parking demands of the day care center are reflected in the parking demands of the YMCA facility. Based on the ITE Trip Generation Manual, day care centers generate the highest volumes between 7:15 and 8:15 during the AM peak hour and between 4:45 and 5:45 during the PM peak hour on weekdays. It is during these times that day care centers also generate peak parking demand. Since the times of the peak parking demand of the day care center would not coincide with the peak times of the YMCA or the VMSC, the day care center is not anticipated to require additional parking. The YMCA and VMSC parking demand peaks on weekends when the daycare would be closed. The site plan shows that 10 vehicular parking spaces along the west side of the YMCA building, in front of the day care entrance would be dedicated for the day care use.

Parking facilities function best when they are about 90% occupied or less. A 90% occupancy rate means that new arrivals can be assured of finding a vacant space without a long search up and down drive aisles. This improves circulation within the parking areas because drivers need not block drive aisles while waiting for another driver to back out of a space or circle the same area looking for a recently vacated space. A 90% occupancy rate for the proposed facility would result in a need for 248 parking spaces on a weekday and 310 spaces on a Saturday. The parking demand for 310 spaces on a Saturday exceeds the proposed number of on-site parking by 27 spaces. In the event that parking demand exceeds 90% of the parking supply, some employees could be assigned to park at the Community Activities Building (CAB) or the Army National Guard facility. Also, it is estimated that the parking demand could be reduced by at least 5% with the implementation of the TDM Plan. In light of these factors, the proposed parking supply would be adequate.

**Table 13
Estimated Parking Demand**

Facility	Size	Peak Parking Demand			
		Weekday (occ. spaces)	Rate (per k.s.f.)	Weekend (occ. Spaces)	Rate (per k.s.f.)
Observed Parking Demand					
Senior Center/Red Morton Park ¹		118	-	174	-
Existing YMCA ¹	25.1 ksf	64	2.55	62	2.47
Proposed YMCA Expansion ²	9.9 ksf	26	2.55	25	2.47
Future Parking Demand, based on counts		208		261	
Increased YMCA Rate					
Senior Center/Red Morton Park ¹		118	-	174	-
Existing YMCA ³	25.1 ksf	75	3.00	75	3.00
Proposed YMCA Expansion ²	9.9 ksf	30	3.00	30	3.00
Future Parking Demand, higher YMCA rate		223		279	
Total Parking Needed for 90% Occupancy		248		310	
<u>Notes:</u>					
¹ Parking demand for the Senior Center and Existing YMCA based on parking counts conducted in April 2017.					
² Parking rate for expansion assumes the same parking rate as the existing YMCA.					
³ Parking rate of 3.0 is based on evidence of unmet parking demand at existing YMCA facility.					

Vehicle Miles Traveled

Given that no standard approach or guidelines for determining the significance impacts related VMT have been established by Redwood City, the VMT presented in this report is for informational purposes only. It is not intended to provide any indication of the significance of transportation impacts of the project under SB 743. Based on the California Emissions Estimator Model, the total project annual VMT was calculated as 3,700,305 (2,063,130 VMT for VMSC and 1,737,175 VMT for YMCA). The estimated VMT for existing uses on-site is 2,532,377 and the proposed project would increase the VMT by 1,167,928. The project is proposing to implement a TDM plan for employees and users of the proposed facilities. This TDM plan would encourage alternative and active commuting behavior that would reduce single-occupant vehicle trips. These TDM measures would reduce the VMT generated by the proposed project.

8. Conclusions

The potential impacts of the Joint Senior Center and YMCA project were evaluated in accordance with the standards set forth by the City of Redwood City and C/CAG. The study included the analysis of traffic conditions at fourteen unsignalized intersections during the weekday AM and PM peak hours and during Saturday and Sunday mid-day peak hours.

Intersection Level of Service Analysis

The study includes fourteen unsignalized intersections in the vicinity of the project that were analyzed under existing and future conditions for four time periods. The following summarizes the project's significant intersection impacts.

Valota Road and Jefferson Avenue

This is a T intersection, and the level of service results are for the Valota approach. During the AM peak hour, the Valota approach would operate at LOS E under cumulative plus project conditions. The project would add more than five seconds of additional delay to the Valota approach during the AM peak hour under cumulative plus project conditions.

Because this intersection meets the peak hour traffic signal warrant for the AM and PM peak hours, the project impact is considered significant. Hexagon has identified two possible mitigation strategies for this intersection: signalization or construction of a refuge lane on westbound Jefferson Avenue. With the addition of a refuge lane, drivers wishing to turn left from Valota could begin their left turn when there is a gap in eastbound traffic, and then wait in the center receiving lane until there is an adequate gap in the westbound traffic to merge into the leftmost westbound travel lane. Drivers wanting to turn left from Valota would thus no longer need to wait for a gap in both directions of traffic in order to begin their left turn, and the average delay on this approach would be greatly reduced. Hexagon recommends adding a left-turn refuge lane as a mitigation measure because it is less costly than signalization and would not add to travel delay on Jefferson Avenue.

Valota Road and Roosevelt Avenue

This intersection has all-way stop control, so the reported level of service in Table ES-1 reflects the average of all four approaches. The level of service is projected to deteriorate from LOS D under Background conditions to an unacceptable LOS E under Background Plus Project conditions during the AM peak hour. Under Cumulative conditions, the levels of service are projected to deteriorate from LOS

D under no project conditions to unacceptable LOS F in the AM peak hour unacceptable LOS E during the PM peak hour under Cumulative Plus Project conditions. Because the peak hour signal warrant would also be met during the AM peak hour under Background Plus Project conditions and during both the AM and PM peak hours under Cumulative Plus Project conditions, this is a significant impact under the Redwood City impact criteria. The recommended mitigation measure is signalization, but only if and when the signal warrant is met and the level of service becomes unacceptable, based on new turning-movement counts.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. The project would provide adequate on-site parking to accommodate peak parking demand generated by both the VMSC and the YMCA facilities. The following recommendations were identified to address issues associated with site access, on-site circulation, and parking:

- At the intersection of Nevada Street and Jefferson Avenue, to make it clearer to motorists, post signage prohibiting left-turns at this intersection.
- Provide adequate sight distance for vehicles entering and exiting the Valota Road driveway to ensure that vehicles can clearly see bicyclists and pedestrians accessing the bike path adjacent to the driveway.
- Post signage at the Valota driveway exit noting the presence of the bike path and cautioning drivers to watch for bikes and pedestrians at this access point.
- Provide a curb-cut for bicycles at the entrance to the bike path on Valota Road so that bicycles are not encouraged to use the proposed project driveway on Valota Road.
- Provide bike/pedestrian entrance signs on Valota Road for bicyclists and pedestrians to direct them to enter the site from the bike/pedestrian path.
- Provide ADA-compliant sidewalk and ramps for pedestrians walking along Valota Road and crossing the new driveway.
- Update project site plan to show the location of trash enclosures on site.

**Joint Senior Center and YMCA
Transportation Impact Analysis
Technical Appendices**

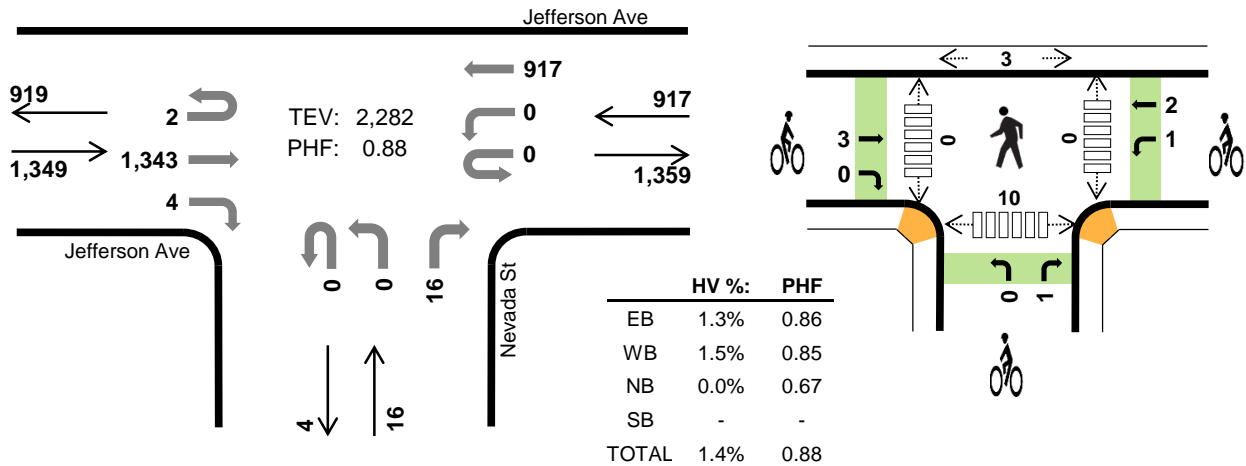
Appendix A
Traffic Counts at Study Intersections

Nevada St Jefferson Ave



Peak Hour

Date: 02-06-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



Two-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Nevada St Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	103	0	0	0	77	0	0	0	0	1	0	0	0	0	181	0	
7:15 AM	0	0	172	0	0	0	105	0	0	0	0	0	0	0	0	0	277	0	
7:30 AM	0	0	210	0	0	0	151	0	0	0	0	5	0	0	0	0	366	0	
7:45 AM	0	0	310	0	0	0	260	0	0	0	0	3	0	0	0	0	573	1,397	
8:00 AM	0	0	372	0	0	0	270	0	0	0	0	6	0	0	0	0	648	1,864	
8:15 AM	0	0	390	4	0	0	210	0	0	0	0	3	0	0	0	0	607	2,194	
8:30 AM	2	0	271	0	0	0	177	0	0	0	0	4	0	0	0	0	454	2,282	
8:45 AM	0	0	194	0	0	0	138	0	0	0	0	5	0	0	0	0	337	2,046	
Count Total	2	0	2,022	4	0	0	1,388	0	0	0	0	27	0	0	0	0	3,443	0	
Peak Hour	All	2	0	1,343	4	0	0	917	0	0	0	0	16	0	0	0	0	2,282	0
	HV	0	0	18	0	0	0	14	0	0	0	0	0	0	0	0	0	32	0
	HV%	0%	-	1%	0%	-	-	2%	-	-	-	-	0%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	2	0	0	5	2	1	0	0	3	0	0	0	1	1
7:15 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0
7:30 AM	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0
7:45 AM	4	5	0	0	9	1	1	0	0	2	0	0	1	1	2
8:00 AM	6	3	0	0	9	0	2	1	0	3	0	0	0	8	8
8:15 AM	6	2	0	0	8	2	0	0	0	2	0	0	2	0	2
8:30 AM	2	4	0	0	6	0	0	0	0	0	0	0	0	1	1
8:45 AM	2	5	1	0	8	0	0	0	0	0	0	0	1	2	3
Count Total	25	23	3	0	51	6	5	1	0	12	0	0	4	13	17
Peak Hr	18	14	0	0	32	3	3	1	0	7	0	0	3	10	13

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Jefferson Ave				Jefferson Ave				Nevada St				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3	0
7:45 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	20
8:00 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	24
8:15 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	29
8:30 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	32
8:45 AM	0	0	2	0	0	0	5	0	0	0	0	1	0	0	0	0	8	31
Count Total	0	0	25	0	0	0	23	0	0	0	0	3	0	0	0	0	51	0
Peak Hour	0	0	18	0	0	0	14	0	0	0	0	0	0	0	0	0	32	0

Two-Hour Count Summaries - Bikes

Interval Start	Jefferson Ave			Jefferson Ave			Nevada St			0			15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	7
8:00 AM	0	0	0	1	1	0	0	0	1	0	0	0	0	3	7
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	6	0	1	4	0	0	0	1	0	0	0	0	12	0
Peak Hour	0	3	0	1	2	0	0	0	1	0	0	0	0	7	0

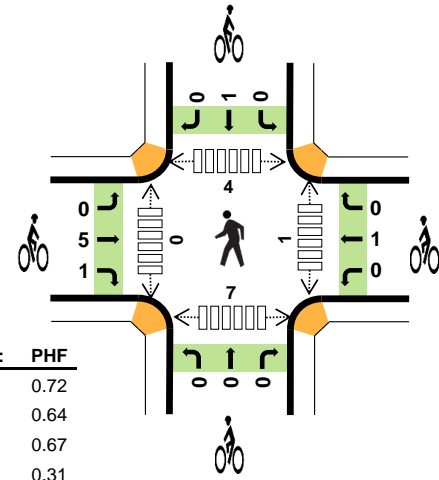
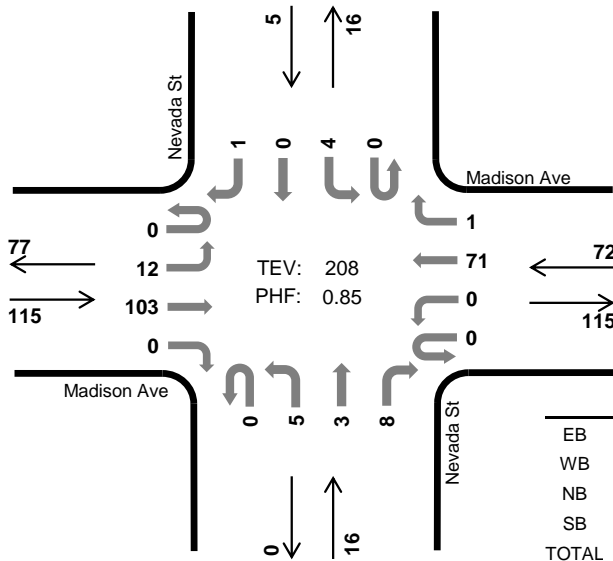
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Nevada St Madison Ave



Peak Hour

Date: 02-06-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.72
WB	2.8%	0.64
NB	0.0%	0.67
SB	0.0%	0.31
TOTAL	1.0%	0.85

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Nevada St Northbound				Nevada St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	1	0	0	0	6	0	0	0	1	0	0	0	0	0	8	0	
7:15 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	1	10	0	
7:30 AM	0	2	4	0	0	0	10	1	0	0	2	4	0	0	0	2	25	0	
7:45 AM	0	3	20	0	0	0	27	1	0	1	0	3	0	0	0	0	55	98	
8:00 AM	0	6	34	0	0	0	17	0	0	2	0	2	0	0	0	0	61	151	
8:15 AM	0	2	34	0	0	0	16	0	0	0	1	1	0	4	0	0	58	199	
8:30 AM	0	1	15	0	0	0	11	0	0	2	2	2	0	0	0	1	34	208	
8:45 AM	0	2	5	0	0	0	9	0	0	5	3	2	0	1	0	1	28	181	
Count Total	0	16	116	0	0	0	102	2	0	10	9	14	0	5	0	5	279	0	
Peak Hour	All	0	12	103	0	0	0	71	1	0	5	3	8	0	4	0	1	208	0
	HV	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
	HV%	-	0%	0%	-	-	-	3%	0%	-	0%	0%	0%	-	0%	-	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	1	0	1	2	0	0	1	4	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
7:30 AM	0	1	1	0	2	0	1	0	1	2	0	0	0	2	2
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	1	0	0	1	2	0	0	1	0	1
8:15 AM	0	0	0	0	0	3	0	0	0	3	1	0	1	3	5
8:30 AM	0	1	0	0	1	2	1	0	0	3	0	0	1	4	5
8:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	5	5
Count Total	0	3	2	0	5	6	3	1	3	13	1	0	6	20	27
Peak Hour	0	2	0	0	2	6	1	0	1	8	1	0	4	7	12

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				Nevada St				Nevada St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	2	1	0	0	2	0	0	0	0	0	5	
Peak Hour	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	

Two-Hour Count Summaries - Bikes																	
Interval Start	Madison Ave			Madison Ave			Nevada St			Nevada St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
8:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	4			
8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	3	7			
8:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	8			
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	9			
Count Total	0	5	1	0	3	0	1	0	0	2	1	0	13	0			
Peak Hour	0	5	1	0	1	0	0	0	0	0	1	0	8	0			

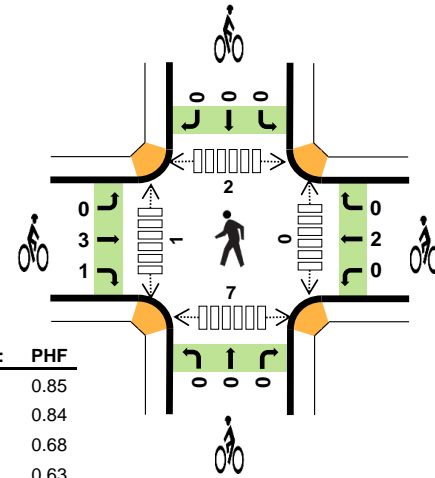
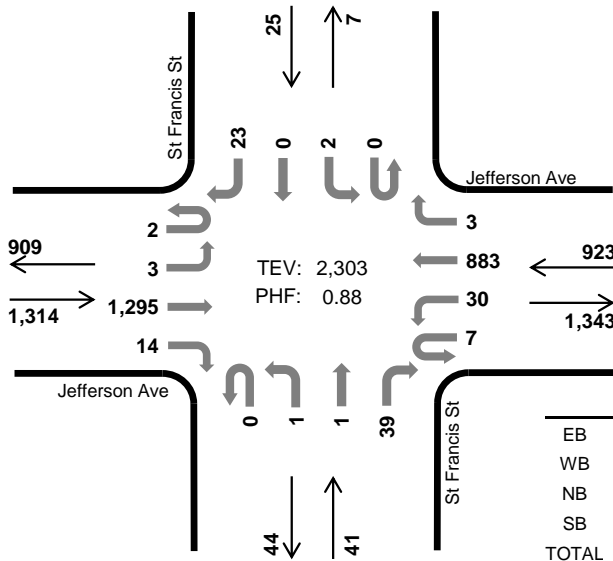
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

St Francis St Jefferson Ave



Peak Hour

Date: 02-06-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.4%	0.85
WB	1.5%	0.84
NB	0.0%	0.68
SB	0.0%	0.63
TOTAL	1.4%	0.88

Two-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				St Francis St Northbound				St Francis St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	98	1	0	1	77	0	0	0	0	2	0	2	0	1	182	0	
7:15 AM	0	1	166	0	0	1	101	1	0	0	0	0	0	1	0	4	275	0	
7:30 AM	0	1	207	1	2	1	149	1	0	0	0	4	0	2	0	2	370	0	
7:45 AM	0	2	294	2	1	4	246	0	0	1	1	13	0	1	0	4	569	1,396	
8:00 AM	1	1	352	4	3	7	264	0	0	0	0	13	0	0	0	7	652	1,866	
8:15 AM	1	0	383	3	2	12	192	1	0	0	0	8	0	1	0	9	612	2,203	
8:30 AM	0	0	266	5	1	7	181	2	0	0	0	5	0	0	0	3	470	2,303	
8:45 AM	0	1	193	3	2	2	135	1	0	0	0	1	1	0	0	4	343	2,077	
Count Total	2	6	1,959	19	11	35	1,345	6	0	1	1	46	1	7	0	34	3,473	0	
Peak Hour	All	2	3	1,295	14	7	30	883	3	0	1	1	39	0	2	0	23	2,303	0
	HV	0	0	18	0	0	0	14	0	0	0	0	0	0	0	0	0	32	0
	HV%	0%	0%	1%	0%	0%	0%	2%	0%	-	0%	0%	0%	-	0%	-	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	2	0	0	5	2	1	0	0	3	0	0	0	1	1
7:15 AM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0
7:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1
7:45 AM	4	5	0	0	9	1	1	0	0	2	0	0	1	1	2
8:00 AM	6	3	0	0	9	0	1	0	0	1	0	0	0	5	5
8:15 AM	6	2	0	0	8	2	0	0	0	2	0	1	0	0	1
8:30 AM	2	4	0	0	6	1	0	0	0	1	0	0	1	1	2
8:45 AM	2	5	0	2	9	0	0	0	0	0	0	0	1	1	2
Count Total	25	23	0	2	50	7	4	0	0	11	0	2	3	9	14
Peak Hour	18	14	0	0	32	4	2	0	0	6	0	1	2	7	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Jefferson Ave				Jefferson Ave				St Francis St				St Francis St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	18
8:00 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	22
8:15 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	8	27
8:30 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	32
8:45 AM	0	0	2	0	0	0	5	0	0	0	0	0	1	0	0	1	9	32
Count Total	0	0	25	0	0	0	23	0	0	0	0	0	1	0	0	1	50	0
Peak Hour	0	0	18	0	0	0	14	0	0	0	0	0	0	0	0	0	32	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Jefferson Ave			Jefferson Ave			St Francis St			St Francis St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	7	
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5	
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	6	
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Count Total	0	6	1	0	4	0	0	0	0	0	0	0	0	0	11	0	
Peak Hour	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6	0	

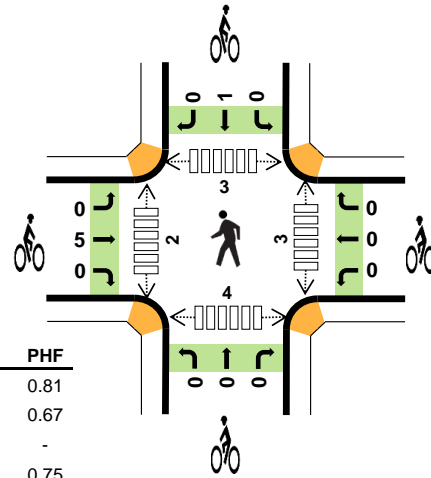
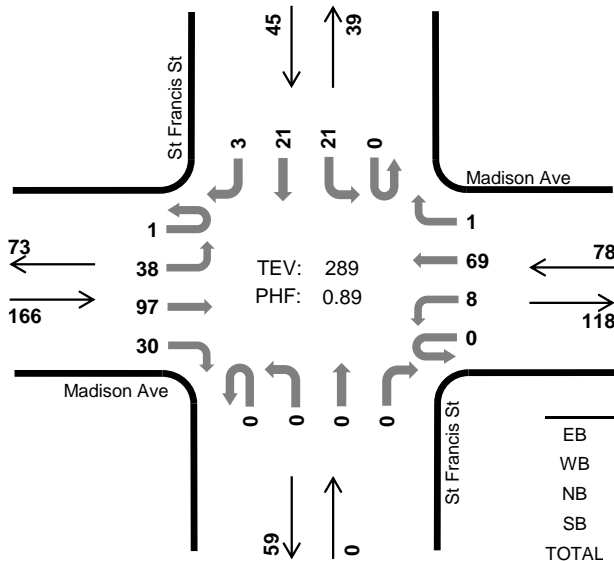
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

St Francis St Madison Ave



Peak Hour

Date: 02-06-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.6%	0.81
WB	2.6%	0.67
NB	-	-
SB	0.0%	0.75
TOTAL	1.0%	0.89

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				St Francis St Northbound				St Francis St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	1	1	0	1	4	1	0	0	0	0	0	0	2	0	11	0	
7:15 AM	0	0	3	1	0	2	5	0	0	0	0	0	0	0	1	0	12	0	
7:30 AM	0	4	4	1	0	1	10	0	0	0	0	0	0	2	0	1	23	0	
7:45 AM	0	14	18	3	0	1	27	1	0	0	0	0	0	3	2	1	70	116	
8:00 AM	1	11	34	5	0	1	17	0	0	0	0	0	0	9	2	1	81	186	
8:15 AM	0	8	30	9	0	2	12	0	0	0	0	0	0	7	8	0	76	250	
8:30 AM	0	5	15	13	0	4	13	0	0	0	0	0	0	2	9	1	62	289	
8:45 AM	0	1	5	17	0	3	12	0	0	0	0	0	0	1	4	0	43	262	
Count Total	1	44	110	50	0	15	100	2	0	0	0	0	0	24	28	4	378	0	
Peak Hour	All	1	38	97	30	0	8	69	1	0	0	0	0	0	21	21	3	289	0
	HV	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	0
	HV%	0%	0%	0%	3%	-	13%	1%	0%	-	-	-	-	-	0%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	5	7
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	2	5
7:30 AM	0	0	0	0	0	0	1	0	1	2	0	0	1	2	3
7:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4
8:15 AM	1	0	0	0	1	3	0	0	0	3	1	0	0	1	2
8:30 AM	0	1	0	0	1	2	0	0	1	3	0	1	0	2	3
8:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	2	1	5
Count Total	1	2	0	0	3	5	3	0	2	10	5	4	9	14	32
Peak Hour	1	2	0	0	3	5	0	0	1	6	3	2	3	4	12

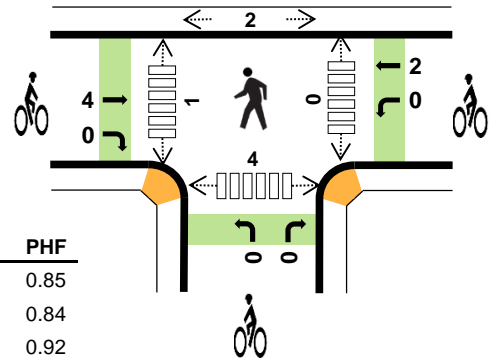
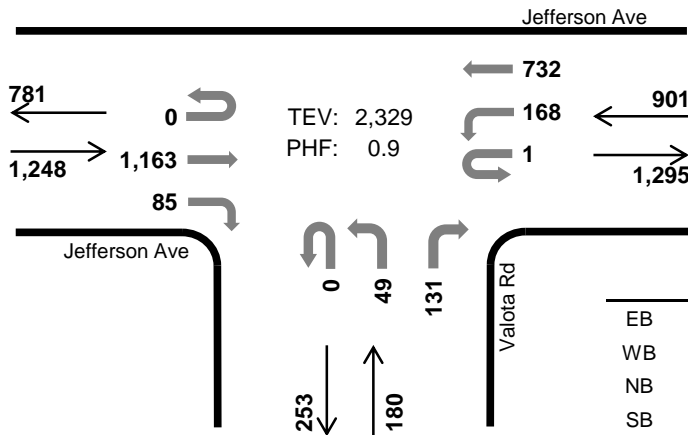
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				St Francis St				St Francis St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	0	
Peak Hour	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Madison Ave			Madison Ave			St Francis St			St Francis St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	5		
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	6		
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7		
Count Total	0	5	0	0	3	0	0	0	0	0	0	0	1	1	10	0		
Peak Hour	0	5	0	0	0	0	0	0	0	0	0	0	1	0	6	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Valota Rd Jefferson Ave



Peak Hour

Date: 02-06-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.4%	0.85
WB	1.6%	0.84
NB	0.6%	0.92
SB	-	-
TOTAL	1.4%	0.90

Two-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	81	3	1	18	60	0	0	8	0	20	0	0	0	0	191	0	
7:15 AM	0	0	144	9	1	14	93	0	0	12	0	24	0	0	0	0	297	0	
7:30 AM	0	0	170	7	0	17	134	0	0	13	0	35	0	0	0	0	376	0	
7:45 AM	0	0	260	27	1	45	206	0	0	11	0	38	0	0	0	0	588	1,452	
8:00 AM	0	0	322	15	0	41	226	0	0	15	0	31	0	0	0	0	650	1,911	
8:15 AM	0	0	345	20	0	44	158	0	0	7	0	34	0	0	0	0	608	2,222	
8:30 AM	0	0	236	23	0	38	142	0	0	16	0	28	0	0	0	0	483	2,329	
8:45 AM	0	0	175	30	0	21	115	0	0	10	0	19	0	0	0	0	370	2,111	
Count Total	0	0	1,733	134	3	238	1,134	0	0	92	0	229	0	0	0	0	3,563	0	
Peak Hour	All	0	0	1,163	85	1	168	732	0	0	49	0	131	0	0	0	0	2,329	0
	HV	0	0	17	0	0	1	13	0	0	1	0	0	0	0	0	0	32	0
	HV%	-	-	1%	0%	0%	1%	2%	-	-	2%	-	0%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	2	0	0	5	2	0	0	0	2	0	0	0	0	0
7:15 AM	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0
7:45 AM	4	5	0	0	9	1	1	0	0	2	0	1	1	1	3
8:00 AM	6	3	0	0	9	0	1	0	0	1	0	0	0	2	2
8:15 AM	5	2	0	0	7	2	0	0	0	2	0	0	0	0	0
8:30 AM	2	4	1	0	7	1	0	0	0	1	0	0	1	1	2
8:45 AM	2	6	0	0	8	0	0	0	0	0	0	2	1	3	6
Count Total	24	24	1	0	49	6	4	1	0	11	0	3	3	7	13
Peak Hr	17	14	1	0	32	4	2	0	0	6	0	1	2	4	7

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Jefferson Ave				Jefferson Ave				Valota Rd				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	9	18
8:00 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	22
8:15 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	26
8:30 AM	0	0	2	0	0	1	3	0	0	1	0	0	0	0	0	0	7	32
8:45 AM	0	0	2	0	0	1	5	0	0	0	0	0	0	0	0	0	8	31
Count Total	0	0	24	0	0	2	22	0	0	1	0	0	0	0	0	0	49	0
Peak Hour	0	0	17	0	0	1	13	0	0	1	0	0	0	0	0	0	32	0

Two-Hour Count Summaries - Bikes

Interval Start	Jefferson Ave			Jefferson Ave			Valota Rd			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	7
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	6
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	6
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	6	0	1	3	0	0	0	1	0	0	0	11	0
Peak Hour	0	4	0	0	2	0	0	0	0	0	0	0	6	0

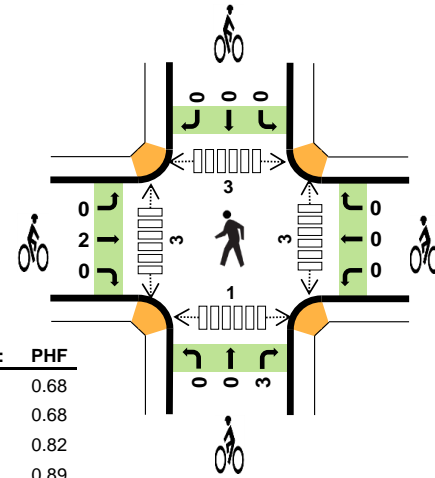
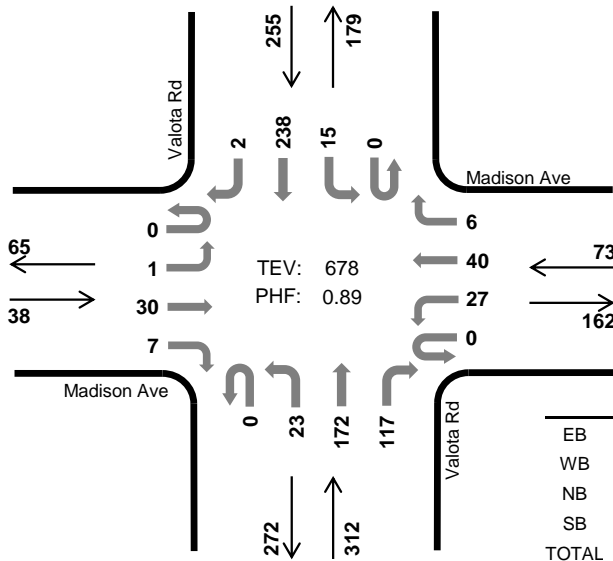
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Valota Rd Madison Ave



Peak Hour

Date: 02-06-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.68
WB	1.4%	0.68
NB	0.6%	0.82
SB	0.4%	0.89
TOTAL	0.6%	0.89

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	2	0	2	2	0	0	2	27	2	0	0	21	0	58	0	
7:15 AM	0	0	0	0	0	1	3	1	0	2	35	4	0	0	23	0	69	0	
7:30 AM	0	0	2	1	0	5	6	0	0	5	52	7	0	0	23	0	101	0	
7:45 AM	0	1	9	2	0	8	17	2	0	9	44	26	0	0	71	1	190	418	
8:00 AM	0	0	9	5	0	8	12	0	0	8	48	39	0	1	55	1	186	546	
8:15 AM	0	0	6	0	0	6	6	1	0	2	39	32	0	7	56	0	155	632	
8:30 AM	0	0	6	0	0	5	5	3	0	4	41	20	0	7	56	0	147	678	
8:45 AM	0	0	3	1	0	2	9	1	0	1	27	10	0	11	38	2	105	593	
Count Total	0	1	35	11	0	37	60	8	0	33	313	140	0	26	343	4	1,011	0	
Peak Hour	All	0	1	30	7	0	27	40	6	0	23	172	117	0	15	238	2	678	0
	HV	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0
	HV%	-	0%	0%	0%	-	0%	3%	0%	-	4%	1%	0%	-	0%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	2	4
7:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	1	2	3
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	1	2	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	1	5
8:15 AM	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1
8:30 AM	0	0	1	1	2	0	0	2	0	2	0	0	1	0	1
8:45 AM	0	0	0	1	1	0	1	0	0	1	0	0	2	0	2
Count Total	0	1	2	2	5	2	4	4	1	11	4	3	7	6	20
Peak Hour	0	1	2	1	4	2	0	3	0	5	3	3	3	1	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				Valota Rd				Valota Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	
Count Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2	0	5	
Peak Hour	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	

Two-Hour Count Summaries - Bikes																	
Interval Start	Madison Ave			Madison Ave			Valota Rd			Valota Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0			
7:30 AM	0	0	0	2	0	0	0	0	1	0	0	0	3	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
8:15 AM	0	2	0	0	0	0	0	0	0	1	0	0	3	6			
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	5			
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	6			
Count Total	0	2	0	4	0	0	0	0	1	3	0	1	11	0			
Peak Hour	0	2	0	0	0	0	0	0	0	3	0	0	5	0			

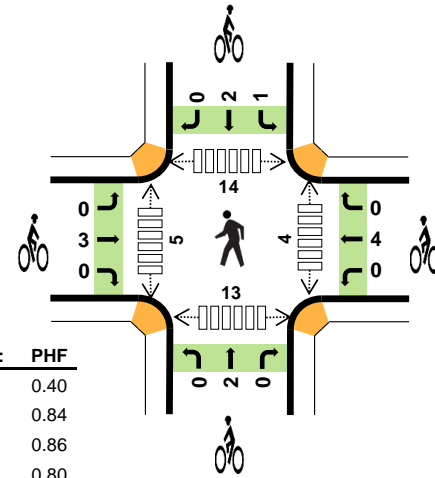
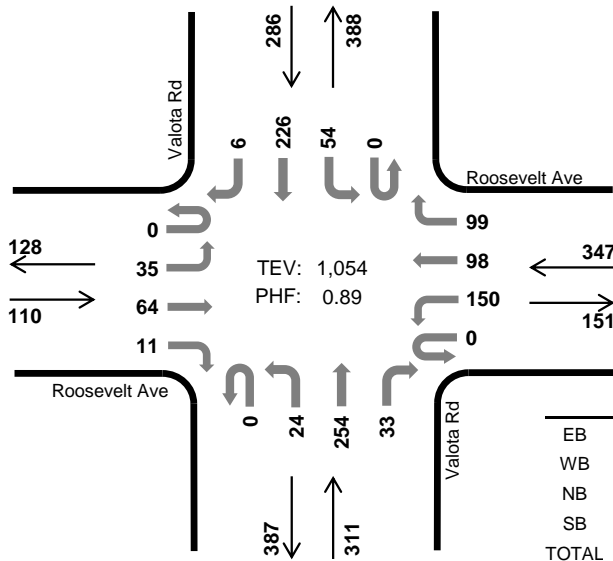
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Valota Rd Roosevelt Ave



Peak Hour

Date: 02-06-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.8%	0.40
WB	1.2%	0.84
NB	0.3%	0.86
SB	0.0%	0.80
TOTAL	0.7%	0.89

Two-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	9	18	2	0	3	31	5	0	5	16	0	0	2	19	6	116	0	
7:15 AM	0	14	39	1	0	3	49	7	0	9	24	1	0	2	22	10	181	0	
7:30 AM	0	17	47	4	0	35	41	27	0	2	44	4	0	4	25	1	251	0	
7:45 AM	0	9	9	3	0	33	38	26	0	19	69	2	0	15	73	1	297	845	
8:00 AM	0	6	6	3	0	41	18	31	0	3	80	7	0	18	61	2	276	1,005	
8:15 AM	0	3	2	1	0	41	1	15	0	0	61	20	0	17	67	2	230	1,054	
8:30 AM	0	2	1	0	0	28	1	14	0	1	57	10	0	9	53	1	177	980	
8:45 AM	0	2	1	5	0	17	1	22	0	0	40	15	0	18	37	3	161	844	
Count Total	0	62	123	19	0	201	180	147	0	39	391	59	0	85	357	26	1,689	0	
Peak Hour	All	0	35	64	11	0	150	98	99	0	24	254	33	0	54	226	6	1,054	0
	HV	0	1	1	0	0	1	2	1	0	0	1	0	0	0	0	0	7	0
	HV%	-	3%	2%	0%	-	1%	2%	1%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	1	1	1	0	3
7:15 AM	0	3	0	0	3	0	0	0	1	1	0	2	2	1	5
7:30 AM	1	0	0	0	1	3	1	1	1	6	0	0	6	1	7
7:45 AM	1	0	1	0	2	0	2	0	1	3	0	1	2	1	4
8:00 AM	0	4	0	0	4	0	0	0	0	0	4	3	5	11	23
8:15 AM	0	0	0	0	0	0	1	1	1	3	0	1	1	0	2
8:30 AM	0	1	0	1	2	0	1	2	0	3	1	1	3	4	9
8:45 AM	0	0	0	1	1	0	1	2	1	4	3	0	3	2	8
Count Total	3	8	1	2	14	3	6	6	5	20	9	9	23	20	61
Peak Hour	2	4	1	0	7	3	4	2	3	12	4	5	14	13	36

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Roosevelt Ave				Roosevelt Ave				Valota Rd				Valota Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	7
8:00 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
Count Total	0	1	2	0	0	1	5	2	0	0	1	0	0	1	1	0	14	0
Peak Hour	0	1	1	0	0	1	2	1	0	0	1	0	0	0	0	0	7	0

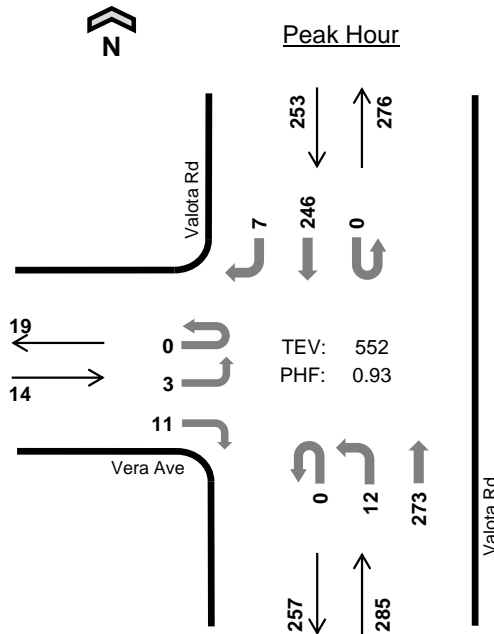
Two-Hour Count Summaries - Bikes																	
Interval Start	Roosevelt Ave			Roosevelt Ave			Valota Rd			Valota Rd			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:30 AM	0	3	0	0	1	0	0	0	1	0	0	1	0	0	6	0	
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	10	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3	12	
8:30 AM	0	0	0	1	0	0	0	0	1	1	0	0	0	0	3	9	
8:45 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	4	10	
Count Total	0	3	0	1	5	0	0	3	3	1	3	1	20	0	0	0	
Peak Hour	0	3	0	0	4	0	0	2	0	1	2	0	12	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

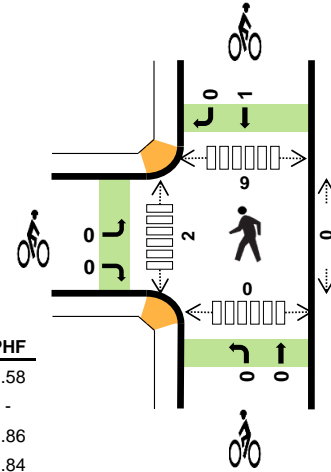
Valota Rd Vera Ave



Date: 05-30-2018
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.58
WB	-	-
NB	1.1%	0.86
SB	0.4%	0.84
TOTAL	0.7%	0.93



Two-Hour Count Summaries

Interval Start	Vera Ave				0				Valota Rd				Valota Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	0	0	2	29	0	0	0	18	0		
7:15 AM	0	2	0	2	0	0	0	0	0	2	52	0	1	0	31	0		
7:30 AM	0	0	0	7	0	0	0	0	0	4	54	0	1	0	35	2		
7:45 AM	0	3	0	3	0	0	0	0	0	8	58	0	0	0	70	5		
8:00 AM	0	0	0	6	0	0	0	0	0	1	79	0	0	0	52	1		
8:15 AM	0	0	0	0	0	0	0	0	0	2	81	0	0	0	66	0		
8:30 AM	0	0	0	2	0	0	0	0	0	1	55	0	0	0	58	1		
8:45 AM	0	1	0	2	0	0	0	0	0	2	37	0	0	0	43	0		
Count Total	0	6	0	24	0	0	0	0	0	22	445	0	2	0	373	9		
Peak Hour	All	0	3	0	11	0	0	0	0	0	12	273	0	0	0	246	7	
	HV	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	
	HV%	-	0%	-	0%	-	-	-	-	-	0%	1%	-	-	-	0%	0%	

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	0	1	1	0	0	0	2	2	0	0	2	0	2
7:30 AM	0	0	1	1	2	0	0	1	1	2	0	1	2	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	2	5	0	7
8:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	3	0	3
8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	1	0	1
8:45 AM	0	0	1	1	2	0	0	1	1	2	0	2	4	0	6
Count Total	0	0	5	4	9	0	0	3	5	8	0	5	17	0	22
Peak Hr	0	0	3	1	4	0	0	0	1	1	0	2	9	0	11

Two-Hour Count Summaries - Heavy Vehicles														15-min Total	Rolling One Hour			
Interval Start	Vera Ave				0				Valota Rd				Valota Rd					
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	6
Count Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0

Two-Hour Count Summaries - Bikes														15-min Total	Rolling One Hour
Interval Start	Vera Ave			0			Valota Rd			Valota Rd					
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	3	
Count Total	0	0	0	0	0	0	0	3	0	0	5	0	8	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	1	0	

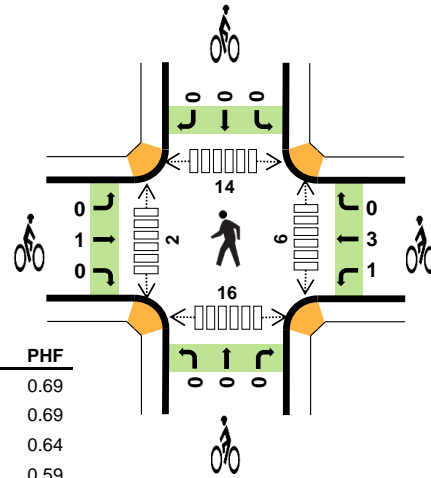
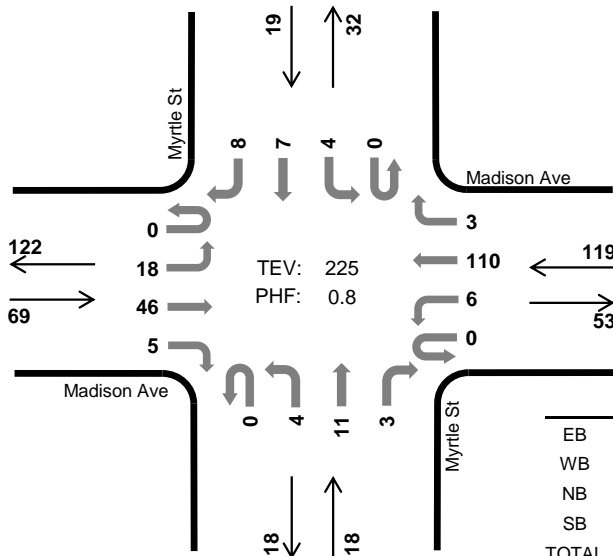
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Myrtle St Madison Ave



Peak Hour

Date: 04/04/2017
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.69
WB	0.0%	0.69
NB	0.0%	0.64
SB	0.0%	0.59
TOTAL	0.0%	0.80

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Myrtle St Northbound				Myrtle St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	2	0	0	1	2	2	0	0	0	0	0	0	2	0	9	0	
7:15 AM	0	0	2	0	0	1	9	0	0	1	0	1	0	0	0	0	14	0	
7:30 AM	0	2	0	0	0	1	23	1	0	0	1	1	0	1	1	1	32	0	
7:45 AM	0	3	12	2	0	2	41	0	0	1	2	0	0	0	3	2	68	123	
8:00 AM	0	5	18	2	0	2	33	1	0	1	5	0	0	0	0	3	70	184	
8:15 AM	0	8	16	1	0	1	13	1	0	2	3	2	0	3	3	2	55	225	
8:30 AM	0	1	7	4	1	0	3	0	0	2	1	2	0	0	0	3	24	217	
8:45 AM	0	3	2	1	0	2	7	0	0	2	0	1	0	2	0	1	21	170	
Count Total	0	22	59	10	1	10	131	5	0	9	12	7	0	6	9	12	293	0	
Peak Hour	All	0	18	46	5	0	6	110	3	0	4	11	3	0	4	7	8	225	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

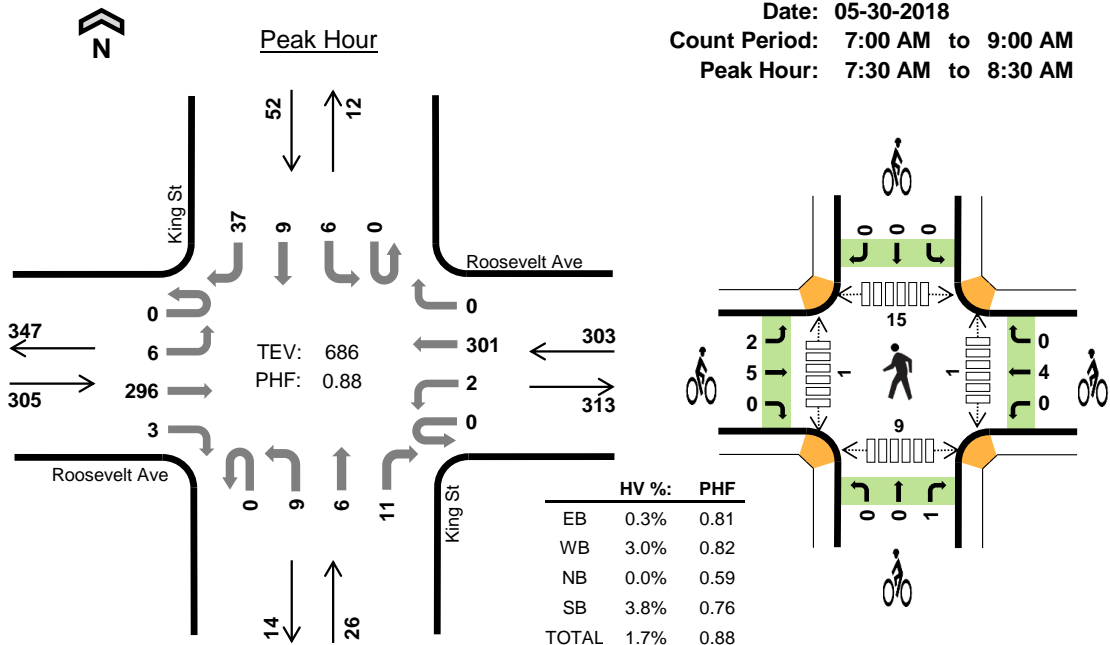
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	1	0	0	1	5	0	8	4	17
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	4	6
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4
8:15 AM	0	0	0	0	0	1	1	0	0	2	1	1	1	8	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	3	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Count Total	0	0	0	0	0	1	4	0	0	5	8	4	18	23	53
Peak Hour	0	0	0	0	0	1	4	0	0	5	6	2	14	16	38

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				Myrtle St				Myrtle St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Madison Ave			Madison Ave			Myrtle St			Myrtle St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0		
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2		
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3		
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	5		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Count Total	0	1	0	1	3	0	0	0	0	0	0	0	0	5	0	0		
Peak Hour	0	1	0	1	3	0	0	0	0	0	0	0	0	5	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

King St Roosevelt Ave



Date: 05-30-2018
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				King St Northbound				King St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	32	0	0	1	33	0	0	0	1	1	0	0	2	2	72	0	
7:15 AM	0	1	58	1	0	0	49	0	0	1	0	4	0	1	0	5	120	0	
7:30 AM	0	1	57	0	0	1	91	0	0	2	1	3	0	2	2	9	169	0	
7:45 AM	0	0	79	0	0	0	87	0	0	4	2	5	0	1	4	12	194	555	
8:00 AM	0	3	88	3	0	0	62	0	0	1	2	2	0	0	1	11	173	656	
8:15 AM	0	2	72	0	0	1	61	0	0	2	1	1	0	3	2	5	150	686	
8:30 AM	0	3	73	1	0	1	48	0	0	1	1	2	0	0	0	8	138	655	
8:45 AM	0	2	74	1	0	0	63	0	0	0	0	1	0	1	0	2	144	605	
Count Total	0	12	533	6	0	4	494	0	0	11	8	19	0	8	11	54	1,160	0	
Peak Hour	All	0	6	296	3	0	2	301	0	0	9	6	11	0	6	9	37	686	0
	HV	0	0	1	0	0	0	9	0	0	0	0	0	0	1	0	1	12	0
	HV%	-	0%	0%	0%	-	0%	3%	-	-	0%	0%	0%	-	17%	0%	3%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

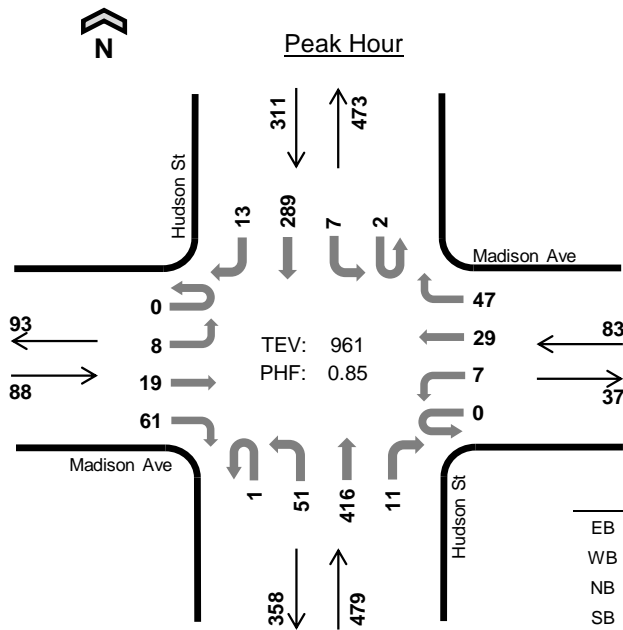
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	2	0	0	3	0	1	1	0	2	0	0	0	2	2
7:15 AM	1	3	0	0	4	2	1	0	0	3	0	0	2	1	3
7:30 AM	1	5	0	0	6	2	2	1	0	5	0	0	4	5	9
7:45 AM	0	2	0	1	3	2	1	0	0	3	1	0	6	0	7
8:00 AM	0	2	0	1	3	2	0	0	0	2	0	1	2	2	5
8:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	3	2	5
8:30 AM	1	0	0	0	1	3	0	2	0	5	1	0	3	1	5
8:45 AM	0	5	0	0	5	3	0	0	0	3	0	3	4	5	12
Count Total	4	19	0	2	25	15	6	4	0	25	2	4	24	18	48
Peak Hour	1	9	0	2	12	7	4	1	0	12	1	1	15	9	26

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Roosevelt Ave				Roosevelt Ave				King St				King St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	16
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3	16
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	9
Count Total	0	0	4	0	0	0	19	0	0	0	0	0	0	1	0	1	25	0
Peak Hour	0	0	1	0	0	0	9	0	0	0	0	0	0	1	0	1	12	0

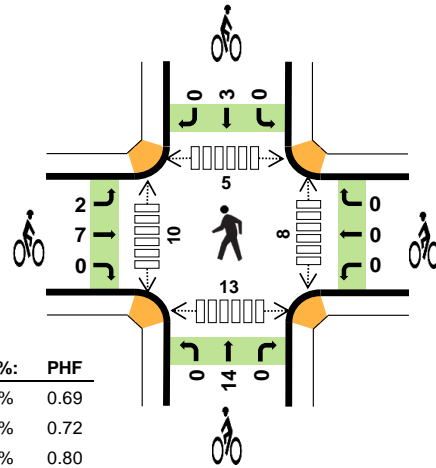
Two-Hour Count Summaries - Bikes																	
Interval Start	Roosevelt Ave			Roosevelt Ave			King St			King St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	
7:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0	
7:30 AM	0	2	0	0	2	0	0	0	1	0	0	0	0	0	5	0	
7:45 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	13	
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	13	
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	12	
8:30 AM	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5	12	
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	12	
Count Total	2	13	0	0	6	0	0	2	2	0	0	0	0	0	25	0	
Peak Hour	2	5	0	0	4	0	0	0	1	0	0	0	0	0	12	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hudson St Madison Ave



Date: 01-09-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.69
WB	2.4%	0.72
NB	0.8%	0.80
SB	1.0%	0.81
TOTAL	0.9%	0.85

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Hudson St Northbound				Hudson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	1	2	0	2	1	2	0	2	43	0	0	0	21	2	76	0	
7:15 AM	0	3	0	7	0	2	3	3	0	1	72	4	0	2	26	3	126	0	
7:30 AM	0	2	2	13	0	2	5	10	0	12	100	3	0	0	54	2	205	0	
7:45 AM	0	1	1	13	0	1	11	17	1	21	125	3	0	1	81	5	281	688	
8:00 AM	0	3	5	16	0	3	11	13	0	13	102	1	1	2	66	3	239	851	
8:15 AM	0	2	11	19	0	1	2	7	0	5	89	4	1	4	88	3	236	961	
8:30 AM	0	2	4	16	0	3	0	7	0	4	84	5	0	2	62	5	194	950	
8:45 AM	1	2	1	8	0	3	2	1	0	5	82	1	0	1	64	6	177	846	
Count Total	1	15	25	94	0	17	35	60	1	63	697	21	2	12	462	29	1,534	0	
Peak Hour	All	0	8	19	61	0	7	29	47	1	51	416	11	2	7	289	13	961	0
	HV	0	0	0	0	0	0	0	2	0	0	3	1	0	0	2	1	9	0
	HV%	-	0%	0%	0%	-	0%	0%	4%	0%	0%	1%	9%	0%	0%	1%	8%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	1	0	1	1	3	0	3	2	3	8
7:15 AM	0	0	0	0	0	1	1	5	3	10	1	1	0	3	5
7:30 AM	0	1	2	1	4	5	0	6	0	11	1	2	1	6	10
7:45 AM	0	0	0	0	0	0	0	2	0	2	0	7	0	2	9
8:00 AM	0	0	1	0	1	1	0	2	1	4	2	1	4	3	10
8:15 AM	0	1	1	2	4	3	0	4	2	9	5	0	0	2	7
8:30 AM	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3
8:45 AM	0	0	1	0	1	0	0	4	0	4	2	3	3	1	9
Count Total	0	2	5	4	11	11	1	25	7	44	13	17	11	20	61
Peak Hour	0	2	4	3	9	9	0	14	3	26	8	10	5	13	36

Two-Hour Count Summaries - Heavy Vehicles																				
Interval Start	Madison Ave				Madison Ave				Hudson St				Hudson St				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	4	9
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
Count Total	0	0	0	0	0	0	0	0	2	0	0	4	1	0	0	3	1	11	0	
Peak Hour	0	0	0	0	0	0	0	0	2	0	0	3	1	0	0	2	1	9	0	

Two-Hour Count Summaries - Bikes																		
Interval Start	Madison Ave			Madison Ave			Hudson St			Hudson St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	1	3	0			
7:15 AM	1	0	0	1	0	0	0	0	5	0	0	3	0	10	0			
7:30 AM	0	5	0	0	0	0	0	0	6	0	0	0	0	11	0			
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	26			
8:00 AM	1	0	0	0	0	0	0	0	2	0	0	1	0	4	27			
8:15 AM	1	2	0	0	0	0	0	0	4	0	0	2	0	9	26			
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	16			
8:45 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	4	18			
Count Total	4	7	0	1	0	0	0	0	24	1	0	6	1	44	0			
Peak Hour	2	7	0	0	0	0	0	0	14	0	0	3	0	26	0			

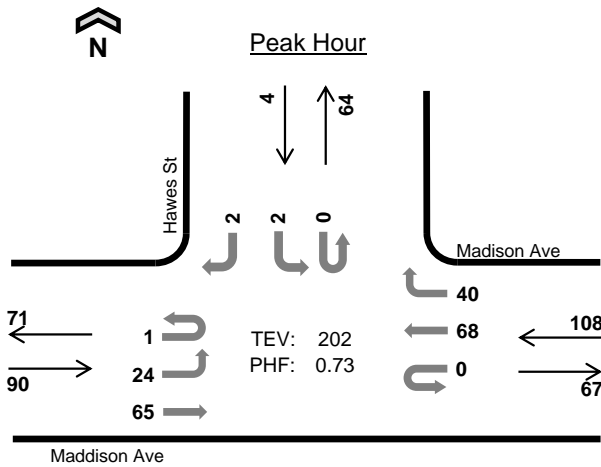
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Roosevelt Ave				Roosevelt Ave				Hudson St				Hudson St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	4	0	
7:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5	0
7:30 AM	0	0	1	0	0	0	2	0	0	1	3	1	0	0	0	2	10	0	
7:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	22	
8:00 AM	0	1	0	0	0	0	2	0	0	0	3	0	0	0	2	0	8	26	
8:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	24	
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	16	
8:45 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	2	1	7	20	
Count Total	0	2	4	0	0	0	14	0	0	2	10	1	0	0	6	3	42	0	
Peak Hour	0	1	2	0	0	0	6	0	0	1	9	1	0	0	2	2	24	0	

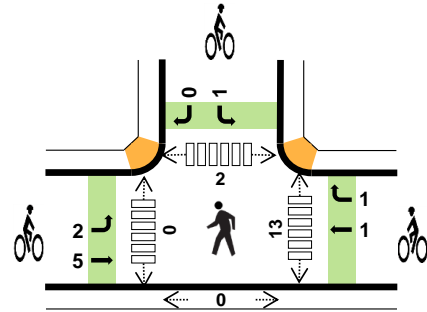
Two-Hour Count Summaries - Bikes																	
Interval Start	Roosevelt Ave			Roosevelt Ave			Hudson St			Hudson St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	
7:15 AM	2	0	0	0	1	0	0	1	0	1	0	0	2	0	7	0	
7:30 AM	2	1	0	0	2	0	0	6	0	0	3	0	14	0	0		
7:45 AM	0	0	0	0	0	0	0	2	0	0	1	1	4	27	0		
8:00 AM	2	0	0	0	0	0	0	1	0	0	0	1	4	29	0		
8:15 AM	0	1	0	0	0	0	0	5	0	0	0	0	6	28	0		
8:30 AM	0	3	0	0	0	0	0	3	1	0	0	0	7	21	0		
8:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	4	21	0		
Count Total	6	8	0	0	3	0	1	19	2	0	6	3	48	0	0		
Peak Hour	4	2	0	0	2	0	0	14	0	0	4	2	28	0	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hawes St Maddison Ave



Date: 05-30-2018
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	0.0%	0.58
WB	0.0%	0.71
NB	-	-
SB	25.0%	0.33
TOTAL	0.5%	0.73

Two-Hour Count Summaries

Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7	0	
7:15 AM	0	2	7	0	0	0	4	4	0	0	0	0	0	0	0	1	18	0	
7:30 AM	0	1	4	0	0	0	17	4	0	0	0	0	0	1	0	2	29	0	
7:45 AM	1	4	11	0	0	0	22	11	0	0	0	0	0	0	0	0	49	103	
8:00 AM	0	11	19	0	0	0	18	20	0	0	0	0	0	1	0	0	69	165	
8:15 AM	0	8	31	0	0	0	11	5	0	0	0	0	0	0	0	0	55	202	
8:30 AM	0	2	7	0	0	0	7	5	0	0	0	0	0	1	0	0	22	195	
8:45 AM	0	0	3	0	0	0	10	1	0	0	0	0	0	0	0	0	14	160	
Count Total	1	28	82	0	0	0	96	50	0	0	0	0	0	3	0	3	263	0	
Peak Hour	All	1	24	65	0	0	0	68	40	0	0	0	0	0	2	0	2	202	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
	HV%	0%	0%	0%	-	-	-	0%	0%	-	-	-	-	-	50%	-	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1
7:30 AM	0	0	0	1	1	1	1	0	0	2	1	0	1	0	2
7:45 AM	0	0	0	0	0	2	0	0	0	2	9	0	0	0	9
8:00 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2
8:15 AM	0	0	0	0	0	4	0	0	1	5	1	0	1	0	2
8:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1
8:45 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0
Count Total	1	0	0	1	2	13	4	0	2	19	13	0	4	0	17
Peak Hr	0	0	0	1	1	7	2	0	1	10	13	0	2	0	15

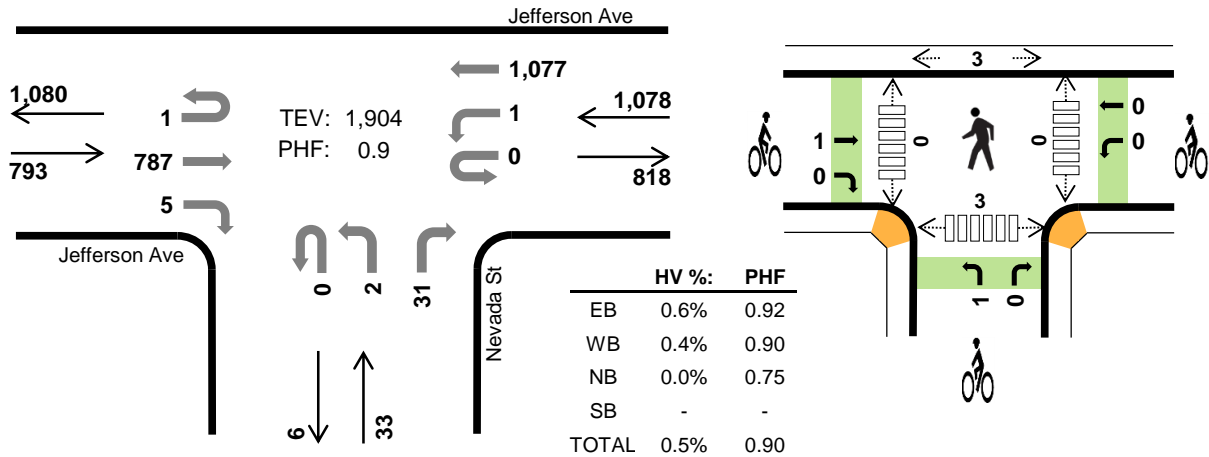
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Maddison Ave			Madison Ave			0			Hawes St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	3	0			
7:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0			
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0			
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9			
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7			
8:15 AM	2	2	0	0	0	0	0	0	0	0	0	1	0	5	10			
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	10			
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	10			
Count Total	3	10	0	0	3	1	0	0	0	0	1	0	1	19	0			
Peak Hour	2	5	0	0	1	1	0	0	0	0	1	0	0	10	0			
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Nevada St Jefferson Ave



Peak Hour

Date: 02-06-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



Two-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Nevada St Northbound				0 Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	237	0	0	0	216	0	0	1	0	8	0	0	0	0	462	0	
4:15 PM	0	0	165	0	0	0	235	0	0	0	0	4	0	0	0	0	404	0	
4:30 PM	0	0	168	1	0	0	235	0	0	2	0	1	0	0	0	0	407	0	
4:45 PM	1	0	196	0	0	0	256	0	0	1	0	1	0	0	0	0	455	1,728	
5:00 PM	0	0	199	1	0	0	248	0	0	0	0	8	0	0	0	0	456	1,722	
5:15 PM	0	0	167	1	0	1	274	0	0	0	0	4	0	0	0	0	447	1,765	
5:30 PM	0	0	216	0	0	0	301	0	0	0	0	11	0	0	0	0	528	1,886	
5:45 PM	1	0	205	3	0	0	254	0	0	2	0	8	0	0	0	0	473	1,904	
Count Total	2	0	1,553	6	0	1	2,019	0	0	6	0	45	0	0	0	0	3,632	0	
Peak Hour	All	1	0	787	5	0	1	1,077	0	0	2	0	31	0	0	0	0	1,904	0
	HV	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0
	HV%	0%	-	1%	0%	-	0%	0%	-	-	0%	-	0%	-	-	-	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2
4:15 PM	4	1	0	0	5	0	0	0	0	0	0	0	1	1	2
4:30 PM	0	2	0	0	2	1	0	0	0	1	0	0	2	1	3
4:45 PM	2	3	0	0	5	0	0	0	0	0	0	0	1	0	1
5:00 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0
5:15 PM	1	2	0	0	3	0	0	1	0	1	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
5:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	1	2
Count Total	12	11	0	0	23	2	0	1	0	3	0	0	9	5	14
Peak Hr	5	4	0	0	9	1	0	1	0	2	0	0	3	3	6

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Jefferson Ave				Jefferson Ave				Nevada St				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	14
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	9
Count Total	0	0	12	0	0	0	11	0	0	0	0	0	0	0	0	0	23	0
Peak Hour	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0

Two-Hour Count Summaries - Bikes

Interval Start	Jefferson Ave			Jefferson Ave			Nevada St			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	2	0	0	0	0	0	1	0	0	0	0	3	0
Peak Hour	0	1	0	0	0	0	0	1	0	0	0	0	2	0

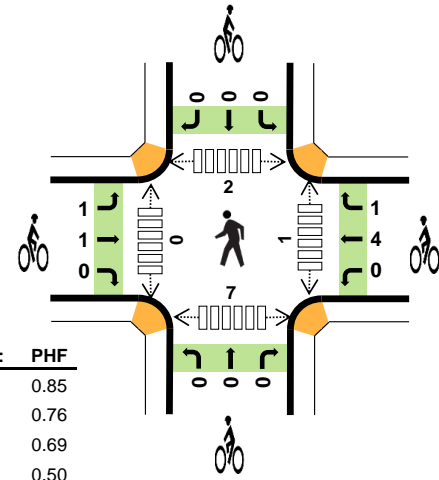
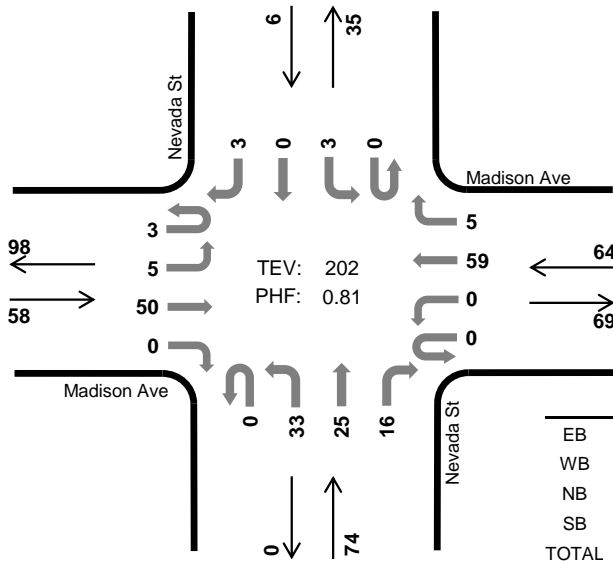
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Nevada St Madison Ave



Peak Hour

Date: 02-06-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.85
WB	1.6%	0.76
NB	1.4%	0.69
SB	0.0%	0.50
TOTAL	1.0%	0.81

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Nevada St Northbound				Nevada St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	6	0	0	0	14	0	0	9	8	6	0	0	0	1	45	0	
4:15 PM	0	0	10	0	0	0	10	1	0	6	3	3	0	0	0	0	33	0	
4:30 PM	0	1	7	0	1	0	6	0	0	2	3	1	0	0	0	1	22	0	
4:45 PM	0	0	9	0	0	0	6	2	0	1	0	6	0	0	0	0	24	124	
5:00 PM	1	1	8	0	0	0	7	0	0	7	7	5	0	1	0	0	37	116	
5:15 PM	1	1	13	0	0	0	19	2	0	1	2	2	0	1	0	1	43	126	
5:30 PM	0	3	14	0	0	0	19	1	0	12	8	3	0	0	0	0	60	164	
5:45 PM	1	0	15	0	0	0	14	2	0	13	8	6	0	1	0	2	62	202	
Count Total	3	7	82	0	1	0	95	8	0	51	39	32	0	3	0	5	326	0	
Peak Hour	All	3	5	50	0	0	0	59	5	0	33	25	16	0	3	0	3	202	0
	HV	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0
	HV%	0%	0%	0%	-	-	-	2%	0%	-	3%	0%	0%	-	0%	-	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	1	5	0	6	2	0	2	1	5
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	2	3
4:30 PM	0	0	0	0	0	6	1	0	0	7	2	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:15 PM	0	1	0	0	1	1	4	0	0	5	0	0	1	1	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	2	3
5:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	1	2	3
Count Total	0	2	1	0	3	8	8	5	0	21	5	0	6	10	21
Peak Hour	0	1	1	0	2	2	5	0	0	7	1	0	2	7	10

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				Nevada St				Nevada St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	
Count Total	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	0	
Peak Hour	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Madison Ave			Madison Ave			Nevada St			Nevada St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	1	0	0	5	0	0	0	0	0	6	0				
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0				
4:30 PM	1	5	0	0	1	0	0	0	0	0	0	0	7	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8				
5:15 PM	1	0	0	0	3	1	0	0	0	0	0	0	5	12				
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	6				
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	7				
Count Total	2	6	0	1	6	1	5	0	0	0	0	0	21	0				
Peak Hour	1	1	0	0	4	1	0	0	0	0	0	0	7	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

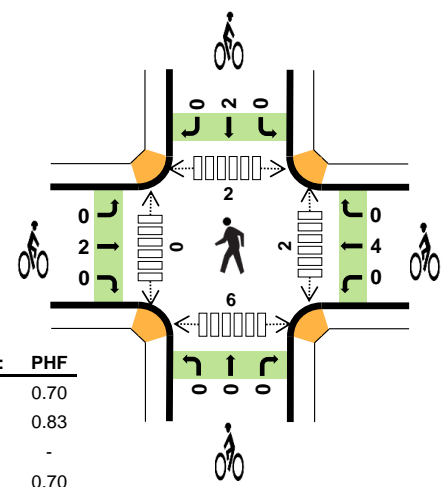
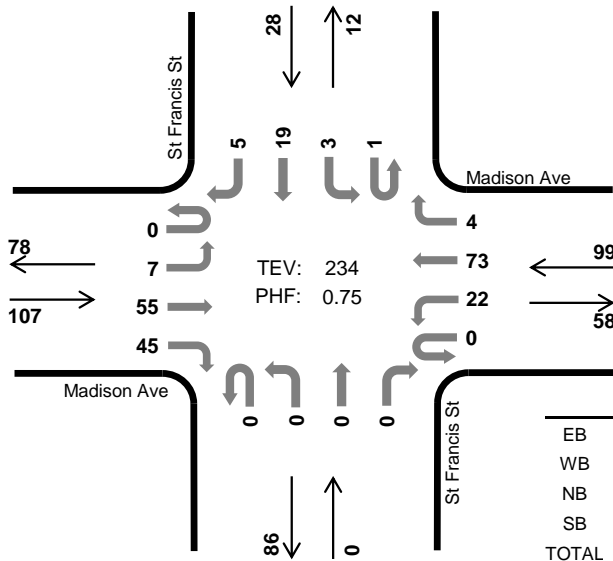
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Jefferson Ave				Jefferson Ave				St Francis St				St Francis St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	14
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	16
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	1	12	0	0	1	10	0	0	0	0	0	0	0	0	0	24	0
Peak Hour	0	0	5	0	0	1	4	0	0	0	0	0	0	0	0	0	10	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Jefferson Ave			Jefferson Ave			St Francis St			St Francis St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	6	0	2	6	0	14	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15				
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	3	4				
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	5				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
Count Total	0	2	2	0	1	0	0	6	0	2	6	0	19	0				
Peak Hour	0	1	2	0	1	0	0	0	0	0	0	0	4	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

St Francis St Madison Ave



Peak Hour

Date: 02-06-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.70
WB	2.0%	0.83
NB	-	-
SB	3.6%	0.70
TOTAL	1.3%	0.75

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				St Francis St Northbound				St Francis St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	6	4	0	3	19	1	0	0	0	0	0	0	4	3	40	0	
4:15 PM	0	0	10	2	0	1	14	1	0	0	0	0	0	0	3	2	33	0	
4:30 PM	0	2	9	2	0	2	7	0	0	0	0	0	0	1	3	0	26	0	
4:45 PM	0	1	7	8	0	0	7	1	0	0	0	0	0	1	1	2	28	127	
5:00 PM	0	4	8	10	0	3	12	1	0	0	0	0	0	2	5	1	46	133	
5:15 PM	0	0	13	8	0	5	17	1	0	0	0	0	1	1	1	2	49	149	
5:30 PM	0	1	16	9	0	4	24	2	0	0	0	0	0	0	5	0	61	184	
5:45 PM	0	2	18	18	0	10	20	0	0	0	0	0	0	0	8	2	78	234	
Count Total	0	10	87	61	0	28	120	7	0	0	0	0	1	5	30	12	361	0	
Peak Hour	All	0	7	55	45	0	22	73	4	0	0	0	0	1	3	19	5	234	0
	HV	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	3	0
	HV%	-	0%	0%	0%	-	5%	1%	0%	-	-	-	-	0%	0%	5%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	5	1	6	12	1	1	4	3	9
4:15 PM	0	0	0	0	0	0	1	0	0	1	2	0	3	4	9
4:30 PM	0	0	0	0	0	2	4	5	0	11	1	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	0	0	0	0	2	2	1	0	0	3	4
5:15 PM	0	1	0	0	1	1	3	0	0	4	0	0	2	0	2
5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
5:45 PM	0	1	0	1	2	1	0	0	0	1	1	0	0	3	4
Count Total	0	3	0	1	4	4	14	6	8	32	6	1	11	14	32
Peak Hour	0	2	0	1	3	2	4	0	2	8	2	0	2	6	10

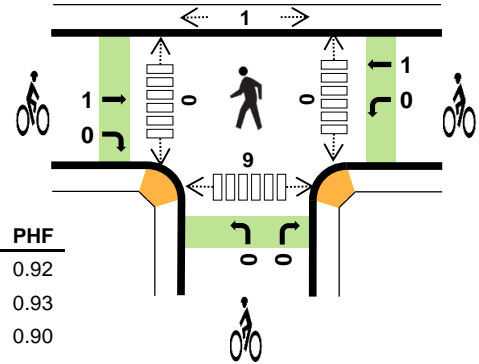
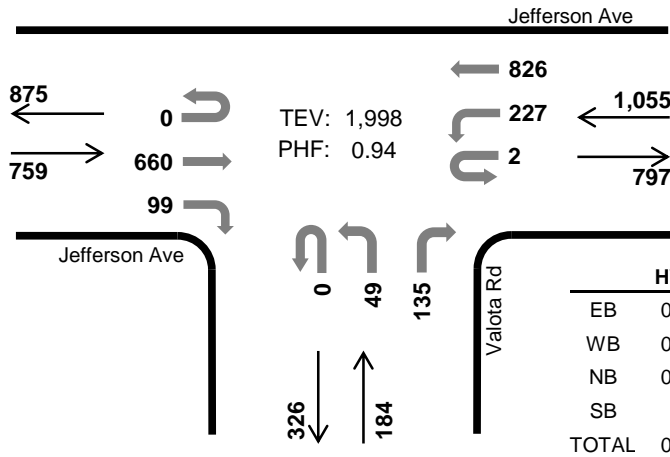
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				St Francis St				St Francis St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	3	
Count Total	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	4	0	
Peak Hour	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	3	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Madison Ave			Madison Ave			St Francis St			St Francis St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	5	0	1	0	0	6	0	12	0				
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0				
4:30 PM	0	2	0	1	2	1	2	0	3	0	0	0	11	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	24				
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	14				
5:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	17				
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	7				
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	8				
Count Total	0	4	0	1	7	6	2	1	3	0	8	0	32	0				
Peak Hour	0	2	0	0	4	0	0	0	0	0	2	0	8	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Valota Rd Jefferson Ave



Peak Hour

Date: 02-06-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.7%	0.92
WB	0.4%	0.93
NB	0.0%	0.90
SB	-	-
TOTAL	0.5%	0.94

Two-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	206	14	0	41	173	0	0	10	0	33	0	0	0	0	477	0	
4:15 PM	0	0	142	20	0	41	194	0	0	9	0	28	0	0	0	0	434	0	
4:30 PM	0	0	142	21	0	45	186	0	0	8	0	23	0	0	0	0	425	0	
4:45 PM	0	0	170	24	0	50	207	0	0	11	0	31	0	0	0	0	493	1,829	
5:00 PM	0	0	158	31	1	59	186	0	0	8	0	43	0	0	0	0	486	1,838	
5:15 PM	0	0	135	28	0	55	217	0	0	10	0	31	0	0	0	0	476	1,880	
5:30 PM	0	0	194	13	0	57	226	0	0	18	0	24	0	0	0	0	532	1,987	
5:45 PM	0	0	173	27	1	56	197	0	0	13	0	37	0	0	0	0	504	1,998	
Count Total	0	0	1,320	178	2	404	1,586	0	0	87	0	250	0	0	0	0	3,827	0	
Peak Hour	All	0	0	660	99	2	227	826	0	0	49	0	135	0	0	0	0	1,998	0
	HV	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0
	HV%	-	-	1%	0%	0%	0%	0%	-	-	0%	-	0%	-	-	-	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	2	4
4:15 PM	5	1	0	0	6	0	0	0	0	0	0	2	1	3	6
4:30 PM	0	2	0	0	2	1	0	0	0	1	0	0	3	1	4
4:45 PM	2	2	0	0	4	0	0	1	0	1	0	0	1	0	1
5:00 PM	3	1	0	0	4	1	0	0	0	1	0	0	1	2	3
5:15 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	3	3
Count Total	13	10	0	0	23	2	1	1	0	4	0	4	6	15	25
Peak Hr	5	4	0	0	9	1	1	0	0	2	0	0	1	9	10

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Jefferson Ave				Jefferson Ave				Valota Rd				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	14
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	16
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
Count Total	0	0	13	0	0	0	10	0	0	0	0	0	0	0	0	0	23	0
Peak Hour	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0

Two-Hour Count Summaries - Bikes

Interval Start	Jefferson Ave			Jefferson Ave			Valota Rd			0			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	2	0	0	1	0	1	0	0	0	0	0	4	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

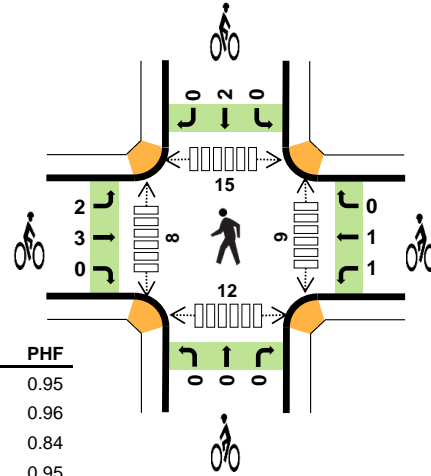
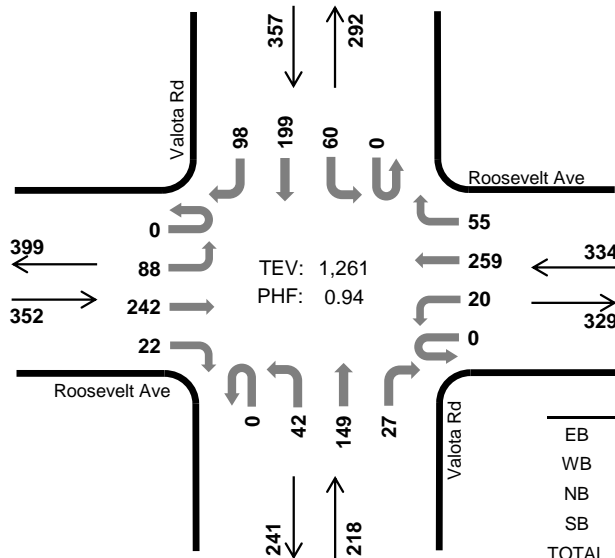
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				Valota Rd				Valota Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Madison Ave			Madison Ave			Valota Rd			Valota Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
4:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	0	
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
5:15 PM	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	4	9	
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6	6	
Count Total	0	1	1	4	3	0	0	1	2	0	0	0	0	0	0	12	0	
Peak Hour	0	0	0	2	2	0	0	0	2	0	0	0	0	0	6	0	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Valota Rd Roosevelt Ave



Peak Hour

Date: 02-06-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.95
WB	0.3%	0.96
NB	0.0%	0.84
SB	0.3%	0.95
TOTAL	0.2%	0.94

Two-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	16	64	9	0	3	55	10	0	9	35	7	0	5	37	21	271	0	
4:15 PM	0	9	56	4	0	3	37	16	0	10	26	7	0	8	40	17	233	0	
4:30 PM	0	10	57	8	0	7	54	8	0	8	19	4	0	7	35	23	240	0	
4:45 PM	0	18	56	6	0	6	58	12	0	10	36	6	0	11	49	16	284	1,028	
5:00 PM	0	23	62	5	0	5	59	13	0	11	29	5	0	12	58	24	306	1,063	
5:15 PM	0	19	53	9	0	2	66	19	0	9	39	5	0	14	45	27	307	1,137	
5:30 PM	0	23	66	4	0	10	61	14	0	13	42	10	0	17	53	22	335	1,232	
5:45 PM	0	23	61	4	0	3	73	9	0	9	39	7	0	17	43	25	313	1,261	
Count Total	0	141	475	49	0	39	463	101	0	79	265	51	0	91	360	175	2,289	0	
Peak Hour	All	0	88	242	22	0	20	259	55	0	42	149	27	0	60	199	98	1,261	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	1%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	2	2	0	0	4	4	2	3	9	18
4:15 PM	1	0	0	0	1	2	0	0	0	2	2	0	2	2	6
4:30 PM	0	0	0	0	0	1	0	0	3	4	7	0	7	7	21
4:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	3	3	7
5:00 PM	0	0	0	0	0	1	1	0	0	2	4	2	2	6	14
5:15 PM	0	1	0	1	2	1	1	0	1	3	1	4	4	4	13
5:30 PM	0	0	0	0	0	1	0	0	1	2	3	0	7	2	12
5:45 PM	0	0	0	0	0	2	0	0	0	2	1	2	2	0	5
Count Total	1	1	0	1	3	10	4	1	5	20	22	11	30	33	96
Peak Hour	0	1	0	1	2	5	2	0	2	9	9	8	15	12	44

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Roosevelt Ave				Roosevelt Ave				Valota Rd				Valota Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	
Two-Hour Count Summaries - Bikes																		
Interval Start	Roosevelt Ave			Roosevelt Ave			Valota Rd			Valota Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4	0		
4:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0		
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0		
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11		
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9		
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	10		
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	8		
5:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	9		
Count Total	3	7	0	1	3	0	0	1	0	0	5	0	20	0	0	0		
Peak Hour	2	3	0	1	1	0	0	0	0	0	2	0	9	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

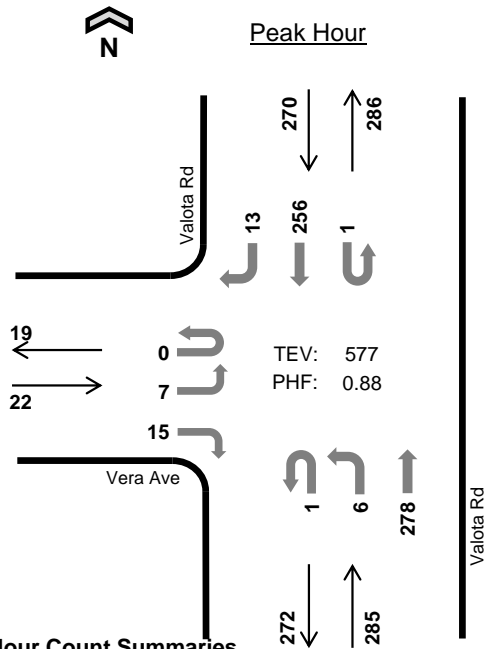
Valota Rd Vera Ave



Date: 05-30-2018

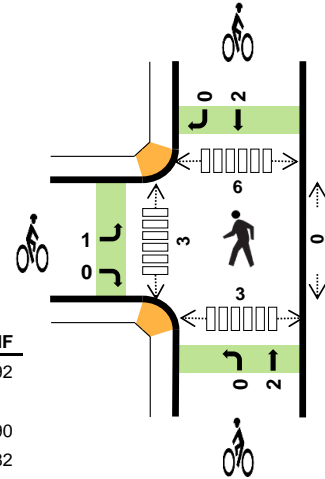
Count Period: 4:30 PM to 6:30 PM

Peak Hour: 5:00 PM to 6:00 PM



Peak Hour

TEV: 577
PHF: 0.88



	HV %:	PHF
EB	0.0%	0.92
WB	-	-
NB	0.4%	0.90
SB	0.0%	0.82
TOTAL	0.2%	0.88

Two-Hour Count Summaries

Interval Start	Vera Ave			0			Valota Rd				Valota Rd				15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound				Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	1	0	3	0	0	0	0	0	3	33	0	0	0	61	1	102	0	
4:45 PM	0	3	0	5	0	0	0	0	0	3	48	0	1	0	59	3	122	0	
5:00 PM	0	3	0	2	0	0	0	0	0	0	69	0	0	0	51	3	128	0	
5:15 PM	0	0	0	5	0	0	0	0	0	3	76	0	1	0	74	4	163	515	
5:30 PM	0	3	0	3	0	0	0	0	1	1	71	0	0	0	78	4	161	574	
5:45 PM	0	1	0	5	0	0	0	0	0	2	62	0	0	0	53	2	125	577	
6:00 PM	0	2	0	5	0	0	0	0	0	1	50	0	0	0	48	4	110	559	
6:15 PM	0	1	0	2	0	0	0	0	0	6	57	0	0	0	50	2	118	514	
Count Total	0	14	0	30	0	0	0	0	1	19	466	0	2	0	474	23	1,029	0	
Peak Hour	All	0	7	0	15	0	0	0	0	1	6	278	0	1	0	256	13	577	0
	HV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	0%	-	0%	-	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	8	9
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	1	0	1	0	0	0	1	1	0	0	2	0	2
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2
5:30 PM	0	0	0	0	0	1	0	0	1	2	0	0	1	3	4
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	1	0	4
6:00 PM	0	0	0	1	1	0	0	0	2	2	0	2	2	1	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6
Count Total	0	0	1	1	2	2	0	3	4	9	0	5	11	17	33
Peak Hr	0	0	1	0	1	1	0	2	2	5	0	3	6	3	12

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Vera Ave				0				Valota Rd				Valota Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	

Two-Hour Count Summaries - Bikes															
Interval Start	Vera Ave			0			Valota Rd			Valota Rd			15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
5:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	2	5
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	1	0	1	0	0	0	0	3	0	0	4	0	0	9	0
Peak Hour	1	0	0	0	0	0	0	2	0	0	2	0	0	5	0

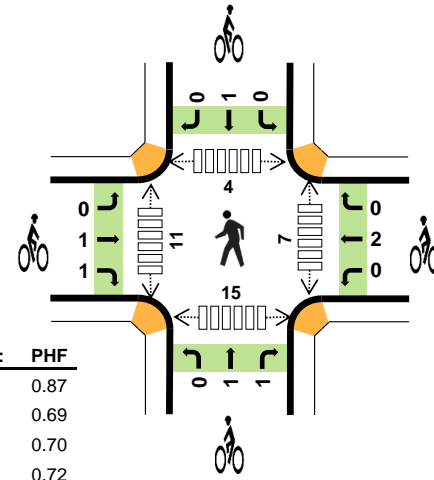
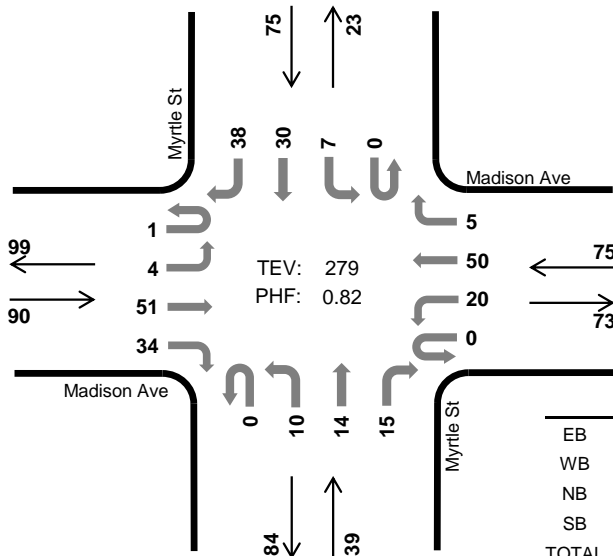
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Myrtle St Madison Ave



Peak Hour

Date: 04/04/2017
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.87
WB	0.0%	0.69
NB	0.0%	0.70
SB	0.0%	0.72
TOTAL	0.0%	0.82

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Myrtle St Northbound				Myrtle St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	12	3	0	6	9	3	0	4	4	4	0	4	4	2	55	0	
4:15 PM	0	1	11	5	0	2	12	0	0	1	2	2	0	0	3	1	40	0	
4:30 PM	1	2	9	7	0	6	9	3	1	2	6	0	0	0	9	5	60	0	
4:45 PM	0	0	6	6	0	0	9	1	0	7	4	1	0	1	6	3	44	199	
5:00 PM	1	3	15	6	0	8	19	0	0	1	1	4	0	2	7	9	76	220	
5:15 PM	0	0	11	15	0	5	13	3	0	4	5	3	0	3	12	11	85	265	
5:30 PM	0	0	14	8	0	4	11	0	0	5	6	3	0	1	5	12	69	274	
5:45 PM	0	1	11	5	0	3	7	2	0	0	2	5	0	1	6	6	49	279	
Count Total	2	7	89	55	0	34	89	12	1	24	30	22	0	12	52	49	478	0	
Peak Hour	All	1	4	51	34	0	20	50	5	0	10	14	15	0	7	30	38	279	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4
4:15 PM	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1
4:30 PM	0	0	0	0	0	2	2	1	0	5	0	1	1	0	2
4:45 PM	0	0	0	0	0	1	1	0	1	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	1	0	1	3	2	2	0	3	7
5:15 PM	0	0	0	0	0	0	0	1	0	1	2	6	3	6	17
5:30 PM	0	0	0	0	0	0	1	0	0	1	2	2	1	4	9
5:45 PM	0	0	0	0	0	1	0	1	0	2	1	1	0	2	4
Count Total	0	0	0	0	0	7	5	4	2	18	8	12	5	20	45
Peak Hour	0	0	0	0	0	2	2	2	1	7	7	11	4	15	37

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				Myrtle St				Myrtle St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

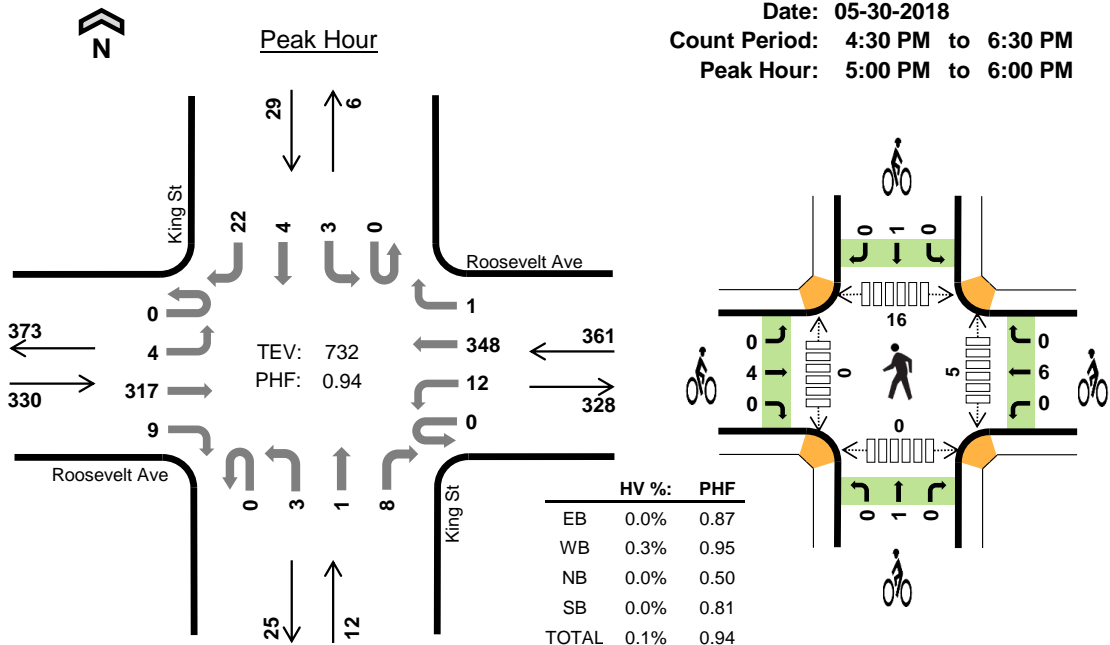
Two-Hour Count Summaries - Bikes																	
Interval Start	Madison Ave			Madison Ave			Myrtle St			Myrtle St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
4:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0			
4:30 PM	1	1	0	0	2	0	1	0	0	0	0	0	5	0			
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	11			
5:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	3	13			
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	12			
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	8			
5:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	7			
Count Total	1	5	1	0	5	0	1	1	2	0	1	1	18	0			
Peak Hour	0	1	1	0	2	0	0	1	1	0	1	0	7	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

King St Roosevelt Ave



Date: 05-30-2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 5:00 PM to 6:00 PM



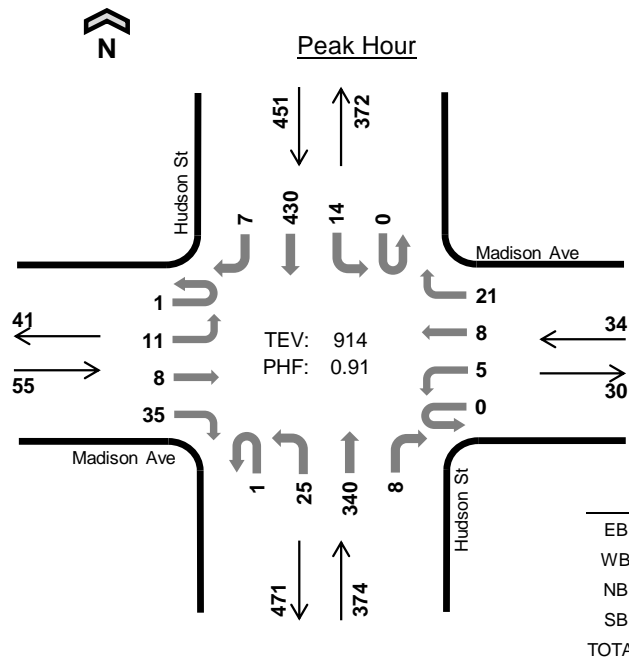
Two-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				King St Northbound				King St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	4	78	2	0	1	69	0	0	3	0	1	0	0	0	2	160	0	
4:45 PM	0	1	70	0	0	0	89	2	0	0	1	1	0	0	0	8	172	0	
5:00 PM	0	1	89	4	0	5	86	1	0	1	0	3	0	1	1	3	195	0	
5:15 PM	0	1	91	3	0	1	86	0	0	1	0	0	0	0	0	9	192	719	
5:30 PM	0	2	56	1	0	1	94	0	0	0	0	1	0	2	2	2	161	720	
5:45 PM	0	0	81	1	0	5	82	0	0	1	1	4	0	0	1	8	184	732	
6:00 PM	0	2	69	1	0	3	64	1	0	0	2	1	0	1	0	5	149	686	
6:15 PM	0	1	56	1	0	2	76	1	0	1	0	1	0	0	2	6	147	641	
Count Total	0	12	590	13	0	18	646	5	0	7	4	12	0	4	6	43	1,360	0	
Peak Hour	All	0	4	317	9	0	12	348	1	0	3	1	8	0	3	4	22	732	0
	HV	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	8%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

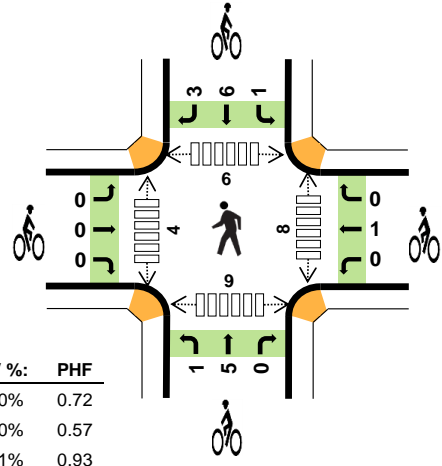
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3
4:45 PM	1	0	0	1	2	0	1	0	0	1	1	2	3	5	11
5:00 PM	0	1	0	0	1	1	1	1	0	3	1	0	3	0	4
5:15 PM	0	0	0	0	0	3	1	0	0	4	3	0	4	0	7
5:30 PM	0	0	0	0	0	0	2	0	1	3	1	0	7	0	8
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2
6:00 PM	0	0	0	0	0	1	2	1	0	4	2	0	13	3	18
6:15 PM	1	0	0	0	1	1	2	0	0	3	0	0	6	3	9
Count Total	3	1	0	1	5	6	11	2	1	20	8	2	41	11	62
Peak Hour	0	1	0	0	1	4	6	1	1	12	5	0	16	0	21

Hudson St Madison Ave



Date: 01-09-2019
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.72
WB	0.0%	0.57
NB	1.1%	0.93
SB	0.4%	0.89
TOTAL	0.7%	0.91

Two-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Hudson St Northbound				Hudson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	1	3	8	0	1	0	4	0	7	82	3	0	6	83	3	201	0	
4:45 PM	0	2	1	4	0	3	2	4	0	6	83	1	0	2	103	2	213	0	
5:00 PM	0	3	2	9	0	0	2	3	0	6	84	2	0	4	113	0	228	0	
5:15 PM	1	1	1	12	0	1	3	11	0	6	82	3	0	5	92	3	221	863	
5:30 PM	0	5	4	10	0	1	1	3	1	7	91	2	0	3	122	2	252	914	
5:45 PM	0	0	2	4	0	0	2	8	0	8	95	2	0	0	89	3	213	914	
6:00 PM	0	1	0	3	0	0	1	2	0	11	81	2	1	2	78	4	186	872	
6:15 PM	0	1	0	2	0	1	2	3	0	1	78	4	1	2	83	3	181	832	
Count Total	1	14	13	52	0	7	13	38	1	52	676	19	2	24	763	20	1,695	0	
Peak Hour	All	1	11	8	35	0	5	8	21	1	25	340	8	0	14	430	7	914	0
	HV	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	0
	HV%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	1%	0%	-	0%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	0	0	0	2	0	1	3	0	0	2	2	4
4:45 PM	0	0	3	0	3	0	0	1	1	2	3	1	3	0	7
5:00 PM	0	0	0	0	0	0	0	3	5	8	0	1	1	1	3
5:15 PM	0	0	0	0	0	0	1	1	3	5	2	1	1	6	10
5:30 PM	0	0	1	2	3	0	0	1	1	2	3	1	1	2	7
5:45 PM	0	0	0	0	0	0	2	1	1	4	0	2	1	4	7
6:00 PM	0	0	0	0	0	0	1	0	1	2	2	0	0	1	3
6:15 PM	0	0	0	0	0	0	0	1	4	5	0	1	1	2	4
Count Total	0	0	4	2	6	0	6	8	17	31	10	7	10	18	45
Peak Hour	0	0	4	2	6	0	1	6	10	17	8	4	6	9	27

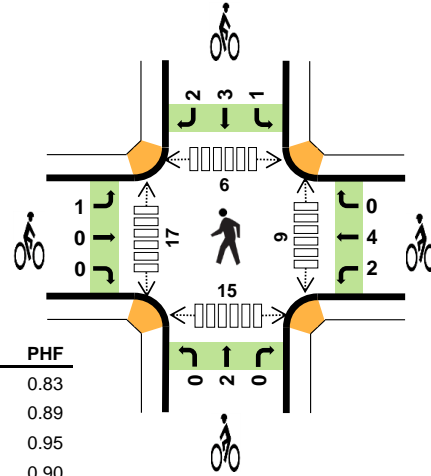
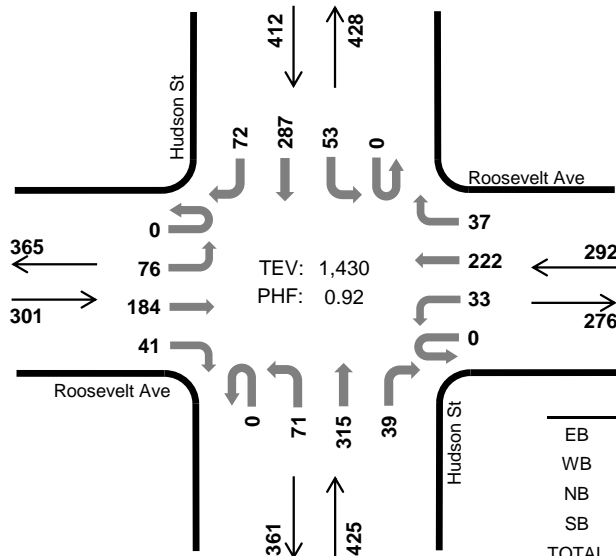
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Madison Ave				Madison Ave				Hudson St				Hudson St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Count Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	
Peak Hour	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	
Two-Hour Count Summaries - Bikes																		
Interval Start	Madison Ave			Madison Ave			Hudson St			Hudson St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	0		
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0		
5:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	4	1	8	0		
5:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	1	2	5	18		
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	17		
5:45 PM	0	0	0	0	2	0	0	0	1	0	0	0	1	0	4	19		
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	13		
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	13		
Count Total	0	0	0	0	6	0	0	1	7	0	0	1	13	3	31	0		
Peak Hour	0	0	0	0	1	0	0	1	5	0	0	1	6	3	17	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Hudson St Roosevelt Ave



Peak Hour

Date: 05-30-2018
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.3%	0.83
WB	0.3%	0.89
NB	0.2%	0.95
SB	0.0%	0.90
TOTAL	0.2%	0.92

Two-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				Hudson St Northbound				Hudson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	22	49	10	0	10	51	4	0	7	74	6	0	9	74	15	331	0	
4:45 PM	0	17	42	8	0	7	59	7	0	15	89	5	0	14	61	16	340	0	
5:00 PM	0	26	51	14	0	10	45	7	0	23	70	12	0	8	69	21	356	0	
5:15 PM	0	17	57	13	0	11	59	12	0	17	86	9	0	10	80	18	389	1,416	
5:30 PM	0	16	34	6	0	5	59	11	0	16	70	13	0	21	77	17	345	1,430	
5:45 PM	0	16	54	10	0	10	55	12	0	16	61	8	0	11	53	20	326	1,416	
6:00 PM	0	17	49	8	0	8	43	7	0	12	64	4	0	10	71	16	309	1,369	
6:15 PM	0	11	39	7	0	9	50	8	0	14	79	9	0	8	59	17	310	1,290	
Count Total	0	142	375	76	0	70	421	68	0	120	593	66	0	91	544	140	2,706	0	
Peak Hour	All	0	76	184	41	0	33	222	37	0	71	315	39	0	53	287	72	1,430	0
	HV	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0
	HV%	-	1%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	1	0	0	0	1	0	0	0	1	1	0	4	3	4	11
4:45 PM	1	0	0	0	1	0	1	0	0	1	1	7	0	6	14
5:00 PM	0	1	1	0	2	0	1	0	0	1	1	4	2	4	11
5:15 PM	0	0	0	0	0	1	1	0	2	4	4	2	0	5	11
5:30 PM	0	0	0	0	0	0	3	2	4	9	3	4	4	0	11
5:45 PM	0	0	0	1	1	1	1	0	2	4	2	6	1	2	11
6:00 PM	0	0	0	0	0	0	1	0	1	2	3	0	5	1	9
6:15 PM	1	0	0	0	1	1	0	1	5	7	0	1	2	0	3
Count Total	3	1	1	1	6	3	8	3	15	29	14	28	17	22	81
Peak Hour	1	1	1	0	3	1	6	2	6	15	9	17	6	15	47

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Roosevelt Ave				Roosevelt Ave				Hudson St				Hudson St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	1	2	0	0	0	1	0	0	0	1	0	0	1	0	0	6	0
Peak Hour	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0

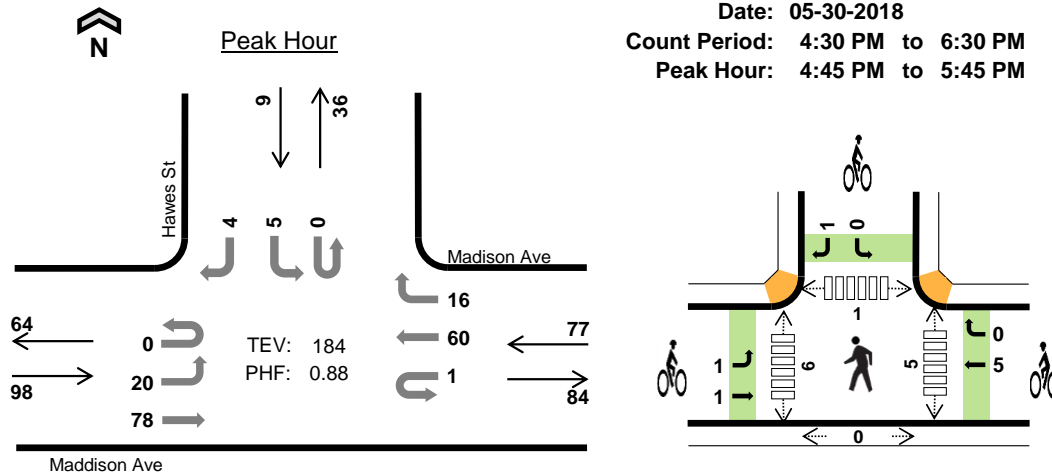
Two-Hour Count Summaries - Bikes																	
Interval Start	Roosevelt Ave			Roosevelt Ave			Hudson St			Hudson St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
5:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	4	7	
5:30 PM	0	0	0	1	2	0	0	2	0	1	2	1	9	15			
5:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	4	18			
6:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2	19			
6:15 PM	0	1	0	0	0	0	0	1	0	0	3	2	7	22			
Count Total	1	2	0	2	6	0	0	3	0	1	8	6	29	0			
Peak Hour	1	0	0	2	4	0	0	2	0	1	3	2	15	0			

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hawes St Maddison Ave



Date: 05-30-2018
 Count Period: 4:30 PM to 6:30 PM
 Peak Hour: 4:45 PM to 5:45 PM



TEV: 184
 PHF: 0.88

	HV %:	PHF
EB	0.0%	0.77
WB	0.0%	0.80
NB	-	-
SB	0.0%	0.56
TOTAL	0.0%	0.88

Two-Hour Count Summaries

Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	1	15	0	0	0	9	5	0	0	0	0	0	0	0	0	30	0	
4:45 PM	0	4	15	0	0	0	13	2	0	0	0	0	0	1	0	3	38	0	
5:00 PM	0	1	18	0	0	0	19	5	0	0	0	0	0	1	0	0	44	0	
5:15 PM	0	8	24	0	0	0	14	4	0	0	0	0	0	1	0	1	52	164	
5:30 PM	0	7	21	0	1	0	14	5	0	0	0	0	0	2	0	0	50	184	
5:45 PM	0	1	14	0	0	0	4	3	0	0	0	0	0	1	0	0	23	169	
6:00 PM	0	2	18	0	0	0	18	4	0	0	0	0	0	1	0	0	43	168	
6:15 PM	0	2	14	0	0	0	19	2	0	0	0	0	0	0	0	1	38	154	
Count Total	0	26	139	0	1	0	110	30	0	0	0	0	0	7	0	5	318	0	
Peak Hour	All	0	20	78	0	1	0	60	16	0	0	0	0	0	5	0	4	184	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	-	0%	-	0%	0%	-	-	-	-	-	0%	-	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3
5:00 PM	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3
5:15 PM	0	0	0	0	0	0	2	0	1	3	2	0	0	0	2
5:30 PM	0	0	0	0	0	2	0	0	0	2	3	1	0	0	4
5:45 PM	1	0	0	0	1	1	0	0	0	1	3	2	0	0	5
6:00 PM	0	0	0	0	0	0	4	0	0	4	1	1	3	0	5
6:15 PM	0	0	0	0	0	0	2	0	1	3	2	0	2	0	4
Count Total	1	0	0	0	1	3	11	0	2	16	11	9	7	0	27
Peak Hr	0	0	0	0	0	2	5	0	1	8	5	6	1	0	12

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Maddison Ave			Madison Ave			0			Hawes St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	3	6
5:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
6:00 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	10
6:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	3	10
Count Total	2	1	0	0	11	0	0	0	0	0	0	0	0	2	16	0	0
Peak Hour	1	1	0	0	5	0	0	0	0	0	0	0	0	1	8	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Roosevelt Ave				Roosevelt Ave				King St				King St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Count Total	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	5	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Roosevelt Ave			Roosevelt Ave			King St			King St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0
5:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	8	8
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	11	11
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	12	12
6:00 PM	0	0	1	0	2	0	1	0	0	0	0	0	0	0	4	13	13
6:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	12	12
Count Total	0	5	1	0	11	0	1	1	0	0	1	0	0	1	20	0	0
Peak Hour	0	4	0	0	6	0	0	1	0	0	1	0	0	1	12	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

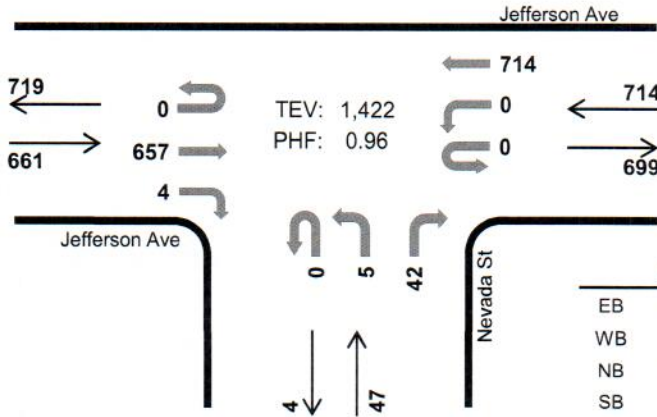
① Sat

Nevada St Jefferson Ave



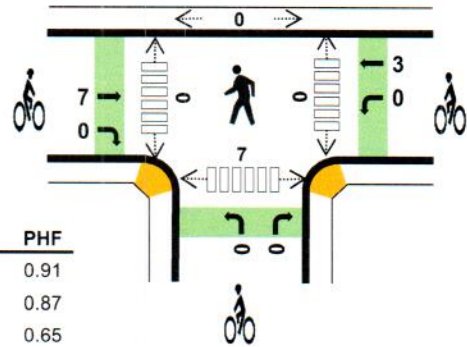
Peak Hour

Date: 04/01/2017
 Count Period: 11:00 AM to 2:00 PM
 Peak Hour: 12:45 PM to 1:45 PM



TEV: 1,422
PHF: 0.96

	HV %:	PHF
EB	1.2%	0.91
WB	0.8%	0.87
NB	0.0%	0.65
SB	-	-
TOTAL	1.0%	0.96



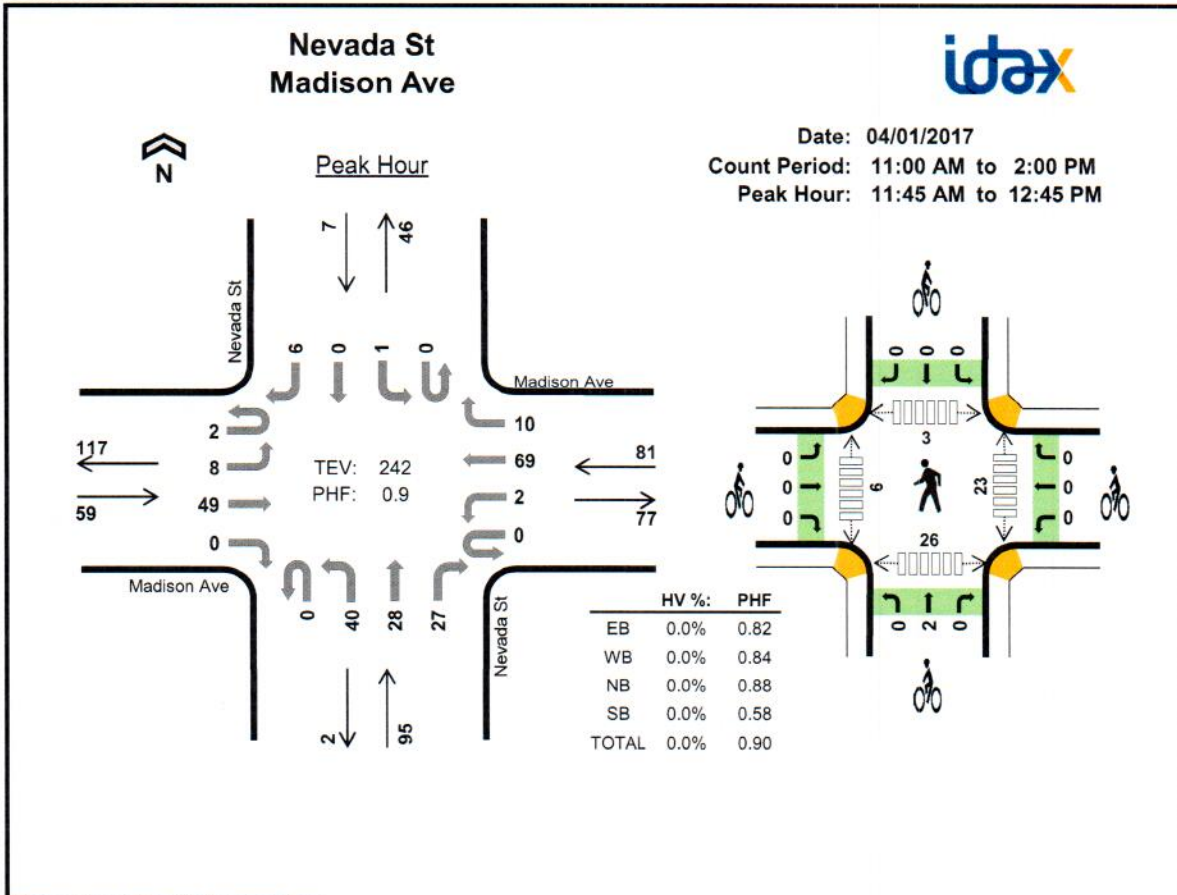
Three-Hour Count Summaries

Interval Start	Jefferson Ave				Jefferson Ave				Nevada St				0				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT		LT		RT						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:45 PM	0	0	181	1	0	0	162	0	0	2	0	5	0	0	0	0	351	0	
1:00 PM	0	0	153	1	0	0	182	0	0	2	0	4	0	0	0	0	342	0	
1:15 PM	0	0	176	1	0	0	164	0	0	0	0	16	0	0	0	0	357	0	
1:30 PM	0	0	147	1	0	0	206	0	0	1	0	17	0	0	0	0	372	1,422	
Peak Hour	All	0	0	657	4	0	0	714	0	0	5	0	42	0	0	0	0	1,422	0
	HV	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	14	0
	HV%	-	-	1%	0%	-	-	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:45 PM	4	1	0	0	5	3	0	0	0	3	0	0	0	3	3
1:00 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0
1:15 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	4	4
1:30 PM	2	1	0	0	3	4	1	0	0	5	0	0	0	0	0
Peak Hour	8	6	0	0	14	7	3	0	0	10	0	0	0	7	7

② out



Three-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Nevada St Northbound				Nevada St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:45 AM	0	1	14	0	0	0	18	2	0	9	7	9	0	0	0	1	61	0	
12:00 PM	2	2	9	0	0	0	18	2	0	12	4	8	0	1	0	1	59	0	
12:15 PM	0	3	10	0	0	0	21	3	0	12	9	6	0	0	0	3	67	0	
12:30 PM	0	2	16	0	0	2	12	3	0	7	8	4	0	0	0	1	55	242	
Peak Hour	All	2	8	49	0	0	2	69	10	0	40	28	27	0	1	0	6	242	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	0%	-	-	0%	0%	0%	-	0%	0%	0%	-	0%	-	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:45 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	3	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	3	2	10	18
12:15 PM	0	0	0	0	0	0	0	0	0	0	15	2	1	8	26
12:30 PM	0	0	0	0	0	0	0	0	0	0	4	1	0	5	10
Peak Hour	0	0	0	0	0	0	0	2	0	2	23	6	3	26	58

out 95
in 97

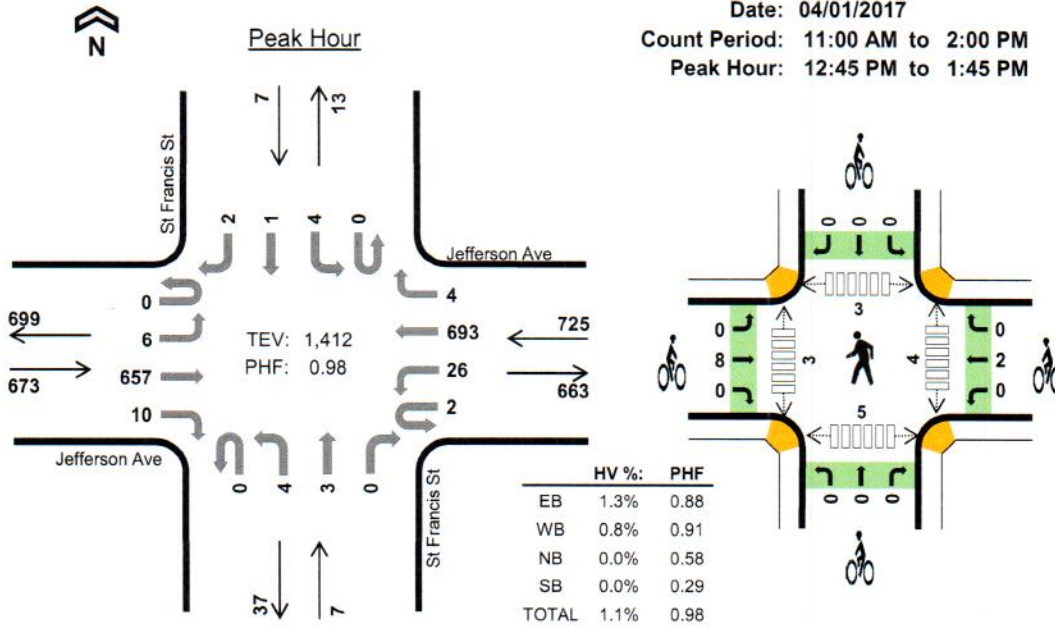
192

(3) Sat



St Francis St Jefferson Ave

Date: 04/01/2017
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 12:45 PM to 1:45 PM

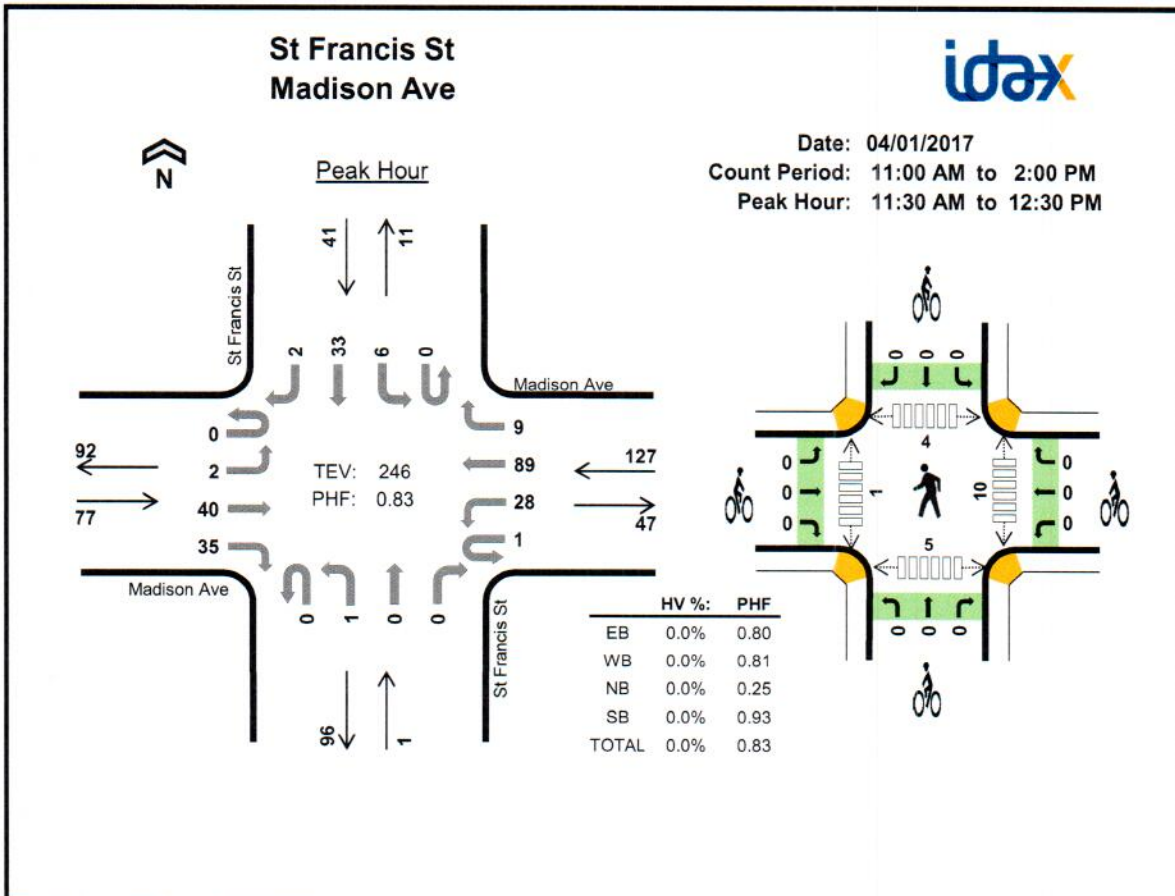


Three-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				St Francis St Northbound				St Francis St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	12:45 PM	0	1	186	5	0	9	158	1	0	0	1	0	0	0	0			0
1:00 PM	0	0	144	2	2	9	172	1	0	1	0	0	0	1	0	0	332	0	
1:15 PM	0	2	174	2	0	3	168	2	0	0	2	0	0	3	1	2	359	0	
1:30 PM	0	3	153	1	0	5	195	0	0	3	0	0	0	0	0	0	360	1,412	
Peak Hour	All	0	6	657	10	2	26	693	4	0	4	3	0	0	4	1	2	1,412	0
	HV	0	0	9	0	0	1	5	0	0	0	0	0	0	0	0	0	15	0
	HV%	-	0%	1%	0%	0%	4%	1%	0%	-	0%	0%	-	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:45 PM	4	1	0	0	5	3	0	0	0	3	0	0	0	3	3
1:00 PM	1	2	0	0	3	1	0	0	0	1	4	0	3	1	8
1:15 PM	2	2	0	0	4	0	1	0	0	1	0	3	0	1	4
1:30 PM	2	1	0	0	3	4	1	0	0	5	0	0	0	0	0
Peak Hour	9	6	0	0	15	8	2	0	0	10	4	3	3	5	15



Three-Hour Count Summaries

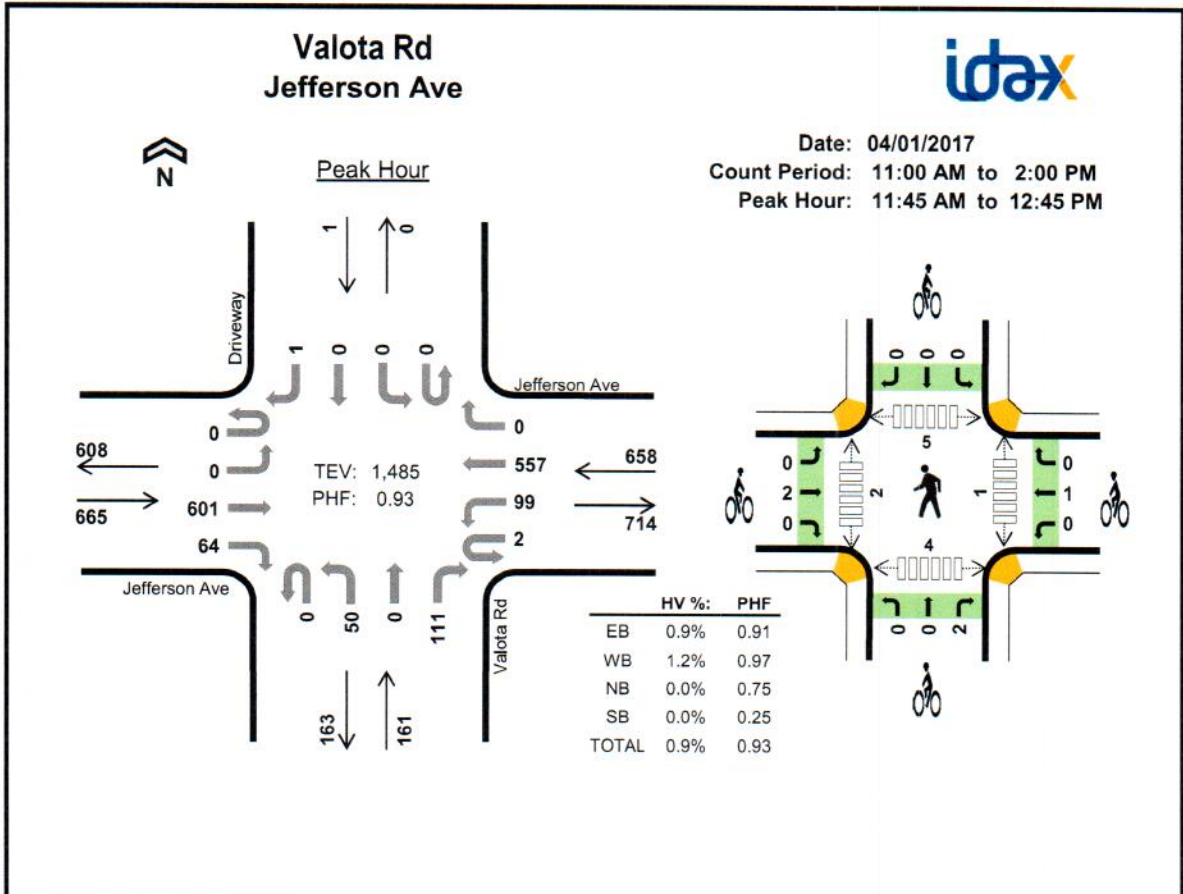
Interval Start	Madison Ave Eastbound				Madison Ave Westbound				St Francis St Northbound				St Francis St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:30 AM	0	1	6	7	1	5	21	0	0	0	0	0	0	1	9	1	52	0	
11:45 AM	0	0	12	12	0	10	16	2	0	0	0	0	0	2	5	1	60	0	
12:00 PM	0	0	10	5	0	7	25	1	0	1	0	0	0	2	9	0	60	0	
12:15 PM	0	1	12	11	0	6	27	6	0	0	0	0	0	1	10	0	74	246	
Peak Hour	All	0	2	40	35	1	28	89	9	0	1	0	0	0	6	33	2	246	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	-	-	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	9	1	3	0	13
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
Peak Hour	0	0	0	0	0	0	0	0	0	0	10	1	4	5	20

5 Sat

Saturday 2017



Three-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Valota Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:45 AM	0	0	157	19	0	30	140	0	0	13	0	41	0	0	0	0	400	0	
12:00 PM	0	0	152	15	1	25	134	0	0	16	0	24	0	0	0	1	368	0	
12:15 PM	0	0	129	10	0	21	148	0	0	14	0	30	0	0	0	0	352	0	
12:30 PM	0	0	163	20	1	23	135	0	0	7	0	16	0	0	0	0	365	1,485	
Peak Hour	All	0	0	601	64	2	99	557	0	0	50	0	111	0	0	0	1	1,485	0
	HV	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	14	0
	HV%	-	-	1%	0%	0%	0%	1%	-	-	0%	-	0%	-	-	-	0%	1%	0

Note: For all three-hour count summary, see next page.

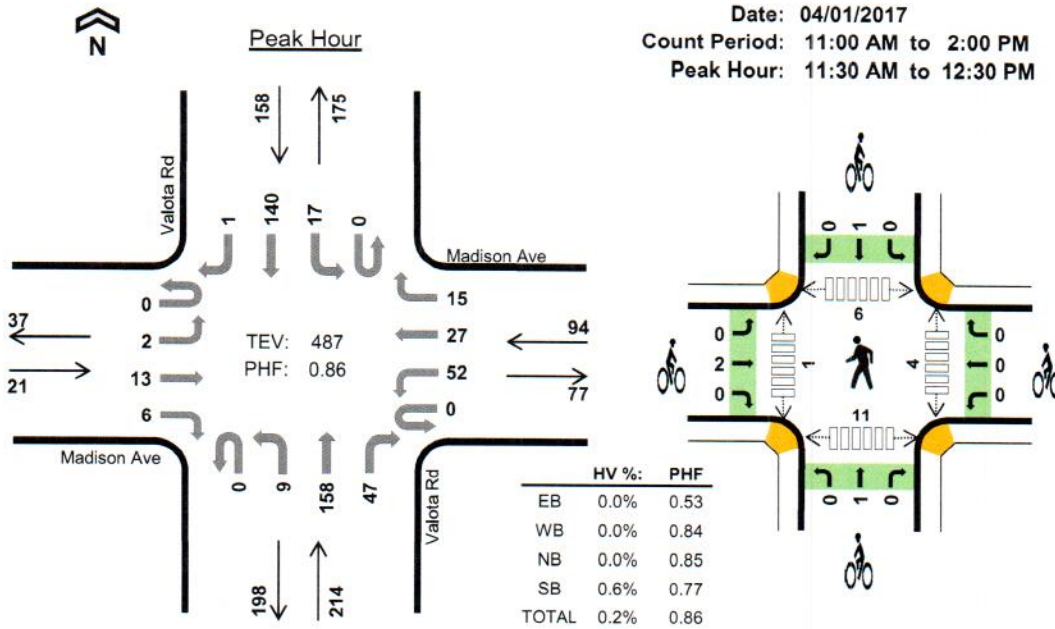
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:45 AM	1	3	0	0	4	1	0	1	0	2	0	1	1	1	3
12:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	1	1	2
12:15 PM	1	1	0	0	2	1	0	0	0	1	1	1	2	1	5
12:30 PM	3	3	0	0	6	0	0	1	0	1	0	0	1	1	2
Peak Hour	6	8	0	0	14	2	1	2	0	5	1	2	5	4	12

6 sat

Valota Rd Madison Ave



Date: 04/01/2017
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 11:30 AM to 12:30 PM

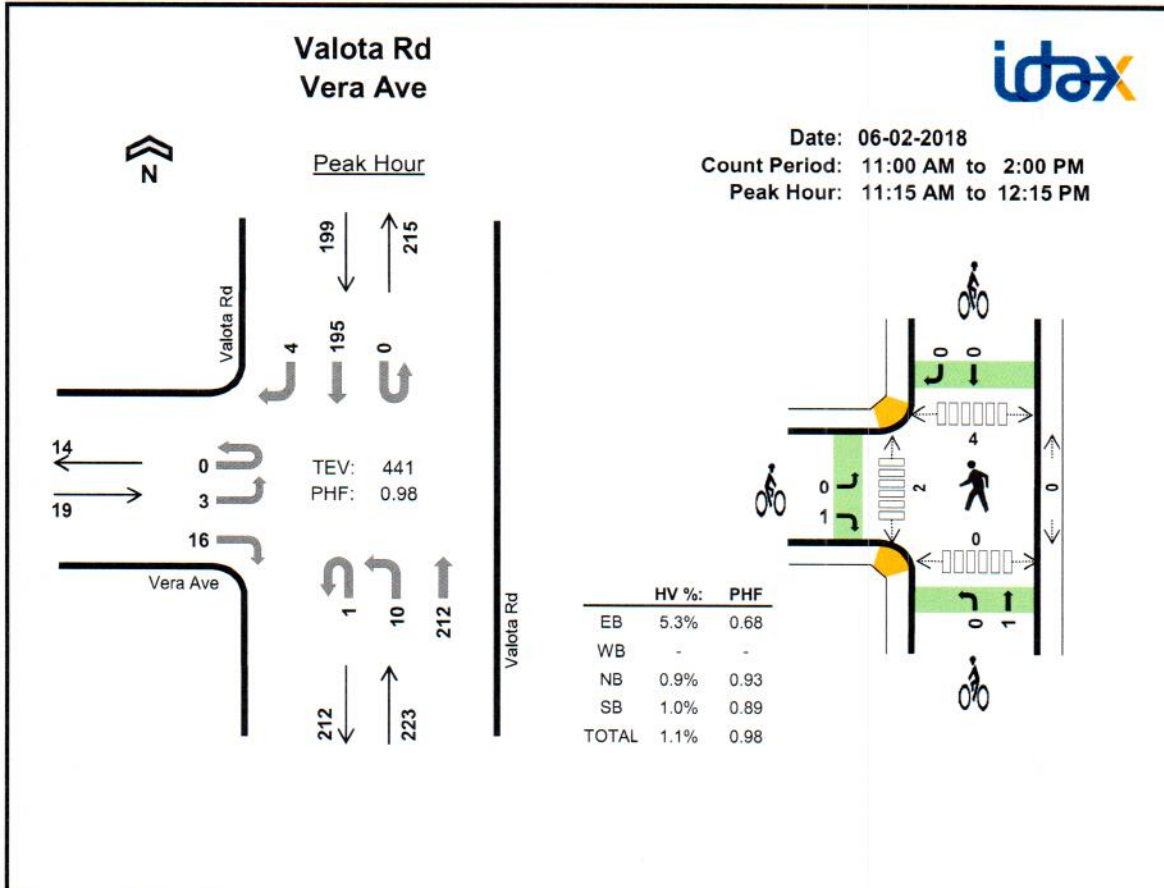


Three-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	11:30 AM	0	0	2	2	0	12	11	0	0	0	37	7	0	2	34			0
11:45 AM	0	2	6	2	0	9	2	6	0	3	48	12	0	6	45	0	141	0	
12:00 PM	0	0	1	1	0	16	8	2	0	2	37	12	0	3	37	0	119	0	
12:15 PM	0	0	4	1	0	15	6	7	0	4	36	16	0	6	24	1	120	487	
Peak Hour	All	0	2	13	6	0	52	27	15	0	9	158	47	0	17	140	1	487	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	1%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	0	0	1	1	1	0	0	1	2	0	0	0	3	3
11:45 AM	0	0	0	0	0	1	0	1	0	2	1	1	1	4	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	4	4	9
Peak Hour	0	0	0	1	1	2	0	1	1	4	4	1	6	11	22



Three-Hour Count Summaries

Interval Start	Vera Ave				0				Valota Rd				Valota Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:15 AM	0	0	0	3	0	0	0	0	0	3	57	0	0	0	44	2	109	0	
11:30 AM	0	2	0	4	0	0	0	0	0	0	58	0	0	0	46	1	111	0	
11:45 AM	0	0	0	3	0	0	0	0	0	3	47	0	0	0	56	0	109	0	
12:00 PM	0	1	0	6	0	0	0	0	1	4	50	0	0	0	49	1	112	441	
Peak Hour	All	0	3	0	16	0	0	0	0	1	10	212	0	0	0	195	4	441	0
	HV%	-	0%	-	6%	-	-	-	-	0%	0%	1%	-	-	-	1%	0%	1%	0

Note: For all three-hour count summary, see next page.

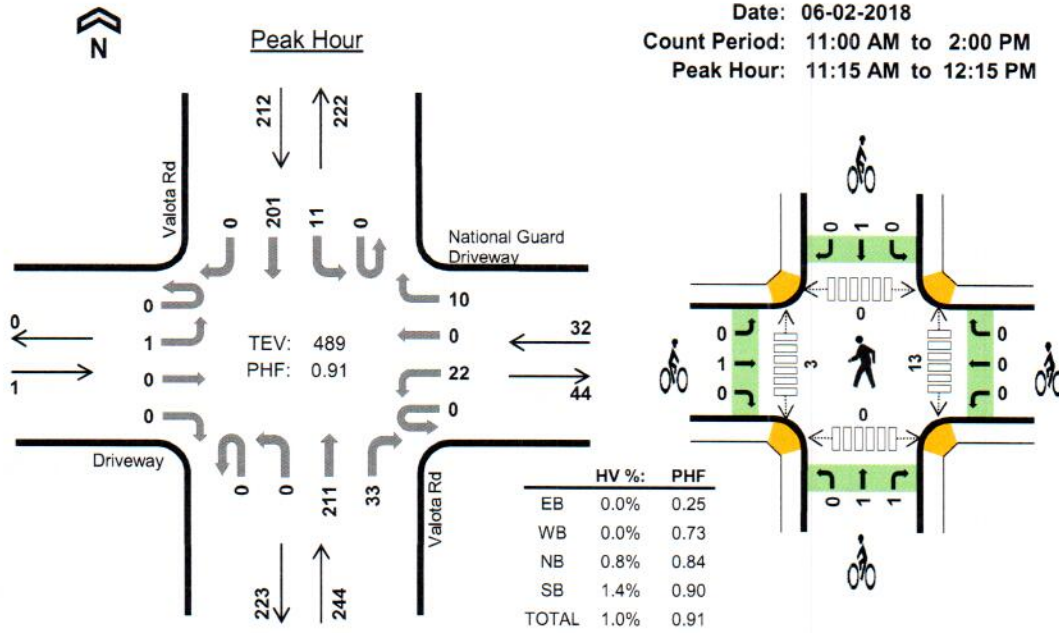
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3
11:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	2	0	2
11:45 AM	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	2	2	5	1	0	1	0	2	0	2	4	0	6

8 sat

Valota Rd National Guard Driveway



Date: 06-02-2018
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 11:15 AM to 12:15 PM



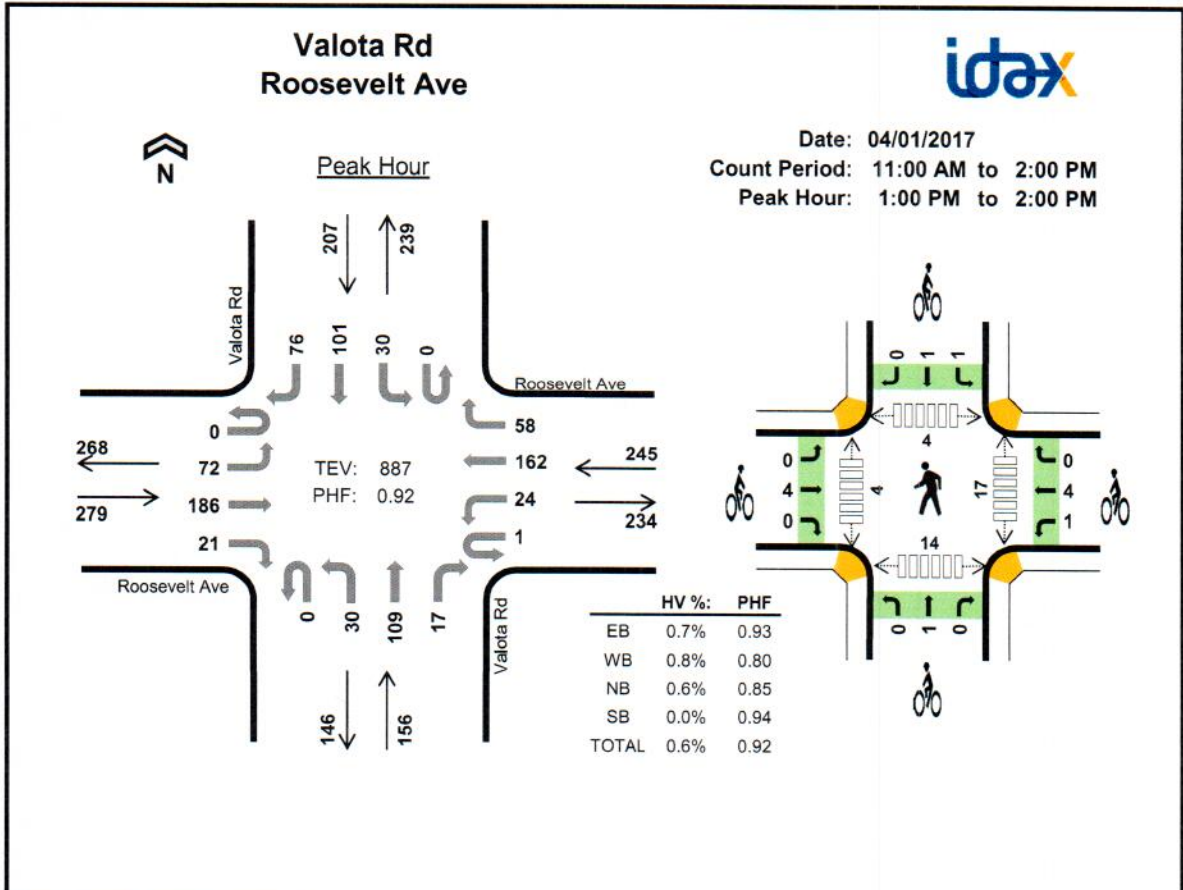
Three-Hour Count Summaries

Interval Start	Driveway				National Guard Driveway				Valota Rd				Valota Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:15 AM	0	0	0	0	0	4	0	4	0	0	56	5	0	2	46	0	117	0	
11:30 AM	0	1	0	0	0	9	0	2	0	0	58	15	0	3	46	0	134	0	
11:45 AM	0	0	0	0	0	6	0	1	0	0	46	9	0	2	57	0	121	0	
12:00 PM	0	0	0	0	0	3	0	3	0	0	51	4	0	4	52	0	117	489	
Peak Hour	All	0	1	0	0	0	22	0	10	0	0	211	33	0	11	201	0	489	0
	HV	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
	HV%	-	0%	-	-	-	0%	-	0%	-	-	1%	0%	-	0%	1%	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:15 AM	0	0	0	0	0	0	0	1	0	1	2	2	0	0	4
11:30 AM	0	0	0	1	1	0	0	0	1	1	5	0	0	0	5
11:45 AM	0	0	1	1	2	1	0	1	0	2	6	0	0	0	6
12:00 PM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1
Peak Hour	0	0	2	3	5	1	0	2	1	4	13	3	0	0	16

9 Sat



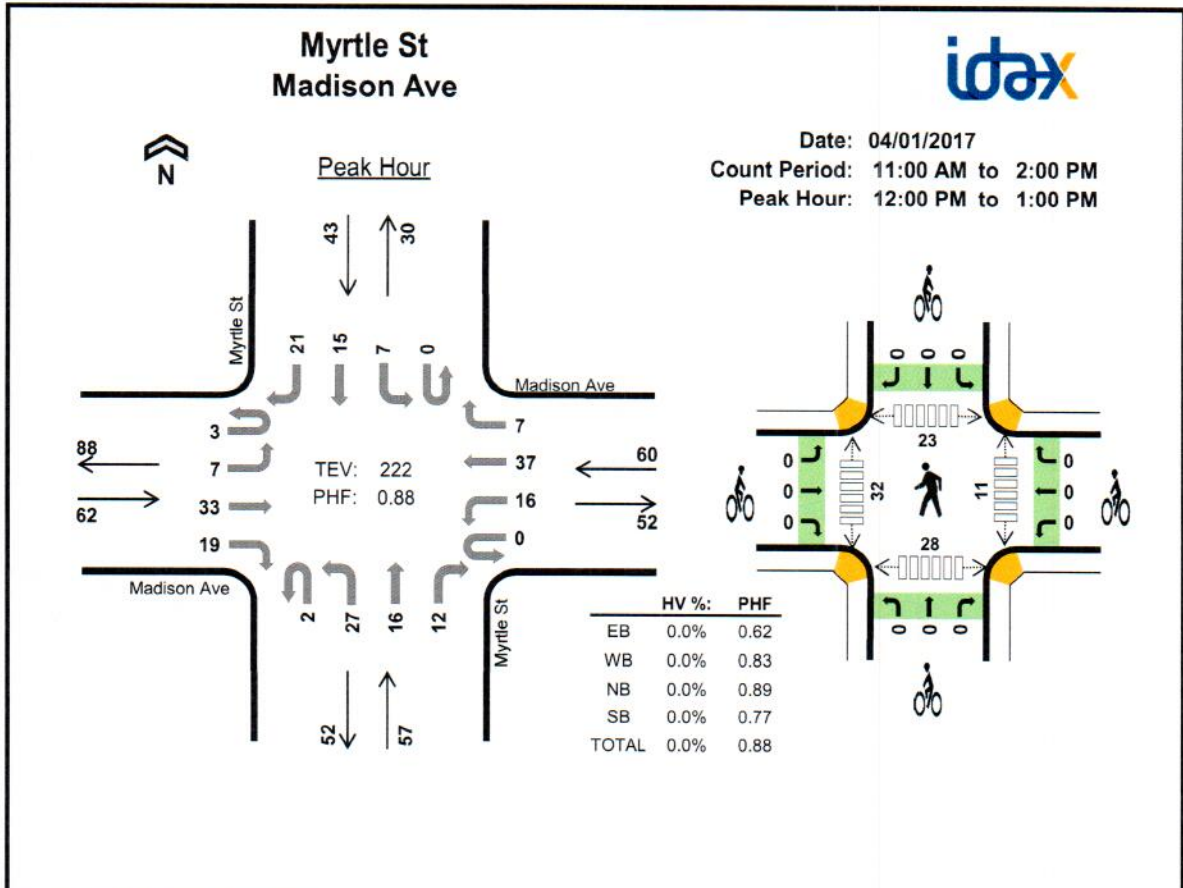
Three-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	1:00 PM	0	22	42	5	0	6	36	13	0	8	16	1	0	7	26			18
1:15 PM	0	21	41	3	0	6	52	19	0	12	29	5	0	12	16	24	240	0	
1:30 PM	0	12	52	6	1	8	37	12	0	4	32	5	0	7	31	17	224	0	
1:45 PM	0	17	51	7	0	4	37	14	0	6	32	6	0	4	28	17	223	887	
Peak Hour	All	0	72	186	21	1	24	162	58	0	30	109	17	0	30	101	76	887	0
	HV	0	0	2	0	0	0	1	1	0	0	0	1	0	0	0	0	5	0
	HV%	-	0%	1%	0%	0%	0%	1%	2%	-	0%	0%	6%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	0	1	0	0	1	1	4	0	1	6	5	0	1	3	9
1:15 PM	0	0	1	0	1	0	0	0	0	0	2	0	2	2	6
1:30 PM	1	1	0	0	2	2	1	1	0	4	6	0	0	6	12
1:45 PM	1	0	0	0	1	1	0	0	1	2	4	4	1	3	12
Peak Hour	2	2	1	0	5	4	5	1	2	12	17	4	4	14	39

(10) Sat



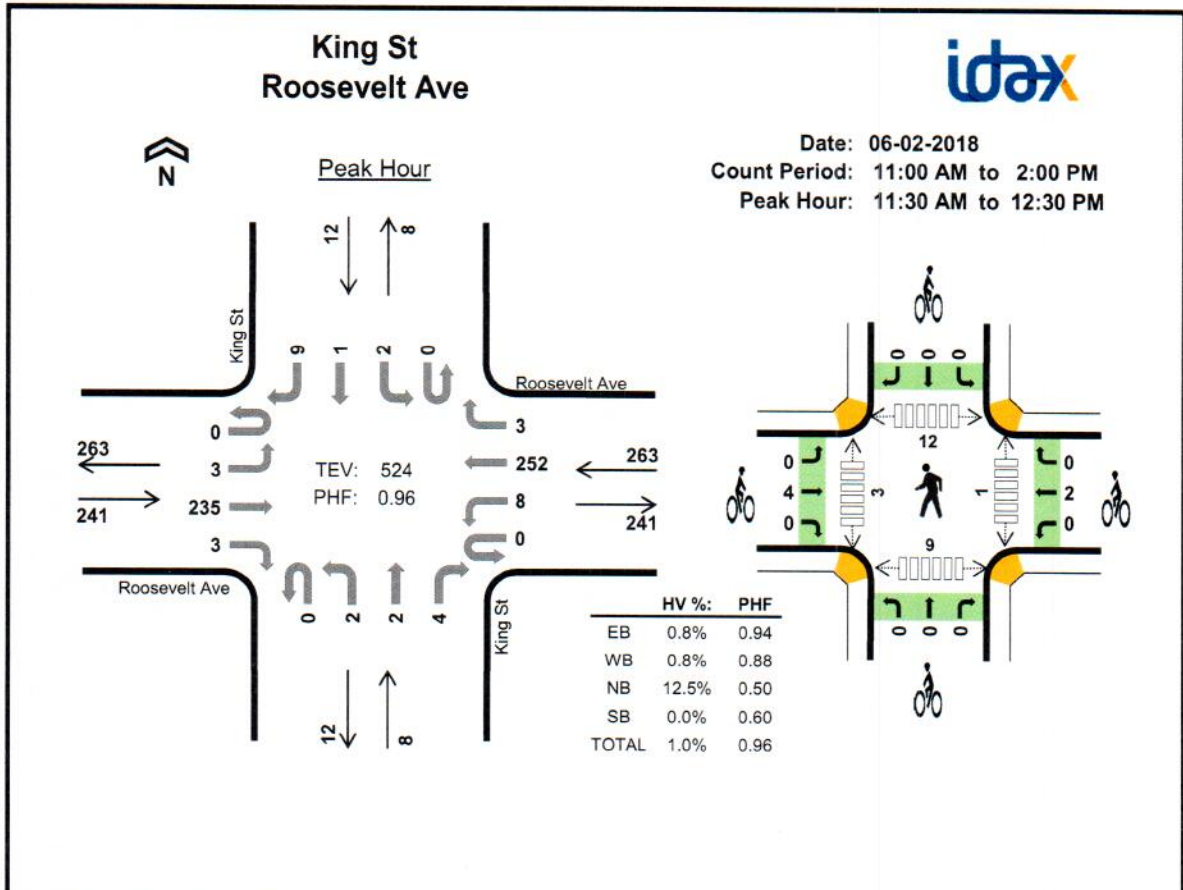
Three-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Myrtle St Northbound				Myrtle St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:00 PM	0	2	6	5	0	4	10	0	0	8	6	2	0	1	4	9	57	0	
12:15 PM	0	2	7	2	0	2	9	4	1	8	2	4	0	2	5	2	50	0	
12:30 PM	1	2	7	3	0	6	6	1	1	6	3	4	0	3	2	7	52	0	
12:45 PM	2	1	13	9	0	4	12	2	0	5	5	2	0	1	4	3	63	222	
Peak Hour	All	3	7	33	19	0	16	37	7	2	27	16	12	0	7	15	21	222	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	2	11	18
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	15	15	5	37
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	4	7	23
12:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	2	5	16
Peak Hour	0	0	0	0	0	0	0	0	0	0	11	32	23	28	94

(11) sat



Three-Hour Count Summaries

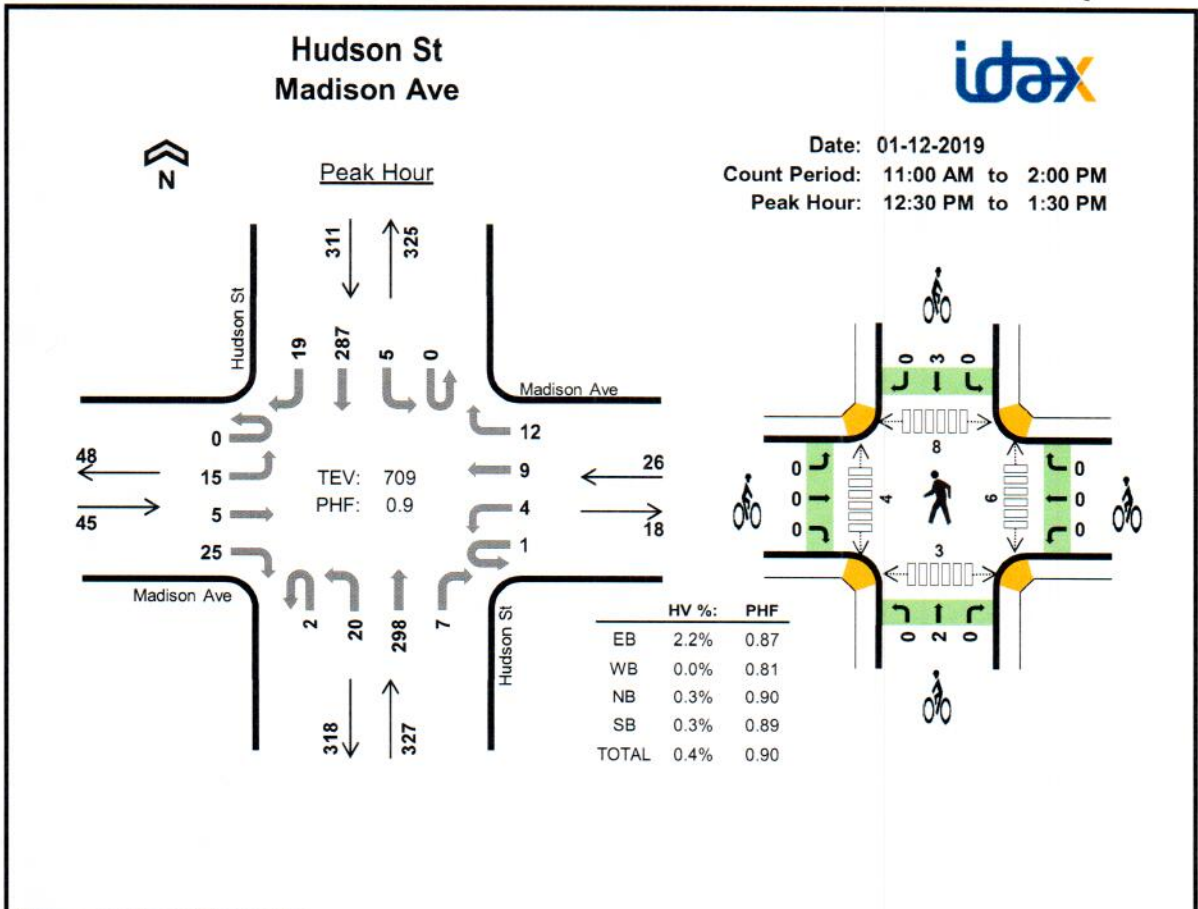
Interval Start	Roosevelt Ave				Roosevelt Ave				King St				King St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:30 AM	0	0	55	0	0	1	65	0	0	1	1	2	0	0	0	3	128	0	
11:45 AM	0	0	58	0	0	3	70	2	0	0	0	1	0	1	0	1	136	0	
12:00 PM	0	1	62	1	0	2	64	0	0	1	1	0	0	0	1	1	134	0	
12:15 PM	0	2	60	2	0	2	53	1	0	0	0	1	0	1	0	4	126	524	
Peak Hour	All	0	3	235	3	0	8	252	3	0	2	2	4	0	2	1	9	524	0
	HV	0	0	2	0	0	0	1	1	0	0	1	0	0	0	0	0	5	0
	HV%	-	0%	1%	0%	-	0%	0%	33%	-	0%	50%	0%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	5
11:45 AM	0	1	0	0	1	0	1	0	0	1	1	2	6	2	11
12:00 PM	1	0	1	0	2	1	1	0	0	2	0	1	3	1	5
12:15 PM	1	0	0	0	1	2	0	0	0	2	0	0	3	1	4
Peak Hour	2	2	1	0	5	4	2	0	0	6	1	3	12	9	25

(12) Sat

Sunday Saturday



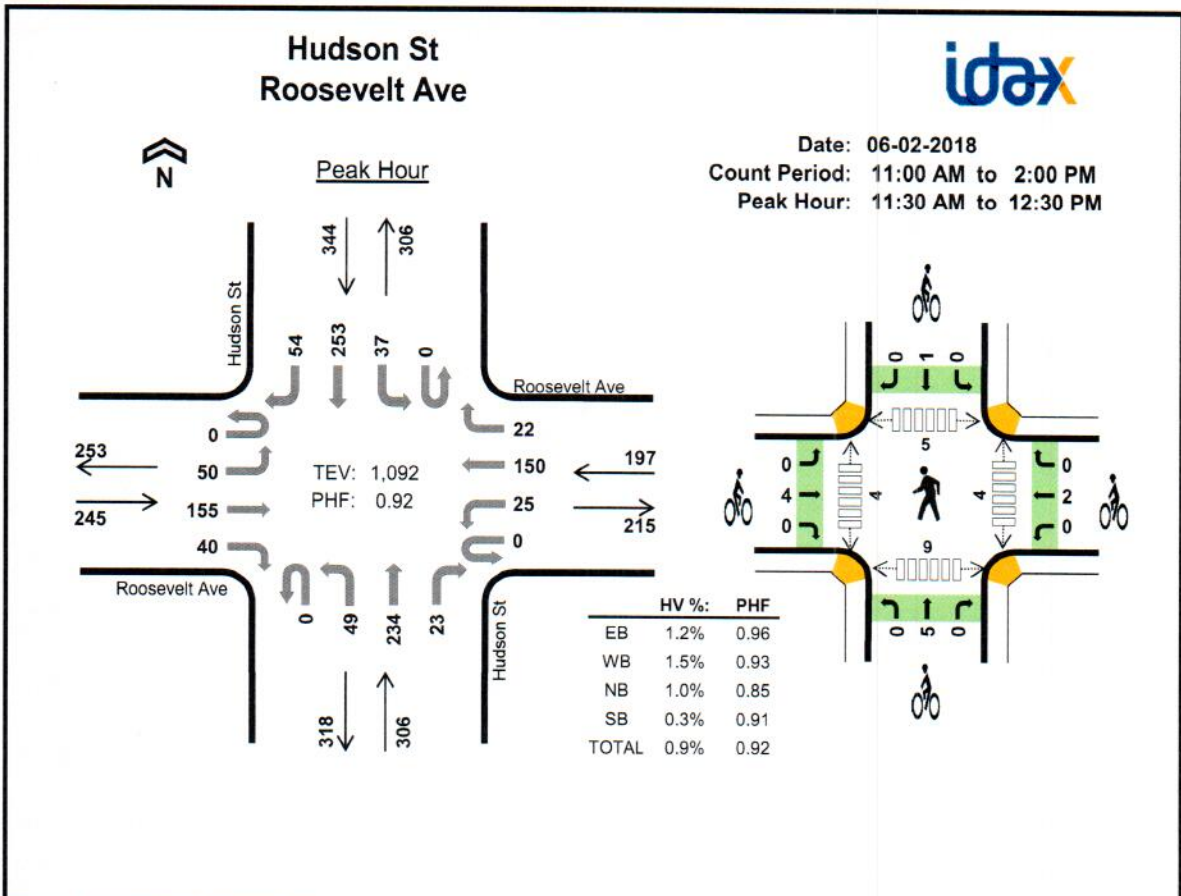
Three-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Hudson St Northbound				Hudson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:30 PM	0	2	1	7	0	0	1	5	1	6	72	0	0	0	58	3	156	0	
12:45 PM	0	4	0	7	1	0	5	2	0	3	86	0	0	2	72	5	187	0	
1:00 PM	0	4	2	5	0	1	0	3	1	6	58	3	0	2	80	5	170	0	
1:15 PM	0	5	2	6	0	3	3	2	0	5	82	4	0	1	77	6	196	709	
Peak Hour	All	0	15	5	25	1	4	9	12	2	20	298	7	0	5	287	19	709	0
	HV	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0
	HV%	-	7%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:30 PM	0	0	0	1	1	0	0	0	0	0	2	1	2	0	5
12:45 PM	0	0	1	0	1	0	0	0	0	0	2	0	3	0	5
1:00 PM	0	0	0	0	0	0	0	0	2	2	2	3	3	2	10
1:15 PM	1	0	0	0	1	0	0	2	1	3	0	0	0	1	1
Peak Hour	1	0	1	1	3	0	0	2	3	5	6	4	8	3	21

(13) Sat



Three-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				Hudson St Northbound				Hudson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:30 AM	0	12	36	9	0	3	36	2	0	12	59	6	0	7	55	14	251	0	
11:45 AM	0	12	43	8	0	8	41	4	0	10	57	4	0	7	64	21	279	0	
12:00 PM	0	14	36	11	0	9	38	5	0	14	67	9	0	13	69	12	297	0	
12:15 PM	0	12	40	12	0	5	35	11	0	13	51	4	0	10	65	7	265	1,092	
Peak Hour	All	0	50	155	40	0	25	150	22	0	49	234	23	0	37	253	54	1,092	0
	HV	0	0	1	2	0	0	1	2	0	1	1	1	0	0	0	1	10	0
	HV%	-	0%	1%	5%	-	0%	1%	9%	-	2%	0%	4%	-	0%	0%	2%	1%	0

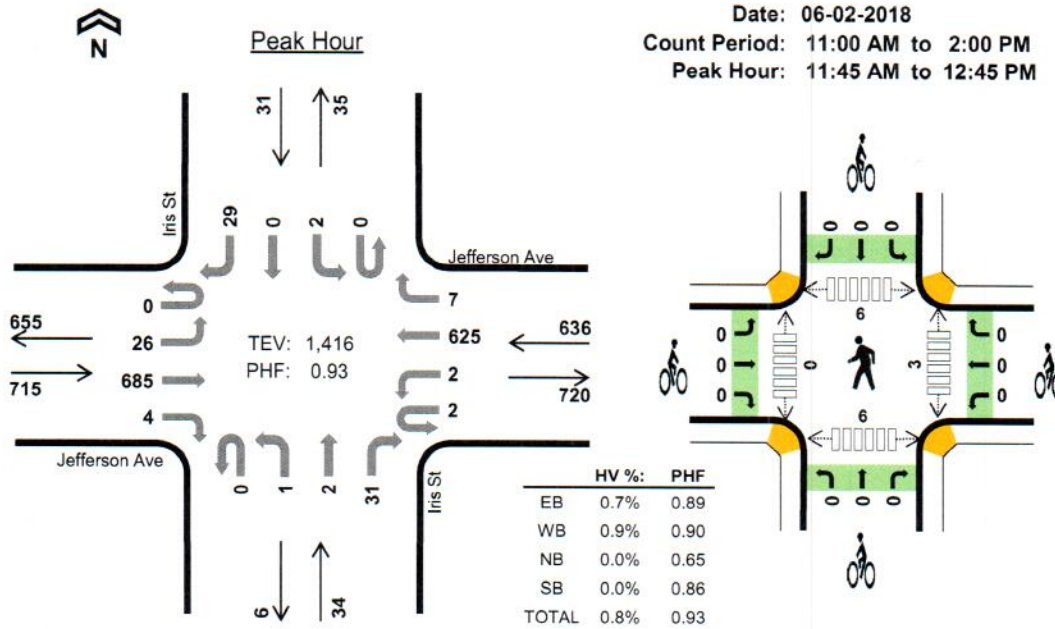
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	1	0	0	1	1	1	2	0	4	0	1	2	6	9
11:45 AM	0	0	1	1	2	0	0	2	0	2	0	1	0	1	2
12:00 PM	1	1	1	0	3	1	1	0	0	2	0	0	3	0	3
12:15 PM	2	1	1	0	4	2	0	1	1	4	4	2	0	2	8
Peak Hour	3	3	3	1	10	4	2	5	1	12	4	4	5	9	22

Iris St Jefferson Ave



Date: 06-02-2018
 Count Period: 11:00 AM to 2:00 PM
 Peak Hour: 11:45 AM to 12:45 PM



Three-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Iris St Northbound				Iris St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	11:45 AM	0	8	192	1	0	1	167	2	0	0	1	2	0	0	0			8
12:00 PM	0	5	160	1	0	1	146	0	0	0	1	7	0	1	0	6	328	0	
12:15 PM	0	7	177	2	1	0	139	3	0	0	0	13	0	0	0	9	351	0	
12:30 PM	0	6	156	0	1	0	173	2	0	1	0	9	0	1	0	6	355	1,416	
Peak Hour	All	0	26	685	4	2	2	625	7	0	1	2	31	0	2	0	29	1,416	0
	HV	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	11	0
	HV%	-	0%	1%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	0%	-	0%	1%	0

Note: For all three-hour count summary, see next page.

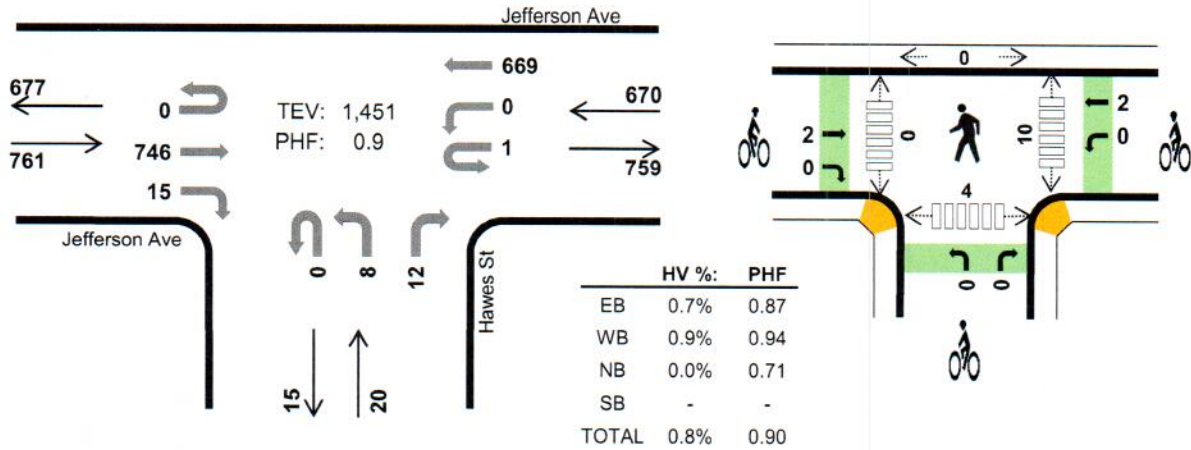
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
11:45 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	3
12:15 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	2	2	2
12:30 PM	0	1	0	0	1	0	0	0	0	0	3	0	3	3	9	
Peak Hour	5	6	0	0	11	0	0	0	0	0	3	0	6	6	15	

Hawes St Jefferson Ave



Peak Hour

Date: 06-02-2018
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 11:45 AM to 12:45 PM

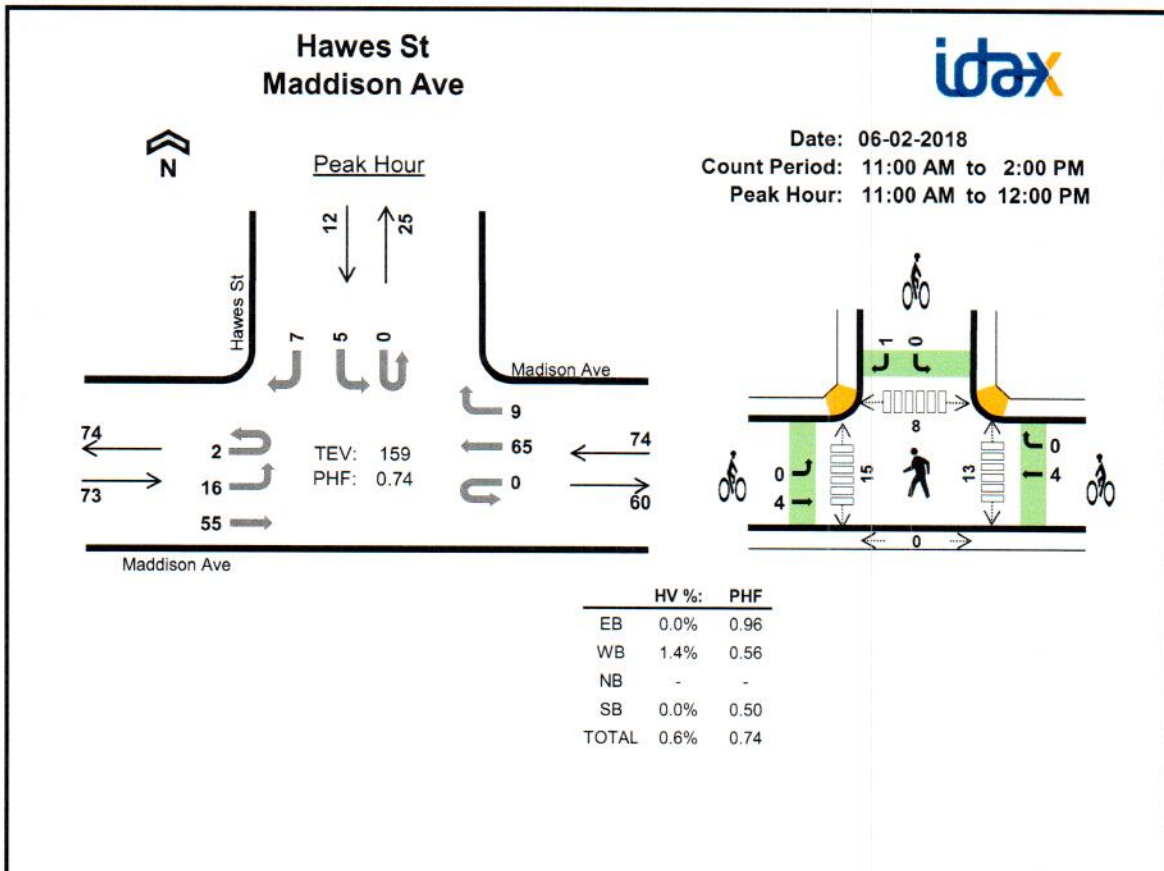


Three-Hour Count Summaries

Interval Start	Jefferson Ave				Jefferson Ave				Hawes St				0				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:45 AM	0	0	214	5	0	0	178	0	0	3	0	4	0	0	0	0	404	0	
12:00 PM	0	0	173	8	0	0	169	0	0	1	0	4	0	0	0	0	355	0	
12:15 PM	0	0	192	0	1	0	143	0	0	1	0	3	0	0	0	0	340	0	
12:30 PM	0	0	167	2	0	0	179	0	0	3	0	1	0	0	0	0	352	1,451	
Peak Hour	All	0	0	746	15	1	0	669	0	0	8	0	12	0	0	0	0	1,451	0
	HV	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	11	0
	HV%	-	-	1%	0%	0%	-	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:45 AM	1	3	0	0	4	2	1	0	0	3	2	0	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	6	0	0	1	7
12:15 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	1	1
12:30 PM	0	2	0	0	2	0	1	0	0	1	2	0	0	2	4
Peak Hour	5	6	0	0	11	2	2	0	0	4	10	0	0	4	14

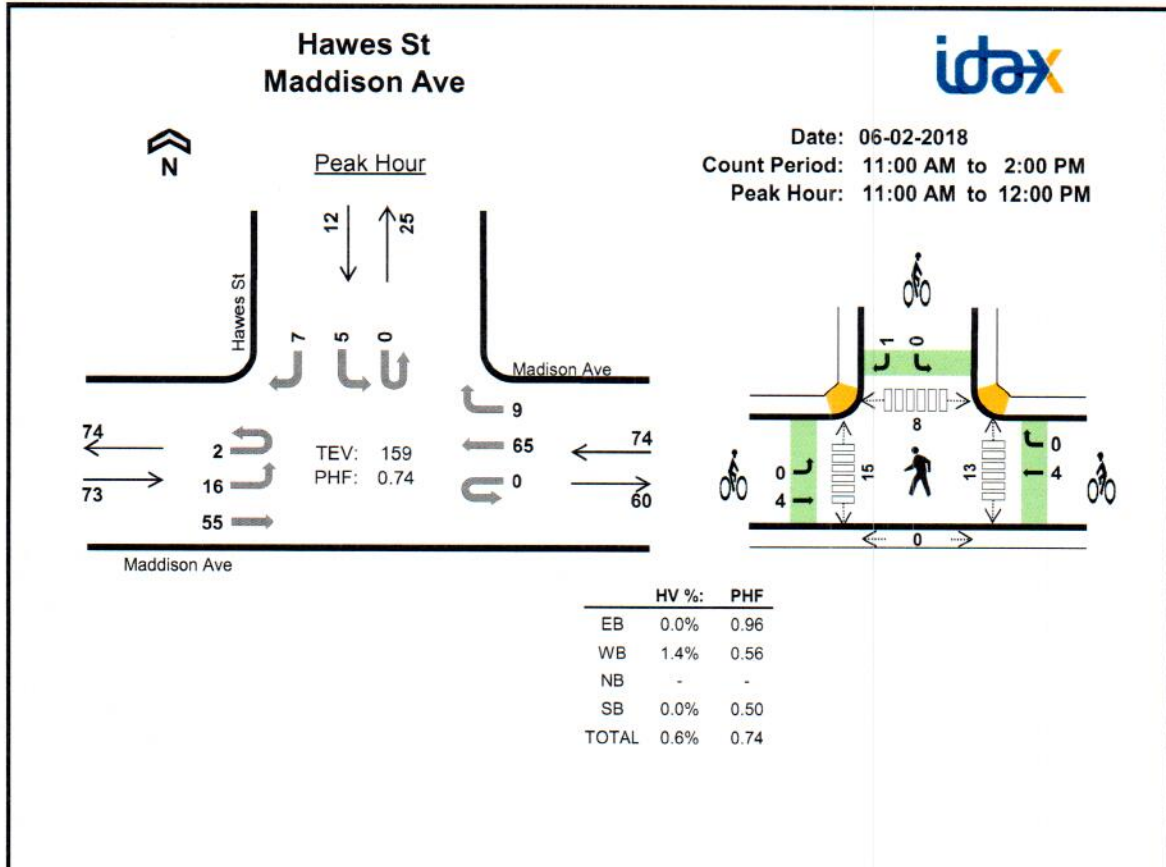


Three-Hour Count Summaries

Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	3	16	0	0	0	26	7	0	0	0	0	0	0	0	2	54	0	
11:15 AM	0	3	16	0	0	0	16	1	0	0	0	0	0	2	0	0	38	0	
11:30 AM	0	2	14	0	0	0	8	1	0	0	0	0	0	1	0	1	27	0	
11:45 AM	2	8	9	0	0	0	15	0	0	0	0	0	0	2	0	4	40	159	
Peak Hour	All	2	16	55	0	0	0	65	9	0	0	0	0	0	5	0	7	159	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	HV%	0%	0%	0%	-	-	-	2%	0%	-	-	-	-	-	0%	-	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	3	0	0	3	4	4	2	0	10
11:15 AM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	4
11:30 AM	0	0	0	0	0	1	1	0	1	3	2	6	3	0	11
11:45 AM	0	1	0	0	1	2	0	0	0	2	4	4	3	0	11
Peak Hour	0	1	0	0	1	4	4	0	1	9	13	15	8	0	36



Three-Hour Count Summaries

Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	0	3	16	0	0	0	26	7	0	0	0	0	0	0	0	2	54	0
11:15 AM	0	3	16	0	0	0	16	1	0	0	0	0	0	2	0	0	38	0
11:30 AM	0	2	14	0	0	0	8	1	0	0	0	0	0	1	0	1	27	0
11:45 AM	2	8	9	0	0	0	15	0	0	0	0	0	0	2	0	4	40	159
Peak Hour	All	2	16	55	0	0	0	65	9	0	0	0	0	0	5	7	159	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	HV%	0%	0%	0%	-	-	-	2%	0%	-	-	-	-	0%	-	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	3	0	0	3	4	4	2	0	10
11:15 AM	0	0	0	0	0	1	0	0	0	1	3	1	0	0	4
11:30 AM	0	0	0	0	0	1	1	0	1	3	2	6	3	0	11
11:45 AM	0	1	0	0	1	2	0	0	0	2	4	4	3	0	11
Peak Hour	0	1	0	0	1	4	4	0	1	9	13	15	8	0	36

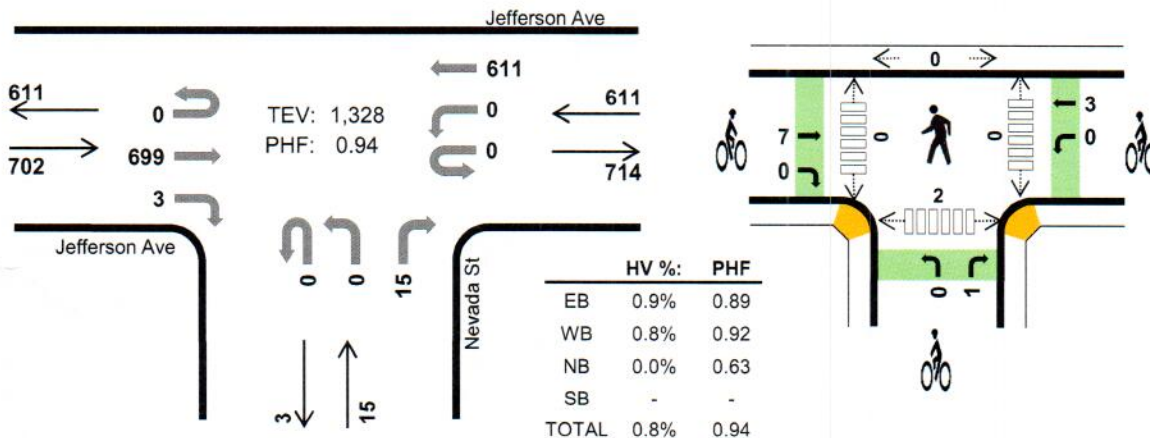
① Sun

Nevada St Jefferson Ave



Peak Hour

Date: 04/02/2017
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 12:00 PM to 1:00 PM



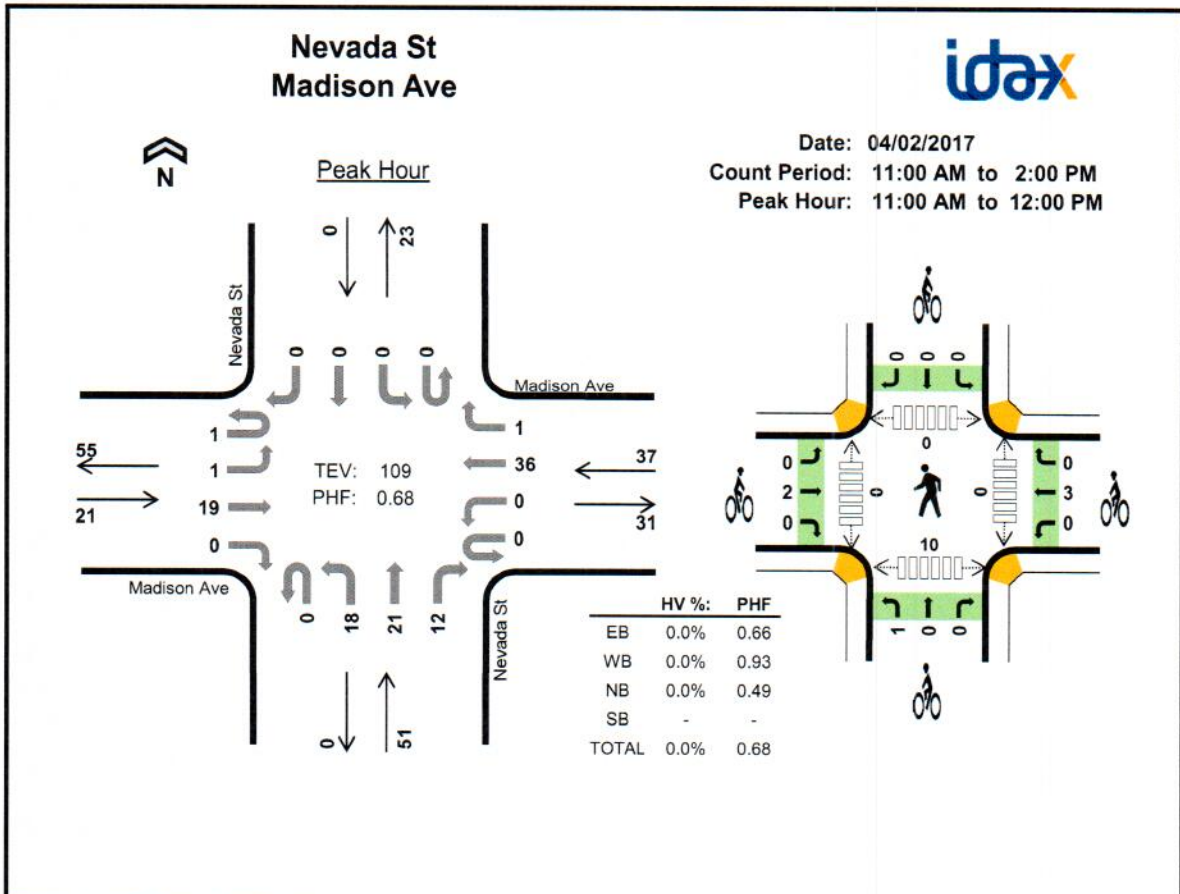
Three-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Nevada St Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
12:00 PM	0	0	154	1	0	0	160	0	0	0	0	6	0	0	0	0	321	0
12:15 PM	0	0	170	1	0	0	166	0	0	0	0	4	0	0	0	0	341	0
12:30 PM	0	0	178	1	0	0	132	0	0	0	0	3	0	0	0	0	314	0
12:45 PM	0	0	197	0	0	0	153	0	0	0	0	2	0	0	0	0	352	1,328
Peak Hour	All	0	0	699	3	0	0	611	0	0	0	15	0	0	0	0	1,328	0
	HV	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	11	0
	HV%	-	-	1%	0%	-	-	1%	-	-	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	1	1	0	0	2	3	0	0	0	3	0	0	0	1	1
12:15 PM	1	2	0	0	3	3	0	0	0	3	0	0	0	0	0
12:30 PM	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0
12:45 PM	1	2	0	0	3	1	1	1	0	3	0	0	0	1	1
Peak Hour	6	5	0	0	11	7	3	1	0	11	0	0	0	2	2

② Sum



Three-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Nevada St Northbound				Nevada St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	1	6	0	0	0	9	0	0	4	6	1	0	0	0	0	27	0	
11:15 AM	0	0	5	0	0	0	8	1	0	8	12	6	0	0	0	0	40	0	
11:30 AM	1	0	7	0	0	0	9	0	0	2	2	3	0	0	0	0	24	0	
11:45 AM	0	0	1	0	0	0	10	0	0	4	1	2	0	0	0	0	18	109	
Peak Hour	All	1	1	19	0	0	0	36	1	0	18	21	12	0	0	0	0	109	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	0%	-	-	-	0%	0%	-	0%	0%	0%	-	-	-	-	0%	0

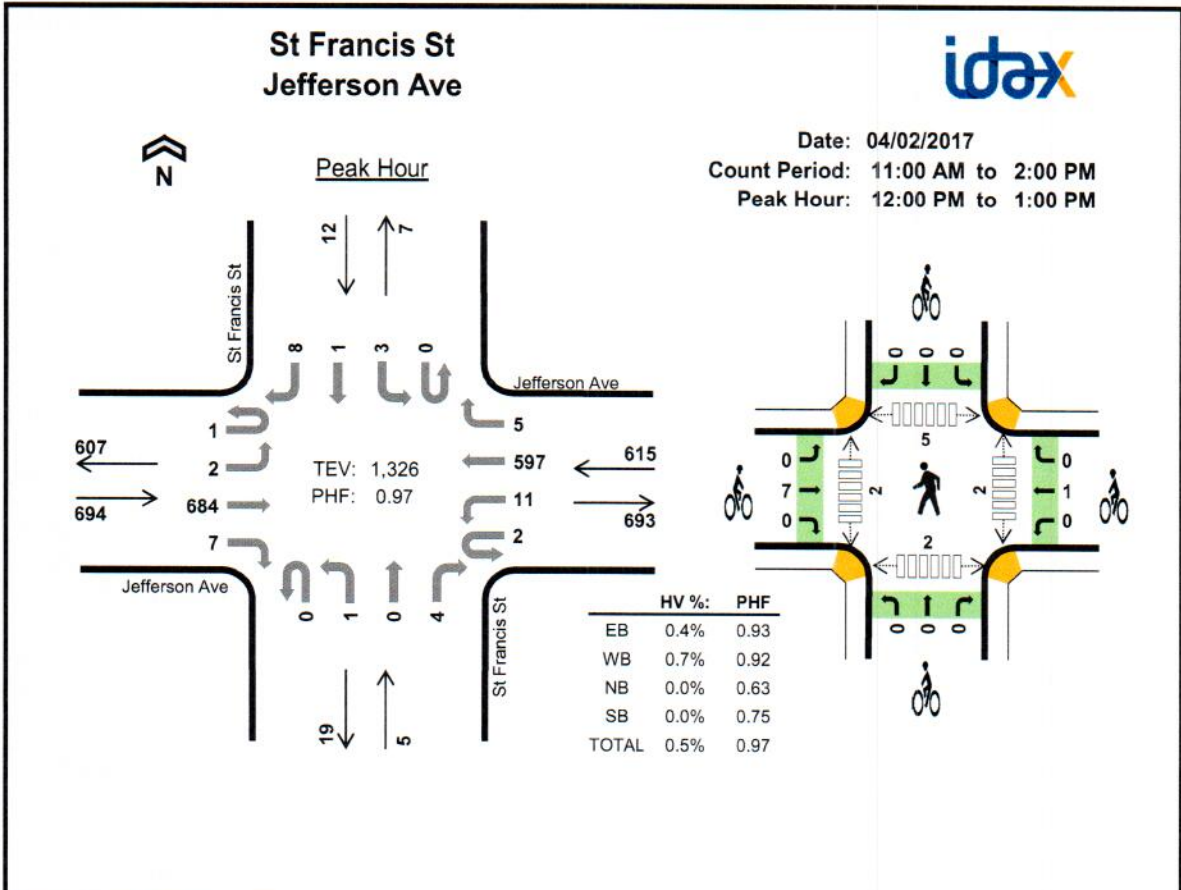
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	5	5
11:30 AM	0	0	0	0	0	1	2	1	0	4	0	0	0	3	3
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Peak Hour	0	0	0	0	0	2	3	1	0	6	0	0	0	10	10

Sum
51 out
48 in

99

③ Sun

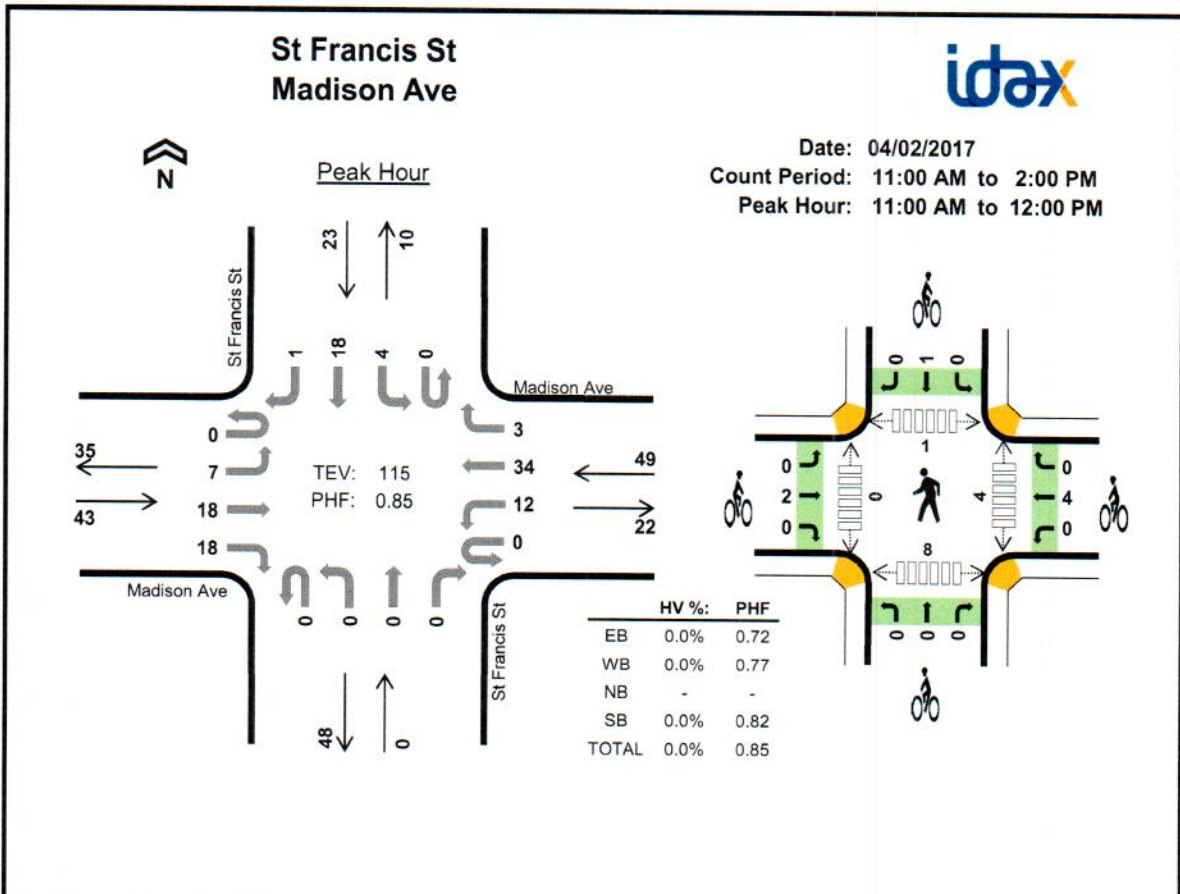


Three-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				St Francis St Northbound				St Francis St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	12:00 PM	0	2	159	2	0	1	160	0	0	1	0	0	0	0	0			0
12:15 PM	0	0	161	5	2	3	160	2	0	0	0	0	1	0	1	0	2	337	0
12:30 PM	0	0	178	0	0	4	131	2	0	0	0	0	1	0	1	0	3	320	0
12:45 PM	1	0	186	0	0	3	146	1	0	0	0	0	2	0	1	1	0	341	1,326
Peak Hour	All	1	2	684	7	2	11	597	5	0	1	0	4	0	3	1	8	1,326	0
	HV	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	0
	HV%	0%	0%	0%	0%	0%	0%	1%	0%	-	0%	-	0%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	1	1
12:15 PM	1	2	0	0	3	3	0	0	0	3	2	0	3	0	5
12:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	1	4
12:45 PM	1	2	0	0	3	1	1	0	0	2	0	0	1	0	1
Peak Hour	3	4	0	0	7	7	1	0	0	8	2	2	5	2	11



Three-Hour Count Summaries

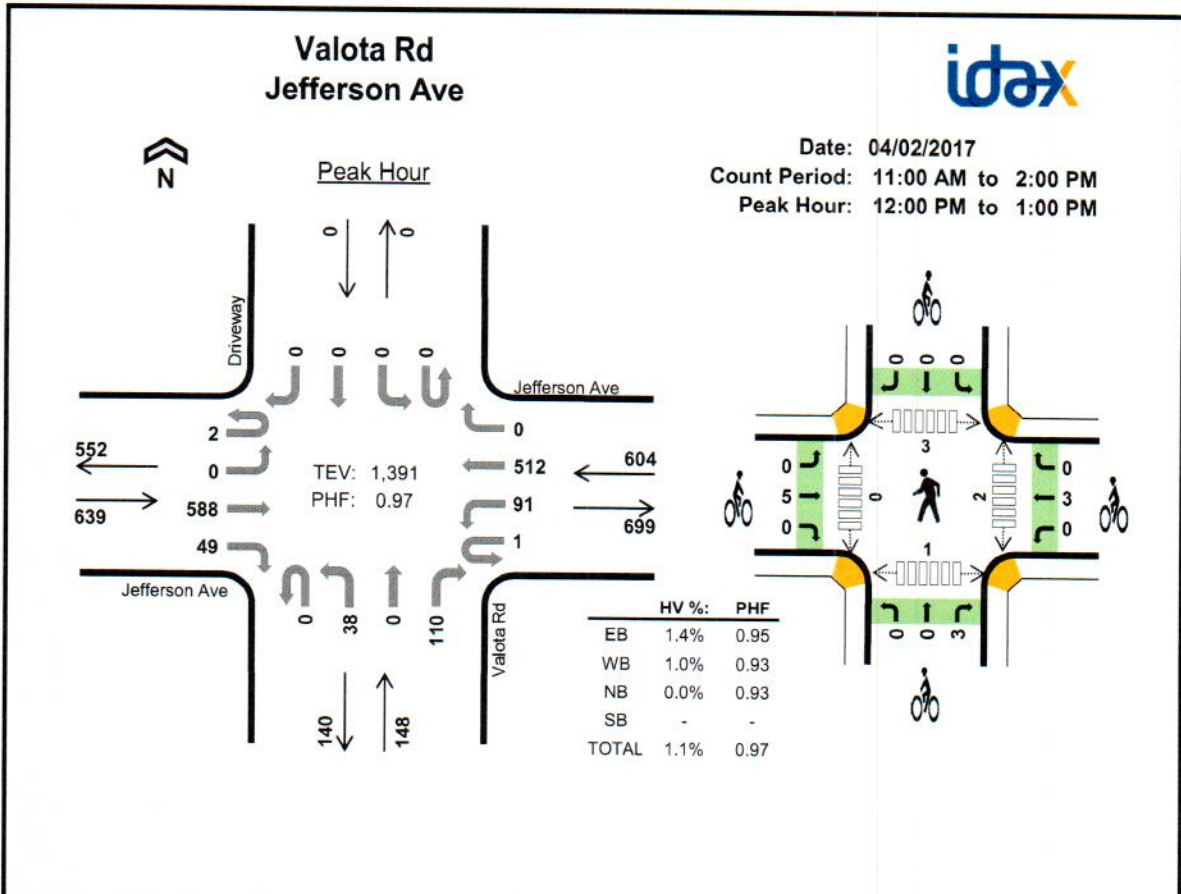
Interval Start	Madison Ave Eastbound				Madison Ave Westbound				St Francis St Northbound				St Francis St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	11:00 AM	0	1	6	3	0	2	9	1	0	0	0	0	0	0	6			0
11:15 AM	0	2	4	5	0	3	11	2	0	0	0	0	0	2	5	0	34	0	
11:30 AM	0	2	7	6	0	5	6	0	0	0	0	0	0	1	2	0	29	0	
11:45 AM	0	2	1	4	0	2	8	0	0	0	0	0	0	1	5	1	24	115	
Peak Hour	All	0	7	18	18	0	12	34	3	0	0	0	0	0	4	18	1	115	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	-	-	-	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:15 AM	0	0	0	0	0	1	0	0	1	2	0	0	0	0	6	6
11:30 AM	0	0	0	0	0	1	3	0	0	4	3	0	0	2	5	5
11:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1
Peak Hour	0	0	0	0	0	2	4	0	1	7	4	0	1	8	13	13

5 Sun

Sunday 2017



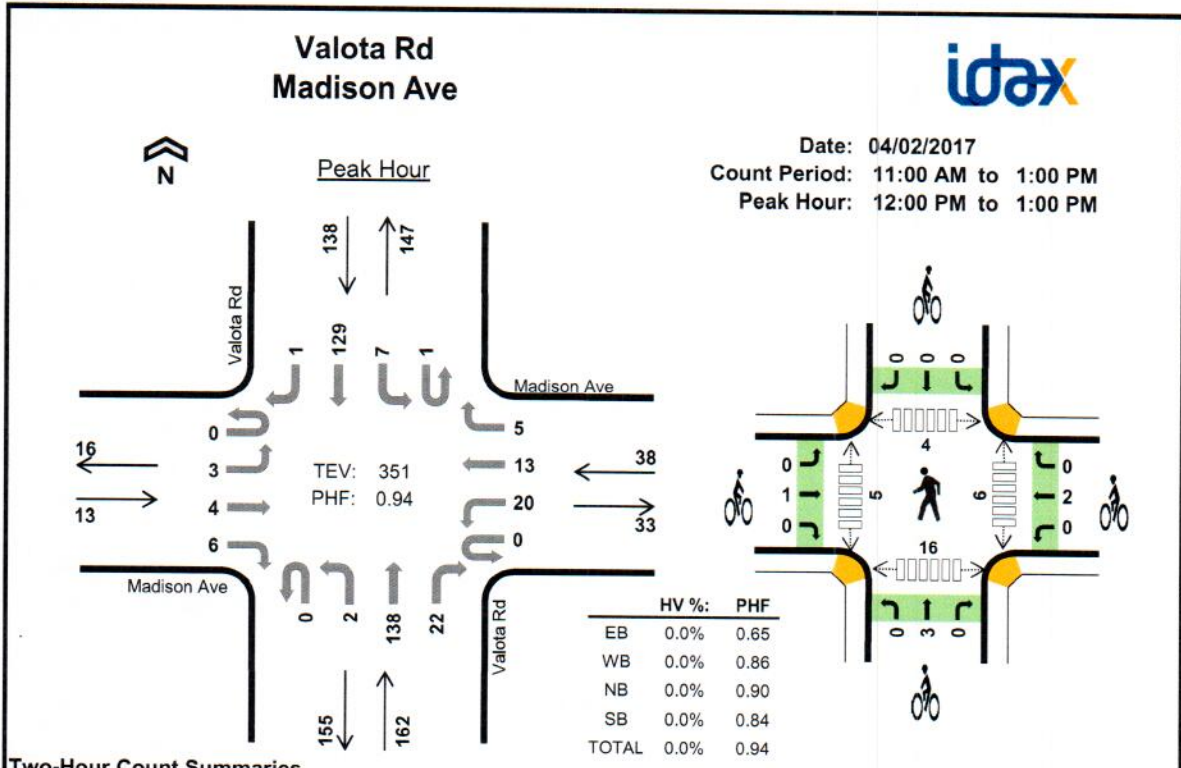
Three-Hour Count Summaries

Interval Start	Jefferson Ave				Jefferson Ave				Valota Rd				Driveway				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound				Southbound										
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:00 PM	0	0	129	14	0	27	136	0	0	9	0	27	0	0	0	0	342	0	
12:15 PM	0	0	150	11	1	23	138	0	0	15	0	21	0	0	0	0	359	0	
12:30 PM	0	0	152	15	0	19	114	0	0	7	0	29	0	0	0	0	336	0	
12:45 PM	2	0	157	9	0	22	124	0	0	7	0	33	0	0	0	0	354	1,391	
Peak Hour	All	2	0	588	49	1	91	512	0	0	38	0	110	0	0	0	0	1,391	0
	HV	0	0	7	2	0	0	6	0	0	0	0	0	0	0	0	0	15	0
	HV%	0%	-	1%	4%	0%	0%	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	2	1	0	0	3	0	0	3	0	3	0	0	0	1	1
12:15 PM	2	2	0	0	4	4	0	0	0	4	2	0	1	0	3
12:30 PM	4	0	0	0	4	0	2	0	0	2	0	0	1	0	1
12:45 PM	1	3	0	0	4	1	1	0	0	2	0	0	1	0	1
Peak Hour	9	6	0	0	15	5	3	3	0	11	2	0	3	1	6

6) Sun



Two-Hour Count Summaries

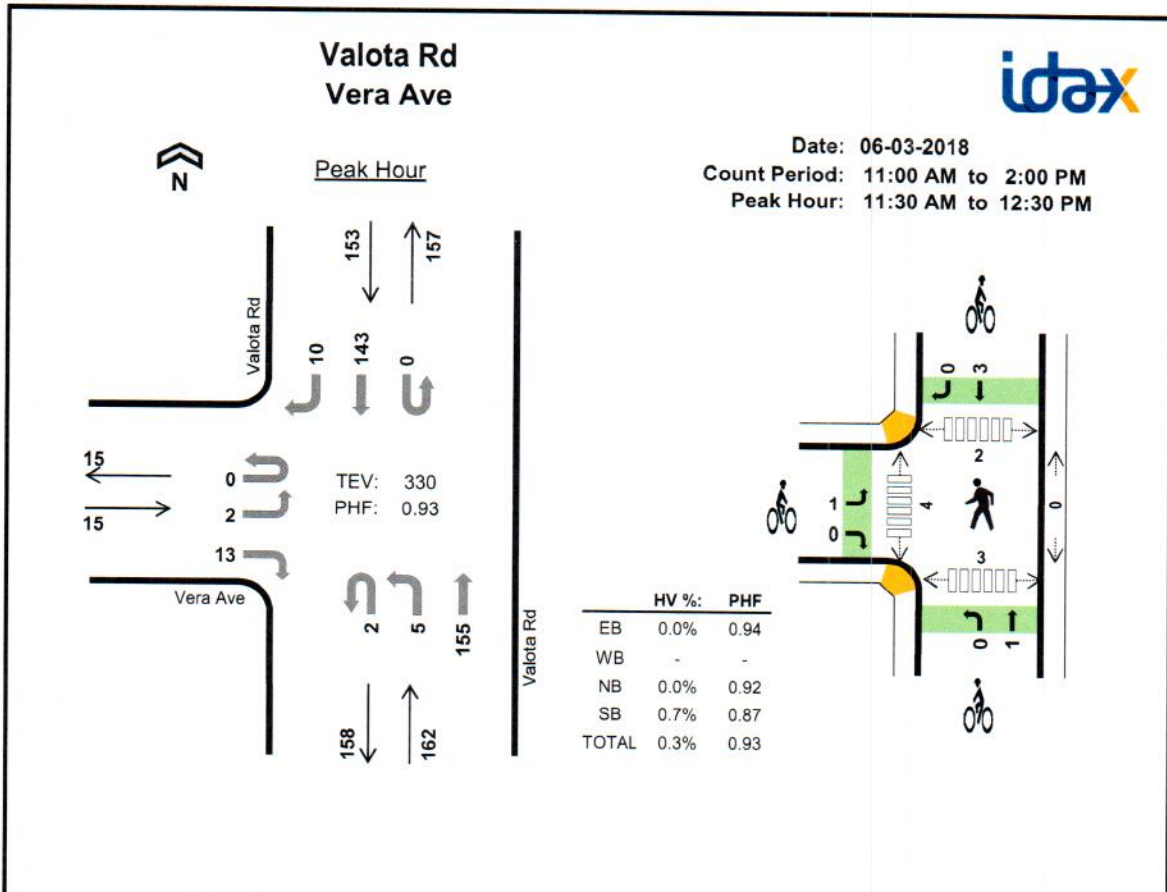
Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Valota Rd Northbound				Valota Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	0	1	0	0	7	2	1	0	1	39	7	0	0	35	1	94	0	
11:15 AM	0	1	1	3	0	6	4	0	0	1	48	8	0	1	29	1	103	0	
11:30 AM	0	2	3	2	0	4	1	2	0	1	36	9	0	3	21	1	85	0	
11:45 AM	0	0	1	0	0	6	6	0	0	1	32	3	0	2	17	0	68	350	
12:00 PM	0	2	0	1	0	6	4	1	0	0	32	6	0	3	38	0	93	349	
12:15 PM	0	0	3	2	0	5	4	1	0	0	34	5	1	1	30	1	87	333	
12:30 PM	0	1	1	2	0	5	1	3	0	0	34	6	0	0	34	0	87	335	
12:45 PM	0	0	0	1	0	4	4	0	0	2	38	5	0	3	27	0	84	351	
Count Total	0	6	10	11	0	43	26	8	0	6	293	49	1	13	231	4	701	0	
Peak Hour	All	0	3	4	6	0	20	13	5	0	2	138	22	1	7	129	1	351	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles				Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	6	7
11:30 AM	0	0	0	0	0	1	3	0	0	4	2	0	0	2	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	3	0	3	0	1	0	3	4
12:15 PM	0	0	0	0	0	0	1	0	0	1	2	1	0	2	5
12:30 PM	0	0	0	0	0	0	1	0	0	1	4	3	4	10	21
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1
Count Total	0	0	0	0	0	2	6	4	0	12	8	6	4	25	43
Peak Hour	0	0	0	0	0	1	2	3	0	6	6	5	4	16	31

Sum

Sunday



Three-Hour Count Summaries

Interval Start	Vera Ave				0				Valota Rd				Valota Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:30 AM	0	0	0	4	0	0	0	0	1	1	34	0	0	0	36	3	79	0	
11:45 AM	0	1	0	3	0	0	0	0	0	1	43	0	0	0	36	5	89	0	
12:00 PM	0	0	0	3	0	0	0	0	0	2	39	0	0	0	43	1	88	0	
12:15 PM	0	1	0	3	0	0	0	0	1	1	39	0	0	0	28	1	74	330	
Peak Hour	All	0	2	0	13	0	0	0	0	2	5	155	0	0	0	143	10	330	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	HV%	-	0%	-	0%	-	-	-	-	0%	0%	0%	-	-	-	1%	0%	0%	0

Note: For all three-hour count summary, see next page.

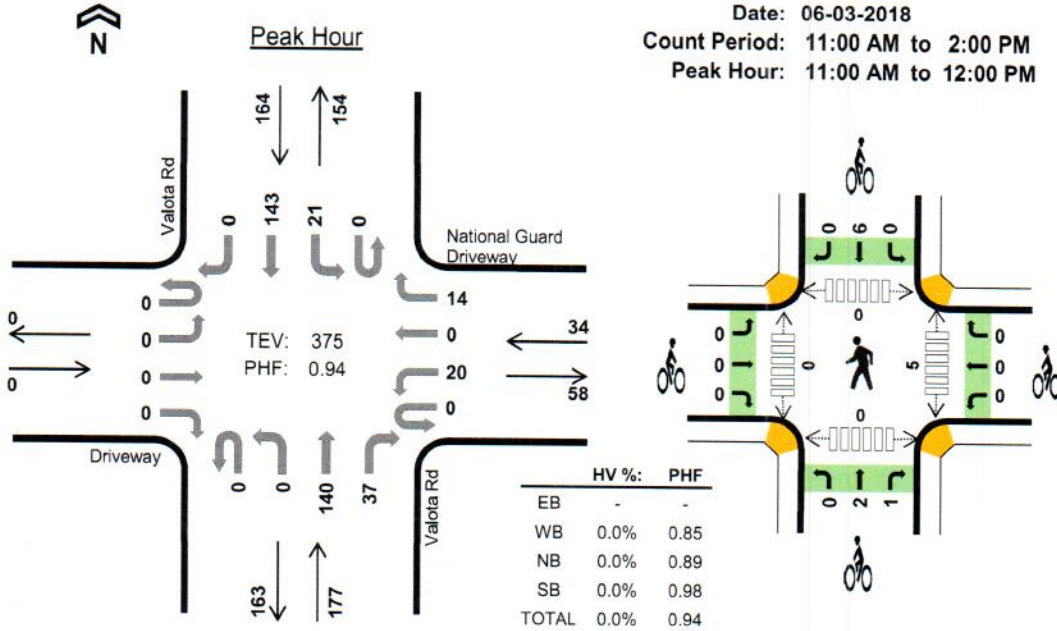
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
12:00 PM	0	0	0	1	1	1	0	0	1	2	0	0	0	3	3
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4
Peak Hour	0	0	0	1	1	1	0	1	3	5	0	4	2	3	9

87 Sun

Valota Rd National Guard Driveway



Date: 06-03-2018
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 11:00 AM to 12:00 PM



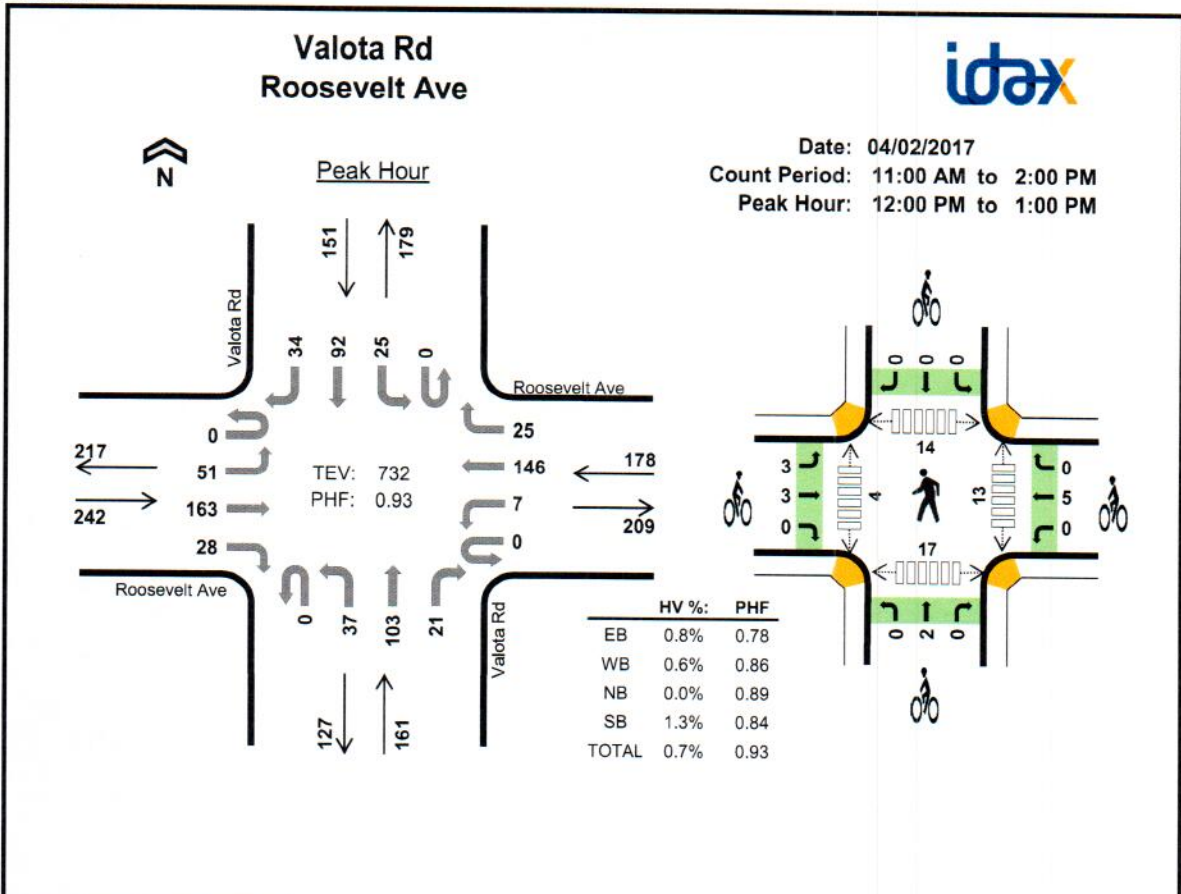
Three-Hour Count Summaries

Interval Start	Driveway				National Guard Driveway				Valota Rd				Valota Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	0	0	0	0	5	0	4	0	0	41	9	0	8	33	0	100	0	
11:15 AM	0	0	0	0	0	5	0	5	0	0	24	17	0	6	34	0	91	0	
11:30 AM	0	0	0	0	0	7	0	3	0	0	33	3	0	5	37	0	88	0	
11:45 AM	0	0	0	0	0	3	0	2	0	0	42	8	0	2	39	0	96	375	
Peak Hour	All	0	0	0	0	0	20	0	14	0	0	140	37	0	21	143	0	375	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	0%	-	0%	-	-	0%	0%	-	0%	0%	-	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	2	2	3	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1
Peak Hour	0	0	0	0	0	0	0	3	6	9	5	0	0	0	5

9 Sun



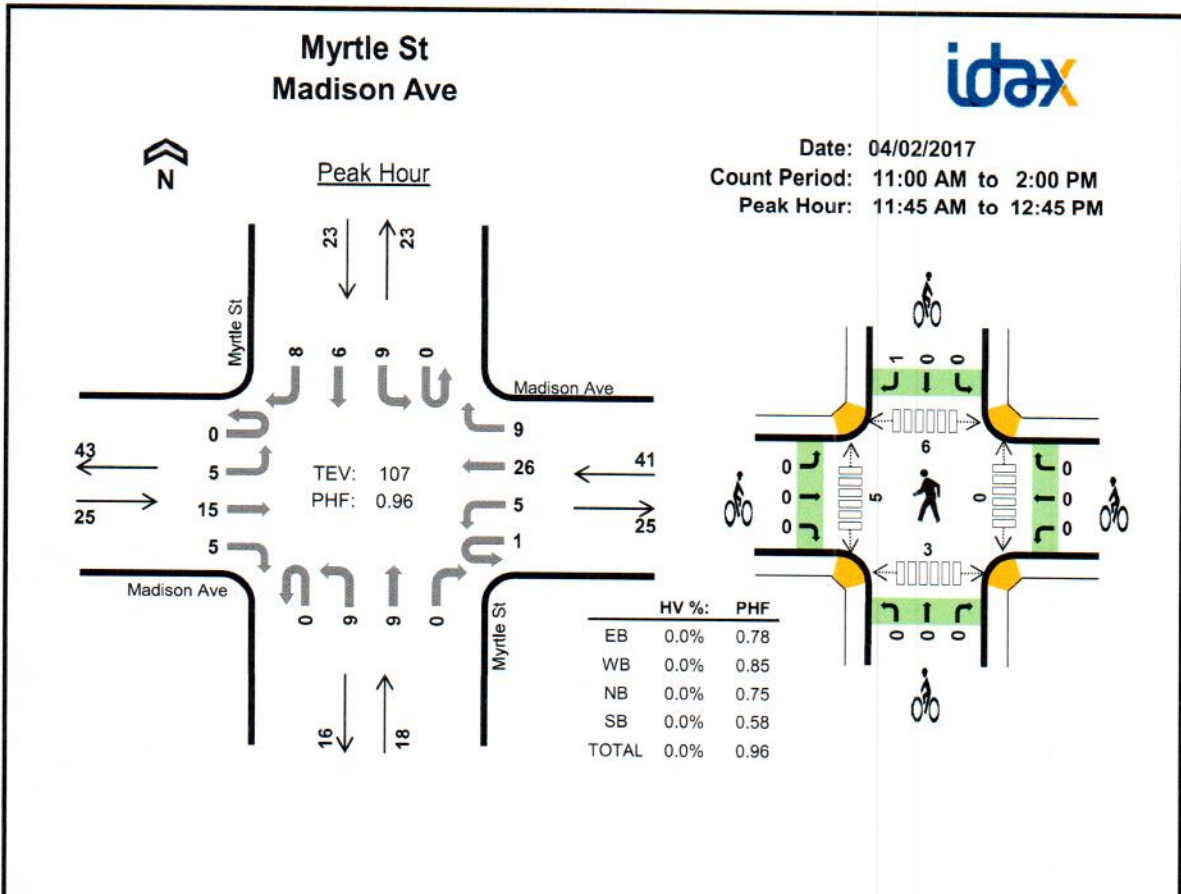
Three-Hour Count Summaries

Interval Start	Roosevelt Ave				Roosevelt Ave				Valota Rd				Valota Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:00 PM	0	12	38	8	0	0	39	13	0	9	27	5	0	13	25	7	196	0	
12:15 PM	0	16	59	3	0	4	33	2	0	9	24	3	0	5	22	12	192	0	
12:30 PM	0	9	33	9	0	2	42	4	0	8	24	7	0	5	29	8	180	0	
12:45 PM	0	14	33	8	0	1	32	6	0	11	28	6	0	2	16	7	164	732	
Peak Hour	All	0	51	163	28	0	7	146	25	0	37	103	21	0	25	92	34	732	0
	HV	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	5	0
	HV%	-	0%	1%	0%	-	0%	1%	0%	-	0%	0%	0%	-	0%	2%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:00 PM	0	1	0	1	2	3	1	1	0	5	5	3	6	7	21
12:15 PM	2	0	0	1	3	0	0	0	0	0	3	1	3	1	8
12:30 PM	0	0	0	0	0	0	3	0	0	3	2	0	3	2	7
12:45 PM	0	0	0	0	0	3	1	1	0	5	3	0	2	7	12
Peak Hour	2	1	0	2	5	6	5	2	0	13	13	4	14	17	48

10 Sum



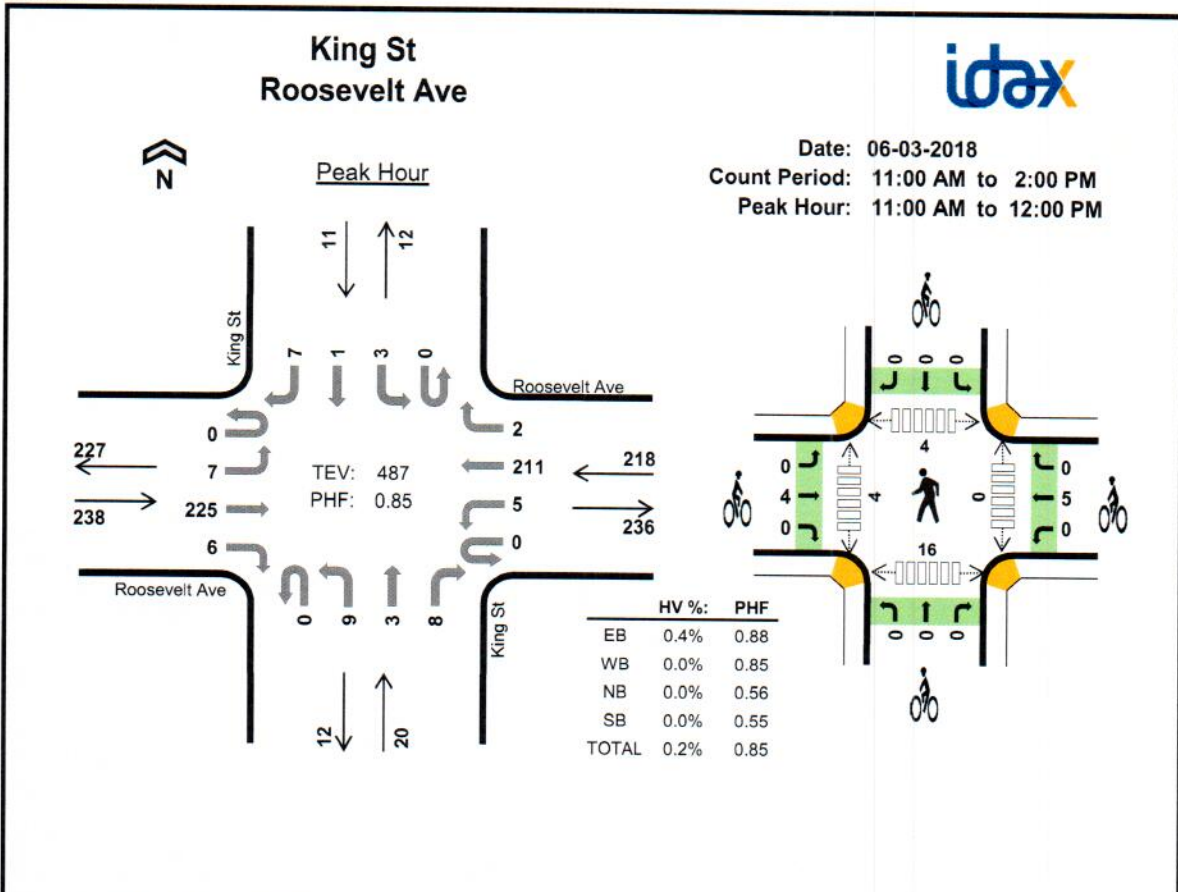
Three-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Myrtle St Northbound				Myrtle St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	11:45 AM	0	3	2	1	1	1	9	1	0	0	3	0	0	3	3			1
12:00 PM	0	2	0	2	0	0	2	5	0	2	4	0	0	4	2	4	27	0	
12:15 PM	0	0	6	1	0	2	6	2	0	3	2	0	0	1	0	1	24	0	
12:30 PM	0	0	7	1	0	2	9	1	0	4	0	0	0	1	1	2	28	107	
Peak Hour	All	0	5	15	5	1	5	26	9	0	9	9	0	0	9	6	8	107	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	-	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	5	1	0	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
Peak Hour	0	0	0	0	0	0	0	0	1	1	0	5	6	3	14

(11) Sum



Three-Hour Count Summaries

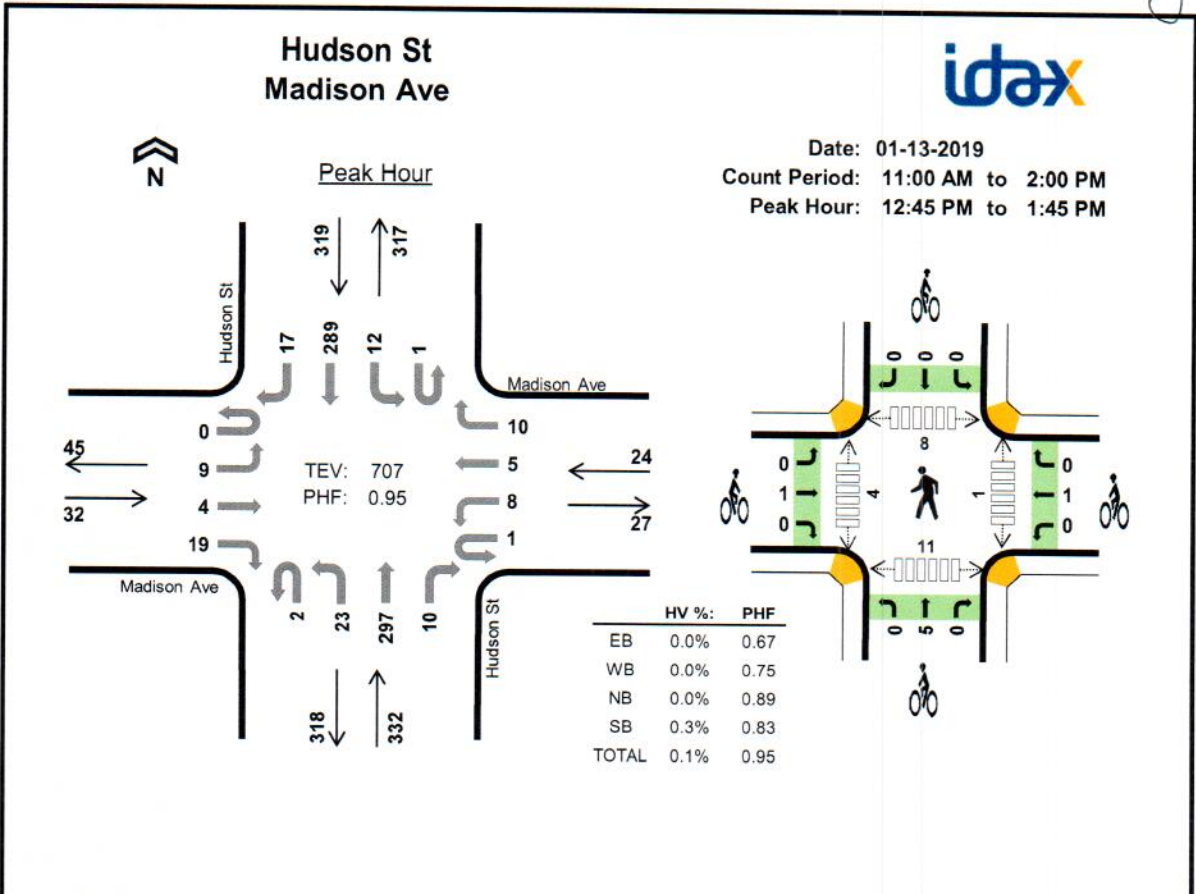
Interval Start	Roosevelt Ave				Roosevelt Ave				King St				King St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:00 AM	0	1	55	1	0	2	54	0	0	2	1	0	0	1	0	2	119	0	
11:15 AM	0	3	49	4	0	1	49	2	0	1	0	0	0	0	1	0	110	0	
11:30 AM	0	0	56	1	0	1	45	0	0	2	1	6	0	0	0	2	114	0	
11:45 AM	0	3	65	0	0	1	63	0	0	4	1	2	0	2	0	3	144	487	
Peak Hour	All	0	7	225	6	0	5	211	2	0	9	3	8	0	3	1	7	487	0
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	2	2
11:15 AM	0	0	0	0	0	0	2	0	0	2	0	2	1	2	5
11:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	1	2	3
11:45 AM	0	0	0	0	0	0	3	0	0	3	0	2	2	10	14
Peak Hour	1	0	0	0	1	4	5	0	0	9	0	4	4	16	24

(12) Sun

Sunday



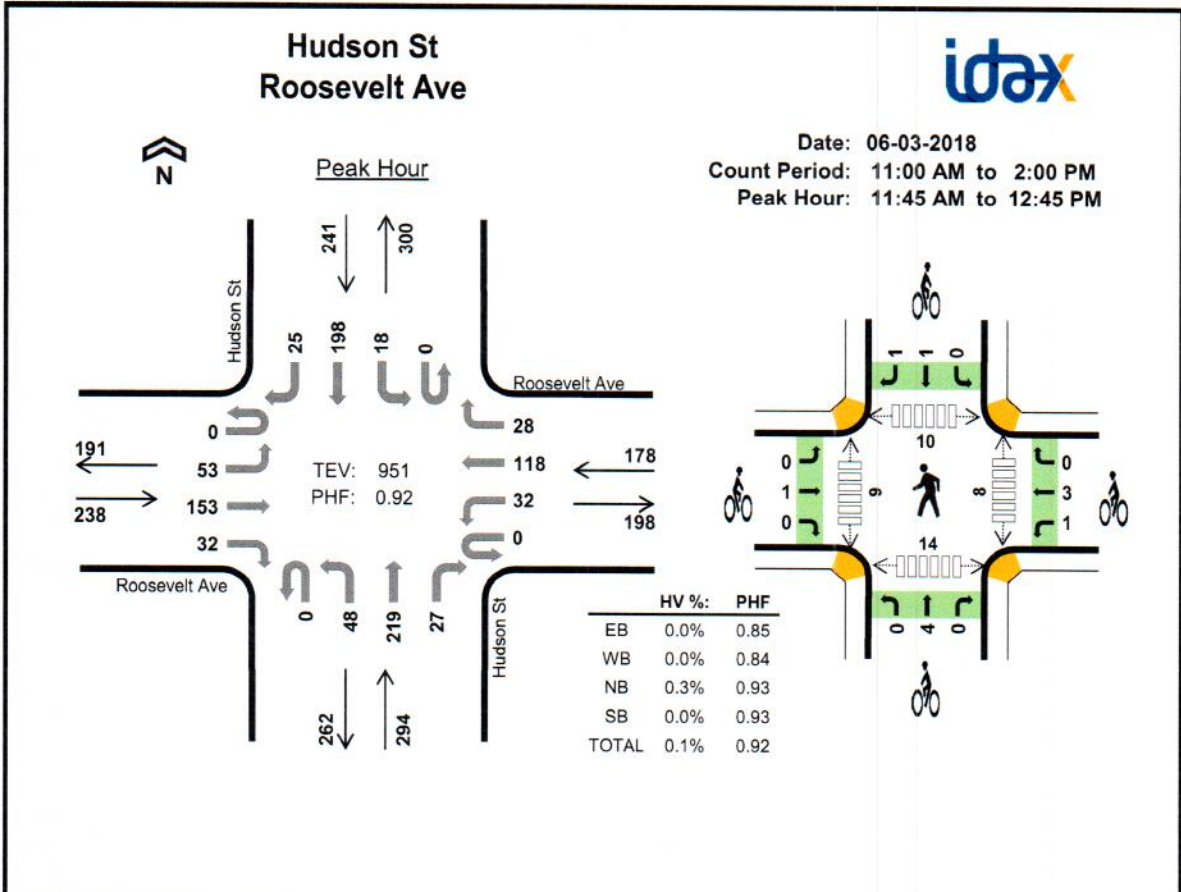
Three-Hour Count Summaries

Interval Start	Madison Ave Eastbound				Madison Ave Westbound				Hudson St Northbound				Hudson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:45 PM	0	3	0	2	1	4	1	2	0	6	86	1	1	0	56	7	170	0	
1:00 PM	0	4	0	5	0	3	0	4	0	6	71	4	0	2	71	5	175	0	
1:15 PM	0	1	3	2	0	1	1	2	1	4	76	0	0	5	90	1	187	0	
1:30 PM	0	1	1	10	0	0	3	2	1	7	64	5	0	5	72	4	175	707	
Peak Hour	All	0	9	4	19	1	8	5	10	2	23	297	10	1	12	289	17	707	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
	HV%	-	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:45 PM	0	0	0	1	1	0	1	1	0	2	1	1	0	4	6
1:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	1	3	6
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6
1:30 PM	0	0	0	0	0	0	0	4	0	4	0	1	3	2	6
Peak Hour	0	0	0	1	1	1	1	5	0	7	1	4	8	11	24

13) Sun



Three-Hour Count Summaries

Interval Start	Roosevelt Ave Eastbound				Roosevelt Ave Westbound				Hudson St Northbound				Hudson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
11:45 AM	0	12	46	12	0	6	40	7	0	15	58	6	0	4	48	5	259	0	
12:00 PM	0	11	34	4	0	7	22	7	0	14	56	7	0	6	44	4	216	0	
12:15 PM	0	16	28	6	0	10	33	8	0	7	58	9	0	1	55	9	240	0	
12:30 PM	0	14	45	10	0	9	23	6	0	12	47	5	0	7	51	7	236	951	
Peak Hour	All	0	53	153	32	0	32	118	28	0	48	219	27	0	18	198	25	951	0
	HV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	2%	0%	0%	-	0%	0%	0%	0%	0

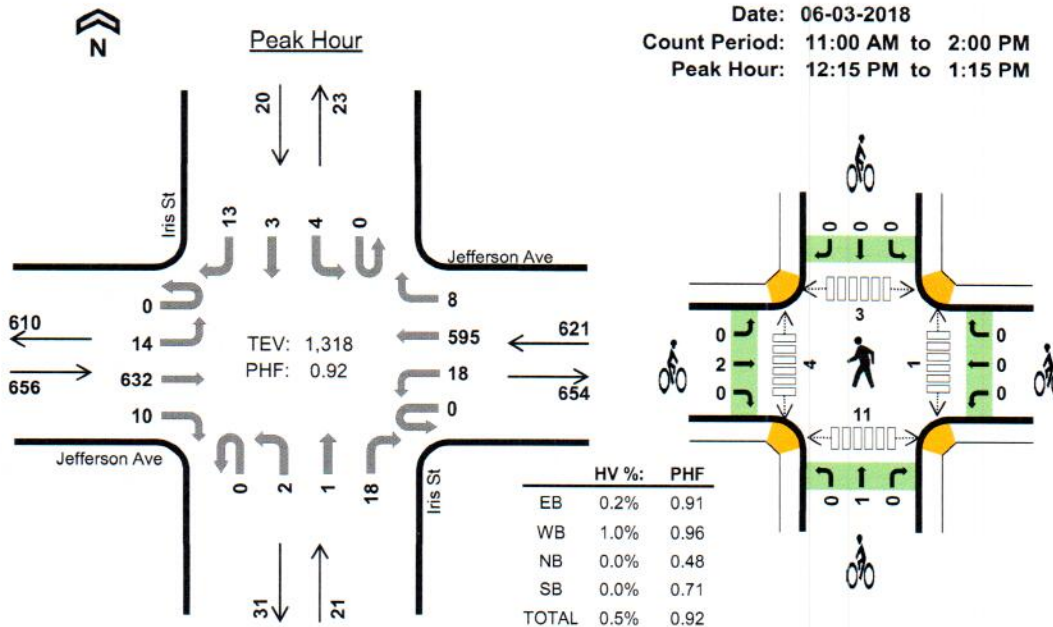
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:45 AM	0	0	0	0	0	0	2	0	1	3	1	0	2	2	5
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	3	4	3	10
12:15 PM	0	0	1	0	1	0	2	1	0	3	6	1	2	4	13
12:30 PM	0	0	0	0	0	1	0	1	1	3	1	5	2	5	13
Peak Hour	0	0	1	0	1	1	4	4	2	11	8	9	10	14	41

Iris St Jefferson Ave



Date: 06-03-2018
 Count Period: 11:00 AM to 2:00 PM
 Peak Hour: 12:15 PM to 1:15 PM



Three-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Iris St Northbound				Iris St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:15 PM	0	4	175	2	0	6	152	1	0	1	0	10	0	2	1	3	357	0	
12:30 PM	0	3	161	2	0	3	146	2	0	1	0	5	0	1	0	3	327	0	
12:45 PM	0	4	163	5	0	6	153	2	0	0	0	1	0	1	1	5	341	0	
1:00 PM	0	3	133	1	0	3	144	3	0	0	1	2	0	0	1	2	293	1,318	
Peak Hour	All	0	14	632	10	0	18	595	8	0	2	1	18	0	4	3	13	1,318	0
	HV	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	7	0
	HV%	-	0%	0%	0%	-	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

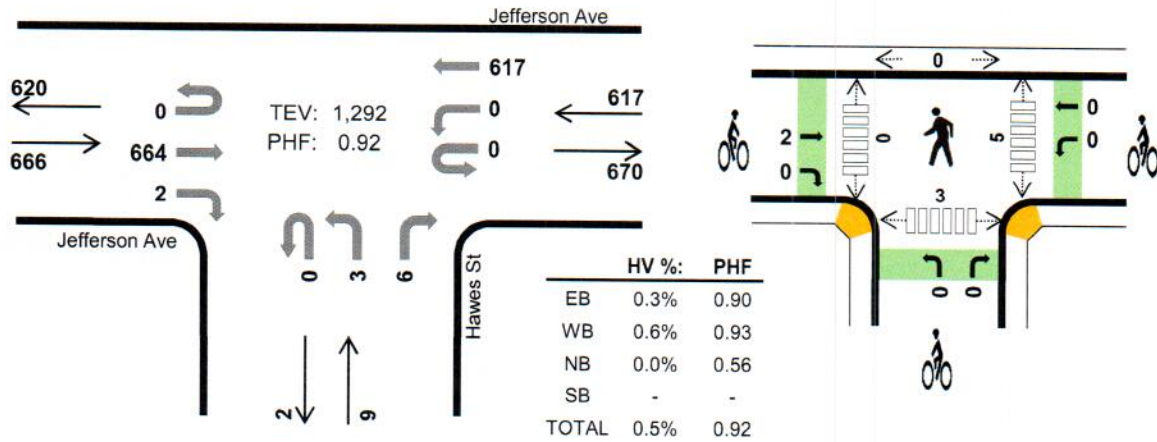
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1
12:45 PM	0	2	0	0	2	1	0	1	0	2	0	4	1	7	12
1:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	4	5
Peak Hour	1	6	0	0	7	2	0	1	0	3	1	4	3	11	19

Hawes St Jefferson Ave



Peak Hour

Date: 06-03-2018
Count Period: 11:00 AM to 2:00 PM
Peak Hour: 12:15 PM to 1:15 PM



Three-Hour Count Summaries

Interval Start	Jefferson Ave Eastbound				Jefferson Ave Westbound				Hawes St Northbound				Hawes St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
12:15 PM	0	0	183	2	0	0	165	0	0	0	0	2	0	0	0	0	352	0	
12:30 PM	0	0	161	0	0	0	155	0	0	2	0	2	0	0	0	0	320	0	
12:45 PM	0	0	176	0	0	0	160	0	0	0	0	1	0	0	0	0	337	0	
1:00 PM	0	0	144	0	0	0	137	0	0	1	0	1	0	0	0	0	283	1,292	
Peak Hour	All	0	0	664	2	0	0	617	0	0	3	0	6	0	0	0	0	1,292	0
	HV	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0
	HV%	-	-	0%	0%	-	-	1%	-	-	0%	-	0%	-	-	-	-	0%	0

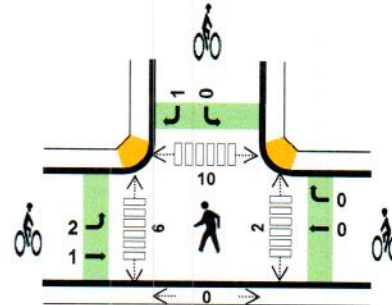
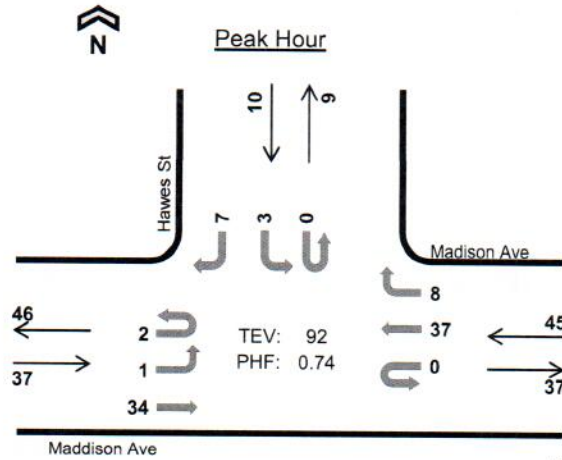
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
12:15 PM	0	1	0	0	1	1	0	0	0	1	3	0	0	0	3
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	
12:45 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	1	
1:00 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	2	
Peak Hour	2	4	0	0	6	2	0	0	0	2	5	0	0	3	

Hawes St Maddison Ave



Date: 06-03-2018
 Count Period: 11:00 AM to 2:00 PM
 Peak Hour: 11:00 AM to 12:00 PM



	HV %:	PHF
EB	0.0%	0.66
WB	0.0%	0.66
NB	-	-
SB	0.0%	0.63
TOTAL	0.0%	0.74

Three-Hour Count Summaries

Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Westbound		Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	2	0	12	0	0	0	15	2	0	0	0	0	0	0	0	0		
11:15 AM	0	1	10	0	0	0	4	4	0	0	0	0	0	0	0	4		
11:30 AM	0	0	7	0	0	0	9	2	0	0	0	0	0	2	0	2		
11:45 AM	0	0	5	0	0	0	9	0	0	0	0	0	0	1	0	1		
Peak Hour	All	2	1	34	0	0	37	8	0	0	0	0	0	3	0	7		
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	HV%	0%	0%	0%	-	-	-	0%	0%	-	-	-	-	0%	-	0%		

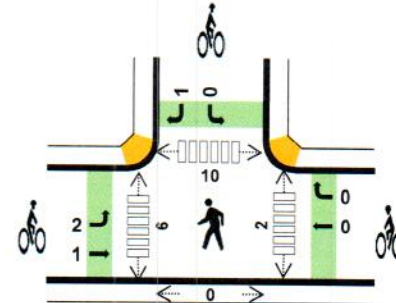
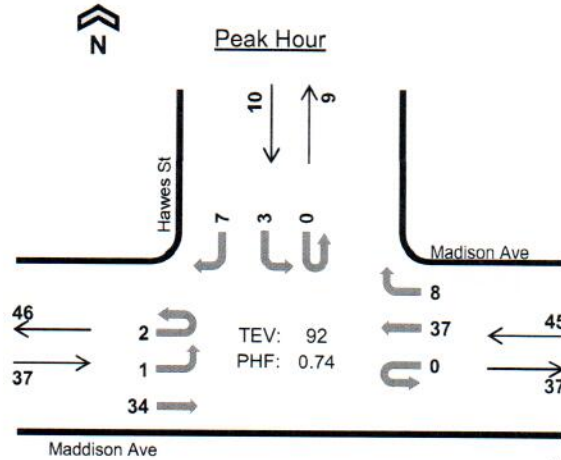
Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	3	0	0	1	4	1	2	1	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	7	0	11
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
Peak Hour	0	0	0	0	0	3	0	0	1	4	2	6	10	0	18

Hawes St Maddison Ave



Date: 06-03-2018
 Count Period: 11:00 AM to 2:00 PM
 Peak Hour: 11:00 AM to 12:00 PM



	HV %:	PHF
EB	0.0%	0.66
WB	0.0%	0.66
NB	-	-
SB	0.0%	0.63
TOTAL	0.0%	0.74

Three-Hour Count Summaries

Interval Start	Maddison Ave				Madison Ave				0				Hawes St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
11:00 AM	2	0	12	0	0	0	15	2	0	0	0	0	0	0	0	0	31	0
11:15 AM	0	1	10	0	0	0	4	4	0	0	0	0	0	0	0	4	23	0
11:30 AM	0	0	7	0	0	0	9	2	0	0	0	0	0	2	0	2	22	0
11:45 AM	0	0	5	0	0	0	9	0	0	0	0	0	0	1	0	1	16	92
Peak Hour	All	2	1	34	0	0	37	8	0	0	0	0	0	3	0	7	92	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	0%	-	-	-	0%	0%	-	-	-	-	0%	-	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	3	0	0	1	4	1	2	1	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	7	0	11
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
Peak Hour	0	0	0	0	0	3	0	0	1	4	2	6	10	0	18

Appendix B
Driveway Counts at Existing Facilities

Appendix B
Driveway Counts at Existing Facilities

Midday Peak-Hour Volume Count Worksheet

Date: 4/22/2017
 Counter: Kevin and Jo
 Intersection Name: YMCA Redwood City
 Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Drop-off		Front Driveway	
	In	Out	In	Out
11:00	0	0	0	0
11:15	1	3	15	1
11:30	1	3	21	2
11:45	1	3	28	2
12:00	1	3	35	2
12:15	1	3	41	3
12:30	1	3	44	3
12:45	1	3	51	3
1:00	1	3	52	3
1:15	1	3	58	3
1:30	2	4	64	3
1:45	2	4	67	3
2:00	2	4	68	3

Back Driveway - Exit		Back Driveway I&O	
In	Out	In	Out
0	0	0	0
0	5	1	2
0	12	4	4
0	18	4	4
0	23	6	5
0	38	6	9
0	47	8	12
0	58	8	15
0	61	8	15
0	67	8	16
0	70	8	16
0	73	8	16
0	78	8	16

Peak Hour	In	Out	In	Out
11:00 - 12:00	1	3	35	2
11:15 - 12:15	0	0	26	2
11:30 - 12:30	0	0	23	1
11:45 - 12:45	0	0	23	1
12:00 - 1:00	0	0	17	1
12:15 - 1:15	0	0	17	0
12:30 - 1:30	1	1	20	0
12:45 - 1:45	1	1	16	0
1:00 - 2:00	1	1	16	0

In	Out	In	Out
0	23	6	5
0	33	5	7
0	35	4	8
0	40	4	11
0	38	2	10
0	29	2	7
0	23	0	4
0	15	0	1
0	17	0	1

Midday Peak-Hour Volume Count Worksheet

Date: 4/23/2017
 Counter: Jo and Kilbee
 Intersection Name: YMCA Redwood City
 Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Drop-off		Front Driveway	
	In	Out	In	Out
11:00	0	0	0	0
11:15	0	1	6	0
11:30	0	1	11	0
11:45	0	2	22	0
12:00	2	4	30	0
12:15	2	5	35	0
12:30	3	5	35	0
12:45	3	5	38	0
1:00	3	5	41	0
1:15	3	5	44	0
1:30	3	6	48	0
1:45	3	6	56	0
2:00	3	6	64	0

	Back Driveway - Exit		Back Driveway I&O	
	In	Out	In	Out
	0	0	0	0
	0	8	1	0
	0	12	1	0
	0	16	1	0
	0	23	2	1
	0	33	2	1
	0	37	3	3
	0	46	3	3
	0	53	4	3
	0	56	4	4
	0	59	4	4
	0	62	4	4
	0	68	4	4

Peak Hour	In	Out	In	Out
11:00 - 12:00	2	4	30	0
11:15 - 12:15	2	4	29	0
11:30 - 12:30	3	4	24	0
11:45 - 12:45	3	3	16	0
12:00 - 1:00	1	1	11	0
12:15 - 1:15	1	0	9	0
12:30 - 1:30	0	1	13	0
12:45 - 1:45	0	1	18	0
1:00 - 2:00	0	1	23	0

	In	Out	In	Out
	0	23	2	1
	0	25	1	1
	0	25	2	3
	0	30	2	3
	0	30	2	2
	0	23	2	3
	0	22	1	1
	0	16	1	1
	0	15	0	1

Midday Peak-Hour Volume Count Worksheet

Date: 4/29/2017
 Counter: Kevin, Patti, Kilbee, Ryan
 Intersection Name: Senior Center - Red Morton Park
 Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Location 1			
	ALL Park Uses		Sr. Center Trips Only	
	In	Out	In	Out
11:00	0	0	0	0
11:15	10	2	0	0
11:30	28	12	1	0
11:45	43	22	1	2
12:00	63	33	1	3
12:15	77	46	1	4
12:30	103	71	1	4
12:45	118	97	1	4
1:00	131	108	1	4
1:15	144	116	1	4
1:30	158	127	1	4
1:45	178	141	1	4
2:00	203	167	1	4

Peak Hour	In	Out	In	Out
11:00 - 12:00	63	33	1	3
11:15 - 12:15	67	44	1	4
11:30 - 12:30	75	59	0	4
11:45 - 12:45	75	75	0	2
12:00 - 1:00	68	75	0	1
12:15 - 1:15	67	70	0	0
12:30 - 1:30	55	56	0	0
12:45 - 1:45	60	44	0	0
1:00 - 2:00	72	59	0	0

Senior Center Trips Only					
Sr. Center Loc. 2		Sr Center Loc. 3		Sr Center Loc 4	
In	Out	In	Out	In	Out
0	0	0	0	0	0
0	4	5	2	5	0
0	4	10	3	6	2
3	7	17	7	6	2
8	8	22	13	6	2
8	9	35	18	6	3
13	16	42	33	7	3
14	17	56	51	7	4
18	18	60	56	7	4
20	22	68	59	7	4
22	23	76	64	8	4
30	26	83	70	8	5
35	31	99	84	11	5

8	8	22	13	6	2
8	5	30	16	1	3
13	12	32	30	1	1
11	10	39	44	1	2
10	10	38	43	1	2
12	13	33	41	1	1
9	7	34	31	1	1
16	9	27	19	1	1
17	13	39	28	4	1

Midday Peak-Hour Volume Count Worksheet

Date: 4/30/2017
 Counter: Jo, Patti, Kilbee, Ryan
 Intersection Name: Senior Center - Red Morton Park
 Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	Location 1			
	ALL Park Uses		Sr. Center Trips Only	
	In	Out	In	Out
11:00	0	0	0	0
11:15	9	3	0	0
11:30	14	6	0	0
11:45	22	8	0	0
12:00	29	22	0	0
12:15	49	31	0	0
12:30	57	46	0	0
12:45	64	50	1	0
1:00	73	57	1	0
1:15	83	62	1	0
1:30	88	69	1	0
1:45	94	72	2	0
2:00	107	79	2	0

Peak Hour	In	Out	In	Out
11:00 - 12:00	29	22	0	0
11:15 - 12:15	40	28	0	0
11:30 - 12:30	43	40	0	0
11:45 - 12:45	42	42	1	0
12:00 - 1:00	44	35	1	0
12:15 - 1:15	34	31	1	0
12:30 - 1:30	31	23	1	0
12:45 - 1:45	30	22	1	0
1:00 - 2:00	34	22	1	0

Senior Center Trips Only					
Sr Center Loc. 2		Sr Center Loc. 3		Sr Center Loc 4	
In	Out	In	Out	In	Out
0	0	0	0	0	0
0	0	2	10	0	2
4	1	8	17	0	2
5	3	14	21	0	2
6	5	20	26	0	2
7	5	28	34	0	2
8	6	31	39	0	2
11	7	34	45	0	2
16	8	40	48	0	2
21	12	44	53	0	2
23	14	51	57	0	2
24	14	61	63	0	2
26	15	76	72	0	2

6	5	20	26	0	2
7	5	26	24	0	0
4	5	23	22	0	0
6	4	20	24	0	0
10	3	20	22	0	0
14	7	16	19	0	0
15	8	20	18	0	0
13	7	27	18	0	0
10	7	36	24	0	0

Appendix C
Parking Counts at Existing Facilities

Appendix C
Parking Counts at Existing Facilities

Saturday - April 1, 2017

	Senior Center Lot	Senior Center On-Street Madison	YMCA Lots	YMCA On-Street - Only directly in front of YMCA	YMCA - % estimate that went to park
8AM			33	3	0
9AM	101	22	57	3	0
10AM	140	22	59	3	0
11AM	149	22	9	3	0
Noon	153	21	43	3	0
1PM	149	20	21	2	0
2PM	107	21	25	1	0
3PM	77	15	22	1	0
4PM	54	8	21	1	0
5PM	45	8	13	1	0
6PM	56	12	10	1	1
7PM			0	1	0

Tuesday - April 4, 2017

	Senior Center Lot	Senior Center On-Street Madison	YMCA Lots	YMCA On-Street - Only directly in front of YMCA	YMCA - % estimate that went to park
8AM			45	2	0
9AM	60	7	60	4	0
10AM	106	9	60	4	0
11AM	106	12	43	4	0
Noon	91	14	36	3	0
1PM	65	11	37	1	0
2PM	70	12	38	2	0
3PM	72	11	21	2	0
4PM	58	13	31	3	0
5PM	59	14	39	3	0
6PM	65	10	47	2	0
7PM			58	3	0

Appendix D
Volume Summary Tables

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	1												
Traffic Node Number:	1												
Intersection Name:	Nevada St & Jefferson Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.5
Number of Years:											Number of Years to Buildout	6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	917	0	16	0	0	4	1345	0	2282
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	65	0	0	0	0	0	48	0	113
Total Approved Trips	0	0	0	0	90	0	0	0	0	0	63	0	153
Background Conditions	0	0	0	0	1007	0	16	0	0	4	1408	0	2435
Project Trips													
Project Trips	0	0	0	0	54	0	0	0	0	0	43	0	97
Net Project Trips	0	0	0	0	54	0	0	0	0	0	43	0	97
Existing + Project	0	0	0	0	971	0	16	0	0	4	1388	0	2379
Background + Project	0	0	0	0	1061	0	16	0	0	4	1451	0	2532
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	3	0	4
Cumulative Growth	0	0	0	0	86	0	0	0	0	0	126	0	212
Cumulative w/o Project	0	0	0	0	1094	0	16	0	0	4	1537	0	2651
Cumulative w/ Project	0	0	0	0	1148	0	16	0	0	4	1580	0	2748

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	2												
Traffic Node Number:	2												
Intersection Name:	Nevada St			& Madison Ave									
Peak Hour:	AM									Date of Analysis: 02/21/19			
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year						0.500			
Number of Years:				Number of Years to Buildout						6			
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	1	0	4	1	71	0	8	3	5	0	103	12	208
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	0	4	1	71	0	8	3	5	0	103	12	208
Project Trips													
Project Trips	0	0	0	3	18	0	-8	-3	-5	0	60	0	65
Net Project Trips	0	0	0	3	18	0	-8	-3	-5	0	60	0	65
Existing + Project	1	0	4	4	89	0	0	0	0	0	163	12	273
Background + Project	1	0	4	4	89	0	0	0	0	0	163	12	273
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	0	0	0	2	0	0	0	0	0	3	0	5
Cumulative w/o Project	1	0	4	1	73	0	8	3	5	0	106	12	213
Cumulative w/ Project	1	0	4	4	91	0	0	0	0	0	166	12	278

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	3												
Traffic Node Number:	3												
Intersection Name:	St. Francis St & Jefferson Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.5
Number of Years:											Number of Years to Buildout	6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	23	0	2	3	883	37	39	1	1	14	1295	5	2303
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	65	0	0	0	0	0	48	0	113
Total Approved Trips	0	0	0	0	90	0	0	0	0	0	63	0	153
Background Conditions	23	0	2	3	973	37	39	1	1	14	1358	5	2456
Project Trips													
Project Trips	0	0	0	0	54	43	0	8	10	0	0	0	115
Net Project Trips	0	0	0	0	54	43	0	8	10	0	0	0	115
Existing + Project	23	0	2	3	883	91	82	1	9	24	1295	5	2418
Background + Project	23	0	2	3	973	91	82	1	9	24	1358	5	2571
Pending Project Trips													
Magical Bridge & City Center	1	0	0	0	1	0	0	0	0	0	3	1	6
Cumulative Growth	1	0	0	0	83	3	1	0	0	1	121	0	210
Cumulative w/o Project	25	0	2	3	1057	40	40	1	1	15	1482	6	2672
Cumulative w/ Project	25	0	2	3	1057	94	83	1	9	25	1482	6	2787

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	4												
Traffic Node Number:	4												
Intersection Name:	St. Francis St & Madison Ave												
Peak Hour:	AM			Date of Analysis: 02/21/19									
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year			0.500						
Number of Years:				Number of Years to Buildout			6						
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	3	21	21	1	69	8	0	0	0	30	97	39	289
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	3	21	21	1	69	8	0	0	0	30	97	39	289
Project Trips													
Project Trips	0	43	21	0	5	13	16	51	3	-19	23	0	156
Net Project Trips	0	43	21	0	5	13	16	51	3	-19	23	0	156
Existing + Project	3	64	42	1	74	21	16	51	3	11	120	39	445
Background + Project	3	64	42	1	74	21	16	51	3	11	120	39	445
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	1	1	0	2	0	0	0	0	1	3	1	9
Cumulative w/o Project	3	22	22	1	71	8	0	0	0	31	100	40	298
Cumulative w/ Project	3	65	43	1	76	21	16	51	3	12	123	40	454

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	5												
Traffic Node Number:	5												
Intersection Name:	Valota Rd & Jefferson Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.5
Number of Years:											Number of Years to Buildout	6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	732	169	131	0	49	85	1163	0	2329
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	65	0	0	0	0	0	48	0	113
Total Approved Trips	0	0	0	0	90	0	0	0	0	0	63	0	153
Background Conditions	0	0	0	0	822	169	131	0	49	85	1226	0	2482
Project Trips													
Project Trips	0	0	0	0	8	0	0	0	14	18	10	0	50
Net Project Trips	0	0	0	0	8	0	0	0	14	18	10	0	50
Existing + Project	0	0	0	0	740	169	131	0	63	103	1173	0	2379
Background + Project	0	0	0	0	830	169	131	0	63	103	1236	0	2532
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	2	2	0	2	2	2	0	10
Cumulative Growth	0	0	0	0	68	16	4	0	1	8	109	0	206
Cumulative w/o Project	0	0	0	0	890	187	137	0	52	95	1337	0	2698
Cumulative w/ Project	0	0	0	0	898	187	137	0	66	113	1347	0	2748

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	6												
Traffic Node Number:	6												
Intersection Name:	Valota Rd & Madison Ave												
Peak Hour:	AM												
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:	Future Growth % Per Year 0.500												
Number of Years:	Number of Years to Buildout 6												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	2	238	15	6	40	27	117	172	23	7	30	1	678
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	238	15	6	40	27	117	172	23	7	30	1	678
Project Trips													
Project Trips	0	14	4	3	0	0	0	11	0	0	0	0	32
Net Project Trips	0	14	4	3	0	0	0	11	0	0	0	0	32
Existing + Project	2	252	19	9	40	27	117	183	23	7	30	1	710
Background + Project	2	252	19	9	40	27	117	183	23	7	30	1	710
Pending Project Trips													
Magical Bridge & City Center	0	4	0	0	0	0	0	4	0	0	0	0	8
Cumulative Growth	0	7	0	0	1	1	4	5	1	0	1	0	20
Cumulative w/o Project	2	249	15	6	41	28	121	181	24	7	31	1	706
Cumulative w/ Project	2	263	19	9	41	28	121	192	24	7	31	1	738

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	7												
Traffic Node Number:	7												
Intersection Name:	Valota Rd & Driveway												
Peak Hour:	AM												
Count Date:	05/30/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:	Future Growth % Per Year 0.500												
Number of Years:	Number of Years to Buildout 7												
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	253	0	0	0	0	0	276	0	0	0	0	529
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	253	0	0	0	0	0	276	0	0	0	0	529
Project Trips													
Project Trips	0	0	14	11	0	27	34	0	0	0	0	0	86
Net Project Trips	0	0	14	11	0	27	34	0	0	0	0	0	86
Existing + Project	0	253	14	11	0	27	34	276	0	0	0	0	615
Background + Project	0	253	14	11	0	27	34	276	0	0	0	0	615
Pending Project Trips													
Magical Bridge & City Center	0	4	0	0	0	0	0	4	0	0	0	0	8
Cumulative Growth	0	9	0	0	0	0	0	10	0	0	0	0	19
Cumulative w/o Project	0	266	0	0	0	0	0	290	0	0	0	0	556
Cumulative w/ Project	0	266	14	11	0	27	34	290	0	0	0	0	642

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	8												
Traffic Node Number:	8												
Intersection Name:	Valota Rd & Vera Ave											Date of Analysis: 02/21/19	
Peak Hour:	AM												
Count Date:	05/30/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:												Future Growth % Per Year	0.500
Number of Years:												Number of Years to Buildout	7
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	7	246	0	0	0	0	0	273	12	11	0	3	552
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	7	246	0	0	0	0	0	273	12	11	0	3	552
Project Trips													
Project Trips	0	27	0	0	0	0	0	34	0	0	0	0	61
Net Project Trips	0	27	0	0	0	0	0	34	0	0	0	0	61
Existing + Project	7	273	0	0	0	0	0	307	12	11	0	3	613
Background + Project	7	273	0	0	0	0	0	307	12	11	0	3	613
Pending Project Trips													
Magical Bridge & City Center	0	4	0	0	0	0	0	4	1	1	0	0	10
Cumulative Growth	0	9	0	0	0	0	0	10	0	0	0	0	19
Cumulative w/o Project	7	259	0	0	0	0	0	287	13	12	0	3	581
Cumulative w/ Project	7	286	0	0	0	0	0	321	13	12	0	3	642

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	9												
Traffic Node Number:	9												
Intersection Name:	Valota Rd & Roosevelt Ave												
Peak Hour:	AM											Date of Analysis: 02/21/19	
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:												Future Growth % Per Year 0.500	
Number of Years:												Number of Years to Buildout 6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	49	162	34	30	313	17	11	188	110	18	268	112	1313
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Background Conditions	49	162	34	30	321	17	11	188	110	18	273	112	1326
Project Trips													
Project Trips	5	17	5	7	0	0	0	20	0	0	0	7	61
Net Project Trips	5	17	5	7	0	0	0	20	0	0	0	7	61
Existing + Project	54	179	39	37	313	17	11	208	110	18	268	119	1374
Background + Project	54	179	39	37	321	17	11	208	110	18	273	119	1387
Pending Project Trips													
Magical Bridge & City Center	1	3	1	1	0	0	0	3	0	0	0	1	10
Cumulative Growth	1	5	1	1	10	1	0	6	3	1	8	3	40
Cumulative w/o Project	51	170	36	32	331	18	11	197	113	19	281	116	1376
Cumulative w/ Project	56	187	41	39	331	18	11	217	113	19	281	123	1437

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	10												
Traffic Node Number:	10												
Intersection Name:	Myrtle St			& Madison Ave									
Peak Hour:	AM			Date of Analysis: 02/21/19									
Count Date:	04/04/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year			0.500						
Number of Years:				Number of Years to Buildout			8						
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	8	7	4	3	110	6	3	11	4	5	46	18	225
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	8	7	4	3	110	6	3	11	4	5	46	18	225
Project Trips													
Project Trips	0	0	0	0	21	0	0	0	0	0	16	0	37
Net Project Trips	0	0	0	0	21	0	0	0	0	0	16	0	37
Existing + Project	8	7	4	3	131	6	3	11	4	5	62	18	262
Background + Project	8	7	4	3	131	6	3	11	4	5	62	18	262
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	0	0	0	4	0	0	0	0	0	2	1	7
Cumulative w/o Project	8	7	4	3	114	6	3	11	4	5	48	19	232
Cumulative w/ Project	8	7	4	3	135	6	3	11	4	5	64	19	269

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	11												
Traffic Node Number:	11												
Intersection Name:	King St & Roosevelt Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	05/30/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year		0.500
Number of Years:											Number of Years to Buildout		7
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	37	9	6	0	301	2	11	6	9	3	296	6	686
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Background Conditions	37	9	6	0	309	2	11	6	9	3	301	6	699
Project Trips													
Project Trips	0	0	0	0	7	0	0	0	0	0	5	0	12
Net Project Trips	0	0	0	0	7	0	0	0	0	0	5	0	12
Existing + Project	37	9	6	0	308	2	11	6	9	3	301	6	698
Background + Project	37	9	6	0	316	2	11	6	9	3	306	6	711
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	1	0	0	0	11	0	0	0	0	0	11	0	23
Cumulative w/o Project	38	9	6	0	321	2	11	6	9	3	313	6	724
Cumulative w/ Project	38	9	6	0	328	2	11	6	9	3	318	6	736

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	12												
Traffic Node Number:	12												
Intersection Name:	Hudson St			& Madison Ave									
Peak Hour:	AM									Date of Analysis:	02/21/19		
Count Date:	01/09/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:							Future Growth % Per Year			0.500			
Number of Years:							Number of Years to Buildout			6			
Movements													
Scenario:	North Approach			East Approach			South Approach			West Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	13	289	9	47	29	7	11	416	52	61	19	8	961
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	13	289	9	47	29	7	11	416	52	61	19	8	961
Project Trips													
Project Trips	0	0	0	0	21	0	0	0	0	0	16	0	37
Net Project Trips	0	0	0	0	21	0	0	0	0	0	16	0	37
Existing + Project	13	289	9	47	50	7	11	416	52	61	35	8	998
Background + Project	13	289	9	47	50	7	11	416	52	61	35	8	998
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	0	9	0	1	1	0	0	13	2	2	1	0	29
Cumulative w/o Project	13	298	9	48	31	7	11	429	54	63	21	8	992
Cumulative w/ Project	13	298	9	48	52	7	11	429	54	63	37	8	1029

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	13												
Traffic Node Number:	13												
Intersection Name:	Hudson St & Roosevelt Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	05/30/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year		0.500
Number of Years:											Number of Years to Buildout		7
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	50	186	74	25	210	23	34	295	34	38	210	86	1265
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Background Conditions	50	186	74	25	218	23	34	295	34	38	215	86	1278
Project Trips													
Project Trips	0	0	0	0	4	0	0	0	3	2	3	0	12
Net Project Trips	0	0	0	0	4	0	0	0	3	2	3	0	12
Existing + Project	50	186	74	25	214	23	34	295	37	40	213	86	1277
Background + Project	50	186	74	25	222	23	34	295	37	40	218	86	1290
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	2	7	3	1	7	1	1	10	1	1	7	3	44
Cumulative w/o Project	52	193	77	26	225	24	35	305	35	39	222	89	1322
Cumulative w/ Project	52	193	77	26	229	24	35	305	38	41	225	89	1334

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	14												
Traffic Node Number:	14												
Intersection Name:	Hawes St			& Madison Ave									
Peak Hour:	AM												Date of Analysis: 02/21/19
Count Date:	05/30/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year						0.500			
Number of Years:				Number of Years to Buildout						6			
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	2	0	2	40	68	0	0	0	0	0	65	25	202
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	0	2	40	68	0	0	0	0	0	65	25	202
Project Trips													
Project Trips	0	0	0	0	13	8	4	4	8	44	12	-4	89
Net Project Trips	0	0	0	0	13	8	4	4	8	44	12	-4	89
Existing + Project	2	0	2	40	81	8	4	4	8	44	77	21	291
Background + Project	2	0	2	40	81	8	4	4	8	44	77	21	291
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	0	0	1	2	0	0	0	0	0	2	1	6
Cumulative w/o Project	2	0	2	41	70	0	0	0	0	0	67	26	208
Cumulative w/ Project	2	0	2	41	83	8	4	4	8	44	79	22	297

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	1												
Traffic Node Number:	1												
Intersection Name:	Nevada St & Jefferson Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.500
Number of Years											Number of Years to Buildout	6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	1077	0	33	0	0	5	788	0	1903
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	65	0	0	0	0	0	80	0	145
Total Approved Trips	0	0	0	0	76	0	0	0	0	0	99	0	175
Background Conditions	0	0	0	0	1153	0	33	0	0	5	887	0	2078
Project Trips													
Project Trips	0	0	0	0	46	0	0	0	0	0	44	0	90
Net Project Trips	0	0	0	0	46	0	0	0	0	0	44	0	90
Existing + Project	0	0	0	0	1123	0	33	0	0	5	832	0	1993
Background + Project	0	0	0	0	1199	0	33	0	0	5	931	0	2168
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	7	0	0	0	0	0	6	0	13
Cumulative Growth	0	0	0	0	101	0	1	0	0	0	74	0	176
Cumulative w/o Condition	0	0	0	0	1261	0	34	0	0	5	967	0	2267
Cumulative w/ Project	0	0	0	0	1307	0	34	0	0	5	1011	0	2357

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	2												
Traffic Node Number:	2												
Intersection Name:	Nevada St & Madison Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year		0.500
Number of Years:											Number of Years to Buildout		6
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	3	0	3	5	59	0	16	25	33	0	50	8	202
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	3	0	3	5	59	0	16	25	33	0	50	8	202
Project Trips													
Project Trips	0	0	0	3	11	0	-16	-25	-33	0	43	25	8
Net Project Trips	0	0	0	3	11	0	-16	-25	-33	0	43	25	8
Existing + Project	3	0	3	8	70	0	0	0	0	0	93	33	210
Background + Project	3	0	3	8	70	0	0	0	0	0	93	33	210
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	0	0	0	2	0	0	1	1	0	2	0	6
Cumulative w/o Condition	3	0	3	5	61	0	16	26	34	0	52	8	208
Cumulative w/ Project	3	0	3	8	72	0	0	1	1	0	95	33	216

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	3												
Traffic Node Number:	3												
Intersection Name:	St. Francis St & Jefferson Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.500
Number of Years											Number of Years to Buildout	6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	3	0	2	5	1056	21	9	0	1	9	782	12	1900
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	65	0	0	0	0	0	80	0	145
Total Approved Trips	0	0	0	0	76	0	0	0	0	0	99	0	175
Background Conditions	3	0	2	5	1132	21	9	0	1	9	881	12	2075
Project Trips													
Project Trips	0	0	0	0	0	46	44	0	8	8	0	0	106
Net Project Trips	0	0	0	0	0	46	44	0	8	8	0	0	106
Existing + Project	3	0	2	5	1056	67	53	0	9	17	782	12	2006
Background + Project	3	0	2	5	1132	67	53	0	9	17	881	12	2181
Pending Project Trips													
Magical Bridge & City Center	2	0	0	0	7	0	0	0	0	0	6	1	16
Cumulative Growth	0	0	0	0	99	2	0	0	0	1	73	1	176
Cumulative w/o Condition	5	0	2	5	1238	23	9	0	1	10	960	14	2267
Cumulative w/ Project	5	0	2	5	1238	69	53	0	9	18	960	14	2373

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	4													
Traffic Node Number:	4													
Intersection Name:	St. Francis St & Madison Ave													
Peak Hour:	PM										Date of Analysis: 02/21/19			
Count Date:	02/06/19													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	6
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	5	19	4	4	73	22	0	0	0	45	55	7	234	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Background Conditions	5	19	4	4	73	22	0	0	0	45	55	7	234	
Project Trips														
Project Trips	0	49	5	0	-29	7	53	52	32	-7	10	0	172	
Net Project Trips	0	49	5	0	-29	7	53	52	32	-7	10	0	172	
Existing + Project	5	68	9	4	44	29	53	52	32	38	65	7	406	
Background + Project	5	68	9	4	44	29	53	52	32	38	65	7	406	
Pending Project Trips														
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	0	0	1	
Cumulative Growth	0	1	0	0	2	1	0	0	0	1	2	0	7	
Cumulative w/o Condition	5	20	4	4	76	23	0	0	0	46	57	7	242	
Cumulative w/ Project	5	69	9	4	47	30	53	52	32	39	67	7	414	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	5												
Traffic Node Number:	5												
Intersection Name:	Valota Rd & Jefferson Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.500
Number of Years											Number of Years to Buildout	6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	826	229	135	0	49	99	660	0	1998
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	65	0	0	0	0	0	80	0	145
Total Approved Trips	0	0	0	0	76	0	0	0	0	0	99	0	175
Background Conditions	0	0	0	0	902	229	135	0	49	99	759	0	2173
Project Trips													
Project Trips	0	0	0	0	8	0	0	0	14	14	8	0	44
Net Project Trips	0	0	0	0	8	0	0	0	14	14	8	0	44
Existing + Project	0	0	0	0	834	229	135	0	63	113	668	0	2042
Background + Project	0	0	0	0	910	229	135	0	63	113	767	0	2217
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	2	7	6	0	7	6	1	0	29
Cumulative Growth	0	0	0	0	77	21	4	0	1	9	62	0	174
Cumulative w/o Condition	0	0	0	0	981	257	145	0	57	114	822	0	2376
Cumulative w/ Project	0	0	0	0	989	257	145	0	71	128	830	0	2420

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	6												
Traffic Node Number:	6												
Intersection Name:	Valota Rd & Madison Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	02/06/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year 0.500		
Number of Years											Number of Years to Buildout 6		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	2	302	22	5	29	43	72	180	15	9	15	0	694
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	302	22	5	29	43	72	180	15	9	15	0	694
Project Trips													
Project Trips	0	11	3	3	0	0	0	11	0	0	0	0	28
Net Project Trips	0	11	3	3	0	0	0	11	0	0	0	0	28
Existing + Project	2	313	25	8	29	43	72	191	15	9	15	0	722
Background + Project	2	313	25	8	29	43	72	191	15	9	15	0	722
Pending Project Trips													
Magical Bridge & City Center	0	13	0	0	0	1	1	13	1	1	0	0	30
Cumulative Growth	0	9	1	0	1	1	2	5	0	0	0	0	19
Cumulative w/o Condition	2	324	23	5	30	45	75	198	16	10	15	0	743
Cumulative w/ Project	2	335	26	8	30	45	75	209	16	10	15	0	771

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	7												
Traffic Node Number:	7												
Intersection Name:	Valota Rd & Driveway												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	05/30/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year 0.500		
Number of Years:											Number of Years to Buildout 7		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	270	0	0	0	0	0	286	0	0	0	0	556
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	270	0	0	0	0	0	286	0	0	0	0	556
Project Trips													
Project Trips	0	0	11	11	0	27	29	0	0	0	0	0	78
Net Project Trips	0	0	11	11	0	27	29	0	0	0	0	0	78
Existing + Project	0	270	11	11	0	27	29	286	0	0	0	0	634
Background + Project	0	270	11	11	0	27	29	286	0	0	0	0	634
Pending Project Trips													
Magical Bridge & City Center	0	15	0	0	0	0	0	15	0	0	0	0	30
Cumulative Growth	0	10	0	0	0	0	0	10	0	0	0	0	20
Cumulative w/o Condition	0	295	0	0	0	0	0	311	0	0	0	0	606
Cumulative w/ Project	0	295	11	11	0	27	29	311	0	0	0	0	684

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	8													
Traffic Node Number:	8													
Intersection Name:	Valota Rd & Vera Ave													
Peak Hour:	PM										Date of Analysis: 02/21/19			
Count Date:	05/30/18													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	7
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	13	257	0	0	0	0	0	278	7	15	0	7	577	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Background Conditions	13	257	0	0	0	0	0	278	7	15	0	7	577	
Project Trips														
Project Trips	0	27	0	0	0	0	0	29	0	0	0	0	56	
Net Project Trips	0	27	0	0	0	0	0	29	0	0	0	0	56	
Existing + Project	13	284	0	0	0	0	0	307	7	15	0	7	633	
Background + Project	13	284	0	0	0	0	0	307	7	15	0	7	633	
Pending Project Trips														
Magical Bridge & City Center	0	15	0	0	0	0	0	15	4	4	0	0	38	
Cumulative Growth	0	9	0	0	0	0	0	10	0	1	0	0	20	
Cumulative w/o Condition	13	281	0	0	0	0	0	303	11	20	0	7	635	
Cumulative w/ Project	13	308	0	0	0	0	0	332	11	20	0	7	691	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	9													
Traffic Node Number:	9													
Intersection Name:	Valota Rd & Roosevelt Ave													
Peak Hour:	PM											Date of Analysis: 02/21/19		
Count Date:	02/06/19													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years:													Number of Years to Buildout	6
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	98	199	60	55	259	20	27	149	42	22	242	88	1261	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Background Conditions	98	199	60	55	267	20	27	149	42	22	251	88	1278	
Project Trips														
Project Trips	5	17	5	6	0	0	0	17	0	0	0	6	56	
Net Project Trips	5	17	5	6	0	0	0	17	0	0	0	6	56	
Existing + Project	103	216	65	61	259	20	27	166	42	22	242	94	1317	
Background + Project	103	216	65	61	267	20	27	166	42	22	251	94	1334	
Pending Project Trips														
Magical Bridge & City Center	5	9	5	5	0	0	0	9	0	0	0	5	38	
Cumulative Growth	3	6	2	2	8	1	1	5	1	1	7	3	40	
Cumulative w/o Condition	106	214	67	62	275	21	28	163	43	23	258	96	1356	
Cumulative w/ Project	111	231	72	68	275	21	28	180	43	23	258	102	1412	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	10												
Traffic Node Number:	10												
Intersection Name:	Myrtle St			& Madison Ave									
Peak Hour:	PM									Date of Analysis: 02/21/19			
Count Date:	04/04/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:							Future Growth % Per Year			0.500			
Number of Years							Number of Years to Buildout			8			
Movements													
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	38	30	7	5	50	20	15	14	10	34	51	5	279
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	38	30	7	5	50	20	15	14	10	34	51	5	279
Project Trips													
Project Trips	0	0	0	0	17	0	0	0	0	0	16	0	33
Net Project Trips	0	0	0	0	17	0	0	0	0	0	16	0	33
Existing + Project	38	30	7	5	67	20	15	14	10	34	67	5	312
Background + Project	38	30	7	5	67	20	15	14	10	34	67	5	312
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	2	1	0	0	2	1	1	1	0	1	2	0	11
Cumulative w/o Condition	40	31	7	5	52	21	16	15	10	35	53	5	290
Cumulative w/ Project	40	31	7	5	69	21	16	15	10	35	69	5	323

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	11													
Traffic Node Number:	11													
Intersection Name:	King St & Roosevelt Ave													
Peak Hour:	PM										Date of Analysis: 02/21/19			
Count Date:	05/30/18													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	7
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	22	4	3	1	348	12	8	1	3	9	317	4	732	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Background Conditions	22	4	3	1	356	12	8	1	3	9	326	4	749	
Project Trips														
Project Trips	0	0	0	0	6	0	0	0	0	0	5	0	11	
Net Project Trips	0	0	0	0	6	0	0	0	0	0	5	0	11	
Existing + Project	22	4	3	1	354	12	8	1	3	9	322	4	743	
Background + Project	22	4	3	1	362	12	8	1	3	9	331	4	760	
Pending Project Trips														
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Growth	1	0	0	0	12	0	0	0	0	0	11	0	24	
Cumulative w/o Condition	23	4	3	1	368	12	8	1	3	9	337	4	773	
Cumulative w/ Project	23	4	3	1	374	12	8	1	3	9	342	4	784	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	12													
Traffic Node Number:	12													
Intersection Name:	Hudson St & Madison Ave													
Peak Hour:	PM											Date of Analysis: 02/21/19		
Count Date:	01/09/19													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	6
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	7	430	14	21	8	5	8	340	26	35	8	12	914	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Background Conditions	7	430	14	21	8	5	8	340	26	35	8	12	914	
Project Trips														
Project Trips	0	0	0	0	17	0	0	0	0	0	16	0	33	
Net Project Trips	0	0	0	0	17	0	0	0	0	0	16	0	33	
Existing + Project	7	430	14	21	25	5	8	340	26	35	24	12	947	
Background + Project	7	430	14	21	25	5	8	340	26	35	24	12	947	
Pending Project Trips														
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Growth	0	13	0	1	0	0	0	10	1	1	0	0	26	
Cumulative w/o Condition	7	443	14	22	8	5	8	350	27	36	8	12	940	
Cumulative w/ Project	7	443	14	22	25	5	8	350	27	36	24	12	973	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	13													
Traffic Node Number:	13													
Intersection Name:	Hudson St & Roosevelt Ave													
Peak Hour:	PM											Date of Analysis: 02/21/19		
Count Date:	05/30/18													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	7
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	72	287	53	37	222	33	39	315	71	41	184	76	1430	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Background Conditions	72	287	53	37	230	33	39	315	71	41	193	76	1447	
Project Trips														
Project Trips	0	0	0	0	3	0	0	0	3	2	3	0	11	
Net Project Trips	0	0	0	0	3	0	0	0	3	2	3	0	11	
Existing + Project	72	287	53	37	225	33	39	315	74	43	187	76	1441	
Background + Project	72	287	53	37	233	33	39	315	74	43	196	76	1458	
Pending Project Trips														
Magical Bridge & City Center	0	0	0	0	2	0	0	0	0	0	2	0	4	
Cumulative Growth	3	10	2	1	8	1	1	11	3	1	7	3	51	
Cumulative w/o Condition	75	297	55	38	240	34	40	326	74	42	202	79	1502	
Cumulative w/ Project	75	297	55	38	243	34	40	326	77	44	205	79	1513	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	14												
Traffic Node Number:	14												
Intersection Name:	Hawes St & Madison Ave												
Peak Hour:	PM			Date of Analysis: 02/21/19									
Count Date:	05/30/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year 0.500									
Number of Years				Number of Years to Buildout 7									
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	4	0	5	16	61	0	0	0	0	0	78	20	184
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	4	0	5	16	61	0	0	0	0	0	78	20	184
Project Trips													
Project Trips	0	0	0	0	7	10	2	2	4	15	14	-2	52
Net Project Trips	0	0	0	0	7	10	2	2	4	15	14	-2	52
Existing + Project	4	0	5	16	68	10	2	2	4	15	92	18	236
Background + Project	4	0	5	16	68	10	2	2	4	15	92	18	236
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	0	0	1	2	0	0	0	0	0	3	1	7
Cumulative w/o Condition	4	0	5	17	63	0	0	0	0	0	81	21	191
Cumulative w/ Project	4	0	5	17	70	10	2	2	4	15	95	19	243

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	1												
Traffic Node Number:	1												
Intersection Name:	Nevada St & Jefferson Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.5
Number of Years:											Number of Years to Buildout	8	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	714	0	47	0	0	4	657	0	1422
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	42	0	0	0	0	0	39	0	81
Total Approved Trips	0	0	0	0	67	0	0	0	0	0	54	0	121
Background Conditions	0	0	0	0	781	0	47	0	0	4	711	0	1543
Project Trips													
Project Trips	0	0	0	0	14	0	0	0	0	0	27	0	41
Net Project Trips	0	0	0	0	14	0	0	0	0	0	27	0	41
Existing + Project	0	0	0	0	728	0	47	0	0	4	684	0	1463
Background + Project	0	0	0	0	795	0	47	0	0	4	738	0	1584
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	2	0	0	0	0	0	5	0	7
Cumulative Growth	0	0	0	0	90	0	2	0	0	1	83	0	176
Cumulative w/o Project	0	0	0	0	873	0	49	0	0	5	799	0	1726
Cumulative w/ Project	0	0	0	0	887	0	49	0	0	5	826	0	1767

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	2												
Traffic Node Number:	2												
Intersection Name:	Nevada St			& Madison Ave									
Peak Hour:	AM			Date of Analysis: 02/21/19									
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year			0.500						
Number of Years:				Number of Years to Buildout			8						
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	6	0	1	10	69	2	27	28	40	0	49	10	242
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	6	0	1	10	69	2	27	28	40	0	49	10	242
Project Trips													
Project Trips	0	0	0	16	14	0	-27	-28	-40	0	56	12	3
Net Project Trips	0	0	0	16	14	0	-27	-28	-40	0	56	12	3
Existing + Project	6	0	1	26	83	2	0	0	0	0	105	22	245
Background + Project	6	0	1	26	83	2	0	0	0	0	105	22	245
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	0	0	0	0	3	0	1	1	2	0	2	0	9
Cumulative w/o Project	6	0	1	10	73	2	28	29	42	0	52	10	253
Cumulative w/ Project	6	0	1	26	87	2	1	1	2	0	108	22	256

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	3												
Traffic Node Number:	3												
Intersection Name:	St. Francis St & Jefferson Ave												
Peak Hour:	AM			Date of Analysis: 02/21/19									
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year			0.500	1.5					
Number of Years:				Number of Years to Buildout			8						
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	2	1	4	4	693	28	0	3	4	10	657	6	1412
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	42	0	0	0	0	0	39	0	81
Total Approved Trips	0	0	0	0	67	0	0	0	0	0	54	0	121
Background Conditions	2	1	4	4	760	28	0	3	4	10	711	6	1533
Project Trips													
Project Trips	0	0	0	0	0	14	27	0	5	2	0	0	48
Net Project Trips	0	0	0	0	0	14	27	0	5	2	0	0	48
Existing + Project	2	1	4	4	693	42	27	3	9	12	657	6	1460
Background + Project	2	1	4	4	760	42	27	3	9	12	711	6	1581
Pending Project Trips													
Magical Bridge & City Center	2	0	0	0	2	0	0	0	0	0	5	2	11
Cumulative Growth	0	0	0	1	88	4	0	0	0	1	83	1	178
Cumulative w/o Project	4	1	4	5	850	32	0	3	4	11	799	9	1722
Cumulative w/ Project	4	1	4	5	850	46	27	3	9	13	799	9	1770

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	4												
Traffic Node Number:	4												
Intersection Name:	St. Francis St & Madison Ave												
Peak Hour:	AM			Date of Analysis: 02/21/19									
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year			0.500						
Number of Years:				Number of Years to Buildout			8						
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	2	33	6	9	89	29	0	0	0	35	40	2	245
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	33	6	9	89	29	0	0	0	35	40	2	245
Project Trips													
Project Trips	0	-1	17	0	-16	-10	33	31	18	-17	18	0	73
Net Project Trips	0	-1	17	0	-16	-10	33	31	18	-17	18	0	73
Existing + Project	2	32	23	9	73	19	33	31	18	18	58	2	318
Background + Project	2	32	23	9	73	19	33	31	18	18	58	2	318
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	0	1	0	0	4	1	0	0	0	1	2	0	9
Cumulative w/o Project	2	34	6	9	94	30	0	0	0	36	43	2	256
Cumulative w/ Project	2	33	23	9	78	20	33	31	18	19	61	2	329

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	5												
Traffic Node Number:	5												
Intersection Name:	Valota Rd			& Jefferson Ave									
Peak Hour:	AM			Date of Analysis: 02/21/19									
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year			0.500	1.5					
Number of Years:				Number of Years to Buildout			8						
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	557	101	111	0	50	64	601	0	1484
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	42	0	0	0	0	0	39	0	81
Total Approved Trips	0	0	0	0	67	0	0	0	0	0	54	0	121
Background Conditions	0	0	0	0	624	101	111	0	50	64	655	0	1605
Project Trips													
Project Trips	0	0	0	0	5	0	0	0	9	5	2	0	21
Net Project Trips	0	0	0	0	5	0	0	0	9	5	2	0	21
Existing + Project	0	0	0	0	562	101	111	0	59	69	603	0	1505
Background + Project	0	0	0	0	629	101	111	0	59	69	657	0	1626
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	4	7	0	7	5	0	0	23
Cumulative Growth	0	0	0	0	70	13	5	0	2	8	76	0	174
Cumulative w/o Project	0	0	0	0	694	118	123	0	59	77	731	0	1802
Cumulative w/ Project	0	0	0	0	699	118	123	0	68	82	733	0	1823

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	6												
Traffic Node Number:	6												
Intersection Name:	Valota Rd & Madison Ave											Date of Analysis: 02/21/19	
Peak Hour:	AM												
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:												Future Growth % Per Year	0.500
Number of Years:												Number of Years to Buildout	8
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	1	140	17	15	27	52	47	158	9	6	13	2	487
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	140	17	15	27	52	47	158	9	6	13	2	487
Project Trips													
Project Trips	0	4	1	2	0	0	0	7	0	0	0	0	14
Net Project Trips	0	4	1	2	0	0	0	7	0	0	0	0	14
Existing + Project	1	144	18	17	27	52	47	165	9	6	13	2	501
Background + Project	1	144	18	17	27	52	47	165	9	6	13	2	501
Pending Project Trips													
Magical Bridge & City Center	0	9	0	0	0	1	1	14	1	1	0	0	27
Cumulative Growth	0	6	1	1	1	2	2	6	0	0	1	0	20
Cumulative w/o Project	1	155	18	16	28	55	50	178	10	7	14	2	534
Cumulative w/ Project	1	159	19	18	28	55	50	185	10	7	14	2	548

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	7												
Traffic Node Number:	7												
Intersection Name:	Valota Rd & Driveway												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	06/02/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year 0.500		
Number of Years:											Number of Years to Buildout 7		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	199	0	0	0	0	0	215	0	0	0	0	414
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	199	0	0	0	0	0	215	0	0	0	0	414
Project Trips													
Project Trips	0	0	4	7	0	17	9	0	0	0	0	0	37
Net Project Trips	0	0	4	7	0	17	9	0	0	0	0	0	37
Existing + Project	0	199	4	7	0	17	9	215	0	0	0	0	451
Background + Project	0	199	4	7	0	17	9	215	0	0	0	0	451
Pending Project Trips													
Magical Bridge & City Center	0	11	0	0	0	0	0	16	0	0	0	0	27
Cumulative Growth	0	7	0	0	0	0	0	8	0	0	0	0	15
Cumulative w/o Project	0	217	0	0	0	0	0	239	0	0	0	0	456
Cumulative w/ Project	0	217	4	7	0	17	9	239	0	0	0	0	493

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	8												
Traffic Node Number:	8												
Intersection Name:	Valota Rd & Vera Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	06/02/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year 0.500		
Number of Years:											Number of Years to Buildout 7		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	4	195	0	0	0	0	0	212	11	16	0	3	441
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	4	195	0	0	0	0	0	212	11	16	0	3	441
Project Trips													
Project Trips	0	17	0	0	0	0	0	9	0	0	0	0	26
Net Project Trips	0	17	0	0	0	0	0	9	0	0	0	0	26
Existing + Project	4	212	0	0	0	0	0	221	11	16	0	3	467
Background + Project	4	212	0	0	0	0	0	221	11	16	0	3	467
Pending Project Trips													
Magical Bridge & City Center	0	11	0	0	0	0	0	16	5	3	0	0	35
Cumulative Growth	0	7	0	0	0	0	0	8	0	1	0	0	16
Cumulative w/o Project	4	213	0	0	0	0	0	236	16	20	0	3	492
Cumulative w/ Project	4	230	0	0	0	0	0	245	16	20	0	3	518

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	9												
Traffic Node Number:	9												
Intersection Name:	Valota Rd & Roosevelt Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year 0.500		
Number of Years:											Number of Years to Buildout 8		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	76	101	30	58	162	25	17	109	30	21	186	72	887
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Background Conditions	76	101	30	58	170	25	17	109	30	21	191	72	900
Project Trips													
Project Trips	3	11	3	2	0	0	0	5	0	0	0	2	26
Net Project Trips	3	11	3	2	0	0	0	5	0	0	0	2	26
Existing + Project	79	112	33	60	162	25	17	114	30	21	186	74	913
Background + Project	79	112	33	60	170	25	17	114	30	21	191	74	926
Pending Project Trips													
Magical Bridge & City Center	11	11	11	7	0	0	0	8	0	0	0	7	55
Cumulative Growth	3	4	1	2	7	1	1	4	1	1	8	3	36
Cumulative w/o Project	90	116	42	67	177	26	18	121	31	22	199	82	991
Cumulative w/ Project	93	127	45	69	177	26	18	126	31	22	199	84	1017

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	10												
Traffic Node Number:	10												
Intersection Name:	Myrtle St			& Madison Ave									
Peak Hour:	AM									Date of Analysis: 02/21/19			
Count Date:	04/01/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year						0.500			
Number of Years:				Number of Years to Buildout						8			
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	21	15	7	7	37	16	12	16	29	19	33	10	222
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	21	15	7	7	37	16	12	16	29	19	33	10	222
Project Trips													
Project Trips	0	0	0	0	5	0	0	0	0	0	10	0	15
Net Project Trips	0	0	0	0	5	0	0	0	0	0	10	0	15
Existing + Project	21	15	7	7	42	16	12	16	29	19	43	10	237
Background + Project	21	15	7	7	42	16	12	16	29	19	43	10	237
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	1	1	0	0	2	1	0	1	1	1	1	0	9
Cumulative w/o Project	22	16	7	7	40	17	12	17	30	20	35	10	233
Cumulative w/ Project	22	16	7	7	45	17	12	17	30	20	45	10	248

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	11												
Traffic Node Number:	11												
Intersection Name:	King St & Roosevelt Ave												
Peak Hour:	AM											Date of Analysis: 02/21/19	
Count Date:	06/02/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:												Future Growth % Per Year 0.500	
Number of Years:												Number of Years to Buildout 6	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	9	1	2	3	252	8	4	2	2	3	235	3	524
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Background Conditions	9	1	2	3	260	8	4	2	2	3	240	3	537
Project Trips													
Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Net Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Existing + Project	9	1	2	3	254	8	4	2	2	3	238	3	529
Background + Project	9	1	2	3	262	8	4	2	2	3	243	3	542
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	3	0	0	4	0	6	5	0	18
Cumulative Growth	0	0	0	0	8	0	0	0	0	0	7	0	15
Cumulative w/o Project	9	1	2	3	271	8	4	6	2	9	252	3	570
Cumulative w/ Project	9	1	2	3	273	8	4	6	2	9	255	3	575

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	12												
Traffic Node Number:	12												
Intersection Name:	Hudson St			& Madison Ave									
Peak Hour:	AM												Date of Analysis: 02/21/19
Count Date:	01/12/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year						0.500			
Number of Years:				Number of Years to Buildout						6			
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	19	287	5	12	9	5	7	298	22	25	5	15	709
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	19	287	5	12	9	5	7	298	22	25	5	15	709
Project Trips													
Project Trips	0	0	0	0	5	0	0	0	0	0	10	0	15
Net Project Trips	0	0	0	0	5	0	0	0	0	0	10	0	15
Existing + Project	19	287	5	12	14	5	7	298	22	25	15	15	724
Background + Project	19	287	5	12	14	5	7	298	22	25	15	15	724
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	1	9	0	0	0	0	0	9	1	1	0	0	21
Cumulative w/o Project	20	296	5	12	10	5	7	307	23	26	6	15	732
Cumulative w/ Project	20	296	5	12	15	5	7	307	23	26	16	15	747

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	13												
Traffic Node Number:	13												
Intersection Name:	Hudson St & Roosevelt Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	06/02/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year		0.500
Number of Years:											Number of Years to Buildout		7
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	54	253	37	22	150	25	23	234	49	40	155	50	1092
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
Background Conditions	54	253	37	22	158	25	23	234	49	40	160	50	1105
Project Trips													
Project Trips	0	0	0	0	1	0	0	0	1	1	2	0	5
Net Project Trips	0	0	0	0	1	0	0	0	1	1	2	0	5
Existing + Project	54	253	37	22	151	25	23	234	50	41	157	50	1097
Background + Project	54	253	37	22	159	25	23	234	50	41	162	50	1110
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	3	0	0	0	0	0	5	0	8
Cumulative Growth	2	9	1	1	5	1	1	8	2	1	6	2	39
Cumulative w/o Project	56	262	38	23	166	26	24	242	51	41	171	52	1152
Cumulative w/ Project	56	262	38	23	167	26	24	242	52	42	173	52	1157

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	14												
Traffic Node Number:	14												
Intersection Name:	Hawes St & Madison Ave												
Peak Hour:	AM										Date of Analysis: 02/21/19		
Count Date:	06/02/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year		0.500
Number of Years:											Number of Years to Buildout		6
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	7	0	5	9	65	0	0	0	0	0	55	18	159
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	7	0	5	9	65	0	0	0	0	0	55	18	159
Project Trips													
Project Trips	0	0	0	0	-10	15	8	8	40	35	2	-8	90
Net Project Trips	0	0	0	0	-10	15	8	8	40	35	2	-8	90
Existing + Project	7	0	5	9	55	15	8	8	40	35	57	10	249
Background + Project	7	0	5	9	55	15	8	8	40	35	57	10	249
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	0	0	0	2	0	0	0	0	0	2	1	5
Cumulative w/o Project	7	0	5	9	67	0	0	0	0	0	57	19	164
Cumulative w/ Project	7	0	5	9	57	15	8	8	40	35	59	11	254

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	1												
Traffic Node Number:	1												
Intersection Name:	Nevada St & Jefferson Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	04/02/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.500
Number of Years											Number of Years to Buildout	8	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	611	0	15	0	0	3	699	0	1328
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	36	0	0	0	0	0	42	0	78
Total Approved Trips	0	0	0	0	47	0	0	0	0	0	61	0	108
Background Conditions	0	0	0	0	658	0	15	0	0	3	760	0	1436
Project Trips													
Project Trips	0	0	0	0	15	0	0	0	0	0	16	0	31
Net Project Trips	0	0	0	0	15	0	0	0	0	0	16	0	31
Existing + Project	0	0	0	0	626	0	15	0	0	3	715	0	1359
Background + Project	0	0	0	0	673	0	15	0	0	3	776	0	1467
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	3	0	0	0	0	0	6	0	9
Cumulative Growth	0	0	0	0	77	0	1	0	0	0	88	0	166
Cumulative w/o Condition	0	0	0	0	738	0	16	0	0	3	854	0	1611
Cumulative w/ Project	0	0	0	0	753	0	16	0	0	3	870	0	1642

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	2												
Traffic Node Number:	2												
Intersection Name:	Nevada St			& Madison Ave									
Peak Hour:	PM									Date of Analysis: 02/21/19			
Count Date:	04/02/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:							Future Growth % Per Year			0.500			
Number of Years							Number of Years to Buildout			8			
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	1	36	0	12	21	18	0	19	2	109
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	1	36	0	12	21	18	0	19	2	109
Project Trips													
Project Trips	0	0	0	11	9	0	-12	-21	-18	0	36	10	15
Net Project Trips	0	0	0	11	9	0	-12	-21	-18	0	36	10	15
Existing + Project	0	0	0	12	45	0	0	0	0	0	55	12	124
Background + Project	0	0	0	12	45	0	0	0	0	0	55	12	124
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	0	0	0	0	1	0	0	1	1	0	1	0	4
Cumulative w/o Condition	0	0	0	1	38	0	12	22	19	0	21	2	115
Cumulative w/ Project	0	0	0	12	47	0	0	1	1	0	57	12	130

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	3												
Traffic Node Number:	3												
Intersection Name:	St. Francis St & Jefferson Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	04/02/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year	0.500	1.500
Number of Years											Number of Years to Buildout	8	
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	8	1	3	5	597	13	4	0	1	7	684	3	1326
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	36	0	0	0	0	0	42	0	78
Total Approved Trips	0	0	0	0	47	0	0	0	0	0	61	0	108
Background Conditions	8	1	3	5	644	13	4	0	1	7	745	3	1434
Project Trips													
Project Trips	0	0	0	0	0	15	16	0	4	3	0	0	38
Net Project Trips	0	0	0	0	0	15	16	0	4	3	0	0	38
Existing + Project	8	1	3	5	597	28	20	0	5	10	684	3	1364
Background + Project	8	1	3	5	644	28	20	0	5	10	745	3	1472
					0						0		
Pending Project Trips													
Magical Bridge & City Center	2	0	0	0	3	0	0	0	0	0	6	2	13
Cumulative Growth	0	0	0	1	76	2	0	0	0	1	87	0	167
Cumulative w/o Condition	10	1	3	6	723	15	4	0	1	8	838	5	1614
					0						0		
Cumulative w/ Project	10	1	3	6	723	30	20	0	5	11	838	5	1652
					0						0		

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	4												
Traffic Node Number:	4												
Intersection Name:	St. Francis St & Madison Ave												
Peak Hour:	PM			Date of Analysis: 02/21/19									
Count Date:	04/02/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year 0.500									
Number of Years:				Number of Years to Buildout 8									
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	1	18	4	3	34	12	0	0	0	18	18	7	115
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	18	4	3	34	12	0	0	0	18	18	7	115
Project Trips													
Project Trips	0	5	12	0	-7	-2	22	20	8	-11	12	0	59
Net Project Trips	0	5	12	0	-7	-2	22	20	8	-11	12	0	59
Existing + Project	1	23	16	3	27	10	22	20	8	7	30	7	174
Background + Project	1	23	16	3	27	10	22	20	8	7	30	7	174
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	0	1	0	0	1	0	0	0	0	1	1	0	4
Cumulative w/o Condition	1	19	4	3	36	12	0	0	0	19	20	7	121
Cumulative w/ Project	1	24	16	3	29	10	22	20	8	8	32	7	180

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	5												
Traffic Node Number:	5												
Intersection Name:	Valota Rd			& Jefferson Ave									
Peak Hour:	PM									Date of Analysis: 02/21/19			
Count Date:	04/02/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year			0.500			1.500			
Number of Years				Number of Years to Buildout			8						
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	0	0	0	512	92	110	0	38	49	590	0	1391
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	36	0	0	0	0	0	42	0	78
Total Approved Trips	0	0	0	0	47	0	0	0	0	0	61	0	108
Background Conditions	0	0	0	0	559	92	110	0	38	49	651	0	1499
Project Trips													
Project Trips	0	0	0	0	4	0	0	0	5	5	3	0	17
Net Project Trips	0	0	0	0	4	0	0	0	5	5	3	0	17
Existing + Project	0	0	0	0	516	92	110	0	43	54	593	0	1408
Background + Project	0	0	0	0	563	92	110	0	43	54	654	0	1516
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	5	8	0	8	5	0	0	26
Cumulative Growth	0	0	0	0	65	12	4	0	2	6	75	0	164
Cumulative w/o Condition	0	0	0	0	624	109	122	0	48	60	726	0	1689
Cumulative w/ Project	0	0	0	0	628	109	122	0	53	65	729	0	1706

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	6													
Traffic Node Number:	6													
Intersection Name:	Valota Rd & Madison Ave													
Peak Hour:	PM											Date of Analysis: 02/21/19		
Count Date:	04/02/17													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	8
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	1	129	8	5	13	20	22	138	2	6	4	3	351	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	
Background Conditions	1	129	8	5	13	20	22	138	2	6	4	3	351	
Project Trips														
Project Trips	0	4	1	1	0	0	0	4	0	0	0	0	10	
Net Project Trips	0	4	1	1	0	0	0	4	0	0	0	0	10	
Existing + Project	1	133	9	6	13	20	22	142	2	6	4	3	361	
Background + Project	1	133	9	6	13	20	22	142	2	6	4	3	361	
Pending Project Trips														
Magical Bridge & City Center	0	0	0	0	0	1	1	16	1	1	0	0	20	
Cumulative Growth	0	5	0	0	1	1	1	6	0	0	0	0	14	
Cumulative w/o Condition	1	134	8	5	14	22	24	160	3	7	4	3	385	
Cumulative w/ Project	1	138	9	6	14	22	24	164	3	7	4	3	395	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	7												
Traffic Node Number:	7												
Intersection Name:	Valota Rd & Driveway												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	06/03/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year 0.500		
Number of Years											Number of Years to Buildout 7		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	0	153	0	0	0	0	0	157	0	0	0	0	310
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	153	0	0	0	0	0	157	0	0	0	0	310
Project Trips													
Project Trips	0	0	4	4	0	10	9	0	0	0	0	0	27
Net Project Trips	0	0	4	4	0	10	9	0	0	0	0	0	27
Existing + Project	0	153	4	4	0	10	9	157	0	0	0	0	337
Background + Project	0	153	4	4	0	10	9	157	0	0	0	0	337
Pending Project Trips													
Magical Bridge & City Center	0	12	0	0	0	0	0	18	0	0	0	0	30
Cumulative Growth	0	5	0	0	0	0	0	6	0	0	0	0	11
Cumulative w/o Condition	0	170	0	0	0	0	0	181	0	0	0	0	351
Cumulative w/ Project	0	170	4	4	0	10	9	181	0	0	0	0	378

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	8												
Traffic Node Number:	8												
Intersection Name:	Valota Rd & Vera Ave												
Peak Hour:	PM			Date of Analysis: 02/21/19									
Count Date:	06/03/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year 0.500									
Number of Years				Number of Years to Buildout 7									
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	10	143	0	0	0	0	0	155	7	13	0	2	330
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	10	143	0	0	0	0	0	155	7	13	0	2	330
Project Trips													
Project Trips	0	10	0	0	0	0	0	9	0	0	0	0	19
Net Project Trips	0	10	0	0	0	0	0	9	0	0	0	0	19
Existing + Project	10	153	0	0	0	0	0	164	7	13	0	2	349
Background + Project	10	153	0	0	0	0	0	164	7	13	0	2	349
Pending Project Trips													
Magical Bridge & City Center	0	12	0	0	0	0	0	18	6	4	0	0	40
Cumulative Growth	0	5	0	0	0	0	0	6	0	0	0	0	11
Cumulative w/o Condition	10	160	0	0	0	0	0	179	13	17	0	2	381
Cumulative w/ Project	10	170	0	0	0	0	0	188	13	17	0	2	400

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	9													
Traffic Node Number:	9													
Intersection Name:	Valota Rd & Roosevelt Ave													
Peak Hour:	PM										Date of Analysis: 02/21/19			
Count Date:	04/02/17													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	8
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	34	92	25	25	146	7	21	103	37	28	163	51	732	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Background Conditions	34	92	25	25	154	7	21	103	37	28	172	51	749	
Project Trips														
Project Trips	2	6	2	2	0	0	0	6	0	0	0	2	20	
Net Project Trips	2	6	2	2	0	0	0	6	0	0	0	2	20	
Existing + Project	36	98	27	27	146	7	21	109	37	28	163	53	752	
Background + Project	36	98	27	27	154	7	21	109	37	28	172	53	769	
Pending Project Trips														
Magical Bridge & City Center	12	12	12	8	0	0	0	8	0	0	0	8	60	
Cumulative Growth	1	4	1	1	6	0	1	4	2	1	7	2	30	
Cumulative w/o Condition	47	108	38	34	160	7	22	115	39	29	179	61	839	
Cumulative w/ Project	49	114	40	36	160	7	22	121	39	29	179	63	859	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	10												
Traffic Node Number:	10												
Intersection Name:	Myrtle St & Madison Ave												
Peak Hour:	PM										Date of Analysis: 02/21/19		
Count Date:	04/02/17												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:											Future Growth % Per Year 0.500		
Number of Years											Number of Years to Buildout 8		
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	8	6	9	9	26	6	0	9	9	5	15	5	107
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	8	6	9	9	26	6	0	9	9	5	15	5	107
Project Trips													
Project Trips	0	0	0	0	6	0	0	0	0	0	6	0	12
Net Project Trips	0	0	0	0	6	0	0	0	0	0	6	0	12
Existing + Project	8	6	9	9	32	6	0	9	9	5	21	5	119
Background + Project	8	6	9	9	32	6	0	9	9	5	21	5	119
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative w/o Condition	8	6	9	9	28	6	0	9	9	5	17	5	111
Cumulative w/ Project	8	6	9	9	34	6	0	9	9	5	23	5	123

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	11													
Traffic Node Number:	11													
Intersection Name:	King St & Roosevelt Ave													
Peak Hour:	PM											Date of Analysis: 02/21/19		
Count Date:	06/03/18													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	7
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	7	1	3	2	211	5	8	3	9	6	225	7	487	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Background Conditions	7	1	3	2	219	5	8	3	9	6	234	7	504	
Project Trips														
Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4	
Net Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4	
Existing + Project	7	1	3	2	213	5	8	3	9	6	227	7	491	
Background + Project	7	1	3	2	221	5	8	3	9	6	236	7	508	
Pending Project Trips														
Magical Bridge & City Center	0	0	0	0	4	0	0	4	0	6	6	0	20	
Cumulative Growth	0	0	0	0	7	0	0	0	0	0	8	0	15	
Cumulative w/o Condition	7	1	3	2	230	5	8	7	9	12	248	7	539	
Cumulative w/ Project	7	1	3	2	232	5	8	7	9	12	250	7	543	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	12												
Traffic Node Number:	12												
Intersection Name:	Hudson St & Madison Ave												
Peak Hour:	PM			Date of Analysis: 02/21/19									
Count Date:	01/13/19												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year 0.500									
Number of Years				Number of Years to Buildout 6									
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	17	289	13	10	5	9	10	297	25	19	4	9	707
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	17	289	13	10	5	9	10	297	25	19	4	9	707
Project Trips													
Project Trips	0	0	0	0	6	0	0	0	0	0	6	0	12
Net Project Trips	0	0	0	0	6	0	0	0	0	0	6	0	12
Existing + Project	17	289	13	10	11	9	10	297	25	19	10	9	719
Background + Project	17	289	13	10	11	9	10	297	25	19	10	9	719
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative Growth	1	9	0	0	0	0	0	9	1	1	0	0	21
Cumulative w/o Condition	18	298	13	10	6	9	10	306	26	20	5	9	730
Cumulative w/ Project	18	298	13	10	12	9	10	306	26	20	11	9	742

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	13													
Traffic Node Number:	13													
Intersection Name:	Hudson St & Roosevelt Ave													
Peak Hour:	PM											Date of Analysis:	02/21/19	
Count Date:	06/03/18													
Scenario:	Joint Senior Center & YMCA													
RC Growth Factor:													Future Growth % Per Year	0.500
Number of Years													Number of Years to Buildout	7
	Movements													
	North Approach			East Approach			South Approach			West Approach				
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	
Existing Conditions	25	198	18	28	118	32	27	219	48	32	153	53	951	
Approved Project Trips														
Redwood City Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Total Approved Trips	0	0	0	0	8	0	0	0	0	0	9	0	17	
Background Conditions	25	198	18	28	126	32	27	219	48	32	162	53	968	
Project Trips														
Project Trips	0	0	0	0	1	0	0	0	1	1	1	0	4	
Net Project Trips	0	0	0	0	1	0	0	0	1	1	1	0	4	
Existing + Project	25	198	18	28	119	32	27	219	49	33	154	53	955	
Background + Project	25	198	18	28	127	32	27	219	49	33	163	53	972	
Pending Project Trips														
Magical Bridge & City Center	0	0	0	0	4	0	0	0	0	0	6	0	10	
Cumulative Growth	1	7	1	1	4	1	1	8	2	1	5	2	34	
Cumulative w/o Condition	26	205	19	29	134	33	28	227	50	33	173	55	1012	
Cumulative w/ Project	26	205	19	29	135	33	28	227	51	34	174	55	1016	

San Mateo Government Center Campus Improvement Plan TIA

Intersection Number:	14												
Traffic Node Number:	14												
Intersection Name:	Hawes St & Madison Ave												
Peak Hour:	PM			Date of Analysis: 02/21/19									
Count Date:	06/03/18												
Scenario:	Joint Senior Center & YMCA												
RC Growth Factor:				Future Growth % Per Year 0.500									
Number of Years				Number of Years to Buildout 7									
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	7	0	3	8	37	0	0	0	0	0	34	3	92
Approved Project Trips													
Redwood City Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	7	0	3	8	37	0	0	0	0	0	34	3	92
Project Trips													
Project Trips	0	0	0	0	-2	8	3	3	22	24	3	-3	58
Net Project Trips	0	0	0	0	-2	8	3	3	22	24	3	-3	58
Existing + Project	7	0	3	8	35	8	3	3	22	24	37	0	150
Background + Project	7	0	3	8	35	8	3	3	22	24	37	0	150
Pending Project Trips													
Magical Bridge & City Center	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Growth	0	0	0	0	1	0	0	0	0	0	1	0	2
Cumulative w/o Condition	7	0	3	8	38	0	0	0	0	0	35	3	94
Cumulative w/ Project	7	0	3	8	36	8	3	3	22	24	38	0	152

Appendix E
Level of Service Calculations

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1345	4	0	917	0	16
Future Vol, veh/h	1345	4	0	917	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1345	4	0	917	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	675
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	396
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	396
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	396	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-
HCM Control Delay (s)	14.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	103	0	0	71	1	5	3	8	4	0	1
Future Vol, veh/h	12	103	0	0	71	1	5	3	8	4	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	103	0	0	71	1	5	3	8	4	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	72	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	-
Pot Cap-1 Maneuver	1528	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	9.4	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	826	1528	-	-	-	778
HCM Lane V/C Ratio	0.019	0.008	-	-	-	0.006
HCM Control Delay (s)	9.4	7.4	0	-	-	9.7
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	5	1295	14	37	883	3	1	1	39	2	0	23
Future Vol, veh/h	5	1295	14	37	883	3	1	1	39	2	0	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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1295	14	37	883	3	1	1	39	2	0	23

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	886	0	0	1309
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	760	-	-	524
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	760	-	-	524
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	20.1	16.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	280	760	-	-	524	-	-	329
HCM Lane V/C Ratio	0.146	0.007	-	-	0.071	-	-	0.076
HCM Control Delay (s)	20.1	9.8	0.1	-	12.4	-	-	16.8
HCM Lane LOS	C	A	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.2

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	39	97	30	8	69	1	0	0	0	21	21	3
Future Vol, veh/h	39	97	30	8	69	1	0	0	0	21	21	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	97	30	8	69	1	0	0	0	21	21	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	70	0	0	127	0	0	276	291	70
Stage 1	-	-	-	-	-	-	86	86	-
Stage 2	-	-	-	-	-	-	190	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1531	-	-	1459	-	-	714	619	993
Stage 1	-	-	-	-	-	-	937	824	-
Stage 2	-	-	-	-	-	-	842	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1531	-	-	1459	-	-	690	0	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	690	0	-
Stage 1	-	-	-	-	-	-	911	0	-
Stage 2	-	-	-	-	-	-	837	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0.8	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1531	-	-	1459	-	-	717
HCM Lane V/C Ratio	0.025	-	-	0.005	-	-	0.063
HCM Control Delay (s)	7.4	0	-	7.5	0	-	10.4
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1163	85	169	732	49	131
Future Vol, veh/h	1163	85	169	732	49	131
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1163	85	169	732	49	131

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1248	0	1910
Stage 1	-	-	-	-	1206
Stage 2	-	-	-	-	704
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	553	-	271
Stage 1	-	-	-	-	246
Stage 2	-	-	-	-	452
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	553	-	188
Mov Cap-2 Maneuver	-	-	-	-	188
Stage 1	-	-	-	-	246
Stage 2	-	-	-	-	314

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	405	-	-	553	-
HCM Lane V/C Ratio	0.444	-	-	0.306	-
HCM Control Delay (s)	20.8	-	-	14.3	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.2	-	-	1.3	-

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	1	30	7	27	40	6	23	172	117	15	238	2
Future Vol, veh/h	1	30	7	27	40	6	23	172	117	15	238	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	30	7	27	40	6	23	172	117	15	238	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	569	604	239	565	547	231	240	0	0	289	0	0
Stage 1	269	269	-	277	277	-	-	-	-	-	-	-
Stage 2	300	335	-	288	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	412	800	436	445	808	1327	-	-	1273	-	-
Stage 1	737	687	-	729	681	-	-	-	-	-	-	-
Stage 2	709	643	-	720	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	389	398	800	397	429	808	1327	-	-	1273	-	-
Mov Cap-2 Maneuver	389	398	-	397	429	-	-	-	-	-	-	-
Stage 1	722	677	-	714	667	-	-	-	-	-	-	-
Stage 2	648	629	-	673	676	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		15		0.6		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	438	433	1273	-
HCM Lane V/C Ratio	0.017	-	-	0.087	0.169	0.012	-
HCM Control Delay (s)	7.8	0	-	14	15	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	276	0	0	253
Future Vol, veh/h	0	0	276	0	0	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	276	0	0	253

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	529	276	0	0	276	0
Stage 1	276	-	-	-	-	-
Stage 2	253	-	-	-	-	-
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	510	763	-	-	1287	-
Stage 1	771	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	510	763	-	-	1287	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	789	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1287
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	11	12	273	246	7
Future Vol, veh/h	3	11	12	273	246	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	12	273	246	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	547	250	253	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	297	-	-	-	-	-
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	498	789	1312	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	493	789	1312	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	699	-	-
HCM Lane V/C Ratio	0.009	-	0.02	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	25.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	112	268	18	17	313	30	110	188	11	34	162	49
Future Vol, veh/h	112	268	18	17	313	30	110	188	11	34	162	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	268	18	17	313	30	110	188	11	34	162	49
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	31.9	26.5	23.3	18.7
HCM LOS	D	D	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	28%	5%	14%
Vol Thru, %	61%	67%	87%	66%
Vol Right, %	4%	5%	8%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	309	398	360	245
LT Vol	110	112	17	34
Through Vol	188	268	313	162
RT Vol	11	18	30	49
Lane Flow Rate	309	398	360	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.644	0.787	0.716	0.518
Departure Headway (Hd)	7.507	7.119	7.162	7.609
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	479	505	504	470
Service Time	5.594	5.2	5.246	5.703
HCM Lane V/C Ratio	0.645	0.788	0.714	0.521
HCM Control Delay	23.3	31.9	26.5	18.7
HCM Lane LOS	C	D	D	C
HCM 95th-tile Q	4.5	7.2	5.7	2.9

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	46	5	6	110	3	4	11	3	4	7	8
Future Vol, veh/h	18	46	5	6	110	3	4	11	3	4	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	46	5	6	110	3	4	11	3	4	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	51	0	0	216	210	49	216	211	112
Stage 1	-	-	-	-	-	-	85	85	-	124	124	-
Stage 2	-	-	-	-	-	-	131	125	-	92	87	-
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	1476	-	-	1555	-	-	740	687	1020	740	686	941
Stage 1	-	-	-	-	-	-	923	824	-	880	793	-
Stage 2	-	-	-	-	-	-	873	792	-	915	823	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1476	-	-	1555	-	-	719	675	1020	719	674	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	675	-	719	674	-
Stage 1	-	-	-	-	-	-	911	813	-	869	790	-
Stage 2	-	-	-	-	-	-	854	789	-	888	812	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.4			10.1			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	726	1476	-	-	1555	-	-	777
HCM Lane V/C Ratio	0.025	0.012	-	-	0.004	-	-	0.024
HCM Control Delay (s)	10.1	7.5	0	-	7.3	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	296	3	2	301	0	9	6	11	6	9	37
Future Vol, veh/h	6	296	3	2	301	0	9	6	11	6	9	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	296	3	2	301	0	9	6	11	6	9	37

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	301	0	0	299	0	0	638	615	298	623	616	301
Stage 1	-	-	-	-	-	-	310	310	-	305	305	-
Stage 2	-	-	-	-	-	-	328	305	-	318	311	-
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	1260	-	-	1262	-	-	389	407	741	398	406	739
Stage 1	-	-	-	-	-	-	700	659	-	705	662	-
Stage 2	-	-	-	-	-	-	685	662	-	693	658	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1260	-	-	1262	-	-	361	404	741	385	403	739
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	404	-	385	403	-
Stage 1	-	-	-	-	-	-	696	655	-	701	661	-
Stage 2	-	-	-	-	-	-	641	661	-	672	654	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.2		0.1		13		11.7	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1260	-	-	1262	-	-	591
HCM Lane V/C Ratio	0.055	0.005	-	-	0.002	-	-	0.088
HCM Control Delay (s)	13	7.9	0	-	7.9	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	19	61	7	29	47	52	416	11	9	289	13
Future Vol, veh/h	8	19	61	7	29	47	52	416	11	9	289	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	19	61	7	29	47	52	416	11	9	289	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	878	845	296	880	846	422	302	0	0	427	0	0
Stage 1	314	314	-	526	526	-	-	-	-	-	-	-
Stage 2	564	531	-	354	320	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	300	743	268	299	632	1259	-	-	1132	-	-
Stage 1	697	656	-	535	529	-	-	-	-	-	-	-
Stage 2	510	526	-	663	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	218	281	743	222	280	632	1259	-	-	1132	-	-
Mov Cap-2 Maneuver	218	281	-	222	280	-	-	-	-	-	-	-
Stage 1	659	649	-	506	500	-	-	-	-	-	-	-
Stage 2	421	498	-	585	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		16.5		0.9		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1259	-	-	472	396	1132	-
HCM Lane V/C Ratio	0.041	-	-	0.186	0.21	0.008	-
HCM Control Delay (s)	8	0	-	14.4	16.5	8.2	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.8	0	-

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	86	210	38	23	210	25	34	295	34	74	186	50
Future Vol, veh/h	86	210	38	23	210	25	34	295	34	74	186	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	210	38	23	210	25	34	295	34	74	186	50
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	22.1	17.7	22.8	16.1
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	26%	9%	100%	0%
Vol Thru, %	0%	90%	63%	81%	0%	79%
Vol Right, %	0%	10%	11%	10%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	329	334	258	74	236
LT Vol	34	0	86	23	74	0
Through Vol	0	295	210	210	0	186
RT Vol	0	34	38	25	0	50
Lane Flow Rate	34	329	334	258	74	236
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.075	0.673	0.649	0.516	0.167	0.489
Departure Headway (Hd)	7.959	7.369	6.998	7.194	8.128	7.458
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	490	518	501	442	484
Service Time	5.691	5.101	5.032	5.248	5.863	5.193
HCM Lane V/C Ratio	0.075	0.671	0.645	0.515	0.167	0.488
HCM Control Delay	11.3	24	22.1	17.7	12.5	17.2
HCM Lane LOS	B	C	C	C	B	C
HCM 95th-tile Q	0.2	4.9	4.6	2.9	0.6	2.6

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	65	0	0	68	40	0	0	0	2	0	2
Future Vol, veh/h	25	65	0	0	68	40	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	65	0	0	68	40	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	65	0	0	204	223	65	203	203	88
Stage 1	-	-	-	-	-	-	115	115	-	88	88	-
Stage 2	-	-	-	-	-	-	89	108	-	115	115	-
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	1483	-	-	1537	-	-	754	676	999	755	693	970
Stage 1	-	-	-	-	-	-	890	800	-	920	822	-
Stage 2	-	-	-	-	-	-	918	806	-	890	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1537	-	-	743	665	999	745	681	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	743	665	-	745	681	-
Stage 1	-	-	-	-	-	-	875	786	-	904	822	-
Stage 2	-	-	-	-	-	-	916	806	-	875	786	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0			0			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1483	-	-	1537	-	-	843
HCM Lane V/C Ratio	-	0.017	-	-	-	-	-	0.005
HCM Control Delay (s)		0	7.5	0	-	0	-	9.3
HCM Lane LOS		A	A	A	-	A	-	A
HCM 95th %tile Q(veh)		-	0.1	-	-	0	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	788	5	0	1077	0	33
Future Vol, veh/h	788	5	0	1077	0	33
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	788	5	0	1077	0	33

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	397
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	602
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	602
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	602	-	-	-
HCM Lane V/C Ratio	0.055	-	-	-
HCM Control Delay (s)	11.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	50	0	0	59	5	33	25	16	3	0	3
Future Vol, veh/h	8	50	0	0	59	5	33	25	16	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	50	0	0	59	5	33	25	16	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	64	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	-
Pot Cap-1 Maneuver	1538	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1538	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	9.7	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	840	1538	-	-	-	879
HCM Lane V/C Ratio	0.088	0.005	-	-	-	0.007
HCM Control Delay (s)	9.7	7.4	0	-	-	9.1
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	12	782	9	21	1056	5	1	0	9	2	0	3
Future Vol, veh/h	12	782	9	21	1056	5	1	0	9	2	0	3
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	782	9	21	1056	5	1	0	9	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1061	0	0	791	0	0	1381	1914	396	1516	1916	531
Stage 1	-	-	-	-	-	-	811	811	-	1101	1101	-
Stage 2	-	-	-	-	-	-	570	1103	-	415	815	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	652	-	-	825	-	-	103	67	603	82	67	493
Stage 1	-	-	-	-	-	-	339	391	-	226	286	-
Stage 2	-	-	-	-	-	-	474	285	-	585	389	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	652	-	-	825	-	-	98	63	603	77	63	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	63	-	77	63	-
Stage 1	-	-	-	-	-	-	328	378	-	219	279	-
Stage 2	-	-	-	-	-	-	459	278	-	557	376	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			14.3			28.8		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	652	-	-	825	-	-	156
HCM Lane V/C Ratio	0.025	0.018	-	-	0.025	-	-	0.032
HCM Control Delay (s)	14.3	10.6	0.2	-	9.5	-	-	28.8
HCM Lane LOS	B	B	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	55	45	22	73	4	0	0	0	4	19	5
Future Vol, veh/h	7	55	45	22	73	4	0	0	0	4	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	55	45	22	73	4	0	0	0	4	19	5

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	77	0	0	100	0	0		211	233	75
Stage 1	-	-	-	-	-	-		119	119	-
Stage 2	-	-	-	-	-	-		92	114	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1493	-	-		777	667	986
Stage 1	-	-	-	-	-	-		906	797	-
Stage 2	-	-	-	-	-	-		932	801	-
Platoon blocked, %		-	-	-	-	-				
Mov Cap-1 Maneuver	1522	-	-	1493	-	-		761	0	986
Mov Cap-2 Maneuver	-	-	-	-	-	-		761	0	-
Stage 1	-	-	-	-	-	-		901	0	-
Stage 2	-	-	-	-	-	-		918	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	1.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	1493	-	-	871
HCM Lane V/C Ratio	0.005	-	-	0.015	-	-	0.032
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	660	99	229	826	49	135
Future Vol, veh/h	660	99	229	826	49	135
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	660	99	229	826	49	135

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	759	0	1581
Stage 1	-	-	-	-	710
Stage 2	-	-	-	-	871
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	848	-	347
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	370
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	848	-	253
Mov Cap-2 Maneuver	-	-	-	-	253
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	270

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	520	-	-	848	-
HCM Lane V/C Ratio	0.354	-	-	0.27	-
HCM Control Delay (s)	15.7	-	-	10.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.6	-	-	1.1	-

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	0	15	9	43	29	5	15	180	72	22	302	2
Future Vol, veh/h	0	15	9	43	29	5	15	180	72	22	302	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	9	43	29	5	15	180	72	22	302	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	610	629	303	605	594	216	304	0	0	252	0	0
Stage 1	347	347	-	246	246	-	-	-	-	-	-	-
Stage 2	263	282	-	359	348	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	407	399	737	410	418	824	1257	-	-	1313	-	-
Stage 1	669	635	-	758	703	-	-	-	-	-	-	-
Stage 2	742	678	-	659	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	372	385	737	383	404	824	1257	-	-	1313	-	-
Mov Cap-2 Maneuver	372	385	-	383	404	-	-	-	-	-	-	-
Stage 1	660	622	-	747	693	-	-	-	-	-	-	-
Stage 2	697	669	-	623	621	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.1		16		0.4		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	469	405	1313	-
HCM Lane V/C Ratio	0.012	-	-	0.051	0.19	0.017	-
HCM Control Delay (s)	7.9	0	-	13.1	16	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	286	0	0	270
Future Vol, veh/h	0	0	286	0	0	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	286	0	0	270

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	556	286	0	0	286	0
Stage 1	286	-	-	-	-	-
Stage 2	270	-	-	-	-	-
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	492	753	-	-	1276	-
Stage 1	763	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	492	753	-	-	1276	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	775	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1276
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	7	15	7	278	257	13
Future Vol, veh/h	7	15	7	278	257	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	15	7	278	257	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	556	264	270	0	-	0
Stage 1	264	-	-	-	-	-
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	492	775	1293	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	489	775	1293	-	-	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	653	-	-
HCM Lane V/C Ratio	0.005	-	0.034	-	-
HCM Control Delay (s)	7.8	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	21.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	88	242	22	20	259	55	42	149	27	60	199	98
Future Vol, veh/h	88	242	22	20	259	55	42	149	27	60	199	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	242	22	20	259	55	42	149	27	60	199	98
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	23.2	21.3	16.2	23.1
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	25%	6%	17%
Vol Thru, %	68%	69%	78%	56%
Vol Right, %	12%	6%	16%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	352	334	357
LT Vol	42	88	20	60
Through Vol	149	242	259	199
RT Vol	27	22	55	98
Lane Flow Rate	218	352	334	357
Geometry Grp	1	1	1	1
Degree of Util (X)	0.444	0.675	0.637	0.677
Departure Headway (Hd)	7.334	6.904	6.862	6.824
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	491	521	524	528
Service Time	5.403	4.963	4.922	4.882
HCM Lane V/C Ratio	0.444	0.676	0.637	0.676
HCM Control Delay	16.2	23.2	21.3	23.1
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	2.2	5	4.4	5.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	51	34	20	50	5	10	14	15	7	30	38
Future Vol, veh/h	5	51	34	20	50	5	10	14	15	7	30	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	51	34	20	50	5	10	14	15	7	30	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	85	0	0	205	173	68	186	188	53
Stage 1	-	-	-	-	-	-	78	78	-	93	93	-
Stage 2	-	-	-	-	-	-	127	95	-	93	95	-
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	1550	-	-	1512	-	-	753	720	995	775	707	1014
Stage 1	-	-	-	-	-	-	931	830	-	914	818	-
Stage 2	-	-	-	-	-	-	877	816	-	914	816	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1550	-	-	1512	-	-	692	708	995	742	695	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	692	708	-	742	695	-
Stage 1	-	-	-	-	-	-	928	828	-	911	807	-
Stage 2	-	-	-	-	-	-	801	805	-	882	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2	9.8	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	791	1550	-	-	1512	-	-	833
HCM Lane V/C Ratio	0.049	0.003	-	-	0.013	-	-	0.09
HCM Control Delay (s)	9.8	7.3	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	317	9	12	348	1	3	1	8	3	4	22
Future Vol, veh/h	4	317	9	12	348	1	3	1	8	3	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	317	9	12	348	1	3	1	8	3	4	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	349	0	0	326	0	0	716	703	322	707	707	349
Stage 1	-	-	-	-	-	-	330	330	-	373	373	-
Stage 2	-	-	-	-	-	-	386	373	-	334	334	-
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	1210	-	-	1234	-	-	345	362	719	350	360	694
Stage 1	-	-	-	-	-	-	683	646	-	648	618	-
Stage 2	-	-	-	-	-	-	637	618	-	680	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1210	-	-	1234	-	-	327	356	719	341	354	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	356	-	341	354	-
Stage 1	-	-	-	-	-	-	680	643	-	645	611	-
Stage 2	-	-	-	-	-	-	605	611	-	669	640	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			12.1			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	519	1210	-	-	1234	-	-	560
HCM Lane V/C Ratio	0.023	0.003	-	-	0.01	-	-	0.052
HCM Control Delay (s)	12.1	8	0	-	7.9	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	8	35	5	8	21	26	340	8	14	430	7
Future Vol, veh/h	12	8	35	5	8	21	26	340	8	14	430	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	8	35	5	8	21	26	340	8	14	430	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	873	862	434	879	861	344	437	0	0	348	0	0
Stage 1	462	462	-	396	396	-	-	-	-	-	-	-
Stage 2	411	400	-	483	465	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	271	293	622	268	293	699	1123	-	-	1211	-	-
Stage 1	580	565	-	629	604	-	-	-	-	-	-	-
Stage 2	618	602	-	565	563	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	249	280	622	239	280	699	1123	-	-	1211	-	-
Mov Cap-2 Maneuver	249	280	-	239	280	-	-	-	-	-	-	-
Stage 1	563	557	-	611	586	-	-	-	-	-	-	-
Stage 2	574	585	-	518	555	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		14.2		0.6		0.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	413	427	1211	-
HCM Lane V/C Ratio	0.023	-	-	0.133	0.08	0.012	-
HCM Control Delay (s)	8.3	0	-	15.1	14.2	8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	-

Intersection	
Intersection Delay, s/veh	29
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	76	184	41	33	222	37	71	315	39	53	287	72
Future Vol, veh/h	76	184	41	33	222	37	71	315	39	53	287	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	184	41	33	222	37	71	315	39	53	287	72
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	25.8	24.8	31	32.1
HCM LOS	D	C	D	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	11%	100%	0%
Vol Thru, %	0%	89%	61%	76%	0%	80%
Vol Right, %	0%	11%	14%	13%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	354	301	292	53	359
LT Vol	71	0	76	33	53	0
Through Vol	0	315	184	222	0	287
RT Vol	0	39	41	37	0	72
Lane Flow Rate	71	354	301	292	53	359
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.169	0.786	0.667	0.648	0.127	0.792
Departure Headway (Hd)	8.592	7.994	7.973	7.989	8.607	7.943
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	415	450	452	450	414	452
Service Time	6.384	5.785	6.069	6.088	6.398	5.733
HCM Lane V/C Ratio	0.171	0.787	0.666	0.649	0.128	0.794
HCM Control Delay	13.1	34.6	25.8	24.8	12.7	35
HCM Lane LOS	B	D	D	C	B	D
HCM 95th-tile Q	0.6	7	4.8	4.5	0.4	7.1

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	78	0	0	61	16	0	0	0	5	0	4
Future Vol, veh/h	20	78	0	0	61	16	0	0	0	5	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	78	0	0	61	16	0	0	0	5	0	4

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	77	0	0	78	0	0	189	195	78	187	187	69
Stage 1	-	-	-	-	-	-	118	118	-	69	69	-
Stage 2	-	-	-	-	-	-	71	77	-	118	118	-
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	1522	-	-	1520	-	-	771	700	983	774	708	994
Stage 1	-	-	-	-	-	-	887	798	-	941	837	-
Stage 2	-	-	-	-	-	-	939	831	-	887	798	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1522	-	-	1520	-	-	759	690	983	765	698	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	759	690	-	765	698	-
Stage 1	-	-	-	-	-	-	875	787	-	928	837	-
Stage 2	-	-	-	-	-	-	935	831	-	875	787	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1522	-	-	1520	-	-	852
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.011
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	657	4	0	714	0	47
Future Vol, veh/h	657	4	0	714	0	47
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	4	0	714	0	47

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	331
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	665
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	665
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	665	-	-	-
HCM Lane V/C Ratio	0.071	-	-	-
HCM Control Delay (s)	10.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	49	0	2	69	10	40	28	27	1	0	6
Future Vol, veh/h	10	49	0	2	69	10	40	28	27	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	49	0	2	69	10	40	28	27	1	0	6

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	79	0	-	49	0	0	150	152	49	175	147	74
Stage 1	-	-	-	-	-	-	69	69	-	78	78	-
Stage 2	-	-	-	-	-	-	81	83	-	97	69	-
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	1519	-	0	1558	-	-	818	740	1020	788	744	988
Stage 1	-	-	0	-	-	-	941	837	-	931	830	-
Stage 2	-	-	0	-	-	-	927	826	-	910	837	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1519	-	-	1558	-	-	808	734	1020	740	738	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	808	734	-	740	738	-
Stage 1	-	-	-	-	-	-	934	831	-	924	829	-
Stage 2	-	-	-	-	-	-	920	825	-	850	831	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.3		0.2		9.9		8.8	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	1519	-	1558	-	-	943
HCM Lane V/C Ratio	0.114	0.007	-	0.001	-	-	0.007
HCM Control Delay (s)	9.9	7.4	0	7.3	-	-	8.8
HCM Lane LOS	A	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	6	657	10	28	693	4	4	3	0	4	1	2
Future Vol, veh/h	6	657	10	28	693	4	4	3	0	4	1	2
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	657	10	28	693	4	4	3	0	4	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	697	0	0	667	0	0	1077	1427	334	1093	1430	349
Stage 1	-	-	-	-	-	-	674	674	-	751	751	-
Stage 2	-	-	-	-	-	-	403	753	-	342	679	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	895	-	-	919	-	-	173	134	662	169	133	647
Stage 1	-	-	-	-	-	-	410	452	-	369	416	-
Stage 2	-	-	-	-	-	-	595	416	-	646	449	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	895	-	-	919	-	-	166	129	662	161	128	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	166	129	-	161	128	-
Stage 1	-	-	-	-	-	-	405	447	-	365	404	-
Stage 2	-	-	-	-	-	-	574	404	-	635	444	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			30.5			24		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	895	-	-	919	-	-	196
HCM Lane V/C Ratio	0.047	0.007	-	-	0.03	-	-	0.036
HCM Control Delay (s)	30.5	9	0	-	9	-	-	24
HCM Lane LOS	D	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

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	2	40	35	29	89	9	0	0	0	6	33	2
Future Vol, veh/h	2	40	35	29	89	9	0	0	0	6	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	40	35	29	89	9	0	0	0	6	33	2

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	98	0	0	75	0	0	214	231	94
Stage 1	-	-	-	-	-	-	152	152	-
Stage 2	-	-	-	-	-	-	62	79	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1524	-	-	774	669	963
Stage 1	-	-	-	-	-	-	876	772	-
Stage 2	-	-	-	-	-	-	961	829	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1495	-	-	1524	-	-	758	0	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	758	0	-
Stage 1	-	-	-	-	-	-	875	0	-
Stage 2	-	-	-	-	-	-	942	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	1.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1495	-	-	1524	-	-	801
HCM Lane V/C Ratio	0.001	-	-	0.019	-	-	0.051
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	601	64	101	557	50	111
Future Vol, veh/h	601	64	101	557	50	111
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	601	64	101	557	50	111

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	665	0	1114 333
Stage 1	-	-	-	-	633 -
Stage 2	-	-	-	-	481 -
Critical Hdwy	-	-	4.14	-	4 4
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	920	-	487 870
Stage 1	-	-	-	-	491 -
Stage 2	-	-	-	-	588 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	920	-	433 870
Mov Cap-2 Maneuver	-	-	-	-	433 -
Stage 1	-	-	-	-	491 -
Stage 2	-	-	-	-	523 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	662	-	-	920	-
HCM Lane V/C Ratio	0.243	-	-	0.11	-
HCM Control Delay (s)	12.2	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.4	-

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	13	6	52	27	15	9	158	47	17	140	1
Future Vol, veh/h	2	13	6	52	27	15	9	158	47	17	140	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	13	6	52	27	15	9	158	47	17	140	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	396	398	141	384	375	182	141	0	0	205	0	0
Stage 1	175	175	-	200	200	-	-	-	-	-	-	-
Stage 2	221	223	-	184	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	564	540	907	574	556	861	1442	-	-	1366	-	-
Stage 1	827	754	-	802	736	-	-	-	-	-	-	-
Stage 2	781	719	-	818	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	525	529	907	550	544	861	1442	-	-	1366	-	-
Mov Cap-2 Maneuver	525	529	-	550	544	-	-	-	-	-	-	-
Stage 1	821	743	-	796	731	-	-	-	-	-	-	-
Stage 2	734	714	-	787	743	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		12.4		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	600	582	1366	-	-
HCM Lane V/C Ratio	0.006	-	-	0.035	0.162	0.012	-	-
HCM Control Delay (s)	7.5	0	-	11.2	12.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	215	0	0	199
Future Vol, veh/h	0	0	215	0	0	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	215	0	0	199

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	414	215	0	0	215	0
Stage 1	215	-	-	-	-	-
Stage 2	199	-	-	-	-	-
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	595	825	-	-	1355	-
Stage 1	821	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	595	825	-	-	1355	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	835	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1355
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	16	11	212	195	4
Future Vol, veh/h	3	16	11	212	195	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	16	11	212	195	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	431	197	199	0	0
Stage 1	197	-	-	-	-
Stage 2	234	-	-	-	-
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	581	844	1373	-	-
Stage 1	836	-	-	-	-
Stage 2	805	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	576	844	1373	-	-
Mov Cap-2 Maneuver	576	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	805	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	786	-	-
HCM Lane V/C Ratio	0.008	-	0.024	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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	72	186	21	25	162	58	30	109	17	30	101	76
Future Vol, veh/h	72	186	21	25	162	58	30	109	17	30	101	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	186	21	25	162	58	30	109	17	30	101	76
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	11.3	10.6	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	26%	10%	14%
Vol Thru, %	70%	67%	66%	49%
Vol Right, %	11%	8%	24%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	279	245	207
LT Vol	30	72	25	30
Through Vol	109	186	162	101
RT Vol	17	21	58	76
Lane Flow Rate	156	279	245	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.415	0.36	0.312
Departure Headway (Hd)	5.68	5.352	5.283	5.43
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	630	672	679	660
Service Time	3.733	3.396	3.329	3.479
HCM Lane V/C Ratio	0.248	0.415	0.361	0.314
HCM Control Delay	10.6	12.2	11.3	10.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1	2	1.6	1.3

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	33	19	16	37	7	29	16	12	7	15	21
Future Vol, veh/h	10	33	19	16	37	7	29	16	12	7	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	33	19	16	37	7	29	16	12	7	15	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	52	0	0	154	139	43	150	145	41
Stage 1	-	-	-	-	-	-	63	63	-	73	73	-
Stage 2	-	-	-	-	-	-	91	76	-	77	72	-
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	1564	-	-	1554	-	-	813	752	1027	818	746	1030
Stage 1	-	-	-	-	-	-	948	842	-	937	834	-
Stage 2	-	-	-	-	-	-	916	832	-	932	835	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	1554	-	-	773	738	1027	784	733	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	773	738	-	784	733	-
Stage 1	-	-	-	-	-	-	941	836	-	930	825	-
Stage 2	-	-	-	-	-	-	871	823	-	897	829	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	2	9.8	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	804	1564	-	-	1554	-	-	864
HCM Lane V/C Ratio	0.071	0.006	-	-	0.01	-	-	0.05
HCM Control Delay (s)	9.8	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	235	3	8	252	3	2	2	4	2	1	9
Future Vol, veh/h	3	235	3	8	252	3	2	2	4	2	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	235	3	8	252	3	2	2	4	2	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	238	0	0	518	514	237	516	514	254
Stage 1	-	-	-	-	-	-	243	243	-	270	270	-
Stage 2	-	-	-	-	-	-	275	271	-	246	244	-
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	1310	-	-	1329	-	-	468	464	802	470	464	785
Stage 1	-	-	-	-	-	-	761	705	-	736	686	-
Stage 2	-	-	-	-	-	-	731	685	-	758	704	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1329	-	-	458	459	802	462	459	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	459	-	462	459	-
Stage 1	-	-	-	-	-	-	759	703	-	734	681	-
Stage 2	-	-	-	-	-	-	717	680	-	750	702	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			11.3			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	583	1310	-	-	1329	-	-	668
HCM Lane V/C Ratio	0.014	0.002	-	-	0.006	-	-	0.018
HCM Control Delay (s)	11.3	7.8	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	5	25	5	9	12	22	298	7	5	287	19
Future Vol, veh/h	15	5	25	5	9	12	22	298	7	5	287	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	5	25	5	9	12	22	298	7	5	287	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	663	656	297	668	662	302	306	0	0	305	0	0
Stage 1	307	307	-	346	346	-	-	-	-	-	-	-
Stage 2	356	349	-	322	316	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	375	385	742	372	382	738	1255	-	-	1256	-	-
Stage 1	703	661	-	670	635	-	-	-	-	-	-	-
Stage 2	661	633	-	690	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	355	375	742	349	372	738	1255	-	-	1256	-	-
Mov Cap-2 Maneuver	355	375	-	349	372	-	-	-	-	-	-	-
Stage 1	688	658	-	656	622	-	-	-	-	-	-	-
Stage 2	627	620	-	658	652	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	13	0.5	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	504	475	1256	-
HCM Lane V/C Ratio	0.018	-	-	0.089	0.055	0.004	-
HCM Control Delay (s)	7.9	0	-	12.8	13	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	50	155	40	25	150	22	49	234	23	37	253	54
Future Vol, veh/h	50	155	40	25	150	22	49	234	23	37	253	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	155	40	25	150	22	49	234	23	37	253	54
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	14.1	13	14.3	16.1
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	13%	100%	0%
Vol Thru, %	0%	91%	63%	76%	0%	82%
Vol Right, %	0%	9%	16%	11%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	257	245	197	37	307
LT Vol	49	0	50	25	37	0
Through Vol	0	234	155	150	0	253
RT Vol	0	23	40	22	0	54
Lane Flow Rate	49	257	245	197	37	307
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.097	0.469	0.431	0.354	0.073	0.55
Departure Headway (Hd)	7.146	6.571	6.337	6.476	7.08	6.444
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	547	568	556	507	559
Service Time	4.885	4.31	4.377	4.518	4.816	4.179
HCM Lane V/C Ratio	0.098	0.47	0.431	0.354	0.073	0.549
HCM Control Delay	10.7	15	14.1	13	10.4	16.8
HCM Lane LOS	B	B	B	B	B	C
HCM 95th-tile Q	0.3	2.5	2.2	1.6	0.2	3.3

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	55	0	0	65	9	0	0	0	5	0	7
Future Vol, veh/h	18	55	0	0	65	9	0	0	0	5	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	55	0	0	65	9	0	0	0	5	0	7

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	74	0	0	55	0	0	164	165	55	161	161	70
Stage 1	-	-	-	-	-	-	91	91	-	70	70	-
Stage 2	-	-	-	-	-	-	73	74	-	91	91	-
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	1526	-	-	1550	-	-	801	728	1012	804	731	993
Stage 1	-	-	-	-	-	-	916	820	-	940	837	-
Stage 2	-	-	-	-	-	-	937	833	-	916	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1550	-	-	788	719	1012	797	722	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	719	-	797	722	-
Stage 1	-	-	-	-	-	-	905	810	-	929	837	-
Stage 2	-	-	-	-	-	-	930	833	-	905	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	0	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1526	-	-	1550	-	-	901
HCM Lane V/C Ratio	-	0.012	-	-	-	-	-	0.013
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	699	3	0	611	0	15
Future Vol, veh/h	699	3	0	611	0	15
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	699	3	0	611	0	15

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	351
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	645
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	645
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	645	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	19	0	0	36	1	18	21	12	0	0	0
Future Vol, veh/h	2	19	0	0	36	1	18	21	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	19	0	0	36	1	18	21	12	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	37	0	-	-	-	0	60	60	19	77	60	37
Stage 1	-	-	-	-	-	-	23	23	-	37	37	-
Stage 2	-	-	-	-	-	-	37	37	-	40	23	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	0	0	-	-	936	831	1059	912	831	1035
Stage 1	-	-	0	0	-	-	995	876	-	978	864	-
Stage 2	-	-	0	0	-	-	978	864	-	975	876	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	-	-	-	935	830	1059	884	830	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	935	830	-	884	830	-
Stage 1	-	-	-	-	-	-	994	875	-	977	864	-
Stage 2	-	-	-	-	-	-	978	864	-	940	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	913	1574	-	-	-	-
HCM Lane V/C Ratio	0.056	0.001	-	-	-	-
HCM Control Delay (s)	9.2	7.3	0	-	-	0
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	3	684	7	13	597	5	1	0	4	3	1	8
Future Vol, veh/h	3	684	7	13	597	5	1	0	4	3	1	8
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	684	7	13	597	5	1	0	4	3	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	691	0	0	1019	1322	346	974	1323	301
Stage 1	-	-	-	-	-	-	694	694	-	626	626	-
Stage 2	-	-	-	-	-	-	325	628	-	348	697	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	971	-	-	900	-	-	191	155	650	206	155	695
Stage 1	-	-	-	-	-	-	399	442	-	439	475	-
Stage 2	-	-	-	-	-	-	661	474	-	641	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	971	-	-	900	-	-	185	152	650	202	152	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	152	-	202	152	-
Stage 1	-	-	-	-	-	-	397	440	-	437	468	-
Stage 2	-	-	-	-	-	-	643	467	-	634	439	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			13.4			15.2		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	971	-	-	900	-	-	364
HCM Lane V/C Ratio	0.012	0.003	-	-	0.014	-	-	0.033
HCM Control Delay (s)	13.4	8.7	0	-	9.1	-	-	15.2
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

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	7	18	18	12	34	3	0	0	0	4	18	1
Future Vol, veh/h	7	18	18	12	34	3	0	0	0	4	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	18	18	12	34	3	0	0	0	4	18	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	37	0	0	36	0	0	101	110	36
Stage 1	-	-	-	-	-	-	60	60	-
Stage 2	-	-	-	-	-	-	41	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	-	1575	-	-	898	780	1037
Stage 1	-	-	-	-	-	-	963	845	-
Stage 2	-	-	-	-	-	-	981	853	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1575	-	-	886	0	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	886	0	-
Stage 1	-	-	-	-	-	-	958	0	-
Stage 2	-	-	-	-	-	-	973	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	1.8	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	1575	-	-	913
HCM Lane V/C Ratio	0.004	-	-	0.008	-	-	0.025
HCM Control Delay (s)	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	590	49	92	512	38	110
Future Vol, veh/h	590	49	92	512	38	110
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	590	49	92	512	38	110

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	639	0	1055
Stage 1	-	-	-	-	615
Stage 2	-	-	-	-	440
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	941	-	508
Stage 1	-	-	-	-	502
Stage 2	-	-	-	-	616
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	941	-	458
Mov Cap-2 Maneuver	-	-	-	-	458
Stage 1	-	-	-	-	502
Stage 2	-	-	-	-	556

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	711	-	-	941	-
HCM Lane V/C Ratio	0.208	-	-	0.098	-
HCM Control Delay (s)	11.4	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	6	20	13	5	2	138	22	8	129	1
Future Vol, veh/h	3	4	6	20	13	5	2	138	22	8	129	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	6	20	13	5	2	138	22	8	129	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	308	310	130	304	299	149	130	0	0	160	0	0
Stage 1	146	146	-	153	153	-	-	-	-	-	-	-
Stage 2	162	164	-	151	146	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	644	605	920	648	613	898	1455	-	-	1419	-	-
Stage 1	857	776	-	849	771	-	-	-	-	-	-	-
Stage 2	840	762	-	851	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	626	600	920	636	608	898	1455	-	-	1419	-	-
Mov Cap-2 Maneuver	626	600	-	636	608	-	-	-	-	-	-	-
Stage 1	855	771	-	847	769	-	-	-	-	-	-	-
Stage 2	820	760	-	836	771	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		10.9		0.1		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	723	651	1419	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.058	0.006	-	-
HCM Control Delay (s)	7.5	0	-	10.1	10.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	157	0	0	153
Future Vol, veh/h	0	0	157	0	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	157	0	0	153

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	310	157	0	0	157	0
Stage 1	157	-	-	-	-	-
Stage 2	153	-	-	-	-	-
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	682	889	-	-	1423	-
Stage 1	871	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	682	889	-	-	1423	-
Mov Cap-2 Maneuver	682	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	875	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1423
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	13	7	155	143	10
Future Vol, veh/h	2	13	7	155	143	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	7	155	143	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	317	148	153	0	0
Stage 1	148	-	-	-	-
Stage 2	169	-	-	-	-
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	676	899	1428	-	-
Stage 1	880	-	-	-	-
Stage 2	861	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	673	899	1428	-	-
Mov Cap-2 Maneuver	673	-	-	-	-
Stage 1	876	-	-	-	-
Stage 2	861	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	860	-	-
HCM Lane V/C Ratio	0.005	-	0.017	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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	51	163	28	7	146	25	37	103	21	25	92	34
Future Vol, veh/h	51	163	28	7	146	25	37	103	21	25	92	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	163	28	7	146	25	37	103	21	25	92	34
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	10.5	9.7	9.8	9.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	21%	4%	17%
Vol Thru, %	64%	67%	82%	61%
Vol Right, %	13%	12%	14%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	242	178	151
LT Vol	37	51	7	25
Through Vol	103	163	146	92
RT Vol	21	28	25	34
Lane Flow Rate	161	242	178	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.229	0.331	0.245	0.213
Departure Headway (Hd)	5.127	4.918	4.955	5.074
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	724	716	699
Service Time	3.222	3.002	3.045	3.17
HCM Lane V/C Ratio	0.233	0.334	0.249	0.216
HCM Control Delay	9.8	10.5	9.7	9.6
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	1.4	1	0.8

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	15	5	6	26	9	9	9	0	9	6	8
Future Vol, veh/h	5	15	5	6	26	9	9	9	0	9	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	15	5	6	26	9	9	9	0	9	6	8

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	35	0	0	20	0	0	78	75	18	75	73	31
Stage 1	-	-	-	-	-	-	28	28	-	43	43	-
Stage 2	-	-	-	-	-	-	50	47	-	32	30	-
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	1576	-	-	1596	-	-	911	815	1061	915	817	1043
Stage 1	-	-	-	-	-	-	989	872	-	971	859	-
Stage 2	-	-	-	-	-	-	963	856	-	984	870	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1596	-	-	894	809	1061	902	811	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	809	-	902	811	-
Stage 1	-	-	-	-	-	-	986	869	-	968	856	-
Stage 2	-	-	-	-	-	-	945	853	-	971	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1.1	9.3	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	849	1576	-	-	1596	-	-	918
HCM Lane V/C Ratio	0.021	0.003	-	-	0.004	-	-	0.025
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	225	6	5	211	2	9	3	8	3	1	7
Future Vol, veh/h	7	225	6	5	211	2	9	3	8	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	225	6	5	211	2	9	3	8	3	1	7

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	213	0	0	231
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1357	-	-	1337
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1357	-	-	1337
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	11.4	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	586	1357	-	-	1337	-	-	663
HCM Lane V/C Ratio	0.034	0.005	-	-	0.004	-	-	0.017
HCM Control Delay (s)	11.4	7.7	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	4	19	9	5	10	25	297	10	13	289	17
Future Vol, veh/h	9	4	19	9	5	10	25	297	10	13	289	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	19	9	5	10	25	297	10	13	289	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	684	681	298	687	684	302	306	0	0	307	0	0
Stage 1	324	324	-	352	352	-	-	-	-	-	-	-
Stage 2	360	357	-	335	332	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	373	741	361	371	738	1255	-	-	1254	-	-
Stage 1	688	650	-	665	632	-	-	-	-	-	-	-
Stage 2	658	628	-	679	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	344	359	741	339	357	738	1255	-	-	1254	-	-
Mov Cap-2 Maneuver	344	359	-	339	357	-	-	-	-	-	-	-
Stage 1	671	642	-	649	617	-	-	-	-	-	-	-
Stage 2	628	613	-	649	636	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		13.6		0.6		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	508	444	1254	-
HCM Lane V/C Ratio	0.02	-	-	0.063	0.054	0.01	-
HCM Control Delay (s)	7.9	0	-	12.6	13.6	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	53	153	32	32	118	28	48	219	27	18	198	25
Future Vol, veh/h	53	153	32	32	118	28	48	219	27	18	198	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	153	32	32	118	28	48	219	27	18	198	25
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.4	11.4	12.7	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	22%	18%	100%	0%
Vol Thru, %	0%	89%	64%	66%	0%	89%
Vol Right, %	0%	11%	13%	16%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	246	238	178	18	223
LT Vol	48	0	53	32	18	0
Through Vol	0	219	153	118	0	198
RT Vol	0	27	32	28	0	25
Lane Flow Rate	48	246	238	178	18	223
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.089	0.416	0.383	0.291	0.034	0.382
Departure Headway (Hd)	6.673	6.086	5.792	5.893	6.754	6.165
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	535	590	619	605	528	582
Service Time	4.435	3.848	3.859	3.966	4.519	3.93
HCM Lane V/C Ratio	0.09	0.417	0.384	0.294	0.034	0.383
HCM Control Delay	10.1	13.2	12.4	11.4	9.8	12.7
HCM Lane LOS	B	B	B	B	A	B
HCM 95th-tile Q	0.3	2	1.8	1.2	0.1	1.8

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	34	0	0	37	8	0	0	0	3	0	7
Future Vol, veh/h	3	34	0	0	37	8	0	0	0	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	34	0	0	37	8	0	0	0	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	34	0	0	85	85	34	81	81	41
Stage 1	-	-	-	-	-	-	40	40	-	41	41	-
Stage 2	-	-	-	-	-	-	45	45	-	40	40	-
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	1563	-	-	1578	-	-	901	805	1039	907	809	1030
Stage 1	-	-	-	-	-	-	975	862	-	974	861	-
Stage 2	-	-	-	-	-	-	969	857	-	975	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1578	-	-	894	803	1039	905	807	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	803	-	905	807	-
Stage 1	-	-	-	-	-	-	973	860	-	972	861	-
Stage 2	-	-	-	-	-	-	962	857	-	973	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1563	-	-	1578	-	-	989
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.01
HCM Control Delay (s)	0	7.3	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1388	4	0	971	0	16
Future Vol, veh/h	1388	4	0	971	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1388	4	0	971	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	696
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	384
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	384
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	384	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-
HCM Control Delay (s)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕			↕	
Traffic Vol, veh/h	12	163	0	0	89	4	0	0	0	4	0	1
Future Vol, veh/h	12	163	0	0	89	4	0	0	0	4	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	163	0	0	89	4	0	0	0	4	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	93	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	-
Pot Cap-1 Maneuver	1501	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1501	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1501	-	-	-	713
HCM Lane V/C Ratio	-	0.008	-	-	-	0.007
HCM Control Delay (s)	0	7.4	0	-	-	10.1
HCM Lane LOS	A	A	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	-	0

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	5	1295	24	91	883	3	9	1	82	2	0	23
Future Vol, veh/h	5	1295	24	91	883	3	9	1	82	2	0	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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1295	24	91	883	3	9	1	82	2	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	886	0	0	1319	0	0	1941	2385	660	1725	2396	443
Stage 1	-	-	-	-	-	-	1317	1317	-	1067	1067	-
Stage 2	-	-	-	-	-	-	624	1068	-	658	1329	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	760	-	-	520	-	-	39	34	406	57	33	562
Stage 1	-	-	-	-	-	-	166	225	-	237	297	-
Stage 2	-	-	-	-	-	-	440	296	-	420	222	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	760	-	-	520	-	-	32	27	406	38	27	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	27	-	38	27	-
Stage 1	-	-	-	-	-	-	162	219	-	231	245	-
Stage 2	-	-	-	-	-	-	348	244	-	325	216	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.2			45.5			19.9		
HCM LOS							E			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	177	760	-	-	520	-	-	267
HCM Lane V/C Ratio	0.52	0.007	-	-	0.175	-	-	0.094
HCM Control Delay (s)	45.5	9.8	0.1	-	13.4	-	-	19.9
HCM Lane LOS	E	A	A	-	B	-	-	C
HCM 95th %tile Q(veh)	2.6	0	-	-	0.6	-	-	0.3

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	39	120	11	21	74	1	3	51	16	42	64	3
Future Vol, veh/h	39	120	11	21	74	1	3	51	16	42	64	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	120	11	21	74	1	3	51	16	42	64	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	75	0	0	131	0	0	321	326	75
Stage 1	-	-	-	-	-	-	117	117	-
Stage 2	-	-	-	-	-	-	204	209	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1454	-	-	673	592	986
Stage 1	-	-	-	-	-	-	908	799	-
Stage 2	-	-	-	-	-	-	830	729	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1524	-	-	1454	-	-	644	0	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	644	0	-
Stage 1	-	-	-	-	-	-	883	0	-
Stage 2	-	-	-	-	-	-	818	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	1.6	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1524	-	-	1454	-	-	659
HCM Lane V/C Ratio	0.026	-	-	0.014	-	-	0.165
HCM Control Delay (s)	7.4	0	-	7.5	0	-	11.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	41.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1173	103	169	740	63	131
Future Vol, veh/h	1173	103	169	740	63	131
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1173	103	169	740	63	131

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1276	0	1933
Stage 1	-	-	-	-	1225
Stage 2	-	-	-	-	708
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	540	-	58
Stage 1	-	-	-	-	241
Stage 2	-	-	-	-	449
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	540	-	40
Mov Cap-2 Maneuver	-	-	-	-	40
Stage 1	-	-	-	-	241
Stage 2	-	-	-	-	308

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	\$ 501.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	103	-	-	540	-
HCM Lane V/C Ratio	1.883	-	-	0.313	-
HCM Control Delay (s)	\$ 501.7	-	-	14.7	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	15.9	-	-	1.3	-

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

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	1	30	7	27	40	9	23	183	117	19	252	2
Future Vol, veh/h	1	30	7	27	40	9	23	183	117	19	252	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	30	7	27	40	9	23	183	117	19	252	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	603	637	253	598	580	242	254	0	0	300	0	0
Stage 1	291	291	-	288	288	-	-	-	-	-	-	-
Stage 2	312	346	-	310	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	411	395	786	414	426	797	1311	-	-	1261	-	-
Stage 1	717	672	-	720	674	-	-	-	-	-	-	-
Stage 2	699	635	-	700	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	365	380	786	374	409	797	1311	-	-	1261	-	-
Mov Cap-2 Maneuver	365	380	-	374	409	-	-	-	-	-	-	-
Stage 1	702	660	-	705	660	-	-	-	-	-	-	-
Stage 2	636	622	-	650	659	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		15.5		0.6		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	419	419	1261	-
HCM Lane V/C Ratio	0.018	-	-	0.091	0.181	0.015	-
HCM Control Delay (s)	7.8	0	-	14.4	15.5	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.7	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	27	11	276	34	14	253
Future Vol, veh/h	27	11	276	34	14	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	11	276	34	14	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	574	293	0	0	310
Stage 1	293	-	-	-	-
Stage 2	281	-	-	-	-
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	480	746	-	-	1250
Stage 1	757	-	-	-	-
Stage 2	767	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	474	746	-	-	1250
Mov Cap-2 Maneuver	474	-	-	-	-
Stage 1	757	-	-	-	-
Stage 2	757	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	530	1250
HCM Lane V/C Ratio	-	-	0.072	0.011
HCM Control Delay (s)	-	-	12.3	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection			
Intersection Delay, s/veh	5.8		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	14	319	280
Demand Flow Rate, veh/h	14	325	285
Vehicles Circulating, veh/h	278	3	12
Vehicles Exiting, veh/h	19	289	316
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	6.0	5.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	14	325	285
Cap Entry Lane, veh/h	856	1127	1116
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	14	319	280
Cap Entry, veh/h	856	1105	1095
V/C Ratio	0.016	0.288	0.255
Control Delay, s/veh	4.4	6.0	5.7
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh	33.7
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	119	268	18	17	313	37	110	208	11	39	179	54
Future Vol, veh/h	119	268	18	17	313	37	110	208	11	39	179	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	119	268	18	17	313	37	110	208	11	39	179	54
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	43	34.1	30.3	23.5
HCM LOS	E	D	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	29%	5%	14%
Vol Thru, %	63%	66%	85%	66%
Vol Right, %	3%	4%	10%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	405	367	272
LT Vol	110	119	17	39
Through Vol	208	268	313	179
RT Vol	11	18	37	54
Lane Flow Rate	329	405	367	272
Geometry Grp	1	1	1	1
Degree of Util (X)	0.733	0.864	0.788	0.614
Departure Headway (Hd)	8.022	7.679	7.73	8.133
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	447	470	466	441
Service Time	6.106	5.757	5.811	6.226
HCM Lane V/C Ratio	0.736	0.862	0.788	0.617
HCM Control Delay	30.3	43	34.1	23.5
HCM Lane LOS	D	E	D	C
HCM 95th-tile Q	5.9	8.9	7.1	4

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	62	5	6	131	3	4	11	3	4	7	8
Future Vol, veh/h	18	62	5	6	131	3	4	11	3	4	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	62	5	6	131	3	4	11	3	4	7	8

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	134	0	0	67	0	0	253	247	65	253	248	133
Stage 1	-	-	-	-	-	-	101	101	-	145	145	-
Stage 2	-	-	-	-	-	-	152	146	-	108	103	-
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	1451	-	-	1535	-	-	700	655	999	700	655	916
Stage 1	-	-	-	-	-	-	905	811	-	858	777	-
Stage 2	-	-	-	-	-	-	850	776	-	897	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1535	-	-	679	644	999	680	644	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	679	644	-	680	644	-
Stage 1	-	-	-	-	-	-	893	800	-	847	774	-
Stage 2	-	-	-	-	-	-	832	773	-	871	799	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.6		0.3		10.3		10	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	1451	-	-	1535	-	-	746
HCM Lane V/C Ratio	0.026	0.012	-	-	0.004	-	-	0.025
HCM Control Delay (s)	10.3	7.5	0	-	7.4	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	301	3	2	308	0	9	6	11	6	9	37
Future Vol, veh/h	6	301	3	2	308	0	9	6	11	6	9	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	301	3	2	308	0	9	6	11	6	9	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	304	0	0	650	627	303	635	628	308
Stage 1	-	-	-	-	-	-	315	315	-	312	312	-
Stage 2	-	-	-	-	-	-	335	312	-	323	316	-
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	1253	-	-	1257	-	-	382	400	737	391	400	732
Stage 1	-	-	-	-	-	-	696	656	-	699	658	-
Stage 2	-	-	-	-	-	-	679	658	-	689	655	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1253	-	-	1257	-	-	354	397	737	378	397	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	397	-	378	397	-
Stage 1	-	-	-	-	-	-	692	652	-	695	657	-
Stage 2	-	-	-	-	-	-	635	657	-	668	651	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			13.1			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1253	-	-	1257	-	-	584
HCM Lane V/C Ratio	0.055	0.005	-	-	0.002	-	-	0.089
HCM Control Delay (s)	13.1	7.9	0	-	7.9	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	104	104	479	311
Demand Flow Rate, veh/h	106	106	488	317
Vehicles Circulating, veh/h	311	485	53	111
Vehicles Exiting, veh/h	117	56	364	480
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	7.0	8.5	6.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	106	106	488	317
Cap Entry Lane, veh/h	828	696	1072	1011
Entry HV Adj Factor	0.984	0.981	0.981	0.982
Flow Entry, veh/h	104	104	479	311
Cap Entry, veh/h	815	683	1051	993
V/C Ratio	0.128	0.152	0.455	0.313
Control Delay, s/veh	5.7	7.0	8.5	6.8
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	1

Intersection

Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	86	213	40	23	214	25	37	295	34	74	186	50
Future Vol, veh/h	86	213	40	23	214	25	37	295	34	74	186	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	213	40	23	214	25	37	295	34	74	186	50
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	22.9	18.1	23.2	16.3
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	9%	100%	0%
Vol Thru, %	0%	90%	63%	82%	0%	79%
Vol Right, %	0%	10%	12%	10%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	329	339	262	74	236
LT Vol	37	0	86	23	74	0
Through Vol	0	295	213	214	0	186
RT Vol	0	34	40	25	0	50
Lane Flow Rate	37	329	339	262	74	236
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.082	0.679	0.664	0.527	0.168	0.492
Departure Headway (Hd)	8.024	7.434	7.05	7.239	8.173	7.503
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	448	487	515	498	438	479
Service Time	5.749	5.158	5.071	5.299	5.932	5.261
HCM Lane V/C Ratio	0.083	0.676	0.658	0.526	0.169	0.493
HCM Control Delay	11.5	24.5	22.9	18.1	12.6	17.4
HCM Lane LOS	B	C	C	C	B	C
HCM 95th-tile Q	0.3	5	4.8	3	0.6	2.7

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	77	44	8	81	40	8	4	4	2	0	2
Future Vol, veh/h	21	77	44	8	81	40	8	4	4	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	77	44	8	81	40	8	4	4	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	121	0	0	259	278	99	262	280	101
Stage 1	-	-	-	-	-	-	141	141	-	117	117	-
Stage 2	-	-	-	-	-	-	118	137	-	145	163	-
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	1467	-	-	1467	-	-	694	630	957	691	628	954
Stage 1	-	-	-	-	-	-	862	780	-	888	799	-
Stage 2	-	-	-	-	-	-	887	783	-	858	763	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1467	-	-	1467	-	-	682	617	957	674	615	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	617	-	674	615	-
Stage 1	-	-	-	-	-	-	849	768	-	875	794	-
Stage 2	-	-	-	-	-	-	880	778	-	837	752	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.5			10.2			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	715	1467	-	-	1467	-	-	790
HCM Lane V/C Ratio	0.022	0.014	-	-	0.005	-	-	0.005
HCM Control Delay (s)	10.2	7.5	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	832	5	0	1123	0	33
Future Vol, veh/h	832	5	0	1123	0	33
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	832	5	0	1123	0	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	419
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	583
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	583
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	583	-	-	-
HCM Lane V/C Ratio	0.057	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	33	93	0	0	70	8	0	0	0	3	0	3
Future Vol, veh/h	33	93	0	0	70	8	0	0	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	93	0	0	70	8	0	0	0	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	78	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	-
Pot Cap-1 Maneuver	1520	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1520	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	0	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1520	-	-	-	826
HCM Lane V/C Ratio	-	0.022	-	-	-	0.007
HCM Control Delay (s)	0	7.4	0	-	-	9.4
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	-	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	12	782	17	67	1056	5	9	0	53	2	0	3
Future Vol, veh/h	12	782	17	67	1056	5	9	0	53	2	0	3
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	782	17	67	1056	5	9	0	53	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1061	0	0	799	0	0	1477	2010	400	1608	2016	531
Stage 1	-	-	-	-	-	-	815	815	-	1193	1193	-
Stage 2	-	-	-	-	-	-	662	1195	-	415	823	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	652	-	-	819	-	-	88	58	600	70	58	493
Stage 1	-	-	-	-	-	-	338	389	-	198	258	-
Stage 2	-	-	-	-	-	-	417	258	-	585	386	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	652	-	-	819	-	-	80	52	600	58	52	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	52	-	58	52	-
Stage 1	-	-	-	-	-	-	327	376	-	191	237	-
Stage 2	-	-	-	-	-	-	381	237	-	516	373	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.6			19.6			35.5		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	309	652	-	-	819	-	-	123
HCM Lane V/C Ratio	0.201	0.018	-	-	0.082	-	-	0.041
HCM Control Delay (s)	19.6	10.6	0.2	-	9.8	-	-	35.5
HCM Lane LOS	C	B	A	-	A	-	-	E
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.3	-	-	0.1

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	65	38	29	44	4	32	52	53	9	68	5
Future Vol, veh/h	7	65	38	29	44	4	32	52	53	9	68	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	65	38	29	44	4	32	52	53	9	68	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	48	0	0	103	0	0	202	221	46
Stage 1	-	-	-	-	-	-	104	104	-
Stage 2	-	-	-	-	-	-	98	117	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1489	-	-	787	678	1023
Stage 1	-	-	-	-	-	-	920	809	-
Stage 2	-	-	-	-	-	-	926	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1489	-	-	767	0	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	767	0	-
Stage 1	-	-	-	-	-	-	915	0	-
Stage 2	-	-	-	-	-	-	907	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	2.8	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1559	-	-	1489	-	-	842
HCM Lane V/C Ratio	0.004	-	-	0.019	-	-	0.097
HCM Control Delay (s)	7.3	0	-	7.5	0	-	9.7
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	668	113	229	834	63	135
Future Vol, veh/h	668	113	229	834	63	135
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	668	113	229	834	63	135

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	781	0	1600
Stage 1	-	-	-	-	725
Stage 2	-	-	-	-	875
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	832	-	342
Stage 1	-	-	-	-	440
Stage 2	-	-	-	-	368
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	832	-	248
Mov Cap-2 Maneuver	-	-	-	-	248
Stage 1	-	-	-	-	440
Stage 2	-	-	-	-	267

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	477	-	-	832	-
HCM Lane V/C Ratio	0.415	-	-	0.275	-
HCM Control Delay (s)	17.8	-	-	11	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2	-	-	1.1	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	9	43	29	8	15	191	72	25	313	2
Future Vol, veh/h	0	15	9	43	29	8	15	191	72	25	313	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	9	43	29	8	15	191	72	25	313	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	640	657	314	633	622	227	315	0	0	263	0	0
Stage 1	364	364	-	257	257	-	-	-	-	-	-	-
Stage 2	276	293	-	376	365	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	388	385	726	392	403	812	1245	-	-	1301	-	-
Stage 1	655	624	-	748	695	-	-	-	-	-	-	-
Stage 2	730	670	-	645	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	352	371	726	365	388	812	1245	-	-	1301	-	-
Mov Cap-2 Maneuver	352	371	-	365	388	-	-	-	-	-	-	-
Stage 1	646	610	-	738	685	-	-	-	-	-	-	-
Stage 2	683	661	-	607	609	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.4		16.4		0.4		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	454	395	1301	-
HCM Lane V/C Ratio	0.012	-	-	0.053	0.203	0.019	-
HCM Control Delay (s)	7.9	0	-	13.4	16.4	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	11	286	29	11	270
Future Vol, veh/h	27	11	286	29	11	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	11	286	29	11	270

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	593	301	0	0	315
Stage 1	301	-	-	-	-
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	468	739	-	-	1245
Stage 1	751	-	-	-	-
Stage 2	758	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	463	739	-	-	1245
Mov Cap-2 Maneuver	463	-	-	-	-
Stage 1	751	-	-	-	-
Stage 2	750	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1245
HCM Lane V/C Ratio	-	-	0.073	0.009
HCM Control Delay (s)	-	-	12.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection			
Intersection Delay, s/veh	5.9		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	22	314	297
Demand Flow Rate, veh/h	22	320	303
Vehicles Circulating, veh/h	290	7	7
Vehicles Exiting, veh/h	20	305	320
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.5	6.0	5.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	22	320	303
Cap Entry Lane, veh/h	845	1122	1122
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	22	314	297
Cap Entry, veh/h	845	1101	1101
V/C Ratio	0.026	0.285	0.270
Control Delay, s/veh	4.5	6.0	5.8
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh	25.4
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	94	242	22	20	259	61	42	166	27	65	216	103
Future Vol, veh/h	94	242	22	20	259	61	42	166	27	65	216	103
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	242	22	20	259	61	42	166	27	65	216	103
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	27.1	24.4	18.3	29.1
HCM LOS	D	C	C	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	26%	6%	17%
Vol Thru, %	71%	68%	76%	56%
Vol Right, %	11%	6%	18%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	358	340	384
LT Vol	42	94	20	65
Through Vol	166	242	259	216
RT Vol	27	22	61	103
Lane Flow Rate	235	358	340	384
Geometry Grp	1	1	1	1
Degree of Util (X)	0.5	0.721	0.68	0.756
Departure Headway (Hd)	7.655	7.249	7.204	7.085
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	468	498	500	507
Service Time	5.755	5.337	5.294	5.168
HCM Lane V/C Ratio	0.502	0.719	0.68	0.757
HCM Control Delay	18.3	27.1	24.4	29.1
HCM Lane LOS	C	D	C	D
HCM 95th-tile Q	2.7	5.8	5.1	6.5

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	67	34	20	67	5	10	14	15	7	30	38
Future Vol, veh/h	5	67	34	20	67	5	10	14	15	7	30	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	67	34	20	67	5	10	14	15	7	30	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	101	0	0	238	206	84	219	221	70
Stage 1	-	-	-	-	-	-	94	94	-	110	110	-
Stage 2	-	-	-	-	-	-	144	112	-	109	111	-
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	1528	-	-	1491	-	-	716	691	975	737	678	993
Stage 1	-	-	-	-	-	-	913	817	-	895	804	-
Stage 2	-	-	-	-	-	-	859	803	-	896	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1491	-	-	657	679	975	705	666	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	679	-	705	666	-
Stage 1	-	-	-	-	-	-	910	815	-	892	793	-
Stage 2	-	-	-	-	-	-	784	792	-	864	802	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.6			10			9.9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	761	1528	-	-	1491	-	-	804
HCM Lane V/C Ratio	0.051	0.003	-	-	0.013	-	-	0.093
HCM Control Delay (s)	10	7.4	0	-	7.4	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	322	9	12	354	1	3	1	8	3	4	22
Future Vol, veh/h	4	322	9	12	354	1	3	1	8	3	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	322	9	12	354	1	3	1	8	3	4	22

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	355	0	0	331
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1204	-	-	1228
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1204	-	-	1228
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	12.2	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	1204	-	-	1228	-	-	554
HCM Lane V/C Ratio	0.023	0.003	-	-	0.01	-	-	0.052
HCM Control Delay (s)	12.2	8	0	-	8	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection				
Intersection Delay, s/veh	7.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	71	51	374	451
Demand Flow Rate, veh/h	72	52	382	460
Vehicles Circulating, veh/h	458	386	50	57
Vehicles Exiting, veh/h	59	46	480	380
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.2	5.4	7.1	8.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	72	52	382	460
Cap Entry Lane, veh/h	715	768	1075	1067
Entry HV Adj Factor	0.980	0.990	0.980	0.981
Flow Entry, veh/h	71	51	374	451
Cap Entry, veh/h	700	761	1053	1047
V/C Ratio	0.101	0.068	0.355	0.431
Control Delay, s/veh	6.2	5.4	7.1	8.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

Intersection												
Intersection Delay, s/veh	30.8											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	76	187	43	33	225	37	74	315	39	53	287	72
Future Vol, veh/h	76	187	43	33	225	37	74	315	39	53	287	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	187	43	33	225	37	74	315	39	53	287	72
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	27.5	26.3	32.9	34.4
HCM LOS	D	D	D	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	11%	100%	0%
Vol Thru, %	0%	89%	61%	76%	0%	80%
Vol Right, %	0%	11%	14%	13%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	354	306	295	53	359
LT Vol	74	0	76	33	53	0
Through Vol	0	315	187	225	0	287
RT Vol	0	39	43	37	0	72
Lane Flow Rate	74	354	306	295	53	359
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.181	0.805	0.69	0.668	0.13	0.812
Departure Headway (Hd)	8.789	8.189	8.119	8.15	8.804	8.139
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	410	443	444	443	409	445
Service Time	6.509	5.909	6.191	6.222	6.524	5.858
HCM Lane V/C Ratio	0.18	0.799	0.689	0.666	0.13	0.807
HCM Control Delay	13.4	37	27.5	26.3	12.8	37.6
HCM Lane LOS	B	E	D	D	B	E
HCM 95th-tile Q	0.7	7.3	5.1	4.8	0.4	7.5

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	92	15	10	68	16	4	2	2	5	0	4
Future Vol, veh/h	18	92	15	10	68	16	4	2	2	5	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	92	15	10	68	16	4	2	2	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	107	0	0	234	240	100	234	239	76
Stage 1	-	-	-	-	-	-	136	136	-	96	96	-
Stage 2	-	-	-	-	-	-	98	104	-	138	143	-
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	1513	-	-	1484	-	-	721	661	956	721	662	985
Stage 1	-	-	-	-	-	-	867	784	-	911	815	-
Stage 2	-	-	-	-	-	-	908	809	-	865	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1484	-	-	707	648	956	707	649	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	648	-	707	649	-
Stage 1	-	-	-	-	-	-	856	774	-	899	809	-
Stage 2	-	-	-	-	-	-	898	803	-	850	769	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.8			9.9			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	738	1513	-	-	1484	-	-	808
HCM Lane V/C Ratio	0.011	0.012	-	-	0.007	-	-	0.011
HCM Control Delay (s)	9.9	7.4	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	684	4	0	728	0	47
Future Vol, veh/h	684	4	0	728	0	47
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	684	4	0	728	0	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	344
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	652
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	652
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	652	-	-	-
HCM Lane V/C Ratio	0.072	-	-	-
HCM Control Delay (s)	11	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	22	105	0	2	83	26	0	0	0	1	0	6
Future Vol, veh/h	22	105	0	2	83	26	0	0	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	105	0	2	83	26	0	0	0	1	0	6

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	109	0	-	105	0	0	252	262	105	249	249	96
Stage 1	-	-	-	-	-	-	149	149	-	100	100	-
Stage 2	-	-	-	-	-	-	103	113	-	149	149	-
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	1481	-	0	1486	-	-	701	643	949	705	654	960
Stage 1	-	-	0	-	-	-	854	774	-	906	812	-
Stage 2	-	-	0	-	-	-	903	802	-	854	774	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1481	-	-	1486	-	-	688	632	949	696	643	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	632	-	696	643	-
Stage 1	-	-	-	-	-	-	840	762	-	892	811	-
Stage 2	-	-	-	-	-	-	896	801	-	840	762	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.3		0.1		0		9	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1481	-	1486	-	-	911
HCM Lane V/C Ratio	-	0.015	-	0.001	-	-	0.008
HCM Control Delay (s)		0	7.5	0	7.4	-	9
HCM Lane LOS		A	A	A	A	-	A
HCM 95th %tile Q(veh)		-	0	-	0	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	6	657	12	42	693	4	9	3	27	4	1	2
Future Vol, veh/h	6	657	12	42	693	4	9	3	27	4	1	2
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	657	12	42	693	4	9	3	27	4	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	697	0	0	669	0	0	1106	1456	335	1121	1460	349
Stage 1	-	-	-	-	-	-	675	675	-	779	779	-
Stage 2	-	-	-	-	-	-	431	781	-	342	681	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	895	-	-	917	-	-	165	129	661	161	128	647
Stage 1	-	-	-	-	-	-	410	451	-	355	404	-
Stage 2	-	-	-	-	-	-	573	403	-	646	448	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	895	-	-	917	-	-	156	122	661	145	121	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	122	-	145	121	-
Stage 1	-	-	-	-	-	-	405	446	-	351	385	-
Stage 2	-	-	-	-	-	-	544	384	-	609	443	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.5			17.9			25.8		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	895	-	-	917	-	-	180
HCM Lane V/C Ratio	0.123	0.007	-	-	0.046	-	-	0.039
HCM Control Delay (s)	17.9	9	0	-	9.1	-	-	25.8
HCM Lane LOS	C	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1

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	2	58	18	19	73	9	18	31	33	23	32	2
Future Vol, veh/h	2	58	18	19	73	9	18	31	33	23	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	58	18	19	73	9	18	31	33	23	32	2

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	82	0	0	76	0	0		187	196	78
Stage 1	-	-	-	-	-	-		116	116	-
Stage 2	-	-	-	-	-	-		71	80	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1523	-	-		802	699	983
Stage 1	-	-	-	-	-	-		909	800	-
Stage 2	-	-	-	-	-	-		952	828	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1515	-	-	1523	-	-		791	0	983
Mov Cap-2 Maneuver	-	-	-	-	-	-		791	0	-
Stage 1	-	-	-	-	-	-		908	0	-
Stage 2	-	-	-	-	-	-		940	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	1.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	1523	-	-	804
HCM Lane V/C Ratio	0.001	-	-	0.012	-	-	0.071
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	603	69	101	562	59	111
Future Vol, veh/h	603	69	101	562	59	111
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	603	69	101	562	59	111

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	672	0	1121
Stage 1	-	-	-	-	638
Stage 2	-	-	-	-	483
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	915	-	485
Stage 1	-	-	-	-	488
Stage 2	-	-	-	-	586
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	915	-	432
Mov Cap-2 Maneuver	-	-	-	-	432
Stage 1	-	-	-	-	488
Stage 2	-	-	-	-	522

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	643	-	-	915	-
HCM Lane V/C Ratio	0.264	-	-	0.11	-
HCM Control Delay (s)	12.6	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	13	6	52	27	17	9	165	47	18	144	1
Future Vol, veh/h	2	13	6	52	27	17	9	165	47	18	144	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	13	6	52	27	17	9	165	47	18	144	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	410	411	145	397	388	189	145	0	0	212	0	0
Stage 1	181	181	-	207	207	-	-	-	-	-	-	-
Stage 2	229	230	-	190	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	552	531	902	563	547	853	1437	-	-	1358	-	-
Stage 1	821	750	-	795	731	-	-	-	-	-	-	-
Stage 2	774	714	-	812	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	512	520	902	540	536	853	1437	-	-	1358	-	-
Mov Cap-2 Maneuver	512	520	-	540	536	-	-	-	-	-	-	-
Stage 1	815	740	-	789	726	-	-	-	-	-	-	-
Stage 2	725	709	-	781	740	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		12.5		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1437	-	-	591	576	1358	-	-
HCM Lane V/C Ratio	0.006	-	-	0.036	0.167	0.013	-	-
HCM Control Delay (s)	7.5	0	-	11.3	12.5	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	17	7	215	9	4	199
Future Vol, veh/h	17	7	215	9	4	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	215	9	4	199

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	427	220	0	0	224
Stage 1	220	-	-	-	-
Stage 2	207	-	-	-	-
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	584	820	-	-	1345
Stage 1	817	-	-	-	-
Stage 2	828	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	582	820	-	-	1345
Mov Cap-2 Maneuver	582	-	-	-	-
Stage 1	817	-	-	-	-
Stage 2	826	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	636	1345
HCM Lane V/C Ratio	-	-	0.038	0.003
HCM Control Delay (s)	-	-	10.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection			
Intersection Delay, s/veh	5.1		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	19	232	216
Demand Flow Rate, veh/h	19	236	220
Vehicles Circulating, veh/h	216	3	11
Vehicles Exiting, veh/h	15	232	228
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.1	5.2	5.1
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	19	236	220
Cap Entry Lane, veh/h	910	1127	1118
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	19	232	216
Cap Entry, veh/h	910	1105	1096
V/C Ratio	0.021	0.209	0.197
Control Delay, s/veh	4.1	5.2	5.1
LOS	A	A	A
95th %tile Queue, veh	0	1	1

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	74	186	21	25	162	60	30	114	17	33	112	79
Future Vol, veh/h	74	186	21	25	162	60	30	114	17	33	112	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	186	21	25	162	60	30	114	17	33	112	79
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	12.5	11.5	10.8	11.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	26%	10%	15%
Vol Thru, %	71%	66%	66%	50%
Vol Right, %	11%	7%	24%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	281	247	224
LT Vol	30	74	25	33
Through Vol	114	186	162	112
RT Vol	17	21	60	79
Lane Flow Rate	161	281	247	224
Geometry Grp	1	1	1	1
Degree of Util (X)	0.257	0.424	0.368	0.341
Departure Headway (Hd)	5.747	5.438	5.367	5.481
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	660	669	654
Service Time	3.805	3.487	3.418	3.535
HCM Lane V/C Ratio	0.258	0.426	0.369	0.343
HCM Control Delay	10.8	12.5	11.5	11.4
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1	2.1	1.7	1.5

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	43	19	16	42	7	29	16	12	7	15	21
Future Vol, veh/h	10	43	19	16	42	7	29	16	12	7	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	19	16	42	7	29	16	12	7	15	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	62	0	0	169	154	53	165	160	46
Stage 1	-	-	-	-	-	-	73	73	-	78	78	-
Stage 2	-	-	-	-	-	-	96	81	-	87	82	-
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	1558	-	-	1541	-	-	795	738	1014	800	732	1023
Stage 1	-	-	-	-	-	-	937	834	-	931	830	-
Stage 2	-	-	-	-	-	-	911	828	-	921	827	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1558	-	-	1541	-	-	756	725	1014	766	719	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	756	725	-	766	719	-
Stage 1	-	-	-	-	-	-	930	828	-	924	821	-
Stage 2	-	-	-	-	-	-	866	819	-	886	821	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			1.8			9.9			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	789	1558	-	-	1541	-	-	851
HCM Lane V/C Ratio	0.072	0.006	-	-	0.01	-	-	0.051
HCM Control Delay (s)	9.9	7.3	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	238	3	8	254	3	2	2	4	2	1	9
Future Vol, veh/h	3	238	3	8	254	3	2	2	4	2	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	238	3	8	254	3	2	2	4	2	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	241	0	0	523	519	240	521	519	256
Stage 1	-	-	-	-	-	-	246	246	-	272	272	-
Stage 2	-	-	-	-	-	-	277	273	-	249	247	-
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	1308	-	-	1326	-	-	465	461	799	466	461	783
Stage 1	-	-	-	-	-	-	758	703	-	734	685	-
Stage 2	-	-	-	-	-	-	729	684	-	755	702	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1308	-	-	1326	-	-	455	456	799	459	456	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	456	-	459	456	-
Stage 1	-	-	-	-	-	-	756	701	-	732	680	-
Stage 2	-	-	-	-	-	-	715	679	-	747	700	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			11.3			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	580	1308	-	-	1326	-	-	665
HCM Lane V/C Ratio	0.014	0.002	-	-	0.006	-	-	0.018
HCM Control Delay (s)	11.3	7.8	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection				
Intersection Delay, s/veh	6.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	55	31	327	311
Demand Flow Rate, veh/h	56	31	333	317
Vehicles Circulating, veh/h	303	341	35	41
Vehicles Exiting, veh/h	55	27	323	331
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	4.9	6.4	6.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	56	31	333	317
Cap Entry Lane, veh/h	835	803	1091	1085
Entry HV Adj Factor	0.977	0.991	0.982	0.982
Flow Entry, veh/h	55	31	327	311
Cap Entry, veh/h	815	796	1072	1065
V/C Ratio	0.067	0.039	0.305	0.292
Control Delay, s/veh	5.1	4.9	6.4	6.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection

Intersection Delay, s/veh 14.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	50	157	41	25	151	22	50	234	23	37	253	54
Future Vol, veh/h	50	157	41	25	151	22	50	234	23	37	253	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	157	41	25	151	22	50	234	23	37	253	54
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	14.2	13.1	14.4	16.2
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	13%	100%	0%
Vol Thru, %	0%	91%	63%	76%	0%	82%
Vol Right, %	0%	9%	17%	11%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	257	248	198	37	307
LT Vol	50	0	50	25	37	0
Through Vol	0	234	157	151	0	253
RT Vol	0	23	41	22	0	54
Lane Flow Rate	50	257	248	198	37	307
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.099	0.47	0.437	0.357	0.073	0.551
Departure Headway (Hd)	7.162	6.587	6.344	6.49	7.098	6.461
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	501	547	568	554	505	559
Service Time	4.906	4.33	4.386	4.534	4.838	4.201
HCM Lane V/C Ratio	0.1	0.47	0.437	0.357	0.073	0.549
HCM Control Delay	10.7	15.1	14.2	13.1	10.4	16.9
HCM Lane LOS	B	C	B	B	B	C
HCM 95th-tile Q	0.3	2.5	2.2	1.6	0.2	3.3

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	57	35	15	55	9	40	8	8	5	0	7
Future Vol, veh/h	10	57	35	15	55	9	40	8	8	5	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	57	35	15	55	9	40	8	8	5	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	92	0	0	188	189	75	193	202	60
Stage 1	-	-	-	-	-	-	95	95	-	90	90	-
Stage 2	-	-	-	-	-	-	93	94	-	103	112	-
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	1538	-	-	1503	-	-	772	706	986	767	694	1005
Stage 1	-	-	-	-	-	-	912	816	-	917	820	-
Stage 2	-	-	-	-	-	-	914	817	-	903	803	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1538	-	-	1503	-	-	757	694	986	744	682	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	757	694	-	744	682	-
Stage 1	-	-	-	-	-	-	906	810	-	911	812	-
Stage 2	-	-	-	-	-	-	899	809	-	881	797	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			1.4			10			9.2		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	773	1538	-	-	1503	-	-	877
HCM Lane V/C Ratio	0.072	0.007	-	-	0.01	-	-	0.014
HCM Control Delay (s)	10	7.4	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	715	3	0	626	0	15
Future Vol, veh/h	715	3	0	626	0	15
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	715	3	0	626	0	15

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	359
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	638
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	638
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	638	-	-	-
HCM Lane V/C Ratio	0.024	-	-	-
HCM Control Delay (s)	10.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	55	0	0	45	12	0	0	0	0	0	0
Future Vol, veh/h	12	55	0	0	45	12	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	55	0	0	45	12	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2				
Conflicting Flow All	57	0	-	-	0	130	136	55	130	130	51
Stage 1	-	-	-	-	-	79	79	-	51	51	-
Stage 2	-	-	-	-	-	51	57	-	79	79	-
Critical Hdwy	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	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1547	-	0	0	-	843	755	1012	843	761	1017
Stage 1	-	-	0	0	-	930	829	-	962	852	-
Stage 2	-	-	0	0	-	962	847	-	930	829	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1547	-	-	-	-	838	749	1012	838	755	1017
Mov Cap-2 Maneuver	-	-	-	-	-	838	749	-	838	755	-
Stage 1	-	-	-	-	-	923	822	-	954	852	-
Stage 2	-	-	-	-	-	962	847	-	923	822	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1547	-	-	-	-
HCM Lane V/C Ratio	-	0.008	-	-	-	-
HCM Control Delay (s)	0	7.3	0	-	-	0
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	3	684	10	28	597	5	5	0	20	3	1	8
Future Vol, veh/h	3	684	10	28	597	5	5	0	20	3	1	8
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	684	10	28	597	5	5	0	20	3	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	694	0	0	1050	1353	347	1004	1356	301
Stage 1	-	-	-	-	-	-	695	695	-	656	656	-
Stage 2	-	-	-	-	-	-	355	658	-	348	700	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	971	-	-	897	-	-	181	149	649	196	148	695
Stage 1	-	-	-	-	-	-	399	442	-	421	460	-
Stage 2	-	-	-	-	-	-	635	459	-	641	440	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	971	-	-	897	-	-	173	144	649	185	143	695
Mov Cap-2 Maneuver	-	-	-	-	-	-	173	144	-	185	143	-
Stage 1	-	-	-	-	-	-	397	440	-	419	446	-
Stage 2	-	-	-	-	-	-	607	445	-	618	438	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			14.1			15.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	971	-	-	897	-	-	346
HCM Lane V/C Ratio	0.06	0.003	-	-	0.031	-	-	0.035
HCM Control Delay (s)	14.1	8.7	0	-	9.1	-	-	15.8
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	30	7	10	27	3	8	20	22	16	23	1
Future Vol, veh/h	7	30	7	10	27	3	8	20	22	16	23	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	30	7	10	27	3	8	20	22	16	23	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	30	0	0	37	0	0	97	100	29
Stage 1	-	-	-	-	-	-	49	49	-
Stage 2	-	-	-	-	-	-	48	51	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1583	-	-	1574	-	-	902	790	1046
Stage 1	-	-	-	-	-	-	973	854	-
Stage 2	-	-	-	-	-	-	974	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1574	-	-	892	0	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	892	0	-
Stage 1	-	-	-	-	-	-	968	0	-
Stage 2	-	-	-	-	-	-	968	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	1.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1583	-	-	1574	-	-	900
HCM Lane V/C Ratio	0.004	-	-	0.006	-	-	0.044
HCM Control Delay (s)	7.3	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	593	54	92	516	43	110
Future Vol, veh/h	593	54	92	516	43	110
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	593	54	92	516	43	110

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	647	0	1062 324
Stage 1	-	-	-	-	620 -
Stage 2	-	-	-	-	442 -
Critical Hdwy	-	-	4.14	-	4 4
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	934	-	505 875
Stage 1	-	-	-	-	499 -
Stage 2	-	-	-	-	615 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	934	-	455 875
Mov Cap-2 Maneuver	-	-	-	-	455 -
Stage 1	-	-	-	-	499 -
Stage 2	-	-	-	-	554 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	695	-	-	934	-
HCM Lane V/C Ratio	0.22	-	-	0.099	-
HCM Control Delay (s)	11.6	-	-	9.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	6	20	13	6	2	142	22	9	133	1
Future Vol, veh/h	3	4	6	20	13	6	2	142	22	9	133	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	6	20	13	6	2	142	22	9	133	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	319	320	134	314	309	153	134	0	0	164	0	0
Stage 1	152	152	-	157	157	-	-	-	-	-	-	-
Stage 2	167	168	-	157	152	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	634	597	915	639	605	893	1451	-	-	1414	-	-
Stage 1	850	772	-	845	768	-	-	-	-	-	-	-
Stage 2	835	759	-	845	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	615	592	915	627	600	893	1451	-	-	1414	-	-
Mov Cap-2 Maneuver	615	592	-	627	600	-	-	-	-	-	-	-
Stage 1	848	767	-	843	766	-	-	-	-	-	-	-
Stage 2	814	757	-	829	767	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		10.9		0.1		0.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	715	647	1414	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.06	0.006	-
HCM Control Delay (s)	7.5	0	-	10.1	10.9	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	4	157	9	4	153
Future Vol, veh/h	10	4	157	9	4	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	4	157	9	4	153

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	323	162	0	0	166	0
Stage 1	162	-	-	-	-	-
Stage 2	161	-	-	-	-	-
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	671	883	-	-	1412	-
Stage 1	867	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	669	883	-	-	1412	-
Mov Cap-2 Maneuver	669	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	719	1412
HCM Lane V/C Ratio	-	-	0.019	0.003
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection			
Intersection Delay, s/veh	4.6		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	15	171	163
Demand Flow Rate, veh/h	15	174	166
Vehicles Circulating, veh/h	156	2	7
Vehicles Exiting, veh/h	17	169	169
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.6	4.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	15	174	166
Cap Entry Lane, veh/h	967	1128	1122
Entry HV Adj Factor	1.000	0.981	0.982
Flow Entry, veh/h	15	171	163
Cap Entry, veh/h	967	1106	1101
V/C Ratio	0.016	0.154	0.148
Control Delay, s/veh	3.9	4.6	4.6
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	163	28	7	146	27	37	109	21	27	98	36
Future Vol, veh/h	53	163	28	7	146	27	37	109	21	27	98	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	163	28	7	146	27	37	109	21	27	98	36
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	10.7	9.9	10	9.8
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	22%	4%	17%
Vol Thru, %	65%	67%	81%	61%
Vol Right, %	13%	11%	15%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	244	180	161
LT Vol	37	53	7	27
Through Vol	109	163	146	98
RT Vol	21	28	27	36
Lane Flow Rate	167	244	180	161
Geometry Grp	1	1	1	1
Degree of Util (X)	0.244	0.344	0.256	0.233
Departure Headway (Hd)	5.262	5.078	5.116	5.204
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	712	706	691
Service Time	3.293	3.085	3.124	3.235
HCM Lane V/C Ratio	0.245	0.343	0.255	0.233
HCM Control Delay	10	10.7	9.9	9.8
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1	1.5	1	0.9

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	21	5	6	32	9	9	9	0	9	6	8
Future Vol, veh/h	5	21	5	6	32	9	9	9	0	9	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	21	5	6	32	9	9	9	0	9	6	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	26	0	0	90	87	24	87	85	37
Stage 1	-	-	-	-	-	-	34	34	-	49	49	-
Stage 2	-	-	-	-	-	-	56	53	-	38	36	-
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	1568	-	-	1588	-	-	895	803	1052	899	805	1035
Stage 1	-	-	-	-	-	-	982	867	-	964	854	-
Stage 2	-	-	-	-	-	-	956	851	-	977	865	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1568	-	-	1588	-	-	878	797	1052	886	799	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	797	-	886	799	-
Stage 1	-	-	-	-	-	-	979	864	-	961	851	-
Stage 2	-	-	-	-	-	-	938	848	-	964	862	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.9			9.4			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	836	1568	-	-	1588	-	-	906
HCM Lane V/C Ratio	0.022	0.003	-	-	0.004	-	-	0.025
HCM Control Delay (s)	9.4	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	227	6	5	213	2	9	3	8	3	1	7
Future Vol, veh/h	7	227	6	5	213	2	9	3	8	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	227	6	5	213	2	9	3	8	3	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	233	0	0	472	469	230	474	471	214
Stage 1	-	-	-	-	-	-	244	244	-	224	224	-
Stage 2	-	-	-	-	-	-	228	225	-	250	247	-
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	1355	-	-	1335	-	-	502	492	809	501	491	826
Stage 1	-	-	-	-	-	-	760	704	-	779	718	-
Stage 2	-	-	-	-	-	-	775	718	-	754	702	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1355	-	-	1335	-	-	493	487	809	490	486	826
Mov Cap-2 Maneuver	-	-	-	-	-	-	493	487	-	490	486	-
Stage 1	-	-	-	-	-	-	755	700	-	774	715	-
Stage 2	-	-	-	-	-	-	764	715	-	739	698	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			11.4			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	583	1355	-	-	1335	-	-	660
HCM Lane V/C Ratio	0.034	0.005	-	-	0.004	-	-	0.017
HCM Control Delay (s)	11.4	7.7	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection				
Intersection Delay, s/veh	6.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	30	332	319
Demand Flow Rate, veh/h	38	30	339	325
Vehicles Circulating, veh/h	317	337	32	45
Vehicles Exiting, veh/h	53	33	323	322
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	4.9	6.4	6.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	30	339	325
Cap Entry Lane, veh/h	823	807	1094	1080
Entry HV Adj Factor	0.995	0.993	0.980	0.982
Flow Entry, veh/h	38	30	332	319
Cap Entry, veh/h	819	801	1072	1061
V/C Ratio	0.046	0.037	0.310	0.301
Control Delay, s/veh	4.8	4.9	6.4	6.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection

Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	53	154	33	32	119	28	49	219	27	18	198	25
Future Vol, veh/h	53	154	33	32	119	28	49	219	27	18	198	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	154	33	32	119	28	49	219	27	18	198	25
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.5	11.4	12.7	12.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	22%	18%	100%	0%
Vol Thru, %	0%	89%	64%	66%	0%	89%
Vol Right, %	0%	11%	14%	16%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	246	240	179	18	223
LT Vol	49	0	53	32	18	0
Through Vol	0	219	154	119	0	198
RT Vol	0	27	33	28	0	25
Lane Flow Rate	49	246	240	179	18	223
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.091	0.417	0.386	0.294	0.034	0.383
Departure Headway (Hd)	6.686	6.099	5.797	5.904	6.769	6.18
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	534	588	617	605	527	580
Service Time	4.449	3.862	3.867	3.977	4.534	3.945
HCM Lane V/C Ratio	0.092	0.418	0.389	0.296	0.034	0.384
HCM Control Delay	10.1	13.2	12.5	11.4	9.8	12.8
HCM Lane LOS	B	B	B	B	A	B
HCM 95th-tile Q	0.3	2	1.8	1.2	0.1	1.8

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	37	24	8	35	8	22	3	3	3	0	7
Future Vol, veh/h	0	37	24	8	35	8	22	3	3	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	24	8	35	8	22	3	3	3	0	7

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	43	0	0	61
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1566	-	-	1542
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1566	-	-	1542
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	9.3	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	866	1566	-	-	1542	-	-	975
HCM Lane V/C Ratio	0.032	-	-	-	0.005	-	-	0.01
HCM Control Delay (s)	9.3	0	-	-	7.3	0	-	8.7
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1408	4	0	1007	0	16
Future Vol, veh/h	1408	4	0	1007	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1408	4	0	1007	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	706
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	378
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	378
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	378	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-
HCM Control Delay (s)	14.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection													
Int Delay, s/veh	1.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔			↔			↔		
Traffic Vol, veh/h	12	103	0	0	71	1	5	3	8	4	0	1	
Future Vol, veh/h	12	103	0	0	71	1	5	3	8	4	0	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	12	103	0	0	71	1	5	3	8	4	0	1	

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	72	0	-	-	0	199	199	103	205	199	72	
Stage 1	-	-	-	-	-	127	127	-	72	72	-	
Stage 2	-	-	-	-	-	72	72	-	133	127	-	
Critical Hdwy	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	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1528	-	0	0	-	760	697	952	753	697	990	
Stage 1	-	-	0	0	-	877	791	-	938	835	-	
Stage 2	-	-	0	0	-	938	835	-	870	791	-	
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	1528	-	-	-	-	755	691	952	739	691	990	
Mov Cap-2 Maneuver	-	-	-	-	-	755	691	-	739	691	-	
Stage 1	-	-	-	-	-	870	785	-	930	835	-	
Stage 2	-	-	-	-	-	937	835	-	853	785	-	

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	9.4	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	826	1528	-	-	-	778
HCM Lane V/C Ratio	0.019	0.008	-	-	-	0.006
HCM Control Delay (s)	9.4	7.4	0	-	-	9.7
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	5	1358	14	37	973	3	1	1	39	2	0	23
Future Vol, veh/h	5	1358	14	37	973	3	1	1	39	2	0	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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1358	14	37	973	3	1	1	39	2	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	976	0	0	1372	0	0	1936	2425	686	1739	2431	488
Stage 1	-	-	-	-	-	-	1375	1375	-	1049	1049	-
Stage 2	-	-	-	-	-	-	561	1050	-	690	1382	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	703	-	-	496	-	-	40	32	390	56	31	526
Stage 1	-	-	-	-	-	-	153	211	-	243	303	-
Stage 2	-	-	-	-	-	-	480	302	-	401	210	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	703	-	-	496	-	-	35	29	390	45	28	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	29	-	45	28	-
Stage 1	-	-	-	-	-	-	148	205	-	236	280	-
Stage 2	-	-	-	-	-	-	425	279	-	348	204	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			22.1			18.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	251	703	-	-	496	-	-	284
HCM Lane V/C Ratio	0.163	0.007	-	-	0.075	-	-	0.088
HCM Control Delay (s)	22.1	10.2	0.2	-	12.8	-	-	18.9
HCM Lane LOS	C	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	0.3

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	39	97	30	8	69	1	0	0	0	21	21	3
Future Vol, veh/h	39	97	30	8	69	1	0	0	0	21	21	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	97	30	8	69	1	0	0	0	21	21	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	70	0	0	127	0	0	276	291	70
Stage 1	-	-	-	-	-	-	86	86	-
Stage 2	-	-	-	-	-	-	190	205	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1531	-	-	1459	-	-	714	619	993
Stage 1	-	-	-	-	-	-	937	824	-
Stage 2	-	-	-	-	-	-	842	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1531	-	-	1459	-	-	690	0	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	690	0	-
Stage 1	-	-	-	-	-	-	911	0	-
Stage 2	-	-	-	-	-	-	837	0	-

Approach	EB			WB			SB		
HCM Control Delay, s	1.7			0.8			10.4		
HCM LOS							B		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1531	-	-	1459	-	-	717
HCM Lane V/C Ratio	0.025	-	-	0.005	-	-	0.063
HCM Control Delay (s)	7.4	0	-	7.5	0	-	10.4
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	1226	85	169	822	49	131
Future Vol, veh/h	1226	85	169	822	49	131
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1226	85	169	822	49	131

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1311	0	2018
Stage 1	-	-	-	-	1269
Stage 2	-	-	-	-	749
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	524	-	249
Stage 1	-	-	-	-	228
Stage 2	-	-	-	-	428
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	524	-	169
Mov Cap-2 Maneuver	-	-	-	-	169
Stage 1	-	-	-	-	228
Stage 2	-	-	-	-	290

Approach

	EB	WB	NB
HCM Control Delay, s	0	2.6	23
HCM LOS			C

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	377	-	-	524	-
HCM Lane V/C Ratio	0.477	-	-	0.323	-
HCM Control Delay (s)	23	-	-	15.1	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	2.5	-	-	1.4	-

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	1	30	7	27	40	6	23	172	117	15	238	2
Future Vol, veh/h	1	30	7	27	40	6	23	172	117	15	238	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	30	7	27	40	6	23	172	117	15	238	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	569	604	239	565	547	231	240	0	0	289	0	0
Stage 1	269	269	-	277	277	-	-	-	-	-	-	-
Stage 2	300	335	-	288	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	412	800	436	445	808	1327	-	-	1273	-	-
Stage 1	737	687	-	729	681	-	-	-	-	-	-	-
Stage 2	709	643	-	720	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	389	398	800	397	429	808	1327	-	-	1273	-	-
Mov Cap-2 Maneuver	389	398	-	397	429	-	-	-	-	-	-	-
Stage 1	722	677	-	714	667	-	-	-	-	-	-	-
Stage 2	648	629	-	673	676	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		15		0.6		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	438	433	1273	-	-
HCM Lane V/C Ratio	0.017	-	-	0.087	0.169	0.012	-	-
HCM Control Delay (s)	7.8	0	-	14	15	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	276	0	0	253
Future Vol, veh/h	0	0	276	0	0	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	276	0	0	253

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	529	276	0	0	276	0
Stage 1	276	-	-	-	-	-
Stage 2	253	-	-	-	-	-
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	510	763	-	-	1287	-
Stage 1	771	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	510	763	-	-	1287	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	789	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1287
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	11	12	273	246	7
Future Vol, veh/h	3	11	12	273	246	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	12	273	246	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	547	250	253	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	297	-	-	-	-	-
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	498	789	1312	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	493	789	1312	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	754	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	699	-	-
HCM Lane V/C Ratio	0.009	-	0.02	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	28.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	112	273	18	17	321	30	110	188	11	34	162	49
Future Vol, veh/h	112	273	18	17	321	30	110	188	11	34	162	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	273	18	17	321	30	110	188	11	34	162	49
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	35.2	29.1	24.6	19.4
HCM LOS	E	D	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	28%	5%	14%
Vol Thru, %	61%	68%	87%	66%
Vol Right, %	4%	4%	8%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	309	403	368	245
LT Vol	110	112	17	34
Through Vol	188	273	321	162
RT Vol	11	18	30	49
Lane Flow Rate	309	403	368	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.661	0.815	0.748	0.531
Departure Headway (Hd)	7.696	7.281	7.321	7.798
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	470	500	493	461
Service Time	5.743	5.322	5.365	5.869
HCM Lane V/C Ratio	0.657	0.806	0.746	0.531
HCM Control Delay	24.6	35.2	29.1	19.4
HCM Lane LOS	C	E	D	C
HCM 95th-tile Q	4.7	7.8	6.3	3

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	46	5	6	110	3	4	11	3	4	7	8
Future Vol, veh/h	18	46	5	6	110	3	4	11	3	4	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	46	5	6	110	3	4	11	3	4	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	51	0	0	216	210	49	216	211	112
Stage 1	-	-	-	-	-	-	85	85	-	124	124	-
Stage 2	-	-	-	-	-	-	131	125	-	92	87	-
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	1476	-	-	1555	-	-	740	687	1020	740	686	941
Stage 1	-	-	-	-	-	-	923	824	-	880	793	-
Stage 2	-	-	-	-	-	-	873	792	-	915	823	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1476	-	-	1555	-	-	719	675	1020	719	674	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	675	-	719	674	-
Stage 1	-	-	-	-	-	-	911	813	-	869	790	-
Stage 2	-	-	-	-	-	-	854	789	-	888	812	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.4			10.1			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	726	1476	-	-	1555	-	-	777
HCM Lane V/C Ratio	0.025	0.012	-	-	0.004	-	-	0.024
HCM Control Delay (s)	10.1	7.5	0	-	7.3	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	301	3	2	309	0	9	6	11	6	9	37
Future Vol, veh/h	6	301	3	2	309	0	9	6	11	6	9	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	301	3	2	309	0	9	6	11	6	9	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	309	0	0	304	0	0	651	628	303	636	629	309
Stage 1	-	-	-	-	-	-	315	315	-	313	313	-
Stage 2	-	-	-	-	-	-	336	313	-	323	316	-
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	1252	-	-	1257	-	-	382	400	737	391	399	731
Stage 1	-	-	-	-	-	-	696	656	-	698	657	-
Stage 2	-	-	-	-	-	-	678	657	-	689	655	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1252	-	-	1257	-	-	354	397	737	378	396	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	397	-	378	396	-
Stage 1	-	-	-	-	-	-	692	652	-	694	656	-
Stage 2	-	-	-	-	-	-	634	656	-	668	651	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			13.1			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1252	-	-	1257	-	-	583
HCM Lane V/C Ratio	0.055	0.005	-	-	0.002	-	-	0.089
HCM Control Delay (s)	13.1	7.9	0	-	7.9	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	19	61	7	29	47	52	416	11	9	289	13
Future Vol, veh/h	8	19	61	7	29	47	52	416	11	9	289	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	19	61	7	29	47	52	416	11	9	289	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	878	845	296	880	846	422	302	0	0	427	0	0
Stage 1	314	314	-	526	526	-	-	-	-	-	-	-
Stage 2	564	531	-	354	320	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	300	743	268	299	632	1259	-	-	1132	-	-
Stage 1	697	656	-	535	529	-	-	-	-	-	-	-
Stage 2	510	526	-	663	652	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	218	281	743	222	280	632	1259	-	-	1132	-	-
Mov Cap-2 Maneuver	218	281	-	222	280	-	-	-	-	-	-	-
Stage 1	659	649	-	506	500	-	-	-	-	-	-	-
Stage 2	421	498	-	585	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		16.5		0.9		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1259	-	-	472	396	1132	-
HCM Lane V/C Ratio	0.041	-	-	0.186	0.21	0.008	-
HCM Control Delay (s)	8	0	-	14.4	16.5	8.2	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.8	0	-

Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	86	215	38	23	218	25	34	295	34	74	186	50
Future Vol, veh/h	86	215	38	23	218	25	34	295	34	74	186	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	215	38	23	218	25	34	295	34	74	186	50
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	23.1	18.4	23.5	16.3
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	9%	100%	0%
Vol Thru, %	0%	90%	63%	82%	0%	79%
Vol Right, %	0%	10%	11%	9%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	329	339	266	74	236
LT Vol	34	0	86	23	74	0
Through Vol	0	295	215	218	0	186
RT Vol	0	34	38	25	0	50
Lane Flow Rate	34	329	339	266	74	236
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.076	0.681	0.666	0.535	0.168	0.493
Departure Headway (Hd)	8.045	7.455	7.069	7.245	8.193	7.523
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	487	512	497	437	479
Service Time	5.77	5.18	5.091	5.305	5.952	5.281
HCM Lane V/C Ratio	0.076	0.676	0.662	0.535	0.169	0.493
HCM Control Delay	11.4	24.7	23.1	18.4	12.6	17.4
HCM Lane LOS	B	C	C	C	B	C
HCM 95th-tile Q	0.2	5.1	4.9	3.1	0.6	2.7

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	65	0	0	68	40	0	0	0	2	0	2
Future Vol, veh/h	25	65	0	0	68	40	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	65	0	0	68	40	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	65	0	0	204	223	65	203	203	88
Stage 1	-	-	-	-	-	-	115	115	-	88	88	-
Stage 2	-	-	-	-	-	-	89	108	-	115	115	-
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	1483	-	-	1537	-	-	754	676	999	755	693	970
Stage 1	-	-	-	-	-	-	890	800	-	920	822	-
Stage 2	-	-	-	-	-	-	918	806	-	890	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1537	-	-	743	665	999	745	681	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	743	665	-	745	681	-
Stage 1	-	-	-	-	-	-	875	786	-	904	822	-
Stage 2	-	-	-	-	-	-	916	806	-	875	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1483	-	-	1537	-	-	843
HCM Lane V/C Ratio	-	0.017	-	-	-	-	-	0.005
HCM Control Delay (s)		0	7.5	0	-	0	-	9.3
HCM Lane LOS		A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	887	5	0	1153	0	33
Future Vol, veh/h	887	5	0	1153	0	33
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	887	5	0	1153	0	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	446
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	560
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	560
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	560	-	-	-
HCM Lane V/C Ratio	0.059	-	-	-
HCM Control Delay (s)	11.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	50	0	0	59	5	33	25	16	3	0	3
Future Vol, veh/h	8	50	0	0	59	5	33	25	16	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	50	0	0	59	5	33	25	16	3	0	3

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	64	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	-
Pot Cap-1 Maneuver	1538	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1538	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	9.7	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	840	1538	-	-	-	879
HCM Lane V/C Ratio	0.088	0.005	-	-	-	0.007
HCM Control Delay (s)	9.7	7.4	0	-	-	9.1
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↗	↗↗			↔			↔	
Traffic Vol, veh/h	12	881	9	21	1132	5	1	0	9	2	0	3
Future Vol, veh/h	12	881	9	21	1132	5	1	0	9	2	0	3
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	881	9	21	1132	5	1	0	9	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1137	0	0	890	0	0	1518	2089	445	1642	2091	569
Stage 1	-	-	-	-	-	-	910	910	-	1177	1177	-
Stage 2	-	-	-	-	-	-	608	1179	-	465	914	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	610	-	-	757	-	-	82	52	561	66	52	465
Stage 1	-	-	-	-	-	-	296	352	-	203	263	-
Stage 2	-	-	-	-	-	-	450	262	-	547	350	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	610	-	-	757	-	-	77	49	561	62	49	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	49	-	62	49	-
Stage 1	-	-	-	-	-	-	284	338	-	195	256	-
Stage 2	-	-	-	-	-	-	435	255	-	517	336	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			15.8			34		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	610	-	-	757	-	-	129
HCM Lane V/C Ratio	0.029	0.02	-	-	0.028	-	-	0.039
HCM Control Delay (s)	15.8	11	0.2	-	9.9	-	-	34
HCM Lane LOS	C	B	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	0.1

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	55	45	22	73	4	0	0	0	4	19	5
Future Vol, veh/h	7	55	45	22	73	4	0	0	0	4	19	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	55	45	22	73	4	0	0	0	4	19	5

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	77	0	0	100	0	0		211	233	75
Stage 1	-	-	-	-	-	-		119	119	-
Stage 2	-	-	-	-	-	-		92	114	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1493	-	-		777	667	986
Stage 1	-	-	-	-	-	-		906	797	-
Stage 2	-	-	-	-	-	-		932	801	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1522	-	-	1493	-	-		761	0	986
Mov Cap-2 Maneuver	-	-	-	-	-	-		761	0	-
Stage 1	-	-	-	-	-	-		901	0	-
Stage 2	-	-	-	-	-	-		918	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	1.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	1493	-	-	871
HCM Lane V/C Ratio	0.005	-	-	0.015	-	-	0.032
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	759	99	229	902	49	135
Future Vol, veh/h	759	99	229	902	49	135
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	759	99	229	902	49	135

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	858	0	1718 429
Stage 1	-	-	-	-	809 -
Stage 2	-	-	-	-	909 -
Critical Hdwy	-	-	4.14	-	4 4
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	779	-	313 815
Stage 1	-	-	-	-	398 -
Stage 2	-	-	-	-	353 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	779	-	221 815
Mov Cap-2 Maneuver	-	-	-	-	221 -
Stage 1	-	-	-	-	398 -
Stage 2	-	-	-	-	249 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	475	-	-	779	-
HCM Lane V/C Ratio	0.387	-	-	0.294	-
HCM Control Delay (s)	17.3	-	-	11.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.8	-	-	1.2	-

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	0	15	9	43	29	5	15	180	72	22	302	2
Future Vol, veh/h	0	15	9	43	29	5	15	180	72	22	302	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	9	43	29	5	15	180	72	22	302	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	610	629	303	605	594	216	304	0	0	252	0	0
Stage 1	347	347	-	246	246	-	-	-	-	-	-	-
Stage 2	263	282	-	359	348	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	407	399	737	410	418	824	1257	-	-	1313	-	-
Stage 1	669	635	-	758	703	-	-	-	-	-	-	-
Stage 2	742	678	-	659	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	372	385	737	383	404	824	1257	-	-	1313	-	-
Mov Cap-2 Maneuver	372	385	-	383	404	-	-	-	-	-	-	-
Stage 1	660	622	-	747	693	-	-	-	-	-	-	-
Stage 2	697	669	-	623	621	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.1		16		0.4		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	469	405	1313	-
HCM Lane V/C Ratio	0.012	-	-	0.051	0.19	0.017	-
HCM Control Delay (s)	7.9	0	-	13.1	16	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	286	0	0	270
Future Vol, veh/h	0	0	286	0	0	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	286	0	0	270

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	556	286	0	0	286	0
Stage 1	286	-	-	-	-	-
Stage 2	270	-	-	-	-	-
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	492	753	-	-	1276	-
Stage 1	763	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	492	753	-	-	1276	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	775	-	-	-	-	-




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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1276	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	7	15	7	278	257	13
Future Vol, veh/h	7	15	7	278	257	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	15	7	278	257	13

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	556	264	270	0	-	0
Stage 1	264	-	-	-	-	-
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	492	775	1293	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	489	775	1293	-	-	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	758	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1293	-	653	-	-
HCM Lane V/C Ratio	0.005	-	0.034	-	-
HCM Control Delay (s)	7.8	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	22.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	88	251	22	20	267	55	42	149	27	60	199	98
Future Vol, veh/h	88	251	22	20	267	55	42	149	27	60	199	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	251	22	20	267	55	42	149	27	60	199	98
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	24.8	22.5	16.6	23.9
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	24%	6%	17%
Vol Thru, %	68%	70%	78%	56%
Vol Right, %	12%	6%	16%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	218	361	342	357
LT Vol	42	88	20	60
Through Vol	149	251	267	199
RT Vol	27	22	55	98
Lane Flow Rate	218	361	342	357
Geometry Grp	1	1	1	1
Degree of Util (X)	0.451	0.699	0.659	0.686
Departure Headway (Hd)	7.446	6.968	6.932	6.921
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	482	516	520	521
Service Time	5.522	5.033	4.999	4.986
HCM Lane V/C Ratio	0.452	0.7	0.658	0.685
HCM Control Delay	16.6	24.8	22.5	23.9
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	2.3	5.4	4.8	5.2

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	51	34	20	50	5	10	14	15	7	30	38
Future Vol, veh/h	5	51	34	20	50	5	10	14	15	7	30	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	51	34	20	50	5	10	14	15	7	30	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	85	0	0	205	173	68	186	188	53
Stage 1	-	-	-	-	-	-	78	78	-	93	93	-
Stage 2	-	-	-	-	-	-	127	95	-	93	95	-
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	1550	-	-	1512	-	-	753	720	995	775	707	1014
Stage 1	-	-	-	-	-	-	931	830	-	914	818	-
Stage 2	-	-	-	-	-	-	877	816	-	914	816	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1550	-	-	1512	-	-	692	708	995	742	695	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	692	708	-	742	695	-
Stage 1	-	-	-	-	-	-	928	828	-	911	807	-
Stage 2	-	-	-	-	-	-	801	805	-	882	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2	9.8	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	791	1550	-	-	1512	-	-	833
HCM Lane V/C Ratio	0.049	0.003	-	-	0.013	-	-	0.09
HCM Control Delay (s)	9.8	7.3	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	326	9	12	356	1	3	1	8	3	4	22
Future Vol, veh/h	4	326	9	12	356	1	3	1	8	3	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	326	9	12	356	1	3	1	8	3	4	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	335	0	0	733	720	331	724	724	357
Stage 1	-	-	-	-	-	-	339	339	-	381	381	-
Stage 2	-	-	-	-	-	-	394	381	-	343	343	-
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	1202	-	-	1224	-	-	336	354	711	341	352	687
Stage 1	-	-	-	-	-	-	676	640	-	641	613	-
Stage 2	-	-	-	-	-	-	631	613	-	672	637	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1202	-	-	1224	-	-	319	348	711	332	346	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	348	-	332	346	-
Stage 1	-	-	-	-	-	-	673	637	-	638	606	-
Stage 2	-	-	-	-	-	-	599	606	-	661	634	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			12.2			11.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	1202	-	-	1224	-	-	551
HCM Lane V/C Ratio	0.024	0.003	-	-	0.01	-	-	0.053
HCM Control Delay (s)	12.2	8	0	-	8	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	8	35	5	8	21	26	340	8	14	430	7
Future Vol, veh/h	12	8	35	5	8	21	26	340	8	14	430	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	8	35	5	8	21	26	340	8	14	430	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	873	862	434	879	861	344	437	0	0	348	0	0
Stage 1	462	462	-	396	396	-	-	-	-	-	-	-
Stage 2	411	400	-	483	465	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	271	293	622	268	293	699	1123	-	-	1211	-	-
Stage 1	580	565	-	629	604	-	-	-	-	-	-	-
Stage 2	618	602	-	565	563	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	249	280	622	239	280	699	1123	-	-	1211	-	-
Mov Cap-2 Maneuver	249	280	-	239	280	-	-	-	-	-	-	-
Stage 1	563	557	-	611	586	-	-	-	-	-	-	-
Stage 2	574	585	-	518	555	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		14.2		0.6		0.2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	413	427	1211	-
HCM Lane V/C Ratio	0.023	-	-	0.133	0.08	0.012	-
HCM Control Delay (s)	8.3	0	-	15.1	14.2	8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	-

Intersection	
Intersection Delay, s/veh	31.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	76	193	41	33	230	37	71	315	39	53	287	72
Future Vol, veh/h	76	193	41	33	230	37	71	315	39	53	287	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	193	41	33	230	37	71	315	39	53	287	72
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	28.7	27.4	33.7	35.5
HCM LOS	D	D	D	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	11%	100%	0%
Vol Thru, %	0%	89%	62%	77%	0%	80%
Vol Right, %	0%	11%	13%	12%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	354	310	300	53	359
LT Vol	71	0	76	33	53	0
Through Vol	0	315	193	230	0	287
RT Vol	0	39	41	37	0	72
Lane Flow Rate	71	354	310	300	53	359
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.174	0.809	0.705	0.684	0.13	0.82
Departure Headway (Hd)	8.825	8.224	8.182	8.204	8.837	8.227
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	406	439	440	438	405	442
Service Time	6.589	5.988	6.252	6.277	6.593	5.927
HCM Lane V/C Ratio	0.175	0.806	0.705	0.685	0.131	0.812
HCM Control Delay	13.5	37.8	28.7	27.4	12.9	38.8
HCM Lane LOS	B	E	D	D	B	E
HCM 95th-tile Q	0.6	7.4	5.4	5	0.4	7.7

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	78	0	0	61	16	0	0	0	5	0	4
Future Vol, veh/h	20	78	0	0	61	16	0	0	0	5	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	78	0	0	61	16	0	0	0	5	0	4

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	77	0	0	78	0	0	189	195	78	187	187	69
Stage 1	-	-	-	-	-	-	118	118	-	69	69	-
Stage 2	-	-	-	-	-	-	71	77	-	118	118	-
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	1522	-	-	1520	-	-	771	700	983	774	708	994
Stage 1	-	-	-	-	-	-	887	798	-	941	837	-
Stage 2	-	-	-	-	-	-	939	831	-	887	798	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1522	-	-	1520	-	-	759	690	983	765	698	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	759	690	-	765	698	-
Stage 1	-	-	-	-	-	-	875	787	-	928	837	-
Stage 2	-	-	-	-	-	-	935	831	-	875	787	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1522	-	-	1520	-	-	852
HCM Lane V/C Ratio	-	0.013	-	-	-	-	-	0.011
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	711	4	0	781	0	47
Future Vol, veh/h	711	4	0	781	0	47
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	711	4	0	781	0	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	358
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	638
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	638
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	638	-	-	-
HCM Lane V/C Ratio	0.074	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	49	0	2	69	10	40	28	27	1	0	6
Future Vol, veh/h	10	49	0	2	69	10	40	28	27	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	49	0	2	69	10	40	28	27	1	0	6

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	79	0	-	49	0	0	150	152	49	175	147	74
Stage 1	-	-	-	-	-	-	69	69	-	78	78	-
Stage 2	-	-	-	-	-	-	81	83	-	97	69	-
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	1519	-	0	1558	-	-	818	740	1020	788	744	988
Stage 1	-	-	0	-	-	-	941	837	-	931	830	-
Stage 2	-	-	0	-	-	-	927	826	-	910	837	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1519	-	-	1558	-	-	808	734	1020	740	738	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	808	734	-	740	738	-
Stage 1	-	-	-	-	-	-	934	831	-	924	829	-
Stage 2	-	-	-	-	-	-	920	825	-	850	831	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.3		0.2		9.9		8.8	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	1519	-	1558	-	-	943
HCM Lane V/C Ratio	0.114	0.007	-	0.001	-	-	0.007
HCM Control Delay (s)	9.9	7.4	0	7.3	-	-	8.8
HCM Lane LOS	A	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	6	711	10	28	760	4	4	3	0	4	1	2
Future Vol, veh/h	6	711	10	28	760	4	4	3	0	4	1	2
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	711	10	28	760	4	4	3	0	4	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	721	0	0	1165	1548	361	1187	1551	382
Stage 1	-	-	-	-	-	-	728	728	-	818	818	-
Stage 2	-	-	-	-	-	-	437	820	-	369	733	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	845	-	-	877	-	-	149	113	636	144	113	616
Stage 1	-	-	-	-	-	-	381	427	-	336	388	-
Stage 2	-	-	-	-	-	-	568	387	-	623	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	845	-	-	877	-	-	143	108	636	136	108	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	108	-	136	108	-
Stage 1	-	-	-	-	-	-	376	422	-	332	376	-
Stage 2	-	-	-	-	-	-	547	375	-	611	419	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			35.2			27.5		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	126	845	-	-	877	-	-	167
HCM Lane V/C Ratio	0.056	0.007	-	-	0.032	-	-	0.042
HCM Control Delay (s)	35.2	9.3	0.1	-	9.2	-	-	27.5
HCM Lane LOS	E	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

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	2	40	35	29	89	9	0	0	0	6	33	2
Future Vol, veh/h	2	40	35	29	89	9	0	0	0	6	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	40	35	29	89	9	0	0	0	6	33	2

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	98	0	0	75	0	0		214	231	94
Stage 1	-	-	-	-	-	-		152	152	-
Stage 2	-	-	-	-	-	-		62	79	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1524	-	-		774	669	963
Stage 1	-	-	-	-	-	-		876	772	-
Stage 2	-	-	-	-	-	-		961	829	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1495	-	-	1524	-	-		758	0	963
Mov Cap-2 Maneuver	-	-	-	-	-	-		758	0	-
Stage 1	-	-	-	-	-	-		875	0	-
Stage 2	-	-	-	-	-	-		942	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	1.7	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1495	-	-	1524	-	-	801
HCM Lane V/C Ratio	0.001	-	-	0.019	-	-	0.051
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	655	64	101	624	50	111
Future Vol, veh/h	655	64	101	624	50	111
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	655	64	101	624	50	111

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	719	0	1201
Stage 1	-	-	-	-	687
Stage 2	-	-	-	-	514
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	878	-	458
Stage 1	-	-	-	-	461
Stage 2	-	-	-	-	565
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	878	-	405
Mov Cap-2 Maneuver	-	-	-	-	405
Stage 1	-	-	-	-	461
Stage 2	-	-	-	-	500

Approach

	EB	WB	NB
HCM Control Delay, s	0	1.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	635	-	-	878	-
HCM Lane V/C Ratio	0.254	-	-	0.115	-
HCM Control Delay (s)	12.6	-	-	9.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0.4	-

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	13	6	52	27	15	9	158	47	17	140	1
Future Vol, veh/h	2	13	6	52	27	15	9	158	47	17	140	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	13	6	52	27	15	9	158	47	17	140	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	396	398	141	384	375	182	141	0	0	205	0	0
Stage 1	175	175	-	200	200	-	-	-	-	-	-	-
Stage 2	221	223	-	184	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	564	540	907	574	556	861	1442	-	-	1366	-	-
Stage 1	827	754	-	802	736	-	-	-	-	-	-	-
Stage 2	781	719	-	818	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	525	529	907	550	544	861	1442	-	-	1366	-	-
Mov Cap-2 Maneuver	525	529	-	550	544	-	-	-	-	-	-	-
Stage 1	821	743	-	796	731	-	-	-	-	-	-	-
Stage 2	734	714	-	787	743	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		12.4		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	600	582	1366	-
HCM Lane V/C Ratio	0.006	-	-	0.035	0.162	0.012	-
HCM Control Delay (s)	7.5	0	-	11.2	12.4	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	215	0	0	199
Future Vol, veh/h	0	0	215	0	0	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	215	0	0	199

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	414	215	0	0	215	0
Stage 1	215	-	-	-	-	-
Stage 2	199	-	-	-	-	-
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	595	825	-	-	1355	-
Stage 1	821	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	595	825	-	-	1355	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	835	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1355	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	16	11	212	195	4
Future Vol, veh/h	3	16	11	212	195	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	16	11	212	195	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	431	197	199	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	234	-	-	-	-	-
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	581	844	1373	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	576	844	1373	-	-	-
Mov Cap-2 Maneuver	576	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	786	-	-
HCM Lane V/C Ratio	0.008	-	0.024	-	-
HCM Control Delay (s)	7.6	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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	72	191	21	25	170	58	30	109	17	30	101	76
Future Vol, veh/h	72	191	21	25	170	58	30	109	17	30	101	76
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	191	21	25	170	58	30	109	17	30	101	76
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.4	11.5	10.7	11
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	25%	10%	14%
Vol Thru, %	70%	67%	67%	49%
Vol Right, %	11%	7%	23%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	284	253	207
LT Vol	30	72	25	30
Through Vol	109	191	170	101
RT Vol	17	21	58	76
Lane Flow Rate	156	284	253	207
Geometry Grp	1	1	1	1
Degree of Util (X)	0.248	0.424	0.373	0.315
Departure Headway (Hd)	5.722	5.373	5.305	5.471
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	667	676	654
Service Time	3.78	3.421	3.354	3.523
HCM Lane V/C Ratio	0.249	0.426	0.374	0.317
HCM Control Delay	10.7	12.4	11.5	11
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1	2.1	1.7	1.3

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	33	19	16	37	7	29	16	12	7	15	21
Future Vol, veh/h	10	33	19	16	37	7	29	16	12	7	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	33	19	16	37	7	29	16	12	7	15	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	52	0	0	154	139	43	150	145	41
Stage 1	-	-	-	-	-	-	63	63	-	73	73	-
Stage 2	-	-	-	-	-	-	91	76	-	77	72	-
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	1564	-	-	1554	-	-	813	752	1027	818	746	1030
Stage 1	-	-	-	-	-	-	948	842	-	937	834	-
Stage 2	-	-	-	-	-	-	916	832	-	932	835	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	1554	-	-	773	738	1027	784	733	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	773	738	-	784	733	-
Stage 1	-	-	-	-	-	-	941	836	-	930	825	-
Stage 2	-	-	-	-	-	-	871	823	-	897	829	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	2	9.8	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	804	1564	-	-	1554	-	-	864
HCM Lane V/C Ratio	0.071	0.006	-	-	0.01	-	-	0.05
HCM Control Delay (s)	9.8	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	240	3	8	260	3	2	2	4	2	1	9
Future Vol, veh/h	3	240	3	8	260	3	2	2	4	2	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	240	3	8	260	3	2	2	4	2	1	9

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	263	0	0	243	0	0	531	527	242	529	527	262
Stage 1	-	-	-	-	-	-	248	248	-	278	278	-
Stage 2	-	-	-	-	-	-	283	279	-	251	249	-
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	1301	-	-	1323	-	-	459	456	797	460	456	777
Stage 1	-	-	-	-	-	-	756	701	-	728	680	-
Stage 2	-	-	-	-	-	-	724	680	-	753	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1323	-	-	449	451	797	453	451	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	451	-	453	451	-
Stage 1	-	-	-	-	-	-	754	699	-	726	675	-
Stage 2	-	-	-	-	-	-	710	675	-	745	699	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	11.3	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	1301	-	-	1323	-	-	659
HCM Lane V/C Ratio	0.014	0.002	-	-	0.006	-	-	0.018
HCM Control Delay (s)	11.3	7.8	0	-	7.7	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	5	25	5	9	12	22	298	7	5	287	19
Future Vol, veh/h	15	5	25	5	9	12	22	298	7	5	287	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	5	25	5	9	12	22	298	7	5	287	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	663	656	297	668	662	302	306	0	0	305	0	0
Stage 1	307	307	-	346	346	-	-	-	-	-	-	-
Stage 2	356	349	-	322	316	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	375	385	742	372	382	738	1255	-	-	1256	-	-
Stage 1	703	661	-	670	635	-	-	-	-	-	-	-
Stage 2	661	633	-	690	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	355	375	742	349	372	738	1255	-	-	1256	-	-
Mov Cap-2 Maneuver	355	375	-	349	372	-	-	-	-	-	-	-
Stage 1	688	658	-	656	622	-	-	-	-	-	-	-
Stage 2	627	620	-	658	652	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		13		0.5		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	504	475	1256	-
HCM Lane V/C Ratio	0.018	-	-	0.089	0.055	0.004	-
HCM Control Delay (s)	7.9	0	-	12.8	13	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	50	160	40	25	158	22	49	234	23	37	253	54
Future Vol, veh/h	50	160	40	25	158	22	49	234	23	37	253	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	160	40	25	158	22	49	234	23	37	253	54
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	14.4	13.4	14.6	16.4
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	12%	100%	0%
Vol Thru, %	0%	91%	64%	77%	0%	82%
Vol Right, %	0%	9%	16%	11%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	257	250	205	37	307
LT Vol	49	0	50	25	37	0
Through Vol	0	234	160	158	0	253
RT Vol	0	23	40	22	0	54
Lane Flow Rate	49	257	250	205	37	307
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.098	0.474	0.443	0.371	0.073	0.555
Departure Headway (Hd)	7.21	6.634	6.381	6.513	7.142	6.505
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	542	565	551	502	556
Service Time	4.953	4.378	4.425	4.559	4.884	4.247
HCM Lane V/C Ratio	0.099	0.474	0.442	0.372	0.074	0.552
HCM Control Delay	10.7	15.3	14.4	13.4	10.4	17.1
HCM Lane LOS	B	C	B	B	B	C
HCM 95th-tile Q	0.3	2.5	2.3	1.7	0.2	3.4

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	55	0	0	65	9	0	0	0	5	0	7
Future Vol, veh/h	18	55	0	0	65	9	0	0	0	5	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	55	0	0	65	9	0	0	0	5	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	55	0	0	164	165	55	161	161	70
Stage 1	-	-	-	-	-	-	91	91	-	70	70	-
Stage 2	-	-	-	-	-	-	73	74	-	91	91	-
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	1526	-	-	1550	-	-	801	728	1012	804	731	993
Stage 1	-	-	-	-	-	-	916	820	-	940	837	-
Stage 2	-	-	-	-	-	-	937	833	-	916	820	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1550	-	-	788	719	1012	797	722	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	719	-	797	722	-
Stage 1	-	-	-	-	-	-	905	810	-	929	837	-
Stage 2	-	-	-	-	-	-	930	833	-	905	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	0	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1526	-	-	1550	-	-	901
HCM Lane V/C Ratio	-	0.012	-	-	-	-	-	0.013
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	760	3	0	658	0	15
Future Vol, veh/h	760	3	0	658	0	15
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	760	3	0	658	0	15

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	382
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	616
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	616
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	616	-	-	-
HCM Lane V/C Ratio	0.024	-	-	-
HCM Control Delay (s)	11	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	19	0	0	36	1	18	21	12	0	0	0
Future Vol, veh/h	2	19	0	0	36	1	18	21	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	19	0	0	36	1	18	21	12	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	37	0	-	-	-	0	60	60	19	77	60	37
Stage 1	-	-	-	-	-	-	23	23	-	37	37	-
Stage 2	-	-	-	-	-	-	37	37	-	40	23	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	0	0	-	-	936	831	1059	912	831	1035
Stage 1	-	-	0	0	-	-	995	876	-	978	864	-
Stage 2	-	-	0	0	-	-	978	864	-	975	876	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	-	-	-	935	830	1059	884	830	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	935	830	-	884	830	-
Stage 1	-	-	-	-	-	-	994	875	-	977	864	-
Stage 2	-	-	-	-	-	-	978	864	-	940	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	913	1574	-	-	-	-
HCM Lane V/C Ratio	0.056	0.001	-	-	-	-
HCM Control Delay (s)	9.2	7.3	0	-	-	0
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	3	745	7	13	644	5	1	0	4	3	1	8
Future Vol, veh/h	3	745	7	13	644	5	1	0	4	3	1	8
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	745	7	13	644	5	1	0	4	3	1	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	649	0	0	752
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	933	-	-	853
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	933	-	-	853
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	14.3	16.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	394	933	-	-	853	-	-	328
HCM Lane V/C Ratio	0.013	0.003	-	-	0.015	-	-	0.037
HCM Control Delay (s)	14.3	8.9	0	-	9.3	-	-	16.4
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

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	7	18	18	12	34	3	0	0	0	4	18	1
Future Vol, veh/h	7	18	18	12	34	3	0	0	0	4	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	18	18	12	34	3	0	0	0	4	18	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	37	0	0	36	0	0	101	110	36
Stage 1	-	-	-	-	-	-	60	60	-
Stage 2	-	-	-	-	-	-	41	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1574	-	-	1575	-	-	898	780	1037
Stage 1	-	-	-	-	-	-	963	845	-
Stage 2	-	-	-	-	-	-	981	853	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1575	-	-	886	0	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	886	0	-
Stage 1	-	-	-	-	-	-	958	0	-
Stage 2	-	-	-	-	-	-	973	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	1.8	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	1575	-	-	913
HCM Lane V/C Ratio	0.004	-	-	0.008	-	-	0.025
HCM Control Delay (s)	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	651	49	92	559	38	110
Future Vol, veh/h	651	49	92	559	38	110
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	651	49	92	559	38	110

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	700	0	1140
Stage 1	-	-	-	-	676
Stage 2	-	-	-	-	464
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	893	-	478
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	599
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	893	-	429
Mov Cap-2 Maneuver	-	-	-	-	429
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	537

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	893	-
HCM Lane V/C Ratio	0.216	-	-	0.103	-
HCM Control Delay (s)	11.7	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	4	6	20	13	5	2	138	22	8	129	1
Future Vol, veh/h	3	4	6	20	13	5	2	138	22	8	129	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	6	20	13	5	2	138	22	8	129	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	308	310	130	304	299	149	130	0	0	160	0	0
Stage 1	146	146	-	153	153	-	-	-	-	-	-	-
Stage 2	162	164	-	151	146	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	644	605	920	648	613	898	1455	-	-	1419	-	-
Stage 1	857	776	-	849	771	-	-	-	-	-	-	-
Stage 2	840	762	-	851	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	626	600	920	636	608	898	1455	-	-	1419	-	-
Mov Cap-2 Maneuver	626	600	-	636	608	-	-	-	-	-	-	-
Stage 1	855	771	-	847	769	-	-	-	-	-	-	-
Stage 2	820	760	-	836	771	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		10.9		0.1		0.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	723	651	1419	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.058	0.006	-
HCM Control Delay (s)	7.5	0	-	10.1	10.9	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	157	0	0	153
Future Vol, veh/h	0	0	157	0	0	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	157	0	0	153

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	310	157	0	0	157	0
Stage 1	157	-	-	-	-	-
Stage 2	153	-	-	-	-	-
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	682	889	-	-	1423	-
Stage 1	871	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	682	889	-	-	1423	-
Mov Cap-2 Maneuver	682	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	875	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1423	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	13	7	155	143	10
Future Vol, veh/h	2	13	7	155	143	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	7	155	143	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	317	148	153	0	0
Stage 1	148	-	-	-	-
Stage 2	169	-	-	-	-
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	676	899	1428	-	-
Stage 1	880	-	-	-	-
Stage 2	861	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	673	899	1428	-	-
Mov Cap-2 Maneuver	673	-	-	-	-
Stage 1	876	-	-	-	-
Stage 2	861	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	860	-	-
HCM Lane V/C Ratio	0.005	-	0.017	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	172	28	7	154	25	37	103	21	25	92	34
Future Vol, veh/h	51	172	28	7	154	25	37	103	21	25	92	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	172	28	7	154	25	37	103	21	25	92	34
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	10.8	9.9	9.9	9.7
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	20%	4%	17%
Vol Thru, %	64%	69%	83%	61%
Vol Right, %	13%	11%	13%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	251	186	151
LT Vol	37	51	7	25
Through Vol	103	172	154	92
RT Vol	21	28	25	34
Lane Flow Rate	161	251	186	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.236	0.352	0.263	0.219
Departure Headway (Hd)	5.272	5.042	5.088	5.221
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	718	709	687
Service Time	3.304	3.048	3.097	3.253
HCM Lane V/C Ratio	0.236	0.35	0.262	0.22
HCM Control Delay	9.9	10.8	9.9	9.7
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	1.6	1.1	0.8

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	15	5	6	26	9	9	9	0	9	6	8
Future Vol, veh/h	5	15	5	6	26	9	9	9	0	9	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	15	5	6	26	9	9	9	0	9	6	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	35	0	0	20
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1576	-	-	1596
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1576	-	-	1596
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	1.1	9.3	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	849	1576	-	-	1596	-	-	918
HCM Lane V/C Ratio	0.021	0.003	-	-	0.004	-	-	0.025
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	234	6	5	219	2	9	3	8	3	1	7
Future Vol, veh/h	7	234	6	5	219	2	9	3	8	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	234	6	5	219	2	9	3	8	3	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	221	0	0	240	0	0	485	482	237	487	484	220
Stage 1	-	-	-	-	-	-	251	251	-	230	230	-
Stage 2	-	-	-	-	-	-	234	231	-	257	254	-
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	1348	-	-	1327	-	-	492	484	802	491	483	820
Stage 1	-	-	-	-	-	-	753	699	-	773	714	-
Stage 2	-	-	-	-	-	-	769	713	-	748	697	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1348	-	-	1327	-	-	483	479	802	480	478	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	483	479	-	480	478	-
Stage 1	-	-	-	-	-	-	748	695	-	768	711	-
Stage 2	-	-	-	-	-	-	758	710	-	733	693	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			11.5			10.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	1348	-	-	1327	-	-	652
HCM Lane V/C Ratio	0.035	0.005	-	-	0.004	-	-	0.017
HCM Control Delay (s)	11.5	7.7	0	-	7.7	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	4	19	9	5	10	25	297	10	13	289	17
Future Vol, veh/h	9	4	19	9	5	10	25	297	10	13	289	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	19	9	5	10	25	297	10	13	289	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	684	681	298	687	684	302	306	0	0	307	0	0
Stage 1	324	324	-	352	352	-	-	-	-	-	-	-
Stage 2	360	357	-	335	332	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	373	741	361	371	738	1255	-	-	1254	-	-
Stage 1	688	650	-	665	632	-	-	-	-	-	-	-
Stage 2	658	628	-	679	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	344	359	741	339	357	738	1255	-	-	1254	-	-
Mov Cap-2 Maneuver	344	359	-	339	357	-	-	-	-	-	-	-
Stage 1	671	642	-	649	617	-	-	-	-	-	-	-
Stage 2	628	613	-	649	636	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		13.6		0.6		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	508	444	1254	-	-
HCM Lane V/C Ratio	0.02	-	-	0.063	0.054	0.01	-	-
HCM Control Delay (s)	7.9	0	-	12.6	13.6	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

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	53	162	32	32	126	28	48	219	27	18	198	25
Future Vol, veh/h	53	162	32	32	126	28	48	219	27	18	198	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	162	32	32	126	28	48	219	27	18	198	25
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.8	11.6	12.8	12.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	21%	17%	100%	0%
Vol Thru, %	0%	89%	66%	68%	0%	89%
Vol Right, %	0%	11%	13%	15%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	246	247	186	18	223
LT Vol	48	0	53	32	18	0
Through Vol	0	219	162	126	0	198
RT Vol	0	27	32	28	0	25
Lane Flow Rate	48	246	247	186	18	223
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.09	0.42	0.4	0.306	0.034	0.386
Departure Headway (Hd)	6.739	6.151	5.825	5.931	6.821	6.231
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	529	583	615	603	523	575
Service Time	4.506	3.918	3.897	4.009	4.592	4.002
HCM Lane V/C Ratio	0.091	0.422	0.402	0.308	0.034	0.388
HCM Control Delay	10.2	13.3	12.8	11.6	9.8	12.9
HCM Lane LOS	B	B	B	B	A	B
HCM 95th-tile Q	0.3	2.1	1.9	1.3	0.1	1.8

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	34	0	0	37	8	0	0	0	3	0	7
Future Vol, veh/h	3	34	0	0	37	8	0	0	0	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	34	0	0	37	8	0	0	0	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	34	0	0	85	85	34	81	81	41
Stage 1	-	-	-	-	-	-	40	40	-	41	41	-
Stage 2	-	-	-	-	-	-	45	45	-	40	40	-
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	1563	-	-	1578	-	-	901	805	1039	907	809	1030
Stage 1	-	-	-	-	-	-	975	862	-	974	861	-
Stage 2	-	-	-	-	-	-	969	857	-	975	862	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1563	-	-	1578	-	-	894	803	1039	905	807	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	803	-	905	807	-
Stage 1	-	-	-	-	-	-	973	860	-	972	861	-
Stage 2	-	-	-	-	-	-	962	857	-	973	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1563	-	-	1578	-	-	989
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.01
HCM Control Delay (s)	-	0	7.3	0	-	0	-	8.7
HCM Lane LOS	-	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1451	4	0	1061	0	16
Future Vol, veh/h	1451	4	0	1061	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1451	4	0	1061	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	728
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	366
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	366
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	366	-	-	-
HCM Lane V/C Ratio	0.044	-	-	-
HCM Control Delay (s)	15.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕			↕	
Traffic Vol, veh/h	12	163	0	0	89	4	0	0	0	4	0	1
Future Vol, veh/h	12	163	0	0	89	4	0	0	0	4	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	163	0	0	89	4	0	0	0	4	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	93	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	-
Pot Cap-1 Maneuver	1501	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1501	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1501	-	-	-	713
HCM Lane V/C Ratio	-	0.008	-	-	-	0.007
HCM Control Delay (s)	0	7.4	0	-	-	10.1
HCM Lane LOS	A	A	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	-	0

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	5	1358	24	91	973	3	9	1	82	2	0	23
Future Vol, veh/h	5	1358	24	91	973	3	9	1	82	2	0	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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1358	24	91	973	3	9	1	82	2	0	23

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	976	0	0	1382
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	703	-	-	492
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	703	-	-	492
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.2	59.6	23.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	152	703	-	-	492	-	-	222
HCM Lane V/C Ratio	0.605	0.007	-	-	0.185	-	-	0.113
HCM Control Delay (s)	59.6	10.2	0.2	-	14	-	-	23.3
HCM Lane LOS	F	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	3.2	0	-	-	0.7	-	-	0.4

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	39	120	11	21	74	1	3	51	16	42	64	3
Future Vol, veh/h	39	120	11	21	74	1	3	51	16	42	64	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	120	11	21	74	1	3	51	16	42	64	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	75	0	0	131	0	0	321	326	75
Stage 1	-	-	-	-	-	-	117	117	-
Stage 2	-	-	-	-	-	-	204	209	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1524	-	-	1454	-	-	673	592	986
Stage 1	-	-	-	-	-	-	908	799	-
Stage 2	-	-	-	-	-	-	830	729	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1524	-	-	1454	-	-	644	0	986
Mov Cap-2 Maneuver	-	-	-	-	-	-	644	0	-
Stage 1	-	-	-	-	-	-	883	0	-
Stage 2	-	-	-	-	-	-	818	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	1.6	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1524	-	-	1454	-	-	659
HCM Lane V/C Ratio	0.026	-	-	0.014	-	-	0.165
HCM Control Delay (s)	7.4	0	-	7.5	0	-	11.5
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1236	103	169	830	63	131
Future Vol, veh/h	1236	103	169	830	63	131
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1236	103	169	830	63	131

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1339	0	2041
Stage 1	-	-	-	-	1288
Stage 2	-	-	-	-	753
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	511	-	245
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	426
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	511	-	164
Mov Cap-2 Maneuver	-	-	-	-	164
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	285

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	29.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	511	-
HCM Lane V/C Ratio	0.574	-	-	0.331	-
HCM Control Delay (s)	29.1	-	-	15.5	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	3.4	-	-	1.4	-

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	1	30	7	27	40	9	23	183	117	19	252	2
Future Vol, veh/h	1	30	7	27	40	9	23	183	117	19	252	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	30	7	27	40	9	23	183	117	19	252	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	603	637	253	598	580	242	254	0	0	300	0	0
Stage 1	291	291	-	288	288	-	-	-	-	-	-	-
Stage 2	312	346	-	310	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	411	395	786	414	426	797	1311	-	-	1261	-	-
Stage 1	717	672	-	720	674	-	-	-	-	-	-	-
Stage 2	699	635	-	700	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	365	380	786	374	409	797	1311	-	-	1261	-	-
Mov Cap-2 Maneuver	365	380	-	374	409	-	-	-	-	-	-	-
Stage 1	702	660	-	705	660	-	-	-	-	-	-	-
Stage 2	636	622	-	650	659	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		15.5		0.6		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	419	419	1261	-	-
HCM Lane V/C Ratio	0.018	-	-	0.091	0.181	0.015	-	-
HCM Control Delay (s)	7.8	0	-	14.4	15.5	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.7	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	27	11	276	34	14	253
Future Vol, veh/h	27	11	276	34	14	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	11	276	34	14	253

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	574	293	0	0	310
Stage 1	293	-	-	-	-
Stage 2	281	-	-	-	-
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	480	746	-	-	1250
Stage 1	757	-	-	-	-
Stage 2	767	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	474	746	-	-	1250
Mov Cap-2 Maneuver	474	-	-	-	-
Stage 1	757	-	-	-	-
Stage 2	757	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	530	1250
HCM Lane V/C Ratio	-	-	0.072	0.011
HCM Control Delay (s)	-	-	12.3	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection			
Intersection Delay, s/veh	5.8		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	14	319	280
Demand Flow Rate, veh/h	14	325	285
Vehicles Circulating, veh/h	278	3	12
Vehicles Exiting, veh/h	19	289	316
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	6.0	5.7
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	14	325	285
Cap Entry Lane, veh/h	856	1127	1116
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	14	319	280
Cap Entry, veh/h	856	1105	1095
V/C Ratio	0.016	0.288	0.255
Control Delay, s/veh	4.4	6.0	5.7
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh	37.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	119	273	18	17	321	37	110	208	11	39	179	54
Future Vol, veh/h	119	273	18	17	321	37	110	208	11	39	179	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	119	273	18	17	321	37	110	208	11	39	179	54
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	48.7	38.7	32.5	24.8
HCM LOS	E	E	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	29%	5%	14%
Vol Thru, %	63%	67%	86%	66%
Vol Right, %	3%	4%	10%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	410	375	272
LT Vol	110	119	17	39
Through Vol	208	273	321	179
RT Vol	11	18	37	54
Lane Flow Rate	329	410	375	272
Geometry Grp	1	1	1	1
Degree of Util (X)	0.753	0.896	0.825	0.631
Departure Headway (Hd)	8.24	7.867	7.916	8.351
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	438	459	458	432
Service Time	6.292	5.913	5.963	6.429
HCM Lane V/C Ratio	0.751	0.893	0.819	0.63
HCM Control Delay	32.5	48.7	38.7	24.8
HCM Lane LOS	D	E	E	C
HCM 95th-tile Q	6.2	9.8	7.9	4.2

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	62	5	6	131	3	4	11	3	4	7	8
Future Vol, veh/h	18	62	5	6	131	3	4	11	3	4	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	62	5	6	131	3	4	11	3	4	7	8

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	134	0	0	67	0	0	253	247	65	253	248	133
Stage 1	-	-	-	-	-	-	101	101	-	145	145	-
Stage 2	-	-	-	-	-	-	152	146	-	108	103	-
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	1451	-	-	1535	-	-	700	655	999	700	655	916
Stage 1	-	-	-	-	-	-	905	811	-	858	777	-
Stage 2	-	-	-	-	-	-	850	776	-	897	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1535	-	-	679	644	999	680	644	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	679	644	-	680	644	-
Stage 1	-	-	-	-	-	-	893	800	-	847	774	-
Stage 2	-	-	-	-	-	-	832	773	-	871	799	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.6		0.3		10.3		10	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	1451	-	-	1535	-	-	746
HCM Lane V/C Ratio	0.026	0.012	-	-	0.004	-	-	0.025
HCM Control Delay (s)	10.3	7.5	0	-	7.4	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	306	3	2	316	0	9	6	11	6	9	37
Future Vol, veh/h	6	306	3	2	316	0	9	6	11	6	9	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	306	3	2	316	0	9	6	11	6	9	37

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	316	0	0	309
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1244	-	-	1252
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1244	-	-	1252
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	13.3	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	1244	-	-	1252	-	-	575
HCM Lane V/C Ratio	0.056	0.005	-	-	0.002	-	-	0.09
HCM Control Delay (s)	13.3	7.9	0	-	7.9	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	104	104	479	311
Demand Flow Rate, veh/h	106	106	488	317
Vehicles Circulating, veh/h	311	485	53	111
Vehicles Exiting, veh/h	117	56	364	480
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.7	7.0	8.5	6.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	106	106	488	317
Cap Entry Lane, veh/h	828	696	1072	1011
Entry HV Adj Factor	0.984	0.981	0.981	0.982
Flow Entry, veh/h	104	104	479	311
Cap Entry, veh/h	815	683	1051	993
V/C Ratio	0.128	0.152	0.455	0.313
Control Delay, s/veh	5.7	7.0	8.5	6.8
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	1

Intersection

Intersection Delay, s/veh	21
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	86	218	40	23	222	25	37	295	34	74	186	50
Future Vol, veh/h	86	218	40	23	222	25	37	295	34	74	186	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	218	40	23	222	25	37	295	34	74	186	50
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	23.8	18.9	23.6	16.5
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	9%	100%	0%
Vol Thru, %	0%	90%	63%	82%	0%	79%
Vol Right, %	0%	10%	12%	9%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	329	344	270	74	236
LT Vol	37	0	86	23	74	0
Through Vol	0	295	218	222	0	186
RT Vol	0	34	40	25	0	50
Lane Flow Rate	37	329	344	270	74	236
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.083	0.684	0.677	0.547	0.17	0.497
Departure Headway (Hd)	8.075	7.485	7.081	7.293	8.258	7.588
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	484	509	494	434	474
Service Time	5.824	5.233	5.129	5.347	6.01	5.339
HCM Lane V/C Ratio	0.083	0.68	0.676	0.547	0.171	0.498
HCM Control Delay	11.6	25	23.8	18.9	12.7	17.7
HCM Lane LOS	B	C	C	C	B	C
HCM 95th-tile Q	0.3	5.1	5	3.2	0.6	2.7

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	77	44	8	81	40	8	4	4	2	0	2
Future Vol, veh/h	21	77	44	8	81	40	8	4	4	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	77	44	8	81	40	8	4	4	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	121	0	0	259	278	99	262	280	101
Stage 1	-	-	-	-	-	-	141	141	-	117	117	-
Stage 2	-	-	-	-	-	-	118	137	-	145	163	-
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	1467	-	-	1467	-	-	694	630	957	691	628	954
Stage 1	-	-	-	-	-	-	862	780	-	888	799	-
Stage 2	-	-	-	-	-	-	887	783	-	858	763	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1467	-	-	1467	-	-	682	617	957	674	615	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	617	-	674	615	-
Stage 1	-	-	-	-	-	-	849	768	-	875	794	-
Stage 2	-	-	-	-	-	-	880	778	-	837	752	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.5			10.2			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	715	1467	-	-	1467	-	-	790
HCM Lane V/C Ratio	0.022	0.014	-	-	0.005	-	-	0.005
HCM Control Delay (s)	10.2	7.5	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	931	5	0	1199	0	33
Future Vol, veh/h	931	5	0	1199	0	33
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	931	5	0	1199	0	33

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	468
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	542
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	542
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	542	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-
HCM Control Delay (s)	12.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	33	93	0	0	70	8	0	0	0	3	0	3
Future Vol, veh/h	33	93	0	0	70	8	0	0	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	93	0	0	70	8	0	0	0	3	0	3

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	78	0	-	-	-	0	235	237	93	233	233	74
Stage 1	-	-	-	-	-	-	159	159	-	74	74	-
Stage 2	-	-	-	-	-	-	76	78	-	159	159	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	0	0	-	-	720	664	964	722	667	988
Stage 1	-	-	0	0	-	-	843	766	-	935	833	-
Stage 2	-	-	0	0	-	-	933	830	-	843	766	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1520	-	-	-	-	-	705	649	964	709	652	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	705	649	-	709	652	-
Stage 1	-	-	-	-	-	-	824	748	-	913	833	-
Stage 2	-	-	-	-	-	-	930	830	-	824	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	0	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1520	-	-	-	826
HCM Lane V/C Ratio	-	0.022	-	-	-	0.007
HCM Control Delay (s)	0	7.4	0	-	-	9.4
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	-	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	12	881	17	67	1132	5	9	0	53	2	0	3
Future Vol, veh/h	12	881	17	67	1132	5	9	0	53	2	0	3
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	881	17	67	1132	5	9	0	53	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1137	0	0	898	0	0	1614	2185	449	1734	2191	569
Stage 1	-	-	-	-	-	-	914	914	-	1269	1269	-
Stage 2	-	-	-	-	-	-	700	1271	-	465	922	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	610	-	-	752	-	-	69	45	557	56	45	465
Stage 1	-	-	-	-	-	-	294	350	-	178	238	-
Stage 2	-	-	-	-	-	-	396	237	-	547	347	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	610	-	-	752	-	-	62	39	557	46	39	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	62	39	-	46	39	-
Stage 1	-	-	-	-	-	-	283	336	-	171	217	-
Stage 2	-	-	-	-	-	-	358	216	-	476	333	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.6			23.3			42.9		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	258	610	-	-	752	-	-	100
HCM Lane V/C Ratio	0.24	0.02	-	-	0.089	-	-	0.05
HCM Control Delay (s)	23.3	11	0.2	-	10.3	-	-	42.9
HCM Lane LOS	C	B	A	-	B	-	-	E
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.3	-	-	0.2

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	65	38	29	44	4	32	52	53	9	68	5
Future Vol, veh/h	7	65	38	29	44	4	32	52	53	9	68	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	65	38	29	44	4	32	52	53	9	68	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	48	0	0	103	0	0	202	221	46
Stage 1	-	-	-	-	-	-	104	104	-
Stage 2	-	-	-	-	-	-	98	117	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1489	-	-	787	678	1023
Stage 1	-	-	-	-	-	-	920	809	-
Stage 2	-	-	-	-	-	-	926	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1489	-	-	767	0	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	767	0	-
Stage 1	-	-	-	-	-	-	915	0	-
Stage 2	-	-	-	-	-	-	907	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	2.8	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1559	-	-	1489	-	-	842
HCM Lane V/C Ratio	0.004	-	-	0.019	-	-	0.097
HCM Control Delay (s)	7.3	0	-	7.5	0	-	9.7
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.3

Intersection

Int Delay, s/veh 3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	767	113	229	910	63	135
Future Vol, veh/h	767	113	229	910	63	135
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	767	113	229	910	63	135

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	880	0	1737
Stage 1	-	-	-	-	824
Stage 2	-	-	-	-	913
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	764	-	309
Stage 1	-	-	-	-	391
Stage 2	-	-	-	-	352
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	764	-	216
Mov Cap-2 Maneuver	-	-	-	-	216
Stage 1	-	-	-	-	391
Stage 2	-	-	-	-	246

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	432	-	-	764	-
HCM Lane V/C Ratio	0.458	-	-	0.3	-
HCM Control Delay (s)	20.2	-	-	11.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.4	-	-	1.3	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	9	43	29	8	15	191	72	25	313	2
Future Vol, veh/h	0	15	9	43	29	8	15	191	72	25	313	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	9	43	29	8	15	191	72	25	313	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	640	657	314	633	622	227	315	0	0	263	0	0
Stage 1	364	364	-	257	257	-	-	-	-	-	-	-
Stage 2	276	293	-	376	365	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	388	385	726	392	403	812	1245	-	-	1301	-	-
Stage 1	655	624	-	748	695	-	-	-	-	-	-	-
Stage 2	730	670	-	645	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	352	371	726	365	388	812	1245	-	-	1301	-	-
Mov Cap-2 Maneuver	352	371	-	365	388	-	-	-	-	-	-	-
Stage 1	646	610	-	738	685	-	-	-	-	-	-	-
Stage 2	683	661	-	607	609	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.4		16.4		0.4		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	454	395	1301	-
HCM Lane V/C Ratio	0.012	-	-	0.053	0.203	0.019	-
HCM Control Delay (s)	7.9	0	-	13.4	16.4	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	27	11	286	29	11	270
Future Vol, veh/h	27	11	286	29	11	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	11	286	29	11	270

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	593	301	0	0	315
Stage 1	301	-	-	-	-
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	468	739	-	-	1245
Stage 1	751	-	-	-	-
Stage 2	758	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	463	739	-	-	1245
Mov Cap-2 Maneuver	463	-	-	-	-
Stage 1	751	-	-	-	-
Stage 2	750	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1245
HCM Lane V/C Ratio	-	-	0.073	0.009
HCM Control Delay (s)	-	-	12.5	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection			
Intersection Delay, s/veh	5.9		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	22	314	297
Demand Flow Rate, veh/h	22	320	303
Vehicles Circulating, veh/h	290	7	7
Vehicles Exiting, veh/h	20	305	320
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.5	6.0	5.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	22	320	303
Cap Entry Lane, veh/h	845	1122	1122
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	22	314	297
Cap Entry, veh/h	845	1101	1101
V/C Ratio	0.026	0.285	0.270
Control Delay, s/veh	4.5	6.0	5.8
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh 27.9

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	94	251	22	20	267	61	42	166	27	65	216	103
Future Vol, veh/h	94	251	22	20	267	61	42	166	27	65	216	103
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	251	22	20	267	61	42	166	27	65	216	103
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	30.3	27	19.1	31.7
HCM LOS	D	D	C	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	26%	6%	17%
Vol Thru, %	71%	68%	77%	56%
Vol Right, %	11%	6%	18%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	367	348	384
LT Vol	42	94	20	65
Through Vol	166	251	267	216
RT Vol	27	22	61	103
Lane Flow Rate	235	367	348	384
Geometry Grp	1	1	1	1
Degree of Util (X)	0.515	0.758	0.715	0.779
Departure Headway (Hd)	7.892	7.437	7.401	7.299
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	456	488	487	495
Service Time	5.967	5.484	5.448	5.344
HCM Lane V/C Ratio	0.515	0.752	0.715	0.776
HCM Control Delay	19.1	30.3	27	31.7
HCM Lane LOS	C	D	D	D
HCM 95th-tile Q	2.9	6.5	5.7	7

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	67	34	20	67	5	10	14	15	7	30	38
Future Vol, veh/h	5	67	34	20	67	5	10	14	15	7	30	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	67	34	20	67	5	10	14	15	7	30	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	101	0	0	238	206	84	219	221	70
Stage 1	-	-	-	-	-	-	94	94	-	110	110	-
Stage 2	-	-	-	-	-	-	144	112	-	109	111	-
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	1528	-	-	1491	-	-	716	691	975	737	678	993
Stage 1	-	-	-	-	-	-	913	817	-	895	804	-
Stage 2	-	-	-	-	-	-	859	803	-	896	804	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1491	-	-	657	679	975	705	666	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	657	679	-	705	666	-
Stage 1	-	-	-	-	-	-	910	815	-	892	793	-
Stage 2	-	-	-	-	-	-	784	792	-	864	802	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.6			10			9.9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	761	1528	-	-	1491	-	-	804
HCM Lane V/C Ratio	0.051	0.003	-	-	0.013	-	-	0.093
HCM Control Delay (s)	10	7.4	0	-	7.4	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	331	9	12	362	1	3	1	8	3	4	22
Future Vol, veh/h	4	331	9	12	362	1	3	1	8	3	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	331	9	12	362	1	3	1	8	3	4	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	340	0	0	744	731	336	735	735	363
Stage 1	-	-	-	-	-	-	344	344	-	387	387	-
Stage 2	-	-	-	-	-	-	400	387	-	348	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	1196	-	-	1219	-	-	331	349	706	335	347	682
Stage 1	-	-	-	-	-	-	671	637	-	637	610	-
Stage 2	-	-	-	-	-	-	626	610	-	668	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1196	-	-	1219	-	-	313	343	706	326	341	682
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	343	-	326	341	-
Stage 1	-	-	-	-	-	-	668	634	-	634	603	-
Stage 2	-	-	-	-	-	-	595	603	-	657	631	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			12.3			12		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1196	-	-	1219	-	-	545
HCM Lane V/C Ratio	0.024	0.003	-	-	0.01	-	-	0.053
HCM Control Delay (s)	12.3	8	0	-	8	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection				
Intersection Delay, s/veh	7.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	71	51	374	451
Demand Flow Rate, veh/h	72	52	382	460
Vehicles Circulating, veh/h	458	386	50	57
Vehicles Exiting, veh/h	59	46	480	380
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.2	5.4	7.1	8.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	72	52	382	460
Cap Entry Lane, veh/h	715	768	1075	1067
Entry HV Adj Factor	0.980	0.990	0.980	0.981
Flow Entry, veh/h	71	51	374	451
Cap Entry, veh/h	700	761	1053	1047
V/C Ratio	0.101	0.068	0.355	0.431
Control Delay, s/veh	6.2	5.4	7.1	8.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

Intersection

Intersection Delay, s/veh 32.6

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	76	196	43	33	233	37	74	315	39	53	287	72
Future Vol, veh/h	76	196	43	33	233	37	74	315	39	53	287	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	196	43	33	233	37	74	315	39	53	287	72
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	29.9	28.3	34.4	35.9
HCM LOS	D	D	D	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	24%	11%	100%	0%
Vol Thru, %	0%	89%	62%	77%	0%	80%
Vol Right, %	0%	11%	14%	12%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	354	315	303	53	359
LT Vol	74	0	76	33	53	0
Through Vol	0	315	196	233	0	287
RT Vol	0	39	43	37	0	72
Lane Flow Rate	74	354	315	303	53	359
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.183	0.815	0.72	0.696	0.131	0.822
Departure Headway (Hd)	8.892	8.292	8.233	8.269	8.906	8.24
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	403	435	438	436	402	438
Service Time	6.651	6.05	6.295	6.331	6.665	5.998
HCM Lane V/C Ratio	0.184	0.814	0.719	0.695	0.132	0.82
HCM Control Delay	13.6	38.7	29.9	28.3	13	39.3
HCM Lane LOS	B	E	D	D	B	E
HCM 95th-tile Q	0.7	7.5	5.6	5.2	0.4	7.7

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	92	15	10	68	16	4	2	2	5	0	4
Future Vol, veh/h	18	92	15	10	68	16	4	2	2	5	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	92	15	10	68	16	4	2	2	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	107	0	0	234	240	100	234	239	76
Stage 1	-	-	-	-	-	-	136	136	-	96	96	-
Stage 2	-	-	-	-	-	-	98	104	-	138	143	-
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	1513	-	-	1484	-	-	721	661	956	721	662	985
Stage 1	-	-	-	-	-	-	867	784	-	911	815	-
Stage 2	-	-	-	-	-	-	908	809	-	865	779	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1513	-	-	1484	-	-	707	648	956	707	649	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	648	-	707	649	-
Stage 1	-	-	-	-	-	-	856	774	-	899	809	-
Stage 2	-	-	-	-	-	-	898	803	-	850	769	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.8			9.9			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	738	1513	-	-	1484	-	-	808
HCM Lane V/C Ratio	0.011	0.012	-	-	0.007	-	-	0.011
HCM Control Delay (s)	9.9	7.4	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	738	4	0	795	0	47
Future Vol, veh/h	738	4	0	795	0	47
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	738	4	0	795	0	47

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	371
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	626
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	626
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	626	-	-	-
HCM Lane V/C Ratio	0.075	-	-	-
HCM Control Delay (s)	11.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	22	105	0	2	83	26	0	0	0	1	0	6
Future Vol, veh/h	22	105	0	2	83	26	0	0	0	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	105	0	2	83	26	0	0	0	1	0	6

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	109	0	105	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	2.218	-
Pot Cap-1 Maneuver	1481	0	1486	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1481	-	1486	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	0	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1481	-	1486	-	-	911
HCM Lane V/C Ratio	-	0.015	-	0.001	-	-	0.008
HCM Control Delay (s)	0	7.5	0	7.4	-	-	9
HCM Lane LOS	A	A	A	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	0	-	-	0

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	6	711	12	42	760	4	9	3	27	4	1	2
Future Vol, veh/h	6	711	12	42	760	4	9	3	27	4	1	2
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	711	12	42	760	4	9	3	27	4	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	723	0	0	1194	1577	362	1215	1581	382
Stage 1	-	-	-	-	-	-	729	729	-	846	846	-
Stage 2	-	-	-	-	-	-	465	848	-	369	735	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	845	-	-	875	-	-	142	109	635	137	108	616
Stage 1	-	-	-	-	-	-	380	426	-	323	377	-
Stage 2	-	-	-	-	-	-	547	376	-	623	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	845	-	-	875	-	-	134	103	635	122	102	616
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	103	-	122	102	-
Stage 1	-	-	-	-	-	-	375	421	-	319	359	-
Stage 2	-	-	-	-	-	-	518	358	-	585	419	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			19.9			29.7		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	845	-	-	875	-	-	153
HCM Lane V/C Ratio	0.139	0.007	-	-	0.048	-	-	0.046
HCM Control Delay (s)	19.9	9.3	0.1	-	9.3	-	-	29.7
HCM Lane LOS	C	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.1

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	2	58	18	19	73	9	18	31	33	23	32	2
Future Vol, veh/h	2	58	18	19	73	9	18	31	33	23	32	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	58	18	19	73	9	18	31	33	23	32	2

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	82	0	0	76	0	0	187	196	78
Stage 1	-	-	-	-	-	-	116	116	-
Stage 2	-	-	-	-	-	-	71	80	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1515	-	-	1523	-	-	802	699	983
Stage 1	-	-	-	-	-	-	909	800	-
Stage 2	-	-	-	-	-	-	952	828	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1515	-	-	1523	-	-	791	0	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	791	0	-
Stage 1	-	-	-	-	-	-	908	0	-
Stage 2	-	-	-	-	-	-	940	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	1.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	1523	-	-	804
HCM Lane V/C Ratio	0.001	-	-	0.012	-	-	0.071
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	657	69	101	629	59	111
Future Vol, veh/h	657	69	101	629	59	111
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	657	69	101	629	59	111

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	726	0	1209
Stage 1	-	-	-	-	692
Stage 2	-	-	-	-	517
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	873	-	455
Stage 1	-	-	-	-	458
Stage 2	-	-	-	-	563
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	873	-	402
Mov Cap-2 Maneuver	-	-	-	-	402
Stage 1	-	-	-	-	458
Stage 2	-	-	-	-	498

Approach

	EB	WB	NB
HCM Control Delay, s	0	1.3	13.1
HCM LOS			B

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	614	-	-	873	-
HCM Lane V/C Ratio	0.277	-	-	0.116	-
HCM Control Delay (s)	13.1	-	-	9.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	13	6	52	27	17	9	165	47	18	144	1
Future Vol, veh/h	2	13	6	52	27	17	9	165	47	18	144	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	13	6	52	27	17	9	165	47	18	144	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	410	411	145	397	388	189	145	0	0	212	0	0
Stage 1	181	181	-	207	207	-	-	-	-	-	-	-
Stage 2	229	230	-	190	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	552	531	902	563	547	853	1437	-	-	1358	-	-
Stage 1	821	750	-	795	731	-	-	-	-	-	-	-
Stage 2	774	714	-	812	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	512	520	902	540	536	853	1437	-	-	1358	-	-
Mov Cap-2 Maneuver	512	520	-	540	536	-	-	-	-	-	-	-
Stage 1	815	740	-	789	726	-	-	-	-	-	-	-
Stage 2	725	709	-	781	740	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		12.5		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1437	-	-	591	576	1358	-	-
HCM Lane V/C Ratio	0.006	-	-	0.036	0.167	0.013	-	-
HCM Control Delay (s)	7.5	0	-	11.3	12.5	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	17	7	215	9	4	199
Future Vol, veh/h	17	7	215	9	4	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	215	9	4	199

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	427	220	0	0	224	0
Stage 1	220	-	-	-	-	-
Stage 2	207	-	-	-	-	-
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	584	820	-	-	1345	-
Stage 1	817	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	820	-	-	1345	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	636	1345
HCM Lane V/C Ratio	-	-	0.038	0.003
HCM Control Delay (s)	-	-	10.9	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection			
Intersection Delay, s/veh	5.1		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	19	232	216
Demand Flow Rate, veh/h	19	236	220
Vehicles Circulating, veh/h	216	3	11
Vehicles Exiting, veh/h	15	232	228
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.1	5.2	5.1
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	19	236	220
Cap Entry Lane, veh/h	910	1127	1118
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	19	232	216
Cap Entry, veh/h	910	1105	1096
V/C Ratio	0.021	0.209	0.197
Control Delay, s/veh	4.1	5.2	5.1
LOS	A	A	A
95th %tile Queue, veh	0	1	1

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	74	191	21	25	170	60	30	114	17	33	112	79
Future Vol, veh/h	74	191	21	25	170	60	30	114	17	33	112	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	191	21	25	170	60	30	114	17	33	112	79
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	12.7	11.8	10.9	11.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	26%	10%	15%
Vol Thru, %	71%	67%	67%	50%
Vol Right, %	11%	7%	24%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	286	255	224
LT Vol	30	74	25	33
Through Vol	114	191	170	112
RT Vol	17	21	60	79
Lane Flow Rate	161	286	255	224
Geometry Grp	1	1	1	1
Degree of Util (X)	0.259	0.434	0.382	0.344
Departure Headway (Hd)	5.793	5.461	5.39	5.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	617	658	666	647
Service Time	3.857	3.514	3.444	3.583
HCM Lane V/C Ratio	0.261	0.435	0.383	0.346
HCM Control Delay	10.9	12.7	11.8	11.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1	2.2	1.8	1.5

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	43	19	16	42	7	29	16	12	7	15	21
Future Vol, veh/h	10	43	19	16	42	7	29	16	12	7	15	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	19	16	42	7	29	16	12	7	15	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	62	0	0	169	154	53	165	160	46
Stage 1	-	-	-	-	-	-	73	73	-	78	78	-
Stage 2	-	-	-	-	-	-	96	81	-	87	82	-
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	1558	-	-	1541	-	-	795	738	1014	800	732	1023
Stage 1	-	-	-	-	-	-	937	834	-	931	830	-
Stage 2	-	-	-	-	-	-	911	828	-	921	827	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1558	-	-	1541	-	-	756	725	1014	766	719	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	756	725	-	766	719	-
Stage 1	-	-	-	-	-	-	930	828	-	924	821	-
Stage 2	-	-	-	-	-	-	866	819	-	886	821	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			1.8			9.9			9.5		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	789	1558	-	-	1541	-	-	851
HCM Lane V/C Ratio	0.072	0.006	-	-	0.01	-	-	0.051
HCM Control Delay (s)	9.9	7.3	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	243	3	8	262	3	2	2	4	2	1	9
Future Vol, veh/h	3	243	3	8	262	3	2	2	4	2	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	243	3	8	262	3	2	2	4	2	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	265	0	0	246	0	0	536	532	245	534	532	264
Stage 1	-	-	-	-	-	-	251	251	-	280	280	-
Stage 2	-	-	-	-	-	-	285	281	-	254	252	-
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	1299	-	-	1320	-	-	455	453	794	457	453	775
Stage 1	-	-	-	-	-	-	753	699	-	727	679	-
Stage 2	-	-	-	-	-	-	722	678	-	750	698	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1299	-	-	1320	-	-	445	448	794	450	448	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	448	-	450	448	-
Stage 1	-	-	-	-	-	-	751	697	-	725	674	-
Stage 2	-	-	-	-	-	-	708	673	-	742	696	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			11.4			10.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	572	1299	-	-	1320	-	-	656
HCM Lane V/C Ratio	0.014	0.002	-	-	0.006	-	-	0.018
HCM Control Delay (s)	11.4	7.8	0	-	7.7	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection				
Intersection Delay, s/veh	6.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	55	31	327	311
Demand Flow Rate, veh/h	56	31	333	317
Vehicles Circulating, veh/h	303	341	35	41
Vehicles Exiting, veh/h	55	27	323	331
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	4.9	6.4	6.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	56	31	333	317
Cap Entry Lane, veh/h	835	803	1091	1085
Entry HV Adj Factor	0.977	0.991	0.982	0.982
Flow Entry, veh/h	55	31	327	311
Cap Entry, veh/h	815	796	1072	1065
V/C Ratio	0.067	0.039	0.305	0.292
Control Delay, s/veh	5.1	4.9	6.4	6.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection

Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	50	162	41	25	159	22	50	234	23	37	253	54
Future Vol, veh/h	50	162	41	25	159	22	50	234	23	37	253	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	162	41	25	159	22	50	234	23	37	253	54
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	14.6	13.5	14.6	16.5
HCM LOS	B	B	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	12%	100%	0%
Vol Thru, %	0%	91%	64%	77%	0%	82%
Vol Right, %	0%	9%	16%	11%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	257	253	206	37	307
LT Vol	50	0	50	25	37	0
Through Vol	0	234	162	159	0	253
RT Vol	0	23	41	22	0	54
Lane Flow Rate	50	257	253	206	37	307
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.1	0.475	0.449	0.374	0.074	0.556
Departure Headway (Hd)	7.229	6.653	6.388	6.528	7.162	6.525
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	496	542	564	550	500	553
Service Time	4.975	4.399	4.434	4.576	4.906	4.268
HCM Lane V/C Ratio	0.101	0.474	0.449	0.375	0.074	0.555
HCM Control Delay	10.8	15.3	14.6	13.5	10.5	17.2
HCM Lane LOS	B	C	B	B	B	C
HCM 95th-tile Q	0.3	2.5	2.3	1.7	0.2	3.4

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	57	35	15	55	9	40	8	8	5	0	7
Future Vol, veh/h	10	57	35	15	55	9	40	8	8	5	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	57	35	15	55	9	40	8	8	5	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	92	0	0	188	189	75	193	202	60
Stage 1	-	-	-	-	-	-	95	95	-	90	90	-
Stage 2	-	-	-	-	-	-	93	94	-	103	112	-
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	1538	-	-	1503	-	-	772	706	986	767	694	1005
Stage 1	-	-	-	-	-	-	912	816	-	917	820	-
Stage 2	-	-	-	-	-	-	914	817	-	903	803	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1538	-	-	1503	-	-	757	694	986	744	682	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	757	694	-	744	682	-
Stage 1	-	-	-	-	-	-	906	810	-	911	812	-
Stage 2	-	-	-	-	-	-	899	809	-	881	797	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			1.4			10			9.2		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	773	1538	-	-	1503	-	-	877
HCM Lane V/C Ratio	0.072	0.007	-	-	0.01	-	-	0.014
HCM Control Delay (s)	10	7.4	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	776	3	0	673	0	15
Future Vol, veh/h	776	3	0	673	0	15
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	776	3	0	673	0	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	390
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	609
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	609
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	609	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕			↕	
Traffic Vol, veh/h	12	55	0	0	45	12	0	0	0	0	0	0
Future Vol, veh/h	12	55	0	0	45	12	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	55	0	0	45	12	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	57	0	-	-	-	0	130	136	55	130	130	51
Stage 1	-	-	-	-	-	-	79	79	-	51	51	-
Stage 2	-	-	-	-	-	-	51	57	-	79	79	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1547	-	0	0	-	-	843	755	1012	843	761	1017
Stage 1	-	-	0	0	-	-	930	829	-	962	852	-
Stage 2	-	-	0	0	-	-	962	847	-	930	829	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1547	-	-	-	-	-	838	749	1012	838	755	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	838	749	-	838	755	-
Stage 1	-	-	-	-	-	-	923	822	-	954	852	-
Stage 2	-	-	-	-	-	-	962	847	-	923	822	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1547	-	-	-	-
HCM Lane V/C Ratio	-	0.008	-	-	-	-
HCM Control Delay (s)	0	7.3	0	-	-	0
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	3	745	10	28	644	5	5	0	20	3	1	8
Future Vol, veh/h	3	745	10	28	644	5	5	0	20	3	1	8
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	745	10	28	644	5	5	0	20	3	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	649	0	0	755	0	0	1135	1461	378	1082	1464	325
Stage 1	-	-	-	-	-	-	756	756	-	703	703	-
Stage 2	-	-	-	-	-	-	379	705	-	379	761	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	933	-	-	851	-	-	157	128	620	172	127	671
Stage 1	-	-	-	-	-	-	366	414	-	394	438	-
Stage 2	-	-	-	-	-	-	615	437	-	615	412	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	933	-	-	851	-	-	150	123	620	162	122	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	123	-	162	122	-
Stage 1	-	-	-	-	-	-	364	412	-	392	424	-
Stage 2	-	-	-	-	-	-	586	423	-	592	410	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			15.1			17		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	381	933	-	-	851	-	-	311
HCM Lane V/C Ratio	0.066	0.003	-	-	0.033	-	-	0.039
HCM Control Delay (s)	15.1	8.9	0	-	9.4	-	-	17
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	30	7	10	27	3	8	20	22	16	23	1
Future Vol, veh/h	7	30	7	10	27	3	8	20	22	16	23	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	30	7	10	27	3	8	20	22	16	23	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	37	0	0	109	98	34	118	100	29
Stage 1	-	-	-	-	-	-	48	48	-	49	49	-
Stage 2	-	-	-	-	-	-	61	50	-	69	51	-
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	1583	-	-	1574	-	-	870	792	1039	858	790	1046
Stage 1	-	-	-	-	-	-	965	855	-	964	854	-
Stage 2	-	-	-	-	-	-	950	853	-	941	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1574	-	-	842	783	1039	817	781	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	842	783	-	817	781	-
Stage 1	-	-	-	-	-	-	960	851	-	959	849	-
Stage 2	-	-	-	-	-	-	918	848	-	895	848	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.8			9.3			9.7		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	889	1583	-	-	1574	-	-	800
HCM Lane V/C Ratio	0.056	0.004	-	-	0.006	-	-	0.05
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	654	54	92	563	43	110
Future Vol, veh/h	654	54	92	563	43	110
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	654	54	92	563	43	110

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	708	0	1147
Stage 1	-	-	-	-	681
Stage 2	-	-	-	-	466
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	887	-	476
Stage 1	-	-	-	-	464
Stage 2	-	-	-	-	598
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	887	-	426
Mov Cap-2 Maneuver	-	-	-	-	426
Stage 1	-	-	-	-	464
Stage 2	-	-	-	-	536

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	668	-	-	887	-
HCM Lane V/C Ratio	0.229	-	-	0.104	-
HCM Control Delay (s)	12	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	6	20	13	6	2	142	22	9	133	1
Future Vol, veh/h	3	4	6	20	13	6	2	142	22	9	133	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	6	20	13	6	2	142	22	9	133	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	319	320	134	314	309	153	134	0	0	164	0	0
Stage 1	152	152	-	157	157	-	-	-	-	-	-	-
Stage 2	167	168	-	157	152	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	634	597	915	639	605	893	1451	-	-	1414	-	-
Stage 1	850	772	-	845	768	-	-	-	-	-	-	-
Stage 2	835	759	-	845	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	615	592	915	627	600	893	1451	-	-	1414	-	-
Mov Cap-2 Maneuver	615	592	-	627	600	-	-	-	-	-	-	-
Stage 1	848	767	-	843	766	-	-	-	-	-	-	-
Stage 2	814	757	-	829	767	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	10.1		10.9		0.1		0.5			
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	715	647	1414	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.06	0.006	-
HCM Control Delay (s)	7.5	0	-	10.1	10.9	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	4	157	9	4	153
Future Vol, veh/h	10	4	157	9	4	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	4	157	9	4	153

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	323	162	0	0	166	0
Stage 1	162	-	-	-	-	-
Stage 2	161	-	-	-	-	-
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	671	883	-	-	1412	-
Stage 1	867	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	669	883	-	-	1412	-
Mov Cap-2 Maneuver	669	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	719	1412
HCM Lane V/C Ratio	-	-	0.019	0.003
HCM Control Delay (s)	-	-	10.1	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection			
Intersection Delay, s/veh	4.6		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	15	171	163
Demand Flow Rate, veh/h	15	174	166
Vehicles Circulating, veh/h	156	2	7
Vehicles Exiting, veh/h	17	169	169
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.6	4.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	15	174	166
Cap Entry Lane, veh/h	967	1128	1122
Entry HV Adj Factor	1.000	0.981	0.982
Flow Entry, veh/h	15	171	163
Cap Entry, veh/h	967	1106	1101
V/C Ratio	0.016	0.154	0.148
Control Delay, s/veh	3.9	4.6	4.6
LOS	A	A	A
95th %tile Queue, veh	0	1	1

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	53	172	28	7	154	27	37	109	21	27	98	36
Future Vol, veh/h	53	172	28	7	154	27	37	109	21	27	98	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	172	28	7	154	27	37	109	21	27	98	36
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	10.9	10	10.1	9.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	21%	4%	17%
Vol Thru, %	65%	68%	82%	61%
Vol Right, %	13%	11%	14%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	253	188	161
LT Vol	37	53	7	27
Through Vol	109	172	154	98
RT Vol	21	28	27	36
Lane Flow Rate	167	253	188	161
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.359	0.267	0.235
Departure Headway (Hd)	5.312	5.106	5.122	5.255
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	708	701	683
Service Time	3.345	3.106	3.152	3.288
HCM Lane V/C Ratio	0.247	0.357	0.268	0.236
HCM Control Delay	10.1	10.9	10	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1	1.6	1.1	0.9

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	21	5	6	32	9	9	9	0	9	6	8
Future Vol, veh/h	5	21	5	6	32	9	9	9	0	9	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	21	5	6	32	9	9	9	0	9	6	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	26	0	0	90	87	24	87	85	37
Stage 1	-	-	-	-	-	-	34	34	-	49	49	-
Stage 2	-	-	-	-	-	-	56	53	-	38	36	-
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	1568	-	-	1588	-	-	895	803	1052	899	805	1035
Stage 1	-	-	-	-	-	-	982	867	-	964	854	-
Stage 2	-	-	-	-	-	-	956	851	-	977	865	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1568	-	-	1588	-	-	878	797	1052	886	799	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	797	-	886	799	-
Stage 1	-	-	-	-	-	-	979	864	-	961	851	-
Stage 2	-	-	-	-	-	-	938	848	-	964	862	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.9			9.4			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	836	1568	-	-	1588	-	-	906
HCM Lane V/C Ratio	0.022	0.003	-	-	0.004	-	-	0.025
HCM Control Delay (s)	9.4	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	236	6	5	221	2	9	3	8	3	1	7
Future Vol, veh/h	7	236	6	5	221	2	9	3	8	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	236	6	5	221	2	9	3	8	3	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	242	0	0	489	486	239	491	488	222
Stage 1	-	-	-	-	-	-	253	253	-	232	232	-
Stage 2	-	-	-	-	-	-	236	233	-	259	256	-
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	1346	-	-	1324	-	-	489	481	800	488	480	818
Stage 1	-	-	-	-	-	-	751	698	-	771	713	-
Stage 2	-	-	-	-	-	-	767	712	-	746	696	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1346	-	-	1324	-	-	480	476	800	477	475	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	476	-	477	475	-
Stage 1	-	-	-	-	-	-	746	694	-	766	710	-
Stage 2	-	-	-	-	-	-	756	709	-	731	692	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			11.5			10.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	571	1346	-	-	1324	-	-	649
HCM Lane V/C Ratio	0.035	0.005	-	-	0.004	-	-	0.017
HCM Control Delay (s)	11.5	7.7	0	-	7.7	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection				
Intersection Delay, s/veh	6.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	30	332	319
Demand Flow Rate, veh/h	38	30	339	325
Vehicles Circulating, veh/h	317	337	32	45
Vehicles Exiting, veh/h	53	33	323	322
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	4.9	6.4	6.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	30	339	325
Cap Entry Lane, veh/h	823	807	1094	1080
Entry HV Adj Factor	0.995	0.993	0.980	0.982
Flow Entry, veh/h	38	30	332	319
Cap Entry, veh/h	819	801	1072	1061
V/C Ratio	0.046	0.037	0.310	0.301
Control Delay, s/veh	4.8	4.9	6.4	6.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection

Intersection Delay, s/veh 12.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	53	163	33	32	127	28	49	219	27	18	198	25
Future Vol, veh/h	53	163	33	32	127	28	49	219	27	18	198	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	163	33	32	127	28	49	219	27	18	198	25
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	12.8	11.7	12.9	12.7
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	21%	17%	100%	0%
Vol Thru, %	0%	89%	65%	68%	0%	89%
Vol Right, %	0%	11%	13%	15%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	246	249	187	18	223
LT Vol	49	0	53	32	18	0
Through Vol	0	219	163	127	0	198
RT Vol	0	27	33	28	0	25
Lane Flow Rate	49	246	249	187	18	223
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.092	0.421	0.403	0.309	0.034	0.387
Departure Headway (Hd)	6.75	6.163	5.831	5.941	6.834	6.245
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	529	581	613	600	521	573
Service Time	4.52	3.932	3.905	4.02	4.607	4.017
HCM Lane V/C Ratio	0.093	0.423	0.406	0.312	0.035	0.389
HCM Control Delay	10.2	13.4	12.8	11.7	9.8	12.9
HCM Lane LOS	B	B	B	B	A	B
HCM 95th-tile Q	0.3	2.1	1.9	1.3	0.1	1.8

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	37	24	8	35	8	22	3	3	3	0	7
Future Vol, veh/h	0	37	24	8	35	8	22	3	3	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	37	24	8	35	8	22	3	3	3	0	7

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	43	0	0	61
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1566	-	-	1542
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1566	-	-	1542
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.2	9.3	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	866	1566	-	-	1542	-	-	975
HCM Lane V/C Ratio	0.032	-	-	-	0.005	-	-	0.01
HCM Control Delay (s)	9.3	0	-	-	7.3	0	-	8.7
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1537	4	0	1094	0	16
Future Vol, veh/h	1537	4	0	1094	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1537	4	0	1094	0	16

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	771
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	343
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	343
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	343	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-
HCM Control Delay (s)	16	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	106	0	0	73	1	5	3	8	4	0	1
Future Vol, veh/h	12	106	0	0	73	1	5	3	8	4	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	106	0	0	73	1	5	3	8	4	0	1

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	74	0	-	-	-	0	204	204	106	210	204	74
Stage 1	-	-	-	-	-	-	130	130	-	74	74	-
Stage 2	-	-	-	-	-	-	74	74	-	136	130	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1526	-	0	0	-	-	754	692	948	747	692	988
Stage 1	-	-	0	0	-	-	874	789	-	935	833	-
Stage 2	-	-	0	0	-	-	935	833	-	867	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	-	-	-	749	686	948	734	686	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	686	-	734	686	-
Stage 1	-	-	-	-	-	-	867	783	-	928	833	-
Stage 2	-	-	-	-	-	-	934	833	-	850	783	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.8		0		9.5		9.7	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	821	1526	-	-	-	774
HCM Lane V/C Ratio	0.019	0.008	-	-	-	0.006
HCM Control Delay (s)	9.5	7.4	0	-	-	9.7
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	0

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	6	1482	15	40	1057	3	1	1	40	2	0	25
Future Vol, veh/h	6	1482	15	40	1057	3	1	1	40	2	0	25
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1482	15	40	1057	3	1	1	40	2	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1060	0	0	1497	0	0	2111	2642	749	1893	2648	530
Stage 1	-	-	-	-	-	-	1502	1502	-	1139	1139	-
Stage 2	-	-	-	-	-	-	609	1140	-	754	1509	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	653	-	-	444	-	-	29	23	354	43	23	493
Stage 1	-	-	-	-	-	-	127	183	-	214	274	-
Stage 2	-	-	-	-	-	-	449	274	-	367	182	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	653	-	-	444	-	-	25	20	354	33	20	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	20	-	33	20	-
Stage 1	-	-	-	-	-	-	120	173	-	202	249	-
Stage 2	-	-	-	-	-	-	388	249	-	306	172	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			26.8			21.7		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	207	653	-	-	444	-	-	243
HCM Lane V/C Ratio	0.203	0.009	-	-	0.09	-	-	0.111
HCM Control Delay (s)	26.8	10.6	0.3	-	13.9	-	-	21.7
HCM Lane LOS	D	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.3	-	-	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	40	100	31	8	71	1	0	0	0	22	22	3
Future Vol, veh/h	40	100	31	8	71	1	0	0	0	22	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	100	31	8	71	1	0	0	0	22	22	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	72	0	0	131	0	0	284	299	72
Stage 1	-	-	-	-	-	-	88	88	-
Stage 2	-	-	-	-	-	-	196	211	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1528	-	-	1454	-	-	706	613	990
Stage 1	-	-	-	-	-	-	935	822	-
Stage 2	-	-	-	-	-	-	837	728	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1454	-	-	682	0	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	0	-
Stage 1	-	-	-	-	-	-	909	0	-
Stage 2	-	-	-	-	-	-	832	0	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0.7	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	1454	-	-	708
HCM Lane V/C Ratio	0.026	-	-	0.006	-	-	0.066
HCM Control Delay (s)	7.4	0	-	7.5	0	-	10.4
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1337	95	187	890	52	137
Future Vol, veh/h	1337	95	187	890	52	137
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1337	95	187	890	52	137

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1432	0	2204
Stage 1	-	-	-	-	1385
Stage 2	-	-	-	-	819
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	470	-	215
Stage 1	-	-	-	-	197
Stage 2	-	-	-	-	394
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	470	-	129
Mov Cap-2 Maneuver	-	-	-	-	129
Stage 1	-	-	-	-	197
Stage 2	-	-	-	-	237

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	33
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	470	-
HCM Lane V/C Ratio	0.608	-	-	0.398	-
HCM Control Delay (s)	33	-	-	17.6	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	3.7	-	-	1.9	-

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	1	31	7	28	41	6	24	181	121	15	249	2
Future Vol, veh/h	1	31	7	28	41	6	24	181	121	15	249	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	31	7	28	41	6	24	181	121	15	249	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	593	630	250	589	571	242	251	0	0	302	0	0
Stage 1	280	280	-	290	290	-	-	-	-	-	-	-
Stage 2	313	350	-	299	281	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	417	399	789	420	431	797	1314	-	-	1259	-	-
Stage 1	727	679	-	718	672	-	-	-	-	-	-	-
Stage 2	698	633	-	710	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	372	385	789	380	415	797	1314	-	-	1259	-	-
Mov Cap-2 Maneuver	372	385	-	380	415	-	-	-	-	-	-	-
Stage 1	711	669	-	702	657	-	-	-	-	-	-	-
Stage 2	635	619	-	662	669	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.3		15.5		0.6		0.4	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1314	-	-	424	417	1259	-
HCM Lane V/C Ratio	0.018	-	-	0.092	0.18	0.012	-
HCM Control Delay (s)	7.8	0	-	14.3	15.5	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	290	0	0	266
Future Vol, veh/h	0	0	290	0	0	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	290	0	0	266

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	556	290	0	0	290	0
Stage 1	290	-	-	-	-	-
Stage 2	266	-	-	-	-	-
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	492	749	-	-	1272	-
Stage 1	759	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	492	749	-	-	1272	-
Mov Cap-2 Maneuver	492	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	779	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1272	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	12	13	287	259	7
Future Vol, veh/h	3	12	13	287	259	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	13	287	259	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	576	263	266	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	313	-	-	-	-	-
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	479	776	1298	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	473	776	1298	-	-	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1298	-	688	-	-
HCM Lane V/C Ratio	0.01	-	0.022	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	34.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	116	281	19	18	331	32	113	197	11	36	170	51
Future Vol, veh/h	116	281	19	18	331	32	113	197	11	36	170	51
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	116	281	19	18	331	32	113	197	11	36	170	51
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	44.9	36.2	29.1	22.2
HCM LOS	E	E	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	28%	5%	14%
Vol Thru, %	61%	68%	87%	66%
Vol Right, %	3%	5%	8%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	321	416	381	257
LT Vol	113	116	18	36
Through Vol	197	281	331	170
RT Vol	11	19	32	51
Lane Flow Rate	321	416	381	257
Geometry Grp	1	1	1	1
Degree of Util (X)	0.717	0.879	0.81	0.584
Departure Headway (Hd)	8.041	7.609	7.658	8.186
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	449	474	472	439
Service Time	6.12	5.684	5.737	6.274
HCM Lane V/C Ratio	0.715	0.878	0.807	0.585
HCM Control Delay	29.1	44.9	36.2	22.2
HCM Lane LOS	D	E	E	C
HCM 95th-tile Q	5.6	9.4	7.6	3.6

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	48	5	6	114	3	4	11	3	4	7	8
Future Vol, veh/h	19	48	5	6	114	3	4	11	3	4	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	48	5	6	114	3	4	11	3	4	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	53	0	0	224	218	51	224	219	116
Stage 1	-	-	-	-	-	-	89	89	-	128	128	-
Stage 2	-	-	-	-	-	-	135	129	-	96	91	-
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	1471	-	-	1553	-	-	732	680	1017	732	679	936
Stage 1	-	-	-	-	-	-	918	821	-	876	790	-
Stage 2	-	-	-	-	-	-	868	789	-	911	820	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1471	-	-	1553	-	-	711	668	1017	712	667	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	711	668	-	712	667	-
Stage 1	-	-	-	-	-	-	906	810	-	865	787	-
Stage 2	-	-	-	-	-	-	850	786	-	884	809	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.4			10.1			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	719	1471	-	-	1553	-	-	770
HCM Lane V/C Ratio	0.025	0.013	-	-	0.004	-	-	0.025
HCM Control Delay (s)	10.1	7.5	0	-	7.3	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	313	3	2	321	0	9	6	11	6	9	38
Future Vol, veh/h	6	313	3	2	321	0	9	6	11	6	9	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	313	3	2	321	0	9	6	11	6	9	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	316	0	0	676	652	315	660	653	321
Stage 1	-	-	-	-	-	-	327	327	-	325	325	-
Stage 2	-	-	-	-	-	-	349	325	-	335	328	-
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	1239	-	-	1244	-	-	367	387	725	376	387	720
Stage 1	-	-	-	-	-	-	686	648	-	687	649	-
Stage 2	-	-	-	-	-	-	667	649	-	679	647	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1239	-	-	1244	-	-	339	384	725	364	384	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	339	384	-	364	384	-
Stage 1	-	-	-	-	-	-	682	644	-	683	648	-
Stage 2	-	-	-	-	-	-	622	648	-	658	643	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			13.4			11.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	1239	-	-	1244	-	-	572
HCM Lane V/C Ratio	0.057	0.005	-	-	0.002	-	-	0.093
HCM Control Delay (s)	13.4	7.9	0	-	7.9	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	21	63	7	31	48	54	429	11	9	298	13
Future Vol, veh/h	8	21	63	7	31	48	54	429	11	9	298	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	21	63	7	31	48	54	429	11	9	298	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	905	871	305	908	872	435	311	0	0	440	0	0
Stage 1	323	323	-	543	543	-	-	-	-	-	-	-
Stage 2	582	548	-	365	329	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	289	735	256	289	621	1249	-	-	1120	-	-
Stage 1	689	650	-	524	520	-	-	-	-	-	-	-
Stage 2	499	517	-	654	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	206	270	735	209	270	621	1249	-	-	1120	-	-
Mov Cap-2 Maneuver	206	270	-	209	270	-	-	-	-	-	-	-
Stage 1	650	644	-	494	490	-	-	-	-	-	-	-
Stage 2	407	488	-	573	640	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		17.2		0.9		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1249	-	-	455	381	1120	-	-
HCM Lane V/C Ratio	0.043	-	-	0.202	0.226	0.008	-	-
HCM Control Delay (s)	8	0	-	14.9	17.2	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.9	0	-	-

Intersection	
Intersection Delay, s/veh	22.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	89	222	39	24	225	26	35	305	35	77	193	52
Future Vol, veh/h	89	222	39	24	225	26	35	305	35	77	193	52
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	222	39	24	225	26	35	305	35	77	193	52
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	25.9	20.1	26.2	17.4
HCM LOS	D	C	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	9%	100%	0%
Vol Thru, %	0%	90%	63%	82%	0%	79%
Vol Right, %	0%	10%	11%	9%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	340	350	275	77	245
LT Vol	35	0	89	24	77	0
Through Vol	0	305	222	225	0	193
RT Vol	0	35	39	26	0	52
Lane Flow Rate	35	340	350	275	77	245
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.08	0.72	0.705	0.571	0.18	0.526
Departure Headway (Hd)	8.218	7.627	7.248	7.471	8.408	7.736
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	435	473	497	481	426	466
Service Time	5.976	5.384	5.306	5.535	6.172	5.5
HCM Lane V/C Ratio	0.08	0.719	0.704	0.572	0.181	0.526
HCM Control Delay	11.7	27.7	25.9	20.1	13	18.8
HCM Lane LOS	B	D	D	C	B	C
HCM 95th-tile Q	0.3	5.7	5.5	3.5	0.6	3

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	67	0	0	70	41	0	0	0	2	0	2
Future Vol, veh/h	26	67	0	0	70	41	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	67	0	0	70	41	0	0	0	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	67	0	0	211	230	67	210	210	91
Stage 1	-	-	-	-	-	-	119	119	-	91	91	-
Stage 2	-	-	-	-	-	-	92	111	-	119	119	-
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	1479	-	-	1535	-	-	746	670	997	747	687	967
Stage 1	-	-	-	-	-	-	885	797	-	916	820	-
Stage 2	-	-	-	-	-	-	915	804	-	885	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1479	-	-	1535	-	-	734	658	997	737	675	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	734	658	-	737	675	-
Stage 1	-	-	-	-	-	-	869	783	-	900	820	-
Stage 2	-	-	-	-	-	-	913	804	-	869	783	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1479	-	-	1535	-	-	836
HCM Lane V/C Ratio	-	0.018	-	-	-	-	-	0.005
HCM Control Delay (s)		0	7.5	0	-	0	-	9.3
HCM Lane LOS		A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	967	5	0	1261	0	34
Future Vol, veh/h	967	5	0	1261	0	34
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	967	5	0	1261	0	34

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	486
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	527
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	527
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	527	-	-	-
HCM Lane V/C Ratio	0.065	-	-	-
HCM Control Delay (s)	12.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	52	0	0	61	5	34	26	16	3	0	3
Future Vol, veh/h	8	52	0	0	61	5	34	26	16	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	52	0	0	61	5	34	26	16	3	0	3

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	66	0	-	-	-	0	133	134	52	153	132	64
Stage 1	-	-	-	-	-	-	68	68	-	64	64	-
Stage 2	-	-	-	-	-	-	65	66	-	89	68	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	0	0	-	-	839	757	1016	814	759	1000
Stage 1	-	-	0	0	-	-	942	838	-	947	842	-
Stage 2	-	-	0	0	-	-	946	840	-	918	838	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	-	-	-	833	753	1016	777	755	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	753	-	777	755	-
Stage 1	-	-	-	-	-	-	937	834	-	942	842	-
Stage 2	-	-	-	-	-	-	943	840	-	871	834	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1		0		9.7		9.1	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	834	1536	-	-	-	875
HCM Lane V/C Ratio	0.091	0.005	-	-	-	0.007
HCM Control Delay (s)	9.7	7.4	0	-	-	9.1
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	14	960	10	23	1238	5	1	0	9	2	0	5
Future Vol, veh/h	14	960	10	23	1238	5	1	0	9	2	0	5
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	960	10	23	1238	5	1	0	9	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1243	0	0	970	0	0	1658	2282	485	1795	2285	622
Stage 1	-	-	-	-	-	-	993	993	-	1287	1287	-
Stage 2	-	-	-	-	-	-	665	1289	-	508	998	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	556	-	-	706	-	-	64	39	528	51	39	430
Stage 1	-	-	-	-	-	-	263	322	-	174	233	-
Stage 2	-	-	-	-	-	-	416	232	-	516	320	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	556	-	-	706	-	-	59	36	528	47	36	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	36	-	47	36	-
Stage 1	-	-	-	-	-	-	249	304	-	164	225	-
Stage 2	-	-	-	-	-	-	398	224	-	479	302	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			17.7			34.5		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	294	556	-	-	706	-	-	129
HCM Lane V/C Ratio	0.034	0.025	-	-	0.033	-	-	0.054
HCM Control Delay (s)	17.7	11.6	0.3	-	10.3	-	-	34.5
HCM Lane LOS	C	B	A	-	B	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	0.2

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	57	46	23	76	4	0	0	0	4	20	5
Future Vol, veh/h	7	57	46	23	76	4	0	0	0	4	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	57	46	23	76	4	0	0	0	4	20	5

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	80	0	0	103	0	0		218	241	78
Stage 1	-	-	-	-	-	-		124	124	-
Stage 2	-	-	-	-	-	-		94	117	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1489	-	-		770	660	983
Stage 1	-	-	-	-	-	-		902	793	-
Stage 2	-	-	-	-	-	-		930	799	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1518	-	-	1489	-	-		754	0	983
Mov Cap-2 Maneuver	-	-	-	-	-	-		754	0	-
Stage 1	-	-	-	-	-	-		897	0	-
Stage 2	-	-	-	-	-	-		915	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	0.5		1.7		9.3	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1518	-	-	1489	-	-	866
HCM Lane V/C Ratio	0.005	-	-	0.015	-	-	0.033
HCM Control Delay (s)	7.4	0	-	7.5	0	-	9.3
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	822	114	257	981	57	145
Future Vol, veh/h	822	114	257	981	57	145
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	822	114	257	981	57	145

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	936	0	1884 468
Stage 1	-	-	-	-	879 -
Stage 2	-	-	-	-	1005 -
Critical Hdwy	-	-	4.14	-	4 4
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	727	-	276 794
Stage 1	-	-	-	-	366 -
Stage 2	-	-	-	-	315 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	727	-	178 794
Mov Cap-2 Maneuver	-	-	-	-	178 -
Stage 1	-	-	-	-	366 -
Stage 2	-	-	-	-	203 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	22.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	402	-	-	727	-
HCM Lane V/C Ratio	0.502	-	-	0.354	-
HCM Control Delay (s)	22.7	-	-	12.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.7	-	-	1.6	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	10	45	30	5	16	198	75	23	324	2
Future Vol, veh/h	0	15	10	45	30	5	16	198	75	23	324	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	10	45	30	5	16	198	75	23	324	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	656	676	325	652	640	236	326	0	0	273	0	0
Stage 1	371	371	-	268	268	-	-	-	-	-	-	-
Stage 2	285	305	-	384	372	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	375	716	381	393	803	1234	-	-	1290	-	-
Stage 1	649	620	-	738	687	-	-	-	-	-	-	-
Stage 2	722	662	-	639	619	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	344	361	716	354	378	803	1234	-	-	1290	-	-
Mov Cap-2 Maneuver	344	361	-	354	378	-	-	-	-	-	-	-
Stage 1	639	606	-	727	677	-	-	-	-	-	-	-
Stage 2	675	652	-	601	605	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.5		17.1		0.4		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1234	-	-	450	376	1290	-	-
HCM Lane V/C Ratio	0.013	-	-	0.056	0.213	0.018	-	-
HCM Control Delay (s)	8	0	-	13.5	17.1	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	311	0	0	295
Future Vol, veh/h	0	0	311	0	0	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	311	0	0	295

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	606	311	0	0	311	0
Stage 1	311	-	-	-	-	-
Stage 2	295	-	-	-	-	-
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	460	729	-	-	1249	-
Stage 1	743	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	460	729	-	-	1249	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	755	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1249
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	7	20	11	303	281	13
Future Vol, veh/h	7	20	11	303	281	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	20	11	303	281	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	613	288	294	0	-	0
Stage 1	288	-	-	-	-	-
Stage 2	325	-	-	-	-	-
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	456	751	1268	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	451	751	1268	-	-	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1268	-	641	-	-
HCM Lane V/C Ratio	0.009	-	0.042	-	-
HCM Control Delay (s)	7.9	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	30.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	96	258	23	21	275	62	43	163	28	67	214	106
Future Vol, veh/h	96	258	23	21	275	62	43	163	28	67	214	106
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	258	23	21	275	62	43	163	28	67	214	106
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	33.6	29.7	19.8	34.1
HCM LOS	D	D	C	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	25%	6%	17%
Vol Thru, %	70%	68%	77%	55%
Vol Right, %	12%	6%	17%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	377	358	387
LT Vol	43	96	21	67
Through Vol	163	258	275	214
RT Vol	28	23	62	106
Lane Flow Rate	234	377	358	387
Geometry Grp	1	1	1	1
Degree of Util (X)	0.525	0.79	0.747	0.799
Departure Headway (Hd)	8.08	7.543	7.51	7.431
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	445	479	480	488
Service Time	6.156	5.609	5.577	5.492
HCM Lane V/C Ratio	0.526	0.787	0.746	0.793
HCM Control Delay	19.8	33.6	29.7	34.1
HCM Lane LOS	C	D	D	D
HCM 95th-tile Q	3	7.2	6.3	7.4

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	53	35	21	52	5	10	15	16	7	31	40
Future Vol, veh/h	5	53	35	21	52	5	10	15	16	7	31	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	53	35	21	52	5	10	15	16	7	31	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	88	0	0	213	180	71	193	195	55
Stage 1	-	-	-	-	-	-	81	81	-	97	97	-
Stage 2	-	-	-	-	-	-	132	99	-	96	98	-
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	1547	-	-	1508	-	-	744	714	991	767	700	1012
Stage 1	-	-	-	-	-	-	927	828	-	910	815	-
Stage 2	-	-	-	-	-	-	871	813	-	911	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1547	-	-	1508	-	-	682	702	991	732	688	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	702	-	732	688	-
Stage 1	-	-	-	-	-	-	924	826	-	907	804	-
Stage 2	-	-	-	-	-	-	793	802	-	877	812	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			2			9.8			9.8		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	786	1547	-	-	1508	-	-	828
HCM Lane V/C Ratio	0.052	0.003	-	-	0.014	-	-	0.094
HCM Control Delay (s)	9.8	7.3	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	337	9	12	368	1	3	1	8	3	4	23
Future Vol, veh/h	4	337	9	12	368	1	3	1	8	3	4	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	337	9	12	368	1	3	1	8	3	4	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	346	0	0	756	743	342	747	747	369
Stage 1	-	-	-	-	-	-	350	350	-	393	393	-
Stage 2	-	-	-	-	-	-	406	393	-	354	354	-
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	1190	-	-	1213	-	-	325	343	701	329	341	677
Stage 1	-	-	-	-	-	-	666	633	-	632	606	-
Stage 2	-	-	-	-	-	-	622	606	-	663	630	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1190	-	-	1213	-	-	307	338	701	320	336	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	338	-	320	336	-
Stage 1	-	-	-	-	-	-	663	630	-	629	599	-
Stage 2	-	-	-	-	-	-	590	599	-	652	627	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			12.4			12		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	497	1190	-	-	1213	-	-	543
HCM Lane V/C Ratio	0.024	0.003	-	-	0.01	-	-	0.055
HCM Control Delay (s)	12.4	8	0	-	8	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	8	36	5	8	22	27	350	8	14	443	7
Future Vol, veh/h	12	8	36	5	8	22	27	350	8	14	443	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	8	36	5	8	22	27	350	8	14	443	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	898	887	447	905	886	354	450	0	0	358	0	0
Stage 1	475	475	-	408	408	-	-	-	-	-	-	-
Stage 2	423	412	-	497	478	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	260	283	612	257	284	690	1110	-	-	1201	-	-
Stage 1	570	557	-	620	597	-	-	-	-	-	-	-
Stage 2	609	594	-	555	556	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	238	270	612	228	271	690	1110	-	-	1201	-	-
Mov Cap-2 Maneuver	238	270	-	228	271	-	-	-	-	-	-	-
Stage 1	553	548	-	601	579	-	-	-	-	-	-	-
Stage 2	564	576	-	506	547	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.4			14.3			0.6			0.2		
HCM LOS	C			B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1110	-	-	403	420	1201	-	-
HCM Lane V/C Ratio	0.024	-	-	0.139	0.083	0.012	-	-
HCM Control Delay (s)	8.3	0	-	15.4	14.3	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	39.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	79	202	42	34	240	38	74	326	40	55	297	75
Future Vol, veh/h	79	202	42	34	240	38	74	326	40	55	297	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	202	42	34	240	38	74	326	40	55	297	75
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	35	33	41.9	44.1
HCM LOS	D	D	E	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	24%	11%	100%	0%
Vol Thru, %	0%	89%	63%	77%	0%	80%
Vol Right, %	0%	11%	13%	12%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	366	323	312	55	372
LT Vol	74	0	79	34	55	0
Through Vol	0	326	202	240	0	297
RT Vol	0	40	42	38	0	75
Lane Flow Rate	74	366	323	312	55	372
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.189	0.872	0.768	0.744	0.14	0.88
Departure Headway (Hd)	9.176	8.575	8.555	8.587	9.182	8.513
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	390	421	420	421	390	424
Service Time	6.953	6.351	6.64	6.674	6.958	6.289
HCM Lane V/C Ratio	0.19	0.869	0.769	0.741	0.141	0.877
HCM Control Delay	14.1	47.5	35	33	13.5	48.6
HCM Lane LOS	B	E	D	D	B	E
HCM 95th-tile Q	0.7	8.8	6.5	6	0.5	9

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	81	0	0	63	17	0	0	0	5	0	4
Future Vol, veh/h	21	81	0	0	63	17	0	0	0	5	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	81	0	0	63	17	0	0	0	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	81	0	0	197	203	81	195	195	72
Stage 1	-	-	-	-	-	-	123	123	-	72	72	-
Stage 2	-	-	-	-	-	-	74	80	-	123	123	-
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	1518	-	-	1517	-	-	762	693	979	764	700	990
Stage 1	-	-	-	-	-	-	881	794	-	938	835	-
Stage 2	-	-	-	-	-	-	935	828	-	881	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1517	-	-	751	683	979	756	690	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	683	-	756	690	-
Stage 1	-	-	-	-	-	-	869	783	-	925	835	-
Stage 2	-	-	-	-	-	-	931	828	-	869	783	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			0			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1518	-	-	1517	-	-	845
HCM Lane V/C Ratio	-	0.014	-	-	-	-	-	0.011
HCM Control Delay (s)		0	7.4	0	-	0	-	9.3
HCM Lane LOS		A	A	A	-	A	-	A
HCM 95th %tile Q(veh)		-	0	-	-	0	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	799	5	0	873	0	49
Future Vol, veh/h	799	5	0	873	0	49
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	799	5	0	873	0	49

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	402
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	598
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	598
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	598	-	-	-
HCM Lane V/C Ratio	0.082	-	-	-
HCM Control Delay (s)	11.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	10	52	0	2	73	10	42	29	28	1	0	6
Future Vol, veh/h	10	52	0	2	73	10	42	29	28	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	52	0	2	73	10	42	29	28	1	0	6

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	83	0	-	52	0	0	157	159	52	183	154	78
Stage 1	-	-	-	-	-	-	72	72	-	82	82	-
Stage 2	-	-	-	-	-	-	85	87	-	101	72	-
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	1514	-	0	1554	-	-	809	733	1016	778	738	983
Stage 1	-	-	0	-	-	-	938	835	-	926	827	-
Stage 2	-	-	0	-	-	-	923	823	-	905	835	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1514	-	-	1554	-	-	799	727	1016	729	732	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	799	727	-	729	732	-
Stage 1	-	-	-	-	-	-	931	829	-	920	826	-
Stage 2	-	-	-	-	-	-	916	822	-	843	829	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.2		0.2		10		8.9	
HCM LOS					B		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	825	1514	-	1554	-	-	936
HCM Lane V/C Ratio	0.12	0.007	-	0.001	-	-	0.007
HCM Control Delay (s)	10	7.4	0	7.3	-	-	8.9
HCM Lane LOS	B	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	9	799	11	32	850	5	4	3	0	4	1	4
Future Vol, veh/h	9	799	11	32	850	5	4	3	0	4	1	4
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	799	11	32	850	5	4	3	0	4	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	855	0	0	810	0	0	1313	1742	405	1336	1745	428
Stage 1	-	-	-	-	-	-	823	823	-	917	917	-
Stage 2	-	-	-	-	-	-	490	919	-	419	828	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	781	-	-	812	-	-	116	86	595	112	85	575
Stage 1	-	-	-	-	-	-	334	386	-	293	349	-
Stage 2	-	-	-	-	-	-	529	348	-	582	384	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	781	-	-	812	-	-	109	81	595	104	80	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	81	-	104	80	-
Stage 1	-	-	-	-	-	-	327	378	-	287	335	-
Stage 2	-	-	-	-	-	-	503	334	-	565	376	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			45.9			29.7		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	781	-	-	812	-	-	155
HCM Lane V/C Ratio	0.074	0.012	-	-	0.039	-	-	0.058
HCM Control Delay (s)	45.9	9.7	0.1	-	9.6	-	-	29.7
HCM Lane LOS	E	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

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	2	43	36	30	94	9	0	0	0	6	34	2
Future Vol, veh/h	2	43	36	30	94	9	0	0	0	6	34	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	43	36	30	94	9	0	0	0	6	34	2

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	103	0	0	79	0	0		224	242	99
Stage 1	-	-	-	-	-	-		159	159	-
Stage 2	-	-	-	-	-	-		65	83	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1489	-	-	1519	-	-		764	660	957
Stage 1	-	-	-	-	-	-		870	766	-
Stage 2	-	-	-	-	-	-		958	826	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1489	-	-	1519	-	-		747	0	957
Mov Cap-2 Maneuver	-	-	-	-	-	-		747	0	-
Stage 1	-	-	-	-	-	-		869	0	-
Stage 2	-	-	-	-	-	-		938	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	0.2		1.7		9.8	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1489	-	-	1519	-	-	790
HCM Lane V/C Ratio	0.001	-	-	0.02	-	-	0.053
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	731	77	118	694	59	123
Future Vol, veh/h	731	77	118	694	59	123
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	731	77	118	694	59	123

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	808	0	1353 404
Stage 1	-	-	-	-	770 -
Stage 2	-	-	-	-	583 -
Critical Hdwy	-	-	4.14	-	4 4
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	813	-	410 829
Stage 1	-	-	-	-	417 -
Stage 2	-	-	-	-	521 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	813	-	351 829
Mov Cap-2 Maneuver	-	-	-	-	351 -
Stage 1	-	-	-	-	417 -
Stage 2	-	-	-	-	445 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	813	-
HCM Lane V/C Ratio	0.317	-	-	0.145	-
HCM Control Delay (s)	14.1	-	-	10.2	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.5	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	14	7	55	28	16	10	178	50	18	155	1
Future Vol, veh/h	2	14	7	55	28	16	10	178	50	18	155	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	14	7	55	28	16	10	178	50	18	155	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	437	440	156	425	415	203	156	0	0	228	0	0
Stage 1	192	192	-	223	223	-	-	-	-	-	-	-
Stage 2	245	248	-	202	192	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	530	511	890	540	528	838	1424	-	-	1340	-	-
Stage 1	810	742	-	780	719	-	-	-	-	-	-	-
Stage 2	759	701	-	800	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	490	499	890	515	516	838	1424	-	-	1340	-	-
Mov Cap-2 Maneuver	490	499	-	515	516	-	-	-	-	-	-	-
Stage 1	804	731	-	774	713	-	-	-	-	-	-	-
Stage 2	710	695	-	767	731	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		13		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	575	550	1340	-
HCM Lane V/C Ratio	0.007	-	-	0.04	0.18	0.013	-
HCM Control Delay (s)	7.5	0	-	11.5	13	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	239	0	0	217
Future Vol, veh/h	0	0	239	0	0	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	239	0	0	217

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	456	239	0	0	239	0
Stage 1	239	-	-	-	-	-
Stage 2	217	-	-	-	-	-
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	562	800	-	-	1328	-
Stage 1	801	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	562	800	-	-	1328	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	819	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1328
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	20	16	236	213	4
Future Vol, veh/h	3	20	16	236	213	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	20	16	236	213	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	483	215	217	0	-	0
Stage 1	215	-	-	-	-	-
Stage 2	268	-	-	-	-	-
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	542	825	1353	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	534	825	1353	-	-	-
Mov Cap-2 Maneuver	534	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	770	-	-
HCM Lane V/C Ratio	0.012	-	0.03	-	-
HCM Control Delay (s)	7.7	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	82	199	22	26	177	67	31	121	18	42	116	90
Future Vol, veh/h	82	199	22	26	177	67	31	121	18	42	116	90
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	199	22	26	177	67	31	121	18	42	116	90
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	13.7	12.6	11.4	12.4
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	27%	10%	17%
Vol Thru, %	71%	66%	66%	47%
Vol Right, %	11%	7%	25%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	303	270	248
LT Vol	31	82	26	42
Through Vol	121	199	177	116
RT Vol	18	22	67	90
Lane Flow Rate	170	303	270	248
Geometry Grp	1	1	1	1
Degree of Util (X)	0.283	0.474	0.417	0.391
Departure Headway (Hd)	5.986	5.635	5.559	5.681
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	636	643	630
Service Time	4.069	3.704	3.632	3.757
HCM Lane V/C Ratio	0.286	0.476	0.42	0.394
HCM Control Delay	11.4	13.7	12.6	12.4
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	2.5	2.1	1.9

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	35	20	17	40	7	30	17	12	7	16	22
Future Vol, veh/h	10	35	20	17	40	7	30	17	12	7	16	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	35	20	17	40	7	30	17	12	7	16	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	55	0	0	162	146	45	158	153	44
Stage 1	-	-	-	-	-	-	65	65	-	78	78	-
Stage 2	-	-	-	-	-	-	97	81	-	80	75	-
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	1560	-	-	1550	-	-	803	745	1025	808	739	1026
Stage 1	-	-	-	-	-	-	946	841	-	931	830	-
Stage 2	-	-	-	-	-	-	910	828	-	929	833	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1550	-	-	762	732	1025	774	726	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	732	-	774	726	-
Stage 1	-	-	-	-	-	-	939	835	-	924	821	-
Stage 2	-	-	-	-	-	-	864	819	-	893	827	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			2			9.9			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	794	1560	-	-	1550	-	-	857
HCM Lane V/C Ratio	0.074	0.006	-	-	0.011	-	-	0.053
HCM Control Delay (s)	9.9	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	252	9	8	271	3	2	6	4	2	1	9
Future Vol, veh/h	3	252	9	8	271	3	2	6	4	2	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	252	9	8	271	3	2	6	4	2	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	274	0	0	261	0	0	557	553	257	557	556	273
Stage 1	-	-	-	-	-	-	263	263	-	289	289	-
Stage 2	-	-	-	-	-	-	294	290	-	268	267	-
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	1289	-	-	1303	-	-	441	441	782	441	439	766
Stage 1	-	-	-	-	-	-	742	691	-	719	673	-
Stage 2	-	-	-	-	-	-	714	672	-	738	688	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1289	-	-	1303	-	-	432	437	782	431	435	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	432	437	-	431	435	-
Stage 1	-	-	-	-	-	-	740	689	-	717	668	-
Stage 2	-	-	-	-	-	-	700	667	-	726	686	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			12.2			10.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	511	1289	-	-	1303	-	-	642
HCM Lane V/C Ratio	0.023	0.002	-	-	0.006	-	-	0.019
HCM Control Delay (s)	12.2	7.8	0	-	7.8	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	6	26	5	10	12	23	307	7	5	296	20
Future Vol, veh/h	15	6	26	5	10	12	23	307	7	5	296	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	6	26	5	10	12	23	307	7	5	296	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	684	676	306	689	683	311	316	0	0	314	0	0
Stage 1	316	316	-	357	357	-	-	-	-	-	-	-
Stage 2	368	360	-	332	326	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	375	734	360	372	729	1244	-	-	1246	-	-
Stage 1	695	655	-	661	628	-	-	-	-	-	-	-
Stage 2	652	626	-	681	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	342	365	734	336	362	729	1244	-	-	1246	-	-
Mov Cap-2 Maneuver	342	365	-	336	362	-	-	-	-	-	-	-
Stage 1	680	652	-	646	614	-	-	-	-	-	-	-
Stage 2	617	612	-	648	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.1		13.4		0.5		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	491	458	1246	-
HCM Lane V/C Ratio	0.018	-	-	0.096	0.059	0.004	-
HCM Control Delay (s)	7.9	0	-	13.1	13.4	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵		↵	↵	
Traffic Vol, veh/h	52	171	41	26	166	23	51	242	24	38	262	56
Future Vol, veh/h	52	171	41	26	166	23	51	242	24	38	262	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	171	41	26	166	23	51	242	24	38	262	56
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	15.5	14.2	15.4	17.8
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	12%	100%	0%
Vol Thru, %	0%	91%	65%	77%	0%	82%
Vol Right, %	0%	9%	16%	11%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	266	264	215	38	318
LT Vol	51	0	52	26	38	0
Through Vol	0	242	171	166	0	262
RT Vol	0	24	41	23	0	56
Lane Flow Rate	51	266	264	215	38	318
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.105	0.503	0.48	0.399	0.077	0.589
Departure Headway (Hd)	7.38	6.803	6.54	6.687	7.305	6.666
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	485	529	549	538	490	541
Service Time	5.137	4.559	4.596	4.748	5.06	4.421
HCM Lane V/C Ratio	0.105	0.503	0.481	0.4	0.078	0.588
HCM Control Delay	11	16.3	15.5	14.2	10.7	18.6
HCM Lane LOS	B	C	C	B	B	C
HCM 95th-tile Q	0.3	2.8	2.6	1.9	0.2	3.8

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	57	0	0	67	9	0	0	0	5	0	7
Future Vol, veh/h	19	57	0	0	67	9	0	0	0	5	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	57	0	0	67	9	0	0	0	5	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	57	0	0	170	171	57	167	167	72
Stage 1	-	-	-	-	-	-	95	95	-	72	72	-
Stage 2	-	-	-	-	-	-	75	76	-	95	95	-
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	1523	-	-	1547	-	-	794	722	1009	797	726	990
Stage 1	-	-	-	-	-	-	912	816	-	938	835	-
Stage 2	-	-	-	-	-	-	934	832	-	912	816	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1523	-	-	1547	-	-	781	713	1009	789	717	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	781	713	-	789	717	-
Stage 1	-	-	-	-	-	-	900	805	-	926	835	-
Stage 2	-	-	-	-	-	-	927	832	-	900	805	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0			0			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1523	-	-	1547	-	-	895
HCM Lane V/C Ratio	-	0.012	-	-	-	-	-	0.013
HCM Control Delay (s)		0	7.4	0	-	0	-	9.1
HCM Lane LOS		A	A	A	-	A	-	A
HCM 95th %tile Q(veh)		-	0	-	-	0	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	854	3	0	738	0	16
Future Vol, veh/h	854	3	0	738	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	854	3	0	738	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	429
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	574
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	574
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	574	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	21	0	0	38	1	19	22	12	0	0	0
Future Vol, veh/h	2	21	0	0	38	1	19	22	12	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	21	0	0	38	1	19	22	12	0	0	0

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	39	0	-	-	-	0	64	64	21	81	64	39
Stage 1	-	-	-	-	-	-	25	25	-	39	39	-
Stage 2	-	-	-	-	-	-	39	39	-	42	25	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	0	0	-	-	930	827	1056	907	827	1033
Stage 1	-	-	0	0	-	-	993	874	-	976	862	-
Stage 2	-	-	0	0	-	-	976	862	-	972	874	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1571	-	-	-	-	-	929	826	1056	878	826	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	929	826	-	878	826	-
Stage 1	-	-	-	-	-	-	992	873	-	975	862	-
Stage 2	-	-	-	-	-	-	976	862	-	936	873	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	9.2	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	1571	-	-	-	-
HCM Lane V/C Ratio	0.058	0.001	-	-	-	-
HCM Control Delay (s)	9.2	7.3	0	-	-	0
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	5	838	8	15	723	6	1	0	4	3	1	10
Future Vol, veh/h	5	838	8	15	723	6	1	0	4	3	1	10
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	838	8	15	723	6	1	0	4	3	1	10

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	729	0	0	846
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	871	-	-	787
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	871	-	-	787
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	15.9	17.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	871	-	-	787	-	-	296
HCM Lane V/C Ratio	0.015	0.006	-	-	0.019	-	-	0.047
HCM Control Delay (s)	15.9	9.2	0	-	9.7	-	-	17.8
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0.1

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	7	20	19	12	36	3	0	0	0	4	19	1
Future Vol, veh/h	7	20	19	12	36	3	0	0	0	4	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	20	19	12	36	3	0	0	0	4	19	1

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	39	0	0	39	0	0		106	115	38
Stage 1	-	-	-	-	-	-		62	62	-
Stage 2	-	-	-	-	-	-		44	53	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1571	-	-	1571	-	-		892	775	1034
Stage 1	-	-	-	-	-	-		961	843	-
Stage 2	-	-	-	-	-	-		978	851	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1571	-	-	1571	-	-		880	0	1034
Mov Cap-2 Maneuver	-	-	-	-	-	-		880	0	-
Stage 1	-	-	-	-	-	-		956	0	-
Stage 2	-	-	-	-	-	-		970	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.1		1.7		9.1	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	1571	-	-	907
HCM Lane V/C Ratio	0.004	-	-	0.008	-	-	0.026
HCM Control Delay (s)	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	726	60	109	624	48	122
Future Vol, veh/h	726	60	109	624	48	122
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	726	60	109	624	48	122

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	786	0	1286
Stage 1	-	-	-	-	756
Stage 2	-	-	-	-	530
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	829	-	431
Stage 1	-	-	-	-	424
Stage 2	-	-	-	-	555
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	829	-	375
Mov Cap-2 Maneuver	-	-	-	-	375
Stage 1	-	-	-	-	424
Stage 2	-	-	-	-	482

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	620	-	-	829	-
HCM Lane V/C Ratio	0.274	-	-	0.131	-
HCM Control Delay (s)	13	-	-	10	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.5	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	7	22	14	5	3	160	24	8	134	1
Future Vol, veh/h	3	4	7	22	14	5	3	160	24	8	134	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	7	22	14	5	3	160	24	8	134	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	339	341	135	334	329	172	135	0	0	184	0	0
Stage 1	151	151	-	178	178	-	-	-	-	-	-	-
Stage 2	188	190	-	156	151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	615	581	914	620	590	872	1449	-	-	1391	-	-
Stage 1	851	772	-	824	752	-	-	-	-	-	-	-
Stage 2	814	743	-	846	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	597	576	914	608	585	872	1449	-	-	1391	-	-
Mov Cap-2 Maneuver	597	576	-	608	585	-	-	-	-	-	-	-
Stage 1	849	767	-	822	750	-	-	-	-	-	-	-
Stage 2	793	742	-	830	767	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	10.2		11.2		0.1		0.4			
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1449	-	-	713	623	1391	-
HCM Lane V/C Ratio	0.002	-	-	0.02	0.066	0.006	-
HCM Control Delay (s)	7.5	0	-	10.2	11.2	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	181	0	0	170
Future Vol, veh/h	0	0	181	0	0	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	181	0	0	170

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	351	181	0	0	181	0
Stage 1	181	-	-	-	-	-
Stage 2	170	-	-	-	-	-
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	646	862	-	-	1394	-
Stage 1	850	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	646	862	-	-	1394	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	860	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1394
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	17	13	179	160	10
Future Vol, veh/h	2	17	13	179	160	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	17	13	179	160	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	370	165	170	0	0
Stage 1	165	-	-	-	-
Stage 2	205	-	-	-	-
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	630	879	1407	-	-
Stage 1	864	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	624	879	1407	-	-
Mov Cap-2 Maneuver	624	-	-	-	-
Stage 1	855	-	-	-	-
Stage 2	829	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1407	-	843	-	-
HCM Lane V/C Ratio	0.009	-	0.023	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	61	179	29	7	160	34	39	115	22	38	108	47
Future Vol, veh/h	61	179	29	7	160	34	39	115	22	38	108	47
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	179	29	7	160	34	39	115	22	38	108	47
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	11.7	10.5	10.5	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	23%	3%	20%
Vol Thru, %	65%	67%	80%	56%
Vol Right, %	12%	11%	17%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	269	201	193
LT Vol	39	61	7	38
Through Vol	115	179	160	108
RT Vol	22	29	34	47
Lane Flow Rate	176	269	201	193
Geometry Grp	1	1	1	1
Degree of Util (X)	0.268	0.393	0.295	0.289
Departure Headway (Hd)	5.49	5.259	5.291	5.388
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	683	679	666
Service Time	3.531	3.292	3.329	3.428
HCM Lane V/C Ratio	0.27	0.394	0.296	0.29
HCM Control Delay	10.5	11.7	10.5	10.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	1.9	1.2	1.2

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	17	5	6	28	9	9	9	0	9	6	8
Future Vol, veh/h	5	17	5	6	28	9	9	9	0	9	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	17	5	6	28	9	9	9	0	9	6	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	22	0	0	82	79	20	79	77	33
Stage 1	-	-	-	-	-	-	30	30	-	45	45	-
Stage 2	-	-	-	-	-	-	52	49	-	34	32	-
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	1574	-	-	1593	-	-	905	811	1058	910	813	1041
Stage 1	-	-	-	-	-	-	987	870	-	969	857	-
Stage 2	-	-	-	-	-	-	961	854	-	982	868	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1574	-	-	1593	-	-	888	805	1058	897	807	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	888	805	-	897	807	-
Stage 1	-	-	-	-	-	-	984	867	-	966	854	-
Stage 2	-	-	-	-	-	-	943	851	-	969	865	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			1			9.4			9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	844	1574	-	-	1593	-	-	914
HCM Lane V/C Ratio	0.021	0.003	-	-	0.004	-	-	0.025
HCM Control Delay (s)	9.4	7.3	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	248	12	5	230	2	9	7	8	3	1	7
Future Vol, veh/h	7	248	12	5	230	2	9	7	8	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	248	12	5	230	2	9	7	8	3	1	7

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	232	0	0	260
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1336	-	-	1304
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1336	-	-	1304
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1336	-	-	1304	-	-	631
HCM Lane V/C Ratio	0.045	0.005	-	-	0.004	-	-	0.017
HCM Control Delay (s)	12	7.7	0	-	7.8	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	5	20	9	6	10	26	306	10	13	298	18
Future Vol, veh/h	9	5	20	9	6	10	26	306	10	13	298	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	5	20	9	6	10	26	306	10	13	298	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	704	701	307	709	705	311	316	0	0	316	0	0
Stage 1	333	333	-	363	363	-	-	-	-	-	-	-
Stage 2	371	368	-	346	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	352	363	733	349	361	729	1244	-	-	1244	-	-
Stage 1	681	644	-	656	625	-	-	-	-	-	-	-
Stage 2	649	621	-	670	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	333	349	733	326	347	729	1244	-	-	1244	-	-
Mov Cap-2 Maneuver	333	349	-	326	347	-	-	-	-	-	-	-
Stage 1	664	636	-	640	609	-	-	-	-	-	-	-
Stage 2	618	605	-	638	630	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		14		0.6		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1244	-	-	495	427	1244	-	-
HCM Lane V/C Ratio	0.021	-	-	0.069	0.059	0.01	-	-
HCM Control Delay (s)	8	0	-	12.8	14	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	55	173	33	33	134	29	50	227	28	19	205	26
Future Vol, veh/h	55	173	33	33	134	29	50	227	28	19	205	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	173	33	33	134	29	50	227	28	19	205	26
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.5	12.1	13.4	13.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	21%	17%	100%	0%
Vol Thru, %	0%	89%	66%	68%	0%	89%
Vol Right, %	0%	11%	13%	15%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	255	261	196	19	231
LT Vol	50	0	55	33	19	0
Through Vol	0	227	173	134	0	205
RT Vol	0	28	33	29	0	26
Lane Flow Rate	50	255	261	196	19	231
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.095	0.444	0.431	0.33	0.037	0.408
Departure Headway (Hd)	6.863	6.275	5.939	6.058	6.951	6.361
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	519	571	600	588	512	561
Service Time	4.647	4.058	4.024	4.15	4.737	4.146
HCM Lane V/C Ratio	0.096	0.447	0.435	0.333	0.037	0.412
HCM Control Delay	10.4	14	13.5	12.1	10	13.5
HCM Lane LOS	B	B	B	B	A	B
HCM 95th-tile Q	0.3	2.3	2.2	1.4	0.1	2

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	35	0	0	38	8	0	0	0	3	0	7
Future Vol, veh/h	3	35	0	0	38	8	0	0	0	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	35	0	0	38	8	0	0	0	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	35	0	0	87	87	35	83	83	42
Stage 1	-	-	-	-	-	-	41	41	-	42	42	-
Stage 2	-	-	-	-	-	-	46	46	-	41	41	-
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	1562	-	-	1576	-	-	899	803	1038	904	807	1029
Stage 1	-	-	-	-	-	-	974	861	-	972	860	-
Stage 2	-	-	-	-	-	-	968	857	-	974	861	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1562	-	-	1576	-	-	892	801	1038	902	805	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	892	801	-	902	805	-
Stage 1	-	-	-	-	-	-	972	859	-	970	860	-
Stage 2	-	-	-	-	-	-	961	857	-	972	859	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	0	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1562	-	-	1576	-	-	987
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.01
HCM Control Delay (s)	-	0	7.3	0	-	0	-	8.7
HCM Lane LOS	-	A	A	A	-	A	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1580	4	0	1148	0	16
Future Vol, veh/h	1580	4	0	1148	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1580	4	0	1148	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	792
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	332
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	332
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	332	-	-	-
HCM Lane V/C Ratio	0.048	-	-	-
HCM Control Delay (s)	16.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕			↕	
Traffic Vol, veh/h	12	166	0	0	91	4	0	0	0	4	0	1
Future Vol, veh/h	12	166	0	0	91	4	0	0	0	4	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	166	0	0	91	4	0	0	0	4	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	95	0	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	-
Pot Cap-1 Maneuver	1499	-	0	0
Stage 1	-	-	0	0
Stage 2	-	-	0	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1499	-	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	1499	-	-	-	708
HCM Lane V/C Ratio	-	0.008	-	-	-	0.007
HCM Control Delay (s)	0	7.4	0	-	-	10.1
HCM Lane LOS	A	A	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	-	0

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	6	1482	25	94	1057	3	9	1	83	2	0	25
Future Vol, veh/h	6	1482	25	94	1057	3	9	1	83	2	0	25
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	1482	25	94	1057	3	9	1	83	2	0	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1060	0	0	1507	0	0	2224	2755	754	2001	2766	530
Stage 1	-	-	-	-	-	-	1507	1507	-	1247	1247	-
Stage 2	-	-	-	-	-	-	717	1248	-	754	1519	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	653	-	-	440	-	-	24	19	352	35	19	493
Stage 1	-	-	-	-	-	-	127	182	-	184	244	-
Stage 2	-	-	-	-	-	-	387	243	-	367	180	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	653	-	-	440	-	-	18	14	352	20	14	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	18	14	-	20	14	-
Stage 1	-	-	-	-	-	-	120	172	-	174	192	-
Stage 2	-	-	-	-	-	-	289	191	-	263	170	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.3			108.3			28.7		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	115	653	-	-	440	-	-	179
HCM Lane V/C Ratio	0.809	0.009	-	-	0.214	-	-	0.151
HCM Control Delay (s)	108.3	10.6	0.3	-	15.4	-	-	28.7
HCM Lane LOS	F	B	A	-	C	-	-	D
HCM 95th %tile Q(veh)	4.7	0	-	-	0.8	-	-	0.5

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	40	123	12	21	76	1	3	51	16	43	65	3
Future Vol, veh/h	40	123	12	21	76	1	3	51	16	43	65	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	123	12	21	76	1	3	51	16	43	65	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	77	0	0	135	0	0	328	334	77
Stage 1	-	-	-	-	-	-	119	119	-
Stage 2	-	-	-	-	-	-	209	215	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1449	-	-	666	586	984
Stage 1	-	-	-	-	-	-	906	797	-
Stage 2	-	-	-	-	-	-	826	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1522	-	-	1449	-	-	637	0	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	0	-
Stage 1	-	-	-	-	-	-	881	0	-
Stage 2	-	-	-	-	-	-	814	0	-

Approach	EB			WB			SB		
HCM Control Delay, s	1.7			1.6			11.7		
HCM LOS							B		

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	1449	-	-	652
HCM Lane V/C Ratio	0.026	-	-	0.014	-	-	0.17
HCM Control Delay (s)	7.4	0	-	7.5	0	-	11.7
HCM Lane LOS	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1347	113	187	898	66	137
Future Vol, veh/h	1347	113	187	898	66	137
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1347	113	187	898	66	137

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1460	0	2227 730
Stage 1	-	-	-	-	1404 -
Stage 2	-	-	-	-	823 -
Critical Hdwy	-	-	4.14	-	4 4
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	459	-	212 662
Stage 1	-	-	-	-	193 -
Stage 2	-	-	-	-	392 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	459	-	126 662
Mov Cap-2 Maneuver	-	-	-	-	126 -
Stage 1	-	-	-	-	193 -
Stage 2	-	-	-	-	232 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	46.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	278	-	-	459	-
HCM Lane V/C Ratio	0.73	-	-	0.407	-
HCM Control Delay (s)	46.4	-	-	18.1	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	5.2	-	-	2	-

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	1	31	7	28	41	9	24	192	121	19	263	2
Future Vol, veh/h	1	31	7	28	41	9	24	192	121	19	263	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	31	7	28	41	9	24	192	121	19	263	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	628	663	264	622	604	253	265	0	0	313	0	0
Stage 1	302	302	-	301	301	-	-	-	-	-	-	-
Stage 2	326	361	-	321	303	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	395	382	775	399	412	786	1299	-	-	1247	-	-
Stage 1	707	664	-	708	665	-	-	-	-	-	-	-
Stage 2	687	626	-	691	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	348	366	775	358	395	786	1299	-	-	1247	-	-
Mov Cap-2 Maneuver	348	366	-	358	395	-	-	-	-	-	-	-
Stage 1	691	652	-	692	650	-	-	-	-	-	-	-
Stage 2	622	612	-	640	652	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.9		16.1		0.6		0.5	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1299	-	-	404	403	1247	-
HCM Lane V/C Ratio	0.018	-	-	0.097	0.194	0.015	-
HCM Control Delay (s)	7.8	0	-	14.9	16.1	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.7	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	11	290	34	14	266
Future Vol, veh/h	27	11	290	34	14	266
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	11	290	34	14	266

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	601	307	0	0	324
Stage 1	307	-	-	-	-
Stage 2	294	-	-	-	-
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	463	733	-	-	1236
Stage 1	746	-	-	-	-
Stage 2	756	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	457	733	-	-	1236
Mov Cap-2 Maneuver	457	-	-	-	-
Stage 1	746	-	-	-	-
Stage 2	746	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	513	1236
HCM Lane V/C Ratio	-	-	0.074	0.011
HCM Control Delay (s)	-	-	12.6	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection			
Intersection Delay, s/veh	6.0		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	15	334	293
Demand Flow Rate, veh/h	15	340	299
Vehicles Circulating, veh/h	292	3	13
Vehicles Exiting, veh/h	20	304	330
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.4	6.2	5.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	15	340	299
Cap Entry Lane, veh/h	844	1127	1115
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	15	334	293
Cap Entry, veh/h	844	1105	1094
V/C Ratio	0.018	0.302	0.268
Control Delay, s/veh	4.4	6.2	5.8
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh 52.3
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	123	281	19	18	331	39	113	217	11	41	187	56
Future Vol, veh/h	123	281	19	18	331	39	113	217	11	41	187	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	123	281	19	18	331	39	113	217	11	41	187	56
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	71	55	43.6	31.3
HCM LOS	F	F	E	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	29%	5%	14%
Vol Thru, %	64%	66%	85%	66%
Vol Right, %	3%	4%	10%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	341	423	388	284
LT Vol	113	123	18	41
Through Vol	217	281	331	187
RT Vol	11	19	39	56
Lane Flow Rate	341	423	388	284
Geometry Grp	1	1	1	1
Degree of Util (X)	0.836	0.991	0.916	0.708
Departure Headway (Hd)	8.828	8.43	8.497	8.978
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	409	431	427	400
Service Time	6.889	6.484	6.554	7.071
HCM Lane V/C Ratio	0.834	0.981	0.909	0.71
HCM Control Delay	43.6	71	55	31.3
HCM Lane LOS	E	F	F	D
HCM 95th-tile Q	7.9	12.3	10	5.3

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	64	5	6	135	3	4	11	3	4	7	8
Future Vol, veh/h	19	64	5	6	135	3	4	11	3	4	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	64	5	6	135	3	4	11	3	4	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	69	0	0	261	255	67	261	256	137
Stage 1	-	-	-	-	-	-	105	105	-	149	149	-
Stage 2	-	-	-	-	-	-	156	150	-	112	107	-
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	1446	-	-	1532	-	-	692	649	997	692	648	911
Stage 1	-	-	-	-	-	-	901	808	-	854	774	-
Stage 2	-	-	-	-	-	-	846	773	-	893	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1532	-	-	671	637	997	671	636	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	671	637	-	671	636	-
Stage 1	-	-	-	-	-	-	888	797	-	842	771	-
Stage 2	-	-	-	-	-	-	828	770	-	866	796	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.3			10.4			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	686	1446	-	-	1532	-	-	738
HCM Lane V/C Ratio	0.026	0.013	-	-	0.004	-	-	0.026
HCM Control Delay (s)	10.4	7.5	0	-	7.4	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	318	3	2	328	0	9	6	11	6	9	38
Future Vol, veh/h	6	318	3	2	328	0	9	6	11	6	9	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	318	3	2	328	0	9	6	11	6	9	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	321	0	0	688	664	320	672	665	328
Stage 1	-	-	-	-	-	-	332	332	-	332	332	-
Stage 2	-	-	-	-	-	-	356	332	-	340	333	-
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	1232	-	-	1239	-	-	360	381	721	370	381	713
Stage 1	-	-	-	-	-	-	681	644	-	681	644	-
Stage 2	-	-	-	-	-	-	661	644	-	675	644	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1232	-	-	1239	-	-	333	378	721	358	378	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	378	-	358	378	-
Stage 1	-	-	-	-	-	-	677	640	-	677	643	-
Stage 2	-	-	-	-	-	-	616	643	-	655	640	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.6	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	1232	-	-	1239	-	-	565
HCM Lane V/C Ratio	0.058	0.005	-	-	0.002	-	-	0.094
HCM Control Delay (s)	13.6	7.9	0	-	7.9	0	-	12
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection				
Intersection Delay, s/veh	7.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	108	107	494	320
Demand Flow Rate, veh/h	110	109	504	326
Vehicles Circulating, veh/h	320	501	55	115
Vehicles Exiting, veh/h	121	58	375	495
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	7.2	8.8	7.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	110	109	504	326
Cap Entry Lane, veh/h	821	685	1069	1007
Entry HV Adj Factor	0.984	0.981	0.981	0.982
Flow Entry, veh/h	108	107	494	320
Cap Entry, veh/h	807	672	1049	989
V/C Ratio	0.134	0.159	0.471	0.324
Control Delay, s/veh	5.8	7.2	8.8	7.0
LOS	A	A	A	A
95th %tile Queue, veh	0	1	3	1

Intersection

Intersection Delay, s/veh 23.4
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	89	225	41	24	229	26	38	305	35	77	193	52
Future Vol, veh/h	89	225	41	24	229	26	38	305	35	77	193	52
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	89	225	41	24	229	26	38	305	35	77	193	52
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	27	20.7	26.7	17.7
HCM LOS	D	C	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	9%	100%	0%
Vol Thru, %	0%	90%	63%	82%	0%	79%
Vol Right, %	0%	10%	12%	9%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	340	355	279	77	245
LT Vol	38	0	89	24	77	0
Through Vol	0	305	225	229	0	193
RT Vol	0	35	41	26	0	52
Lane Flow Rate	38	340	355	279	77	245
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.087	0.726	0.719	0.583	0.181	0.531
Departure Headway (Hd)	8.275	7.683	7.288	7.521	8.473	7.801
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	469	493	480	423	461
Service Time	6.036	5.444	5.351	5.59	6.241	5.568
HCM Lane V/C Ratio	0.088	0.725	0.72	0.581	0.182	0.531
HCM Control Delay	11.8	28.4	27	20.7	13.1	19.1
HCM Lane LOS	B	D	D	C	B	C
HCM 95th-tile Q	0.3	5.8	5.8	3.7	0.7	3

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	79	44	8	83	41	8	4	4	2	0	2
Future Vol, veh/h	22	79	44	8	83	41	8	4	4	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	79	44	8	83	41	8	4	4	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	124	0	0	123	0	0	266	285	101	269	287	104
Stage 1	-	-	-	-	-	-	145	145	-	120	120	-
Stage 2	-	-	-	-	-	-	121	140	-	149	167	-
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	1463	-	-	1464	-	-	687	624	954	684	623	951
Stage 1	-	-	-	-	-	-	858	777	-	884	796	-
Stage 2	-	-	-	-	-	-	883	781	-	854	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1463	-	-	1464	-	-	674	610	954	666	609	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	610	-	666	609	-
Stage 1	-	-	-	-	-	-	844	765	-	870	791	-
Stage 2	-	-	-	-	-	-	876	776	-	832	748	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.5			10.2			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	707	1463	-	-	1464	-	-	783
HCM Lane V/C Ratio	0.023	0.015	-	-	0.005	-	-	0.005
HCM Control Delay (s)	10.2	7.5	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1011	5	0	1307	0	34
Future Vol, veh/h	1011	5	0	1307	0	34
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1011	5	0	1307	0	34

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	508
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	510
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	510
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	510	-	-	-
HCM Lane V/C Ratio	0.067	-	-	-
HCM Control Delay (s)	12.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗			↕			↕	
Traffic Vol, veh/h	33	95	0	0	72	8	1	1	0	3	0	3
Future Vol, veh/h	33	95	0	0	72	8	1	1	0	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	95	0	0	72	8	1	1	0	3	0	3

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	80	0	-	-	-	0	239	241	95	238	237	76
Stage 1	-	-	-	-	-	-	161	161	-	76	76	-
Stage 2	-	-	-	-	-	-	78	80	-	162	161	-
Critical Hdwy	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	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	0	0	-	-	715	660	962	716	664	985
Stage 1	-	-	0	0	-	-	841	765	-	933	832	-
Stage 2	-	-	0	0	-	-	931	828	-	840	765	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1518	-	-	-	-	-	700	645	962	702	649	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	645	-	702	649	-
Stage 1	-	-	-	-	-	-	822	747	-	912	832	-
Stage 2	-	-	-	-	-	-	928	828	-	820	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	10.4	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	671	1518	-	-	-	820
HCM Lane V/C Ratio	0.003	0.022	-	-	-	0.007
HCM Control Delay (s)	10.4	7.4	0	-	-	9.4
HCM Lane LOS	B	A	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	14	960	18	69	1238	5	9	0	53	2	0	5
Future Vol, veh/h	14	960	18	69	1238	5	9	0	53	2	0	5
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	960	18	69	1238	5	9	0	53	2	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1243	0	0	978	0	0	1754	2378	489	1887	2385	622
Stage 1	-	-	-	-	-	-	997	997	-	1379	1379	-
Stage 2	-	-	-	-	-	-	757	1381	-	508	1006	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	556	-	-	701	-	-	54	34	525	43	34	430
Stage 1	-	-	-	-	-	-	262	320	-	152	210	-
Stage 2	-	-	-	-	-	-	366	210	-	516	317	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	556	-	-	701	-	-	47	29	525	34	29	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	29	-	34	29	-
Stage 1	-	-	-	-	-	-	248	302	-	144	189	-
Stage 2	-	-	-	-	-	-	326	189	-	438	300	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.6			28.9			44.1		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	556	-	-	701	-	-	99
HCM Lane V/C Ratio	0.292	0.025	-	-	0.098	-	-	0.071
HCM Control Delay (s)	28.9	11.6	0.3	-	10.7	-	-	44.1
HCM Lane LOS	D	B	A	-	B	-	-	E
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.3	-	-	0.2

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	67	39	30	47	4	32	52	53	9	69	5
Future Vol, veh/h	7	67	39	30	47	4	32	52	53	9	69	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	67	39	30	47	4	32	52	53	9	69	5

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	51	0	0	106	0	0		210	229	49
Stage 1	-	-	-	-	-	-		109	109	-
Stage 2	-	-	-	-	-	-		101	120	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1555	-	-	1485	-	-		778	671	1020
Stage 1	-	-	-	-	-	-		916	805	-
Stage 2	-	-	-	-	-	-		923	796	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1555	-	-	1485	-	-		758	0	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-		758	0	-
Stage 1	-	-	-	-	-	-		911	0	-
Stage 2	-	-	-	-	-	-		904	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	2.8	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	1485	-	-	835
HCM Lane V/C Ratio	0.005	-	-	0.02	-	-	0.099
HCM Control Delay (s)	7.3	0	-	7.5	0	-	9.8
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0.3

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	830	128	257	989	71	145
Future Vol, veh/h	830	128	257	989	71	145
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	830	128	257	989	71	145

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	958	0	1903
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	1009
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	714	-	272
Stage 1	-	-	-	-	360
Stage 2	-	-	-	-	313
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	714	-	174
Mov Cap-2 Maneuver	-	-	-	-	174
Stage 1	-	-	-	-	360
Stage 2	-	-	-	-	200

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	28.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	714	-
HCM Lane V/C Ratio	0.592	-	-	0.36	-
HCM Control Delay (s)	28.2	-	-	12.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	3.6	-	-	1.6	-

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	0	15	10	45	30	8	16	209	75	26	335	2
Future Vol, veh/h	0	15	10	45	30	8	16	209	75	26	335	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	10	45	30	8	16	209	75	26	335	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	686	704	336	680	668	247	337	0	0	284	0	0
Stage 1	388	388	-	279	279	-	-	-	-	-	-	-
Stage 2	298	316	-	401	389	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	362	361	706	365	379	792	1222	-	-	1278	-	-
Stage 1	636	609	-	728	680	-	-	-	-	-	-	-
Stage 2	711	655	-	626	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	325	346	706	337	363	792	1222	-	-	1278	-	-
Mov Cap-2 Maneuver	325	346	-	337	363	-	-	-	-	-	-	-
Stage 1	626	594	-	716	669	-	-	-	-	-	-	-
Stage 2	662	645	-	587	593	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.8		17.7		0.4		0.6	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1222	-	-	435	367	1278	-
HCM Lane V/C Ratio	0.013	-	-	0.057	0.226	0.02	-
HCM Control Delay (s)	8	0	-	13.8	17.7	7.9	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	27	11	311	29	11	295
Future Vol, veh/h	27	11	311	29	11	295
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	11	311	29	11	295

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	643	326	0	0	340
Stage 1	326	-	-	-	-
Stage 2	317	-	-	-	-
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	438	715	-	-	1219
Stage 1	731	-	-	-	-
Stage 2	738	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	433	715	-	-	1219
Mov Cap-2 Maneuver	433	-	-	-	-
Stage 1	731	-	-	-	-
Stage 2	730	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1219
HCM Lane V/C Ratio	-	-	0.078	0.009
HCM Control Delay (s)	-	-	13	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection			
Intersection Delay, s/veh	6.1		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	27	343	321
Demand Flow Rate, veh/h	27	350	327
Vehicles Circulating, veh/h	314	7	11
Vehicles Exiting, veh/h	24	334	346
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.7	6.3	6.1
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	27	350	327
Cap Entry Lane, veh/h	825	1122	1118
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	27	343	321
Cap Entry, veh/h	825	1101	1097
V/C Ratio	0.033	0.312	0.293
Control Delay, s/veh	4.7	6.3	6.1
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh 41.8
Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	102	258	23	21	275	68	43	180	28	72	231	111
Future Vol, veh/h	102	258	23	21	275	68	43	180	28	72	231	111
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	258	23	21	275	68	43	180	28	72	231	111
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	44.9	38.7	24.3	52.4
HCM LOS	E	E	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	27%	6%	17%
Vol Thru, %	72%	67%	76%	56%
Vol Right, %	11%	6%	19%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	383	364	414
LT Vol	43	102	21	72
Through Vol	180	258	275	231
RT Vol	28	23	68	111
Lane Flow Rate	251	383	364	414
Geometry Grp	1	1	1	1
Degree of Util (X)	0.604	0.864	0.818	0.916
Departure Headway (Hd)	8.669	8.123	8.093	7.968
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	414	444	444	460
Service Time	6.765	6.207	6.178	5.968
HCM Lane V/C Ratio	0.606	0.863	0.82	0.9
HCM Control Delay	24.3	44.9	38.7	52.4
HCM Lane LOS	C	E	E	F
HCM 95th-tile Q	3.8	8.8	7.6	10.3

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	69	35	21	69	5	10	15	16	7	31	40
Future Vol, veh/h	5	69	35	21	69	5	10	15	16	7	31	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	69	35	21	69	5	10	15	16	7	31	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	104	0	0	246	213	87	226	228	72
Stage 1	-	-	-	-	-	-	97	97	-	114	114	-
Stage 2	-	-	-	-	-	-	149	116	-	112	114	-
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	1526	-	-	1488	-	-	708	684	971	729	671	990
Stage 1	-	-	-	-	-	-	910	815	-	891	801	-
Stage 2	-	-	-	-	-	-	854	800	-	893	801	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1526	-	-	1488	-	-	646	672	971	695	659	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	646	672	-	695	659	-
Stage 1	-	-	-	-	-	-	907	813	-	888	789	-
Stage 2	-	-	-	-	-	-	775	788	-	859	799	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.6			10			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1526	-	-	1488	-	-	800
HCM Lane V/C Ratio	0.054	0.003	-	-	0.014	-	-	0.098
HCM Control Delay (s)	10	7.4	0	-	7.5	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	342	9	12	374	1	3	1	8	3	4	23
Future Vol, veh/h	4	342	9	12	374	1	3	1	8	3	4	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	342	9	12	374	1	3	1	8	3	4	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	375	0	0	351	0	0	767	754	347	758	758	375
Stage 1	-	-	-	-	-	-	355	355	-	399	399	-
Stage 2	-	-	-	-	-	-	412	399	-	359	359	-
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	1183	-	-	1208	-	-	319	338	696	324	336	671
Stage 1	-	-	-	-	-	-	662	630	-	627	602	-
Stage 2	-	-	-	-	-	-	617	602	-	659	627	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1183	-	-	1208	-	-	301	332	696	315	330	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	332	-	315	330	-
Stage 1	-	-	-	-	-	-	659	627	-	624	594	-
Stage 2	-	-	-	-	-	-	584	594	-	648	624	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			12.5			12.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	1183	-	-	1208	-	-	536
HCM Lane V/C Ratio	0.024	0.003	-	-	0.01	-	-	0.056
HCM Control Delay (s)	12.5	8.1	0	-	8	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection				
Intersection Delay, s/veh	7.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	72	52	385	464
Demand Flow Rate, veh/h	73	53	393	473
Vehicles Circulating, veh/h	471	397	50	58
Vehicles Exiting, veh/h	60	46	494	391
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.3	5.5	7.2	8.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	73	53	393	473
Cap Entry Lane, veh/h	706	760	1075	1066
Entry HV Adj Factor	0.980	0.990	0.980	0.981
Flow Entry, veh/h	72	52	385	464
Cap Entry, veh/h	691	752	1053	1046
V/C Ratio	0.103	0.070	0.366	0.444
Control Delay, s/veh	6.3	5.5	7.2	8.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

Intersection

Intersection Delay, s/veh	40.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	79	205	44	34	243	38	77	326	40	55	297	75
Future Vol, veh/h	79	205	44	34	243	38	77	326	40	55	297	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	205	44	34	243	38	77	326	40	55	297	75
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	36.9	34.4	43	45.3
HCM LOS	E	D	E	E

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	24%	11%	100%	0%
Vol Thru, %	0%	89%	62%	77%	0%	80%
Vol Right, %	0%	11%	13%	12%	0%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	366	328	315	55	372
LT Vol	77	0	79	34	55	0
Through Vol	0	326	205	243	0	297
RT Vol	0	40	44	38	0	75
Lane Flow Rate	77	366	328	315	55	372
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.198	0.879	0.785	0.758	0.141	0.887
Departure Headway (Hd)	9.25	8.648	8.613	8.658	9.257	8.587
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	387	417	420	416	386	420
Service Time	7.032	6.43	6.7	6.747	7.039	6.369
HCM Lane V/C Ratio	0.199	0.878	0.781	0.757	0.142	0.886
HCM Control Delay	14.3	49	36.9	34.4	13.6	50
HCM Lane LOS	B	E	E	D	B	E
HCM 95th-tile Q	0.7	9	6.8	6.3	0.5	9.2

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	95	15	10	70	17	4	2	2	5	0	4
Future Vol, veh/h	19	95	15	10	70	17	4	2	2	5	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	95	15	10	70	17	4	2	2	5	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	110	0	0	242	248	103	242	247	79
Stage 1	-	-	-	-	-	-	141	141	-	99	99	-
Stage 2	-	-	-	-	-	-	101	107	-	143	148	-
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	1509	-	-	1480	-	-	712	655	952	712	655	981
Stage 1	-	-	-	-	-	-	862	780	-	907	813	-
Stage 2	-	-	-	-	-	-	905	807	-	860	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1509	-	-	1480	-	-	698	642	952	698	642	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	642	-	698	642	-
Stage 1	-	-	-	-	-	-	851	770	-	895	807	-
Stage 2	-	-	-	-	-	-	895	801	-	845	765	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.8			10			9.5		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	731	1509	-	-	1480	-	-	801
HCM Lane V/C Ratio	0.011	0.013	-	-	0.007	-	-	0.011
HCM Control Delay (s)	10	7.4	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	826	5	0	887	0	49
Future Vol, veh/h	826	5	0	887	0	49
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	826	5	0	887	0	49

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	416
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	585
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	585	-	-	-
HCM Lane V/C Ratio	0.084	-	-	-
HCM Control Delay (s)	11.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	22	108	0	2	87	26	2	1	1	1	0	6
Future Vol, veh/h	22	108	0	2	87	26	2	1	1	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	108	0	2	87	26	2	1	1	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	-	108	0	0	259	269	108	257	256	100
Stage 1	-	-	-	-	-	-	152	152	-	104	104	-
Stage 2	-	-	-	-	-	-	107	117	-	153	152	-
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	1476	-	0	1483	-	-	694	637	946	696	648	956
Stage 1	-	-	0	-	-	-	850	772	-	902	809	-
Stage 2	-	-	0	-	-	-	898	799	-	849	772	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1476	-	-	1483	-	-	681	626	946	686	637	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	681	626	-	686	637	-
Stage 1	-	-	-	-	-	-	836	760	-	888	808	-
Stage 2	-	-	-	-	-	-	891	798	-	833	760	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.1			10.1			9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	715	1476	-	1483	-	-	905
HCM Lane V/C Ratio	0.006	0.015	-	0.001	-	-	0.008
HCM Control Delay (s)	10.1	7.5	0	7.4	-	-	9
HCM Lane LOS	B	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	0	-	-	0

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↔↔			↔			↔	
Traffic Vol, veh/h	9	799	13	46	850	5	9	3	27	4	1	4
Future Vol, veh/h	9	799	13	46	850	5	9	3	27	4	1	4
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	799	13	46	850	5	9	3	27	4	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	855	0	0	812	0	0	1342	1771	406	1364	1775	428
Stage 1	-	-	-	-	-	-	824	824	-	945	945	-
Stage 2	-	-	-	-	-	-	518	947	-	419	830	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	781	-	-	810	-	-	110	82	594	106	82	575
Stage 1	-	-	-	-	-	-	333	385	-	282	339	-
Stage 2	-	-	-	-	-	-	509	338	-	582	383	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	781	-	-	810	-	-	102	76	594	92	76	575
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	76	-	92	76	-
Stage 1	-	-	-	-	-	-	326	377	-	276	320	-
Stage 2	-	-	-	-	-	-	475	319	-	540	375	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			24.3			32.1		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	225	781	-	-	810	-	-	142
HCM Lane V/C Ratio	0.173	0.012	-	-	0.057	-	-	0.063
HCM Control Delay (s)	24.3	9.7	0.1	-	9.7	-	-	32.1
HCM Lane LOS	C	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	0.2

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	2	61	19	20	78	9	18	31	33	23	33	2
Future Vol, veh/h	2	61	19	20	78	9	18	31	33	23	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	61	19	20	78	9	18	31	33	23	33	2

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	87	0	0	80	0	0	198	207	83
Stage 1	-	-	-	-	-	-	123	123	-
Stage 2	-	-	-	-	-	-	75	84	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1509	-	-	1518	-	-	791	690	976
Stage 1	-	-	-	-	-	-	902	794	-
Stage 2	-	-	-	-	-	-	948	825	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1509	-	-	1518	-	-	779	0	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	0	-
Stage 1	-	-	-	-	-	-	901	0	-
Stage 2	-	-	-	-	-	-	935	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	1.4	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	1518	-	-	792
HCM Lane V/C Ratio	0.001	-	-	0.013	-	-	0.073
HCM Control Delay (s)	7.4	0	-	7.4	0	-	9.9
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	733	82	118	699	68	123
Future Vol, veh/h	733	82	118	699	68	123
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	733	82	118	699	68	123

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	815	0	1360
Stage 1	-	-	-	-	774
Stage 2	-	-	-	-	586
Critical Hdwy	-	-	4.14	-	4
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	808	-	408
Stage 1	-	-	-	-	415
Stage 2	-	-	-	-	519
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	808	-	348
Mov Cap-2 Maneuver	-	-	-	-	348
Stage 1	-	-	-	-	415
Stage 2	-	-	-	-	443

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	555	-	-	808	-
HCM Lane V/C Ratio	0.344	-	-	0.146	-
HCM Control Delay (s)	14.9	-	-	10.2	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.5	-	-	0.5	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	14	7	55	28	18	10	185	50	19	159	1
Future Vol, veh/h	2	14	7	55	28	18	10	185	50	19	159	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	14	7	55	28	18	10	185	50	19	159	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	451	453	160	438	428	210	160	0	0	235	0	0
Stage 1	198	198	-	230	230	-	-	-	-	-	-	-
Stage 2	253	255	-	208	198	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	519	503	885	529	519	830	1419	-	-	1332	-	-
Stage 1	804	737	-	773	714	-	-	-	-	-	-	-
Stage 2	751	696	-	794	737	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	477	491	885	504	507	830	1419	-	-	1332	-	-
Mov Cap-2 Maneuver	477	491	-	504	507	-	-	-	-	-	-	-
Stage 1	798	725	-	767	708	-	-	-	-	-	-	-
Stage 2	700	690	-	760	725	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.6		13.1		0.3		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1419	-	-	566	543	1332	-
HCM Lane V/C Ratio	0.007	-	-	0.041	0.186	0.014	-
HCM Control Delay (s)	7.6	0	-	11.6	13.1	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	17	7	239	9	4	217
Future Vol, veh/h	17	7	239	9	4	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	239	9	4	217

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	469	244	0	0	248
Stage 1	244	-	-	-	-
Stage 2	225	-	-	-	-
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	553	795	-	-	1318
Stage 1	797	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	551	795	-	-	1318
Mov Cap-2 Maneuver	551	-	-	-	-
Stage 1	797	-	-	-	-
Stage 2	810	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	605	1318
HCM Lane V/C Ratio	-	-	0.04	0.003
HCM Control Delay (s)	-	-	11.2	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection			
Intersection Delay, s/veh	5.3		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	23	261	234
Demand Flow Rate, veh/h	23	266	239
Vehicles Circulating, veh/h	235	3	16
Vehicles Exiting, veh/h	20	255	253
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	5.4	5.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	23	266	239
Cap Entry Lane, veh/h	893	1127	1112
Entry HV Adj Factor	1.000	0.982	0.981
Flow Entry, veh/h	23	261	234
Cap Entry, veh/h	893	1106	1091
V/C Ratio	0.026	0.236	0.215
Control Delay, s/veh	4.3	5.4	5.3
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection

Intersection Delay, s/veh13.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	84	199	22	26	177	69	31	126	18	45	127	93
Future Vol, veh/h	84	199	22	26	177	69	31	126	18	45	127	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	199	22	26	177	69	31	126	18	45	127	93
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	14.2	12.9	11.7	13
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	28%	10%	17%
Vol Thru, %	72%	65%	65%	48%
Vol Right, %	10%	7%	25%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	305	272	265
LT Vol	31	84	26	45
Through Vol	126	199	177	127
RT Vol	18	22	69	93
Lane Flow Rate	175	305	272	265
Geometry Grp	1	1	1	1
Degree of Util (X)	0.295	0.485	0.427	0.422
Departure Headway (Hd)	6.063	5.728	5.651	5.737
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	588	625	631	623
Service Time	4.156	3.806	3.732	3.821
HCM Lane V/C Ratio	0.298	0.488	0.431	0.425
HCM Control Delay	11.7	14.2	12.9	13
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	2.6	2.1	2.1

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	45	20	17	45	7	30	17	12	7	16	22
Future Vol, veh/h	10	45	20	17	45	7	30	17	12	7	16	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	45	20	17	45	7	30	17	12	7	16	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	65	0	0	177	161	55	173	168	49
Stage 1	-	-	-	-	-	-	75	75	-	83	83	-
Stage 2	-	-	-	-	-	-	102	86	-	90	85	-
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	1554	-	-	1537	-	-	785	731	1012	790	725	1020
Stage 1	-	-	-	-	-	-	934	833	-	925	826	-
Stage 2	-	-	-	-	-	-	904	824	-	917	824	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1554	-	-	1537	-	-	745	718	1012	756	712	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	745	718	-	756	712	-
Stage 1	-	-	-	-	-	-	927	827	-	919	817	-
Stage 2	-	-	-	-	-	-	858	815	-	881	818	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			1.8			10			9.5		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	778	1554	-	-	1537	-	-	844
HCM Lane V/C Ratio	0.076	0.006	-	-	0.011	-	-	0.053
HCM Control Delay (s)	10	7.3	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	255	9	8	273	3	2	6	4	2	1	9
Future Vol, veh/h	3	255	9	8	273	3	2	6	4	2	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	255	9	8	273	3	2	6	4	2	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	264	0	0	562	558	260	562	561	275
Stage 1	-	-	-	-	-	-	266	266	-	291	291	-
Stage 2	-	-	-	-	-	-	296	292	-	271	270	-
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	1287	-	-	1300	-	-	438	438	779	438	436	764
Stage 1	-	-	-	-	-	-	739	689	-	717	672	-
Stage 2	-	-	-	-	-	-	712	671	-	735	686	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1287	-	-	1300	-	-	429	434	779	428	432	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	429	434	-	428	432	-
Stage 1	-	-	-	-	-	-	737	687	-	715	667	-
Stage 2	-	-	-	-	-	-	698	666	-	723	684	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			12.3			10.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	508	1287	-	-	1300	-	-	639
HCM Lane V/C Ratio	0.024	0.002	-	-	0.006	-	-	0.019
HCM Control Delay (s)	12.3	7.8	0	-	7.8	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection				
Intersection Delay, s/veh	6.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	57	32	337	321
Demand Flow Rate, veh/h	58	32	343	327
Vehicles Circulating, veh/h	312	351	36	43
Vehicles Exiting, veh/h	58	28	334	340
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	5.0	6.5	6.4
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	58	32	343	327
Cap Entry Lane, veh/h	827	795	1090	1082
Entry HV Adj Factor	0.977	0.991	0.982	0.982
Flow Entry, veh/h	57	32	337	321
Cap Entry, veh/h	808	788	1070	1063
V/C Ratio	0.070	0.040	0.315	0.302
Control Delay, s/veh	5.1	5.0	6.5	6.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection

Intersection Delay, s/veh 16
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	52	173	42	26	167	23	52	242	24	38	262	56
Future Vol, veh/h	52	173	42	26	167	23	52	242	24	38	262	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	173	42	26	167	23	52	242	24	38	262	56
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	15.7	14.2	15.5	17.8
HCM LOS	C	B	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	19%	12%	100%	0%
Vol Thru, %	0%	91%	65%	77%	0%	82%
Vol Right, %	0%	9%	16%	11%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	266	267	216	38	318
LT Vol	52	0	52	26	38	0
Through Vol	0	242	173	167	0	262
RT Vol	0	24	42	23	0	56
Lane Flow Rate	52	266	267	216	38	318
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.107	0.504	0.486	0.402	0.077	0.591
Departure Headway (Hd)	7.402	6.824	6.551	6.705	7.327	6.688
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	527	550	536	488	537
Service Time	5.159	4.581	4.607	4.766	5.082	4.443
HCM Lane V/C Ratio	0.107	0.505	0.485	0.403	0.078	0.592
HCM Control Delay	11.1	16.4	15.7	14.2	10.7	18.7
HCM Lane LOS	B	C	C	B	B	C
HCM 95th-tile Q	0.4	2.8	2.6	1.9	0.2	3.8

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	59	35	15	57	9	40	8	8	5	0	7
Future Vol, veh/h	11	59	35	15	57	9	40	8	8	5	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	59	35	15	57	9	40	8	8	5	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	94	0	0	194	195	77	199	208	62
Stage 1	-	-	-	-	-	-	99	99	-	92	92	-
Stage 2	-	-	-	-	-	-	95	96	-	107	116	-
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	1536	-	-	1500	-	-	765	700	984	760	689	1003
Stage 1	-	-	-	-	-	-	907	813	-	915	819	-
Stage 2	-	-	-	-	-	-	912	815	-	898	800	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	1500	-	-	749	687	984	737	677	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	687	-	737	677	-
Stage 1	-	-	-	-	-	-	900	806	-	908	811	-
Stage 2	-	-	-	-	-	-	897	807	-	875	794	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.4			10.1			9.2		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	765	1536	-	-	1500	-	-	872
HCM Lane V/C Ratio	0.073	0.007	-	-	0.01	-	-	0.014
HCM Control Delay (s)	10.1	7.4	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	870	3	0	753	0	16
Future Vol, veh/h	870	3	0	753	0	16
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	870	3	0	753	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	437
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	567
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	567
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	567	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	57	0	0	47	12	1	1	0	0	0	0
Future Vol, veh/h	12	57	0	0	47	12	1	1	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	57	0	0	47	12	1	1	0	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2				
Conflicting Flow All	59	0	-	-	0	134	140	57	135	134	53
Stage 1	-	-	-	-	-	81	81	-	53	53	-
Stage 2	-	-	-	-	-	53	59	-	82	81	-
Critical Hdwy	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	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1545	-	0	0	-	838	751	1009	836	757	1014
Stage 1	-	-	0	0	-	927	828	-	960	851	-
Stage 2	-	-	0	0	-	960	846	-	926	828	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1545	-	-	-	-	833	745	1009	830	751	1014
Mov Cap-2 Maneuver	-	-	-	-	-	833	745	-	830	751	-
Stage 1	-	-	-	-	-	920	821	-	952	851	-
Stage 2	-	-	-	-	-	960	846	-	917	821	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0	9.6	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	787	1545	-	-	-	-
HCM Lane V/C Ratio	0.003	0.008	-	-	-	-
HCM Control Delay (s)	9.6	7.3	0	-	-	0
HCM Lane LOS	A	A	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	-	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔			↔			↔	
Traffic Vol, veh/h	5	838	11	30	723	6	5	0	20	3	1	10
Future Vol, veh/h	5	838	11	30	723	6	5	0	20	3	1	10
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	-	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	838	11	30	723	6	5	0	20	3	1	10

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	729	0	0	849
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	871	-	-	785
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	871	-	-	785
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	17.1	18.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	871	-	-	785	-	-	280
HCM Lane V/C Ratio	0.077	0.006	-	-	0.038	-	-	0.05
HCM Control Delay (s)	17.1	9.2	0	-	9.8	-	-	18.5
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Intersection

Int Delay, s/veh 3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	7	32	8	10	29	3	8	20	22	16	24	1
Future Vol, veh/h	7	32	8	10	29	3	8	20	22	16	24	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	32	8	10	29	3	8	20	22	16	24	1

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	32	0	0	40	0	0		101	105	31
Stage 1	-	-	-	-	-	-		51	51	-
Stage 2	-	-	-	-	-	-		50	54	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-		5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1570	-	-		898	785	1043
Stage 1	-	-	-	-	-	-		971	852	-
Stage 2	-	-	-	-	-	-		972	850	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1580	-	-	1570	-	-		888	0	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-		888	0	-
Stage 1	-	-	-	-	-	-		966	0	-
Stage 2	-	-	-	-	-	-		966	0	-

Approach	EB		WB		SB	
HCM Control Delay, s	1.1		1.7		9.2	
HCM LOS					A	

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1580	-	-	1570	-	-	896
HCM Lane V/C Ratio	0.004	-	-	0.006	-	-	0.046
HCM Control Delay (s)	7.3	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	729	65	109	628	53	122
Future Vol, veh/h	729	65	109	628	53	122
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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	729	65	109	628	53	122

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	794	0	1294 397
Stage 1	-	-	-	-	762 -
Stage 2	-	-	-	-	532 -
Critical Hdwy	-	-	4.14	-	4 4
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	823	-	428 833
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	553 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	823	-	372 833
Mov Cap-2 Maneuver	-	-	-	-	372 -
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	480 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	606	-	-	823	-
HCM Lane V/C Ratio	0.289	-	-	0.132	-
HCM Control Delay (s)	13.3	-	-	10	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	0.5	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	7	22	14	6	3	164	24	9	138	1
Future Vol, veh/h	3	4	7	22	14	6	3	164	24	9	138	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	7	22	14	6	3	164	24	9	138	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	349	351	139	344	339	176	139	0	0	188	0	0
Stage 1	157	157	-	182	182	-	-	-	-	-	-	-
Stage 2	192	194	-	162	157	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	606	573	909	610	582	867	1445	-	-	1386	-	-
Stage 1	845	768	-	820	749	-	-	-	-	-	-	-
Stage 2	810	740	-	840	768	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	587	568	909	598	577	867	1445	-	-	1386	-	-
Mov Cap-2 Maneuver	587	568	-	598	577	-	-	-	-	-	-	-
Stage 1	843	763	-	818	748	-	-	-	-	-	-	-
Stage 2	788	739	-	823	763	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		11.3		0.1		0.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1445	-	-	705	618	1386	-
HCM Lane V/C Ratio	0.002	-	-	0.02	0.068	0.006	-
HCM Control Delay (s)	7.5	0	-	10.2	11.3	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	4	181	9	4	170
Future Vol, veh/h	10	4	181	9	4	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	4	181	9	4	170

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	364	186	0	0	190	0
Stage 1	186	-	-	-	-	-
Stage 2	178	-	-	-	-	-
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	635	856	-	-	1384	-
Stage 1	846	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	633	856	-	-	1384	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	850	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	684	1384
HCM Lane V/C Ratio	-	-	0.02	0.003
HCM Control Delay (s)	-	-	10.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection			
Intersection Delay, s/veh	4.8		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	19	201	180
Demand Flow Rate, veh/h	19	205	183
Vehicles Circulating, veh/h	173	2	13
Vehicles Exiting, veh/h	23	190	194
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.0	4.9	4.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	19	205	183
Cap Entry Lane, veh/h	950	1128	1115
Entry HV Adj Factor	1.000	0.982	0.981
Flow Entry, veh/h	19	201	180
Cap Entry, veh/h	950	1107	1095
V/C Ratio	0.020	0.182	0.164
Control Delay, s/veh	4.0	4.9	4.8
LOS	A	A	A
95th %tile Queue, veh	0	1	1

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	63	179	29	7	160	36	39	121	22	40	114	49
Future Vol, veh/h	63	179	29	7	160	36	39	121	22	40	114	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	179	29	7	160	36	39	121	22	40	114	49
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	11.9	10.7	10.7	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	23%	3%	20%
Vol Thru, %	66%	66%	79%	56%
Vol Right, %	12%	11%	18%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	271	203	203
LT Vol	39	63	7	40
Through Vol	121	179	160	114
RT Vol	22	29	36	49
Lane Flow Rate	182	271	203	203
Geometry Grp	1	1	1	1
Degree of Util (X)	0.28	0.4	0.302	0.306
Departure Headway (Hd)	5.534	5.317	5.347	5.425
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	648	675	670	662
Service Time	3.581	3.359	3.391	3.471
HCM Lane V/C Ratio	0.281	0.401	0.303	0.307
HCM Control Delay	10.7	11.9	10.7	10.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	1.9	1.3	1.3

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	23	5	6	34	9	9	9	0	9	6	8
Future Vol, veh/h	5	23	5	6	34	9	9	9	0	9	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	23	5	6	34	9	9	9	0	9	6	8

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	43	0	0	28
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1566	-	-	1585
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1566	-	-	1585
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.9	9.4	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	831	1566	-	-	1585	-	-	901
HCM Lane V/C Ratio	0.022	0.003	-	-	0.004	-	-	0.026
HCM Control Delay (s)	9.4	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	250	12	5	232	2	9	7	8	3	1	7
Future Vol, veh/h	7	250	12	5	232	2	9	7	8	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	250	12	5	232	2	9	7	8	3	1	7

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	234	0	0	262
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1333	-	-	1302
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	1302
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	12.1	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1333	-	-	1302	-	-	628
HCM Lane V/C Ratio	0.045	0.005	-	-	0.004	-	-	0.018
HCM Control Delay (s)	12.1	7.7	0	-	7.8	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection				
Intersection Delay, s/veh	6.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	40	31	342	329
Demand Flow Rate, veh/h	40	31	349	335
Vehicles Circulating, veh/h	326	348	33	48
Vehicles Exiting, veh/h	57	34	333	331
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	4.9	6.5	6.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	40	31	349	335
Cap Entry Lane, veh/h	816	798	1093	1077
Entry HV Adj Factor	0.995	0.992	0.980	0.982
Flow Entry, veh/h	40	31	342	329
Cap Entry, veh/h	811	792	1071	1058
V/C Ratio	0.049	0.039	0.319	0.311
Control Delay, s/veh	4.9	4.9	6.5	6.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection

Intersection Delay, s/veh 13.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	55	174	34	33	135	29	51	227	28	19	205	26
Future Vol, veh/h	55	174	34	33	135	29	51	227	28	19	205	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	174	34	33	135	29	51	227	28	19	205	26
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.6	12.2	13.5	13.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	21%	17%	100%	0%
Vol Thru, %	0%	89%	66%	69%	0%	89%
Vol Right, %	0%	11%	13%	15%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	255	263	197	19	231
LT Vol	51	0	55	33	19	0
Through Vol	0	227	174	135	0	205
RT Vol	0	28	34	29	0	26
Lane Flow Rate	51	255	263	197	19	231
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.097	0.445	0.434	0.332	0.037	0.409
Departure Headway (Hd)	6.877	6.289	5.946	6.07	6.967	6.376
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	518	569	600	587	511	561
Service Time	4.658	4.07	4.031	4.161	4.751	4.16
HCM Lane V/C Ratio	0.098	0.448	0.438	0.336	0.037	0.412
HCM Control Delay	10.4	14.1	13.6	12.2	10	13.6
HCM Lane LOS	B	B	B	B	A	B
HCM 95th-tile Q	0.3	2.3	2.2	1.4	0.1	2

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	38	24	8	36	8	22	3	3	3	0	7
Future Vol, veh/h	0	38	24	8	36	8	22	3	3	3	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	24	8	36	8	22	3	3	3	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	62	0	0	110	110	50	109	118	40
Stage 1	-	-	-	-	-	-	50	50	-	56	56	-
Stage 2	-	-	-	-	-	-	60	60	-	53	62	-
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	1564	-	-	1541	-	-	868	780	1018	870	772	1031
Stage 1	-	-	-	-	-	-	963	853	-	956	848	-
Stage 2	-	-	-	-	-	-	951	845	-	960	843	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	1541	-	-	858	776	1018	861	768	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	858	776	-	861	768	-
Stage 1	-	-	-	-	-	-	963	853	-	956	844	-
Stage 2	-	-	-	-	-	-	940	841	-	954	843	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			9.3			8.7		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	863	1564	-	-	1541	-	-	973
HCM Lane V/C Ratio	0.032	-	-	-	0.005	-	-	0.01
HCM Control Delay (s)	9.3	0	-	-	7.3	0	-	8.7
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Appendix F
Signal Warrant Worksheets

Hudson Street and Roosevelt Avenue

0 HUDSON STREET AND ROOSEVELT AVENUE

AM PEAK PERIOD

AM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	50	186	74	25	210	23	34	295	34	38	210	86	1265	Existing	310	258	363	334
Background	50	186	74	25	218	23	34	295	34	38	215	86	1278	Background	310	266	363	339
Existing + Proj	50	186	74	25	214	23	34	295	37	40	213	86	1277	Existing + Proj	310	262	366	339
Background + Proj	50	186	74	25	222	23	34	295	37	40	218	86	1290	Background + Proj	310	270	366	344
Cumulative	52	193	77	26	225	24	35	305	35	39	222	89	1322	Cumulative	322	275	375	350
Cumulative + Proj	52	193	77	26	229	24	35	305	38	41	225	89	1334	Cumulative + Proj	322	279	378	355
													0	0	0	0	0	0
													0	0	0	0	0	0

PM PEAK HOUR

PM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	72	287	53	37	222	33	39	315	71	41	184	76	1430	Existing	412	292	425	301
Background	72	287	53	37	230	33	39	315	71	41	193	76	1447	Background	412	300	425	310
Existing + Proj	72	287	53	37	225	33	39	315	74	43	187	76	1441	Existing + Proj	412	295	428	306
Background + Proj	72	287	53	37	233	33	39	315	74	43	196	76	1458	Background + Proj	412	303	428	315
Cumulative	75	297	55	38	240	34	40	326	74	42	202	79	1502	Cumulative	427	312	440	323
Cumulative + Proj	75	297	55	38	243	34	40	326	77	44	205	79	1513	Cumulative + Proj	427	315	443	328
													0	0	0	0	0	0
													0	0	0	0	0	0

SAT PEAK HOUR

SAT Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	54	253	37	22	150	25	23	234	49	40	155	50	1092	Existing	344	197	306	245
Background	54	253	37	22	158	25	23	234	49	40	160	50	1105	Background	344	205	306	250
Existing + Proj	54	253	37	22	151	25	23	234	50	41	157	50	1097	Existing + Proj	344	198	307	248
Background + Proj	54	253	37	22	159	25	23	234	50	41	162	50	1110	Background + Proj	344	206	307	253
Cumulative	56	262	38	23	166	26	24	242	51	41	171	52	1152	Cumulative	356	215	317	264
Cumulative + Proj	56	262	38	23	167	26	24	242	52	42	173	52	1157	Cumulative + Proj	356	216	318	267
0													0	0	0	0	0	0
0													0	0	0	0	0	0

Hudson Street and Roosevelt Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 2/21/19

Major Street: Roosevelt Ave
 Minor Street: Hudson St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB	NB		
Highest Minor Street Average Delay (sec/veh)	23.9	23.9	33.3	33.3	28.9	40.8		
Corresponding Minor Street Approach Volume (veh/hr)	363	363	366	366	311	342		
Minor Street Total Delay (veh-hrs)	2.4	2.4	3.4	3.4	2.5	3.9		

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	No	No	No	No	No	No		

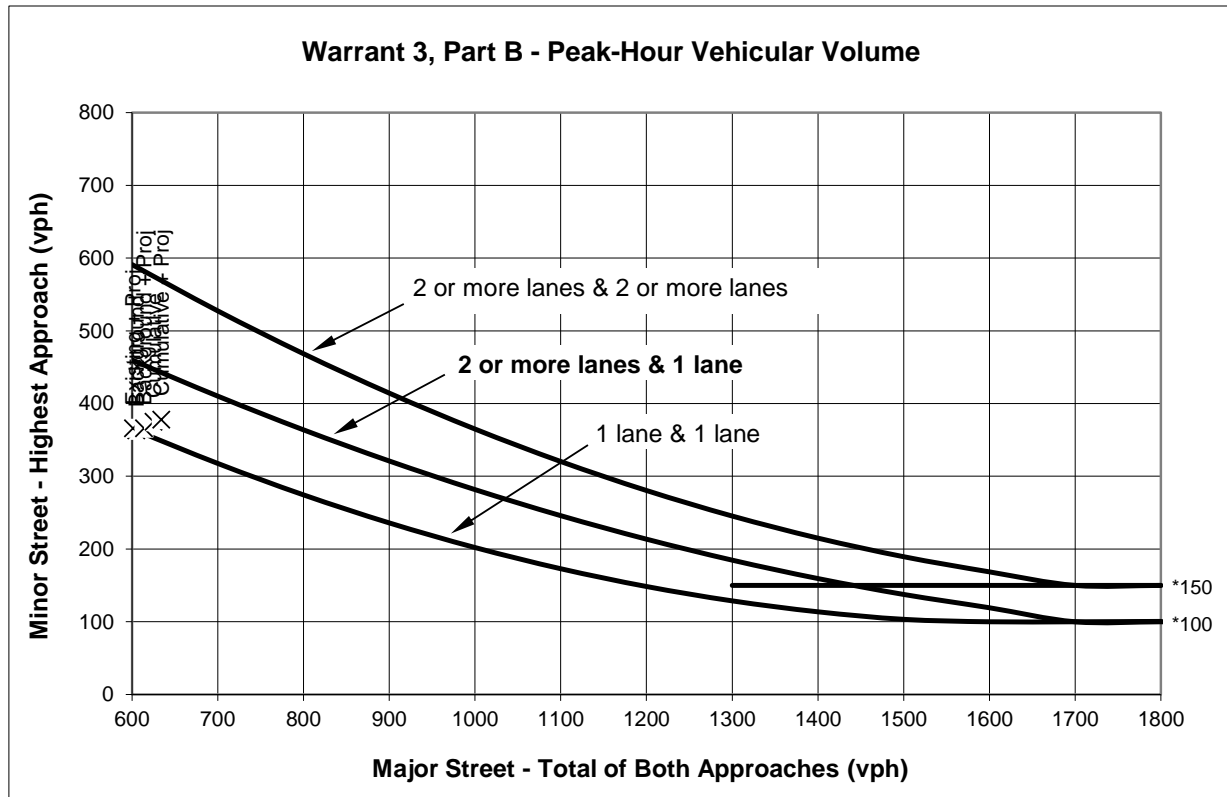
PART B

AM PEAK PERIOD

	Approach Lanes	AM PEAK PERIOD							
		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Roosevelt Ave	X							
Minor Street - Highest Approach	Hudson St	X							
Signal Warranted based on Part B?		Yes	Yes	Yes	Yes	Yes	Yes		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		2 or	More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		X									
Major Street - Both Approaches	Roosevelt Ave	X		592	605	601	614	625	634		
Minor Street - Highest Approach	Hudson St	X		363	363	366	366	375	378		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Hudson Street and Roosevelt Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 2/21/19

Major Street: Roosevelt Ave
 Minor Street: Hudson St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 or } **Rural (R)**
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB		
Highest Minor Street Average Delay (sec/veh)	18.1	18.1	22.0	22.0	19.8	24.0		
Corresponding Minor Street Approach Volume (veh/hr)	412	412	412	412	427	427		
Minor Street Total Delay (veh-hrs)	2.1	2.1	2.5	2.5	2.3	2.8		

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	No	No	No	No	No	No		

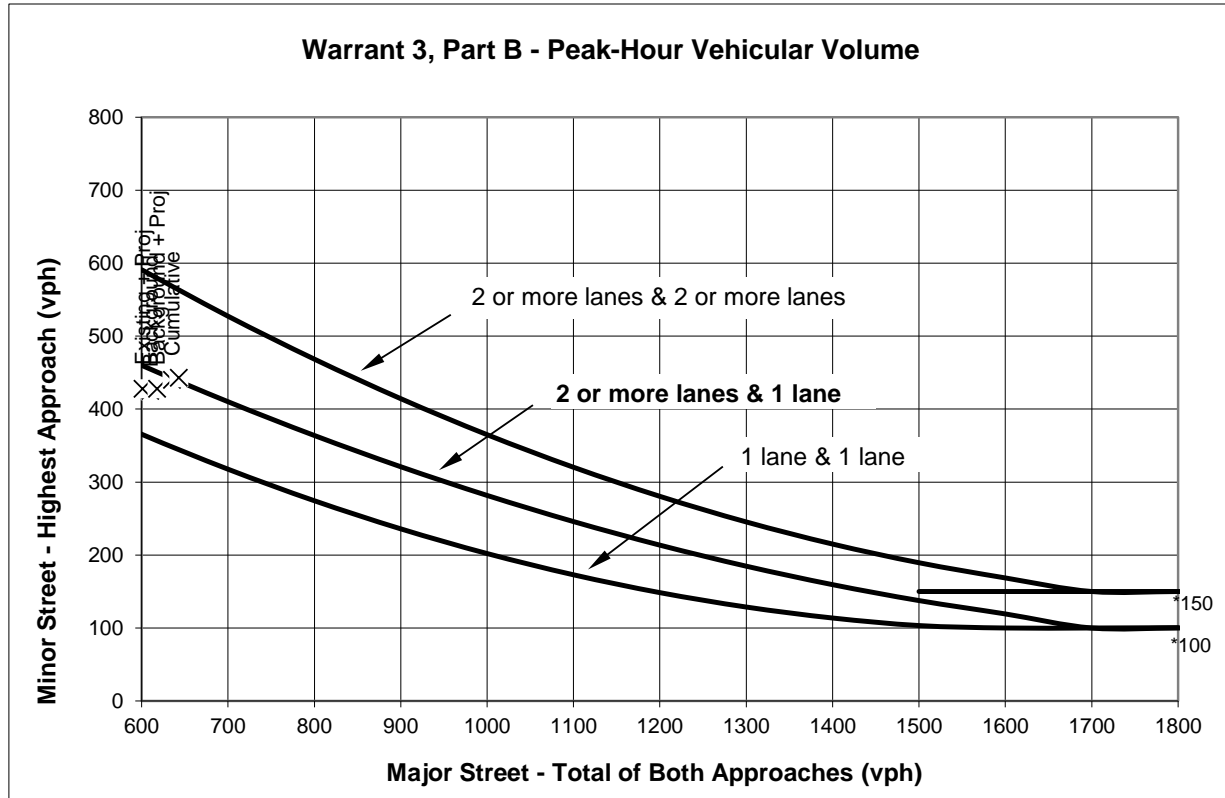
PART B

PM PEAK HOUR

	Approach Lanes	Approach Lanes		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		One	2 or More								
Major Street - Both Approaches	Roosevelt Ave	X		593	610	601	618	635	643		
Minor Street - Highest Approach	Hudson St	X		425	425	428	428	440	443		
Signal Warranted based on Part B?		Yes		Yes	Yes	Yes	Yes	Yes	Yes		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		2 or	One More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Roosevelt Ave	X		593	610	601	618	635	643		
Minor Street - Highest Approach	Hudson St	X		425	425	428	428	440	443		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Hudson Street and Roosevelt Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 2/21/19

Major Street: Roosevelt Ave
 Minor Street: Hudson St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

SAT PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

SAT PEAK HOUR

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB		
Highest Minor Street Average Delay (sec/veh)	11.6	11.6	11.9	11.9	11.7	12.2		
Corresponding Minor Street Approach Volume (veh/hr)	344	344	344	344	356	356		
Minor Street Total Delay (veh-hrs)	1.1	1.1	1.1	1.1	1.2	1.2		

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	NO	NO	NO	NO	NO	NO		

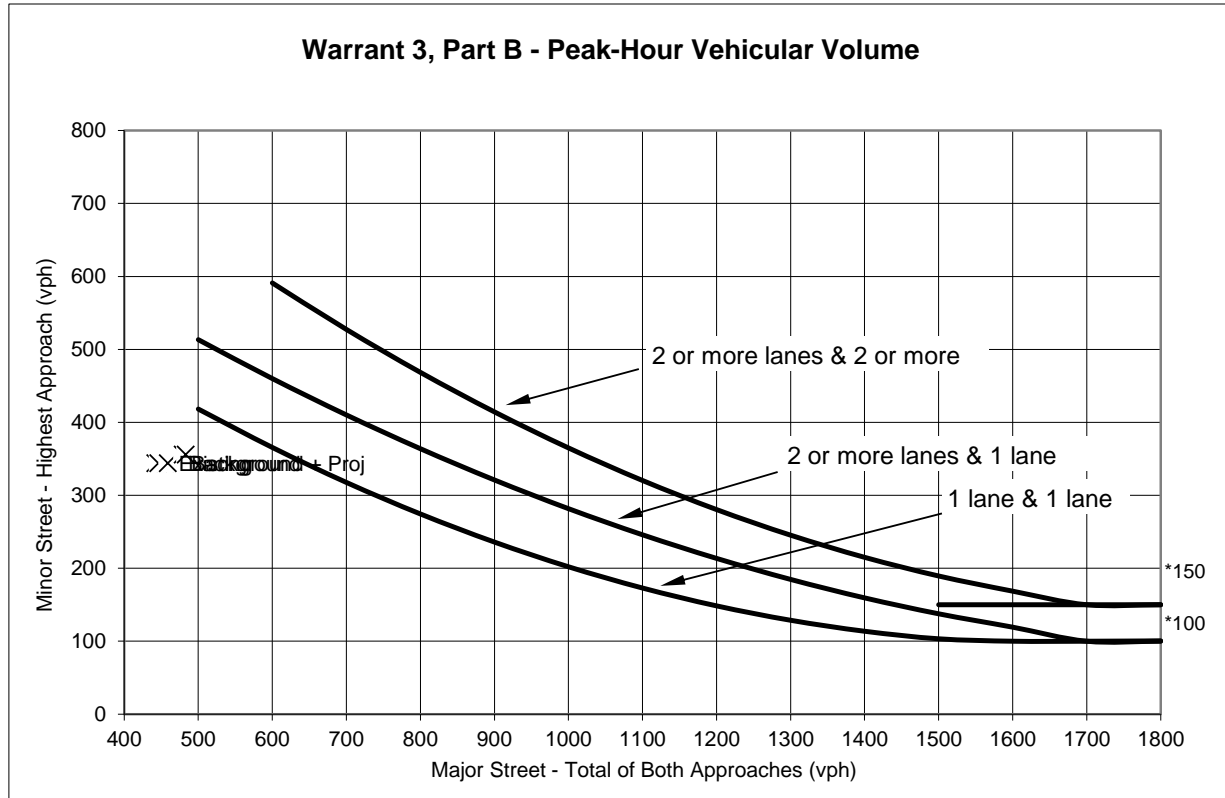
PART B

SAT PEAK HOUR

		Approach Lanes		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		One	2 or More								
Major Street - Both Approaches	Roosevelt Ave	X		442	455	446	459	479	483		
Minor Street - Highest Approach	Hudson St	X		344	344	344	344	356	356		
Signal Warranted based on Part B?				No	Yes	No	No	No	No		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California)



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		SAT PEAK HOUR							
				Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Roosevelt Ave	X		442	455	446	459	479	483		
Minor Street - Highest Approach	Hudson St	X		344	344	344	344	356	356		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Note 1: Right turn volumes were not removed from minor approaches.

St. Francis Street and Jefferson Avenue

0 ST. FRANCIS STREET AND JEFFERSON AVENUE

AM PEAK PERIOD

AM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	23	0	2	3	883	37	39	1	1	14	1295	5	2303	Existing	25	923	41	1314
Background	23	0	2	3	973	37	39	1	1	14	1358	5	2456	Background	25	1013	41	1377
Existing + Proj	23	0	2	3	883	91	82	1	9	24	1295	5	2418	Existing + Proj	25	977	92	1324
Background + Proj	23	0	2	3	973	91	82	1	9	24	1358	5	2571	Background + Proj	25	1067	92	1387
Cumulative	25	0	2	3	1057	40	40	1	1	15	1482	6	2672	Cumulative	27	1100	42	1503
Cumulative + Proj	25	0	2	3	1057	94	83	1	9	25	1482	6	2787	Cumulative + Proj	27	1154	93	1513
													0	0	0	0	0	0
													0	0	0	0	0	0

PM PEAK HOUR

PM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	3	0	2	5	1056	21	9	0	1	9	782	12	1900	Existing	5	1082	10	803
Background	3	0	2	5	1132	21	9	0	1	9	881	12	2075	Background	5	1158	10	902
Existing + Proj	3	0	2	5	1056	67	53	0	9	17	782	12	2006	Existing + Proj	5	1128	62	811
Background + Proj	3	0	2	5	1132	67	53	0	9	17	881	12	2181	Background + Proj	5	1204	62	910
Cumulative	5	0	2	5	1238	23	9	0	1	10	960	14	2267	Cumulative	7	1266	10	984
Cumulative + Proj	5	0	2	5	1238	69	53	0	9	18	960	14	2373	Cumulative + Proj	7	1312	62	992
													0	0	0	0	0	0
													0	0	0	0	0	0

SAT PEAK HOUR

SAT Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	2	1	4	4	693	28	0	3	4	10	657	6	1412	Existing	7	725	7	673
Background	2	1	4	4	760	28	0	3	4	10	711	6	1533	Background	7	792	7	727
Existing + Proj	2	1	4	4	693	42	27	3	9	12	657	6	1460	Existing + Proj	7	739	39	675
Background + Proj	2	1	4	4	760	42	27	3	9	12	711	6	1581	Background + Proj	7	806	39	729
Cumulative	4	1	4	5	850	32	0	3	4	11	799	9	1722	Cumulative	9	887	7	819
Cumulative + Proj	4	1	4	5	850	46	27	3	9	13	799	9	1770	Cumulative + Proj	9	901	39	821
0													0	0	0	0	0	0
0													0	0	0	0	0	0

St. Francis Street and Jefferson Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Jefferson Ave
 Minor Street: St. Francis

Critical Approach Speed* (mph) 30
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	SB	SB	NB	NB	SB	NB		
Highest Minor Street Average Delay (sec/veh)	18.0	19.1	56.6	65.5	20.1	81.7		
Corresponding Minor Street Approach Volume (veh/hr)	25	25	92	92	31	59		
Minor Street Total Delay (veh-hrs)	0.1	0.1	1.4	1.7	0.2	1.3		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No	No	No		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	No	No	No	No	No	No		

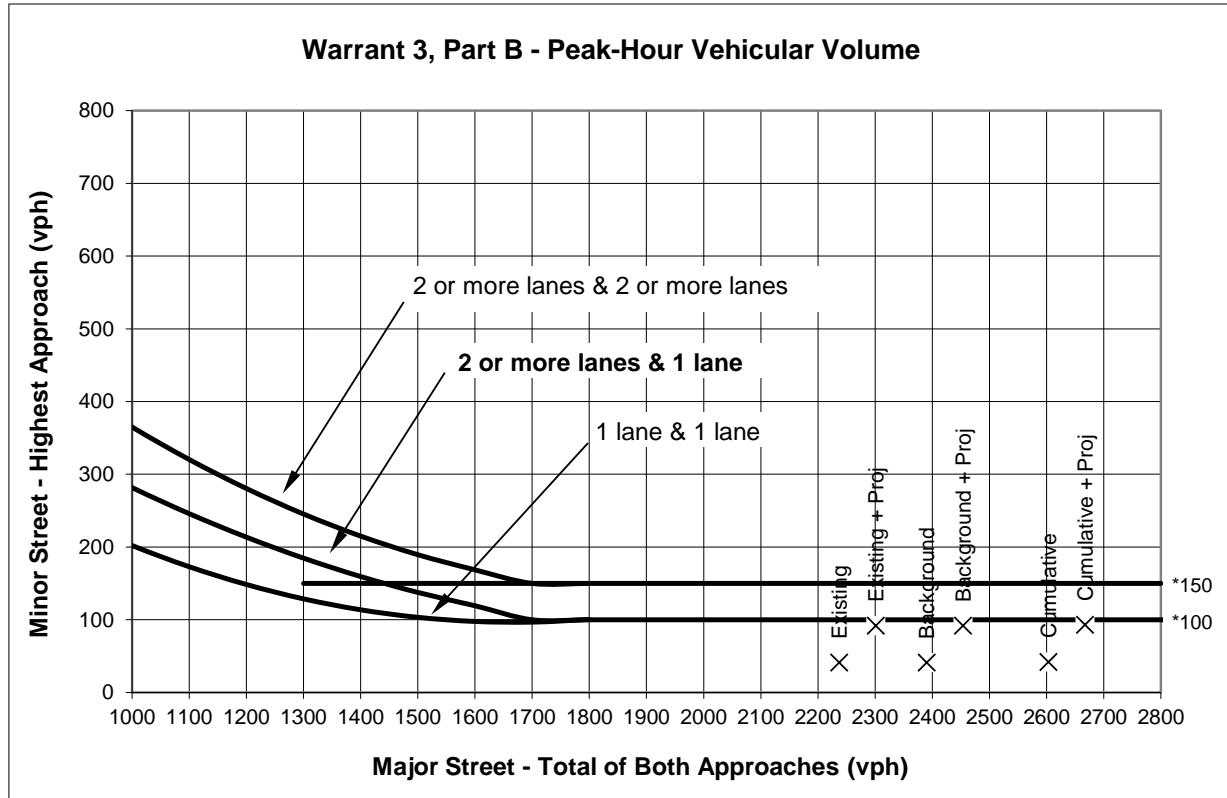
PART B

AM PEAK PERIOD

	Approach Lanes		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
	One	2 or More								
Major Street - Both Approaches	Jefferson Ave	X	2237	2390	2301	2454	2603	2667		
Minor Street - Highest Approach	St. Francis	X	41	41	92	92	42	93		
Signal Warranted based on Part B?			No	No	No	No	No	No		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		2 or	More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		One									
Major Street - Both Approaches	Jefferson Ave		X	2237	2390	2301	2454	2603	2667		
Minor Street - Highest Approach	St. Francis	X		41	41	92	92	42	93		
Signal Warranted Based on Part B - Peak-Hour Volumes?				No	No	No	No	No	No		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

St. Francis Street and Jefferson Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Jefferson Ave
 Minor Street: St. Francis

Critical Approach Speed* (mph) 30
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

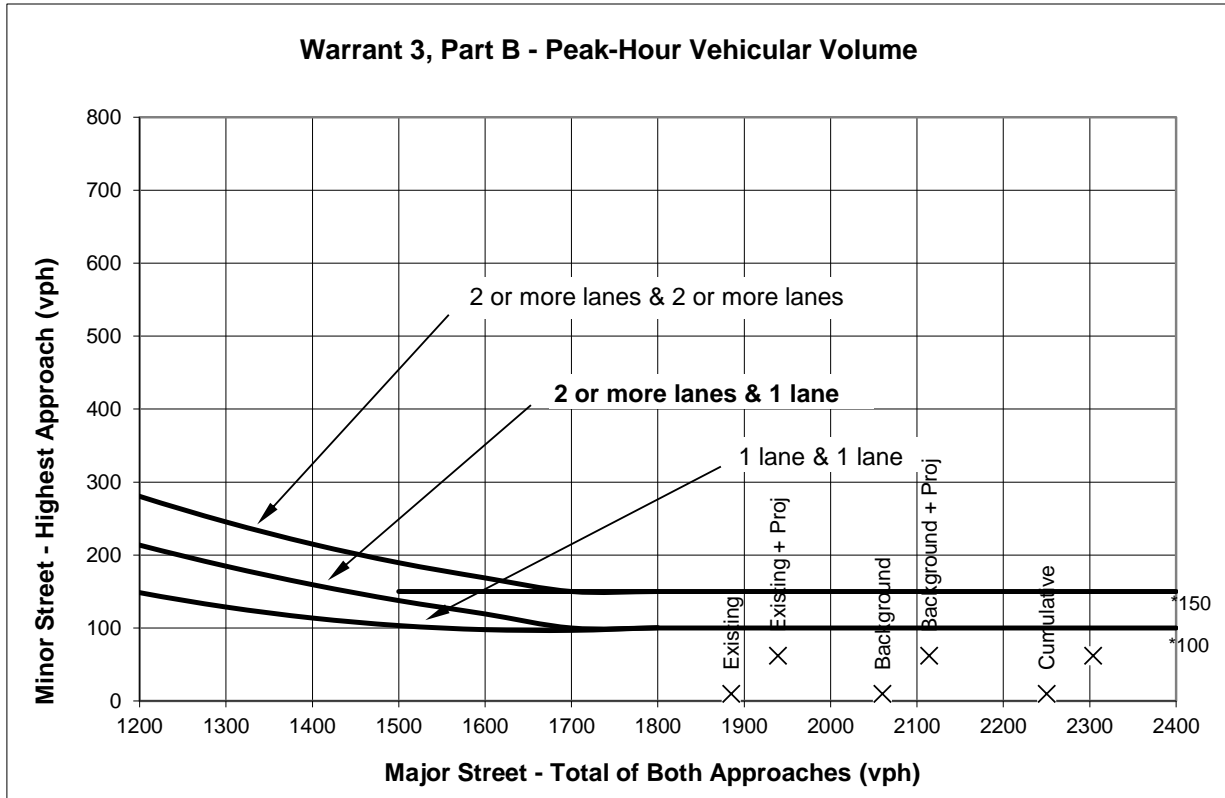
	PM PEAK HOUR							
	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB	NB		
Highest Minor Street Average Delay (sec/veh)	21.7	23.2	26.2	30.1	24.8	31.1		
Corresponding Minor Street Approach Volume (veh/hr)	10	10	62	62	16	49		
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.5	0.5	0.1	0.4		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No	No	No		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	No	No	No	No	No	No		

PART B

		PM PEAK HOUR									
		Approach Lanes		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		One	2 or More								
Major Street - Both Approaches	Jefferson Ave		X	1885	2060	1939	2114	2250	2304		
Minor Street - Highest Approach	St. Francis	X		10	10	62	62	10	62		
Signal Warranted based on Part B?		No	No	No	No	No	No	No	No		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		2 or	One More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Jefferson Ave		X	1885	2060	1939	2114	2250	2304		
Minor Street - Highest Approach	St. Francis	X		10	10	62	62	10	62		
Signal Warranted Based on Part B - Peak-Hour Volumes?				No	No	No	No	No	No		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

St. Francis Street and Jefferson Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Jefferson Ave
 Minor Street: St. Francis

Critical Approach Speed* (mph) 30
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

SAT PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

SAT PEAK HOUR

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB	NB		
Highest Minor Street Average Delay (sec/veh)	30.7	34.0	26.2	28.8	35.0	29.7		
Corresponding Minor Street Approach Volume (veh/hr)	7	7	39	39	7	35		
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.3	0.3	0.1	0.3		

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No	No	No		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	NO	NO	NO	NO	NO	NO		

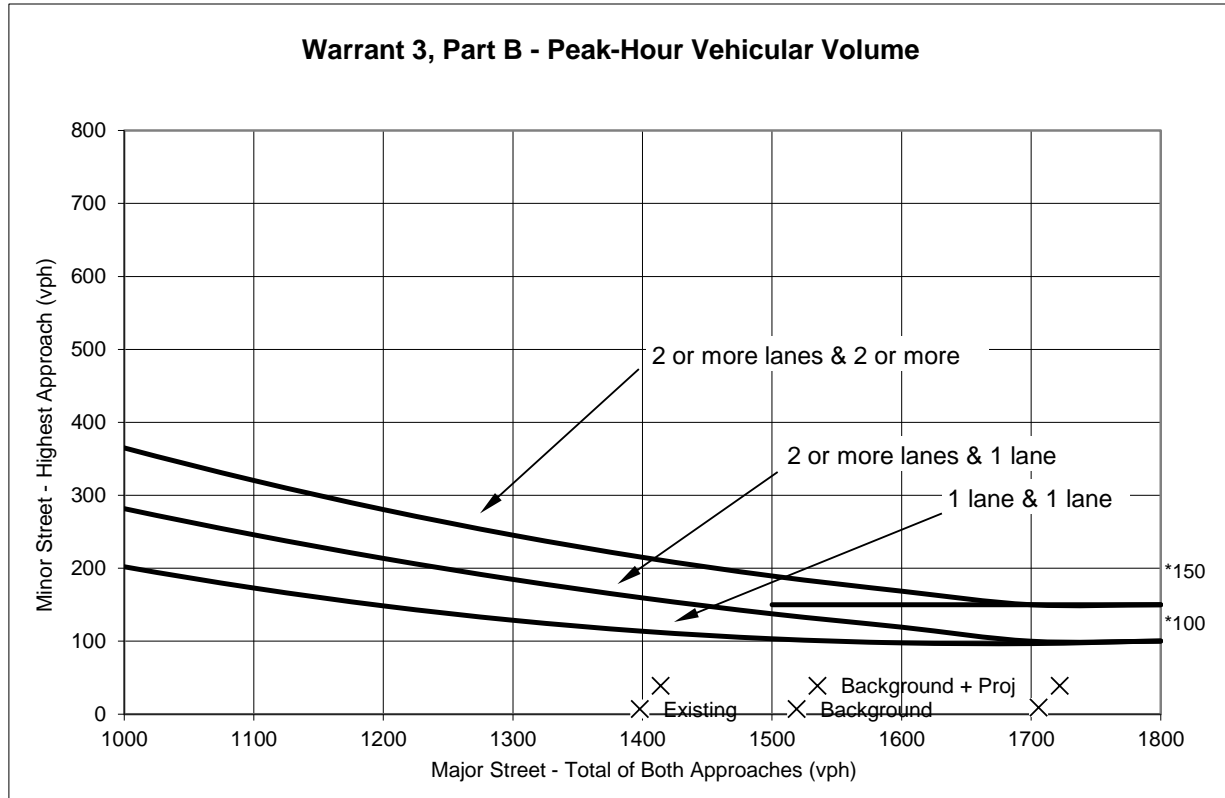
PART B

SAT PEAK HOUR

	Approach Lanes			Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		One	More								
Major Street - Both Approaches	Jefferson Ave		X	1398	1519	1414	1535	1706	1722		
Minor Street - Highest Approach	St. Francis	X		7	7	39	39	9	39		
Signal Warranted based on Part B?				No	No	No	No	No	No		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California)



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		SAT PEAK HOUR							
				Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
										2 or One	More
Major Street - Both Approaches	Jefferson Ave		X	1398	1519	1414	1535	1706	1722		
Minor Street - Highest Approach	St. Francis	X		7	7	39	39	9	39		
Signal Warranted Based on Part B - Peak-Hour Volumes?				No	No	No	No	No	No		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Note 1: Right turn volumes were not removed from minor approaches.

Valota Road and Jefferson Avenue

0 VALOTA ROAD AND JEFFERSON AVENUE

AM PEAK PERIOD

AM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total					
Existing	0	0	0	0	732	169	131	0	49	85	1163	0	2329	Existing	0	901	180	1248
Background	0	0	0	0	822	169	131	0	49	85	1226	0	2482	Background	0	991	180	1311
Existing + Proj	0	0	0	0	740	169	131	0	63	103	1173	0	2379	Existing + Proj	0	909	194	1276
Background + Proj	0	0	0	0	830	169	131	0	63	103	1236	0	2532	Background + Proj	0	999	194	1339
Cumulative	0	0	0	0	890	187	137	0	52	95	1337	0	2698	Cumulative	0	1077	189	1432
Cumulative + Proj	0	0	0	0	898	187	137	0	66	113	1347	0	2748	Cumulative + Proj	0	1085	203	1460
													0	0	0	0	0	
													0	0	0	0	0	

PM PEAK HOUR

PM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total					
Existing	0	0	0	0	826	229	135	0	49	99	660	0	1998	Existing	0	1055	184	759
Background	0	0	0	0	902	229	135	0	49	99	759	0	2173	Background	0	1131	184	858
Existing + Proj	0	0	0	0	834	229	135	0	63	113	668	0	2042	Existing + Proj	0	1063	198	781
Background + Proj	0	0	0	0	910	229	135	0	63	113	767	0	2217	Background + Proj	0	1139	198	880
Cumulative	0	0	0	0	981	257	145	0	57	114	822	0	2376	Cumulative	0	1238	202	936
Cumulative + Proj	0	0	0	0	989	257	145	0	71	128	830	0	2420	Cumulative + Proj	0	1246	216	958
													0	0	0	0	0	
													0	0	0	0	0	

SAT PEAK HOUR

SAT Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total					
Existing	0	0	0	0	557	101	111	0	50	64	601	0	1484	Existing	0	658	161	665
Background	0	0	0	0	624	101	111	0	50	64	655	0	1605	Background	0	725	161	719
Existing + Proj	0	0	0	0	562	101	111	0	59	69	603	0	1505	Existing + Proj	0	663	170	672
Background + Proj	0	0	0	0	629	101	111	0	59	69	657	0	1626	Background + Proj	0	730	170	726
Cumulative	0	0	0	0	694	118	123	0	59	77	731	0	1802	Cumulative	0	812	182	808
Cumulative + Proj	0	0	0	0	699	118	123	0	68	82	733	0	1823	Cumulative + Proj	0	817	191	815
0													0	0	0	0	0	
0													0	0	0	0	0	

Valota Road and Jefferson Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Jefferson Ave
 Minor Street: Valota Rd

Critical Approach Speed* (mph) 30
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

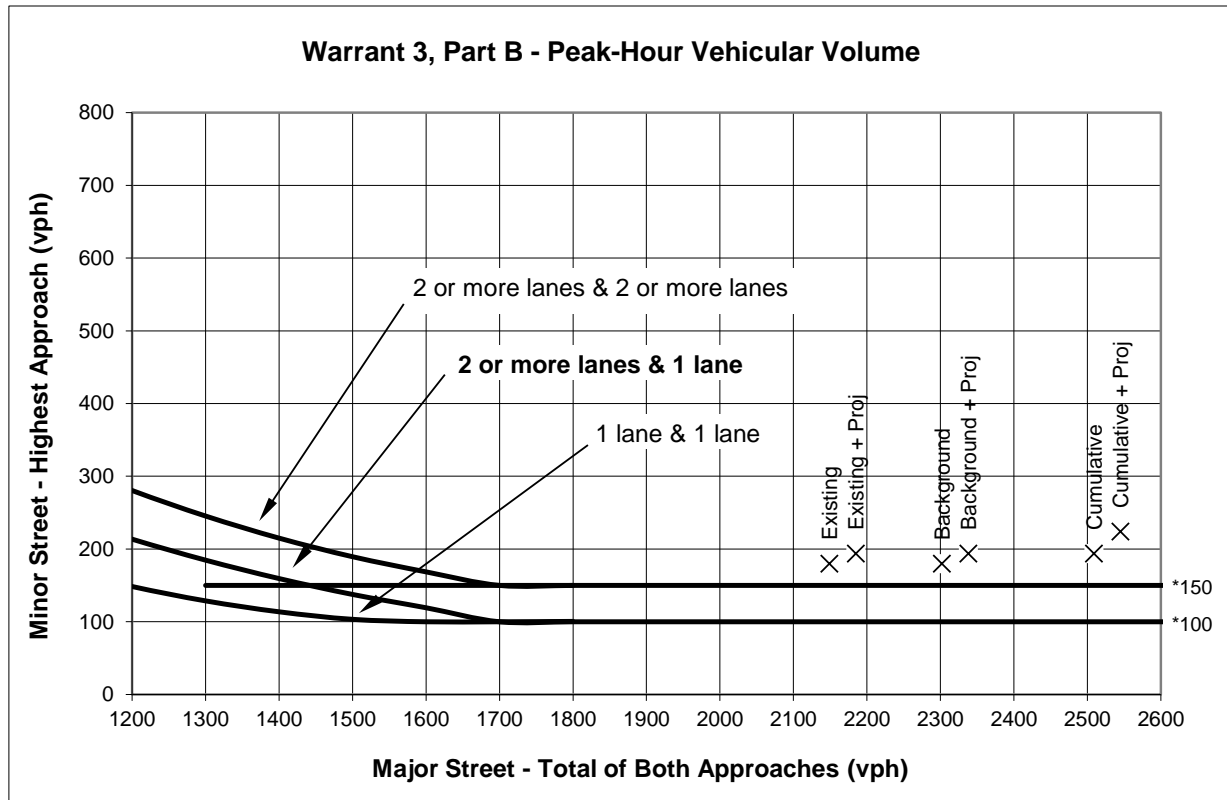
	AM PEAK PERIOD							
	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB	NB		
Highest Minor Street Average Delay (sec/veh)	66.5	78.3	120.0	120.0	120.0	120.0		
Corresponding Minor Street Approach Volume (veh/hr)	180	180	194	194	194	224		
Minor Street Total Delay (veh-hrs)	3.3	3.9	6.5	6.5	6.5	7.5		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	Yes	Yes	Yes	Yes	Yes		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	No	Yes	Yes	Yes	Yes	Yes		

PART B

	Approach Lanes	AM PEAK PERIOD							
		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Jefferson Ave								
Minor Street - Highest Approach	Valota Rd	X							
Signal Warranted based on Part B?		Yes	Yes	Yes	Yes	Yes	Yes		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		2 or	One More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Jefferson Ave		X	2149	2302	2185	2338	2509	2545		
Minor Street - Highest Approach	Valota Rd	X		180	180	194	194	194	224		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Valota Road and Jefferson Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Jefferson Ave
 Minor Street: Valota Rd

Critical Approach Speed* (mph) 30
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB	NB		
Highest Minor Street Average Delay (sec/veh)	27.7	29.0	43.4	57.8	57.5	64.0		
Corresponding Minor Street Approach Volume (veh/hr)	184	184	198	198	189	219		
Minor Street Total Delay (veh-hrs)	1.4	1.5	2.4	3.2	3.0	3.9		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	No	No	No	No	No	No		

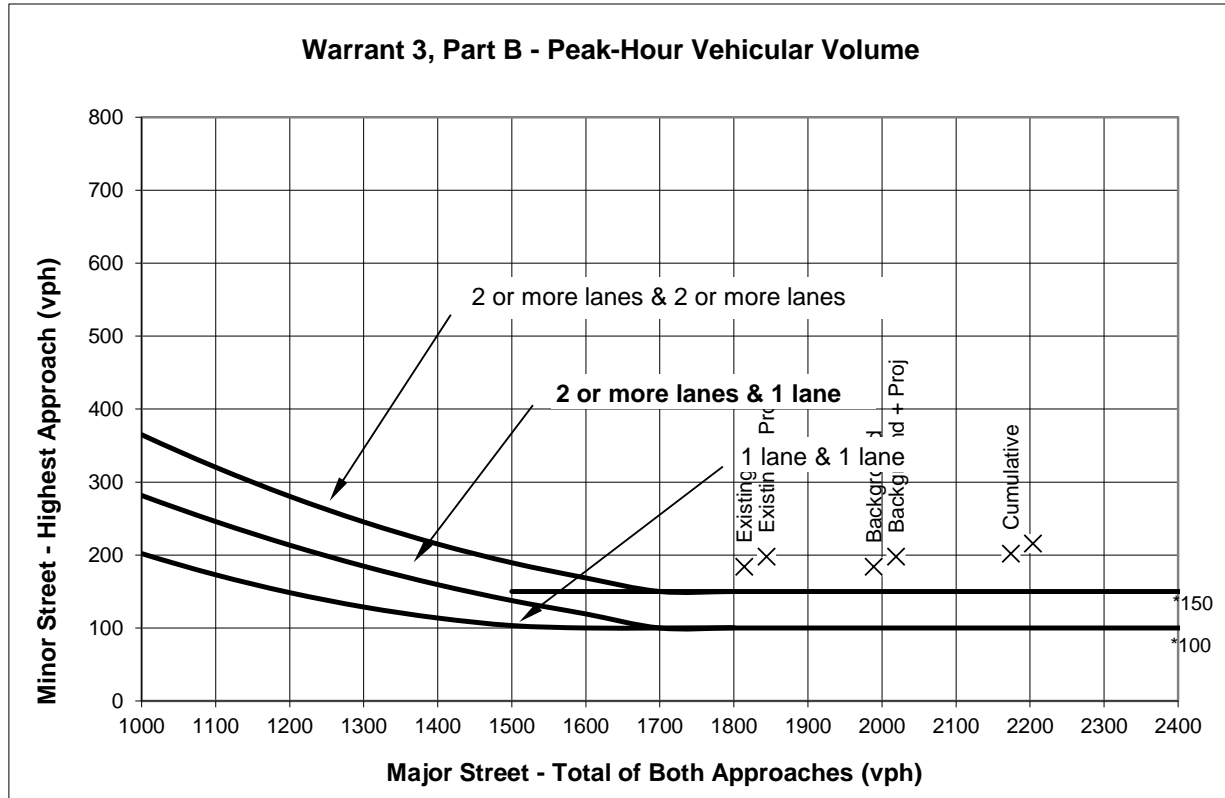
PART B

PM PEAK HOUR

	Approach Lanes		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
	One	2 or More								
Major Street - Both Approaches	Jefferson Ave	X	1814	1989	1844	2019	2174	2204		
Minor Street - Highest Approach	Valota Rd	X	184	184	198	198	202	216		
Signal Warranted based on Part B?			Yes	Yes	Yes	Yes	Yes	Yes		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		2 or	One More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Jefferson Ave		X	1814	1989	1844	2019	2174	2204		
Minor Street - Highest Approach	Valota Rd	X		184	184	198	198	202	216		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Valota Road and Jefferson Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Jefferson Ave
 Minor Street: Valota Rd

Critical Approach Speed* (mph) 30
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

SAT PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

SAT PEAK HOUR

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB	NB		
Highest Minor Street Average Delay (sec/veh)	22.7	25.4	27.1	31.5	26.8	33.6		
Corresponding Minor Street Approach Volume (veh/hr)	161	161	170	170	182	190		
Minor Street Total Delay (veh-hrs)	1.0	1.1	1.3	1.5	1.4	1.8		

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	NO	NO	NO	NO	NO	NO		

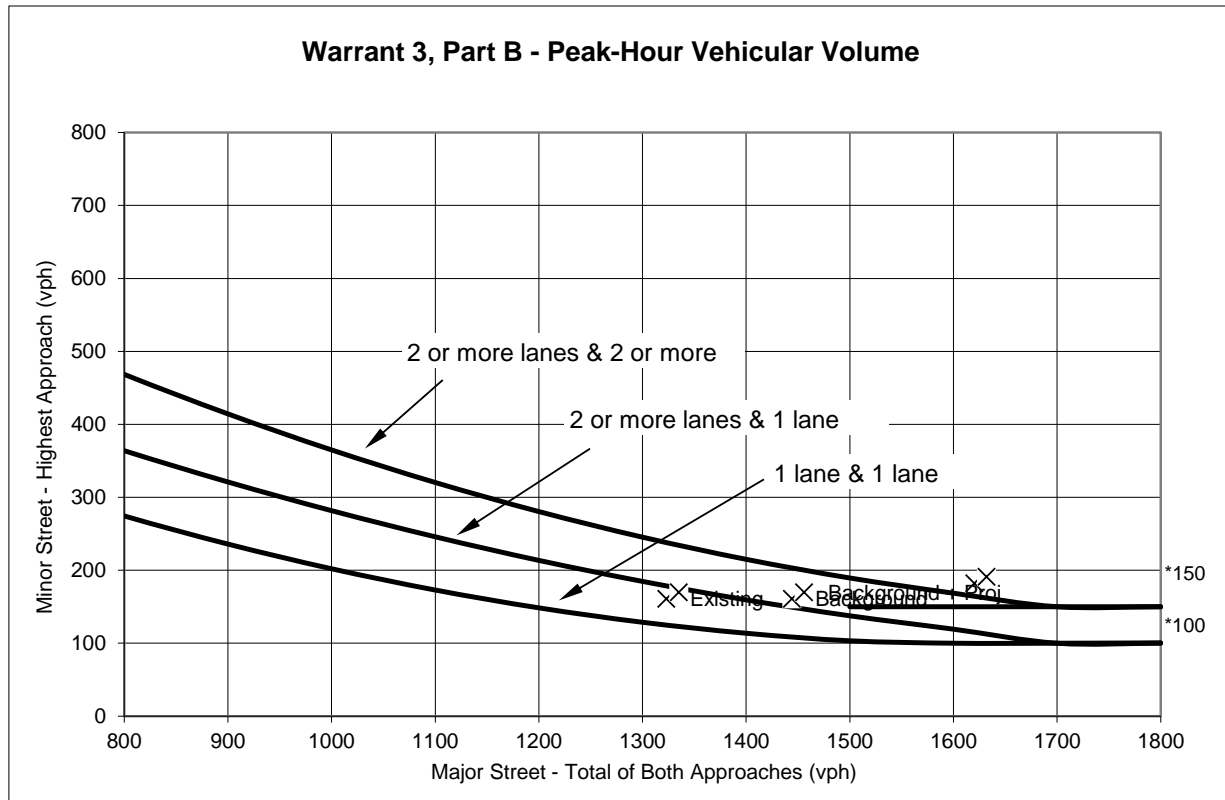
PART B

SAT PEAK HOUR

	Approach Lanes			Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		One	More								
Major Street - Both Approaches	Jefferson Ave		X	1323	1444	1335	1456	1620	1632		
Minor Street - Highest Approach	Valota Rd	X		161	161	170	170	182	191		
Signal Warranted based on Part B?				No	No	Yes	Yes	Yes	Yes		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California)



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		SAT PEAK HOUR							
				Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Jefferson Ave		X	1323	1444	1335	1456	1620	1632		
Minor Street - Highest Approach	Valota Rd	X		161	161	170	170	182	191		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Note 1: Right turn volumes were not removed from minor approaches.

Valota Road and Roosevelt Avenue

0 VALOTA ROAD AND ROOSEVELT AVENUE

AM PEAK PERIOD

AM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	49	162	34	30	313	17	11	188	110	18	268	112	1313	Existing	245	360	309	399
Background	49	162	34	30	321	17	11	188	110	18	273	112	1326	Background	245	368	309	404
Existing + Proj	54	179	39	37	313	17	11	208	110	18	268	119	1374	Existing + Proj	272	367	329	406
Background + Proj	54	179	39	37	321	17	11	208	110	18	273	119	1387	Background + Proj	272	375	329	411
Cumulative	51	170	36	32	331	18	11	197	113	19	281	116	1376	Cumulative	257	381	321	417
Cumulative + Proj	56	187	41	39	331	18	11	217	113	19	281	123	1437	Cumulative + Proj	284	388	341	424
													0	0	0	0	0	0
													0	0	0	0	0	0

PM PEAK HOUR

PM Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	98	199	60	55	259	20	27	149	42	22	242	88	1261	Existing	357	334	218	352
Background	98	199	60	55	267	20	27	149	42	22	251	88	1278	Background	357	342	218	361
Existing + Proj	103	216	65	61	259	20	27	166	42	22	242	94	1317	Existing + Proj	384	340	235	358
Background + Proj	103	216	65	61	267	20	27	166	42	22	251	94	1334	Background + Proj	384	348	235	367
Cumulative	106	214	67	62	275	21	28	163	43	23	258	96	1356	Cumulative	387	358	234	377
Cumulative + Proj	111	231	72	68	275	21	28	180	43	23	258	102	1412	Cumulative + Proj	414	364	251	383
													0	0	0	0	0	0
													0	0	0	0	0	0

SAT PEAK HOUR

SAT Peak-Hour Scenario Volumes														Approach Totals				
	Southbound			Westbound			Northbound			Eastbound			Int.	Total	SB	WB	NB	EB
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT						
Existing	76	101	30	58	162	25	17	109	30	21	186	72	887	Existing	207	245	156	279
Background	76	101	30	58	170	25	17	109	30	21	191	72	900	Background	207	253	156	284
Existing + Proj	79	112	33	60	162	25	17	114	30	21	186	74	913	Existing + Proj	224	247	161	281
Background + Proj	79	112	33	60	170	25	17	114	30	21	191	74	926	Background + Proj	224	255	161	286
Cumulative	90	116	42	67	177	26	18	121	31	22	199	82	991	Cumulative	248	270	170	303
Cumulative + Proj	93	127	45	69	177	26	18	126	31	22	199	84	1017	Cumulative + Proj	265	272	175	305
0													0	0	0	0	0	0
0													0	0	0	0	0	0

Valota Road and Roosevelt Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Roosevelt Ave
 Minor Street: Valota Rd

Analyst: JEC date: 6/20/17
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 or } **Rural (R)**
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

AM PEAK PERIOD

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB	NB		
Highest Minor Street Average Delay (sec/veh)	23.9	23.9	33.3	33.3	28.9	40.8		
Corresponding Minor Street Approach Volume (veh/hr)	309	309	329	329	311	342		
Minor Street Total Delay (veh-hrs)	2.1	2.1	3.0	3.0	2.5	3.9		
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	No	No	No	No	No	No		

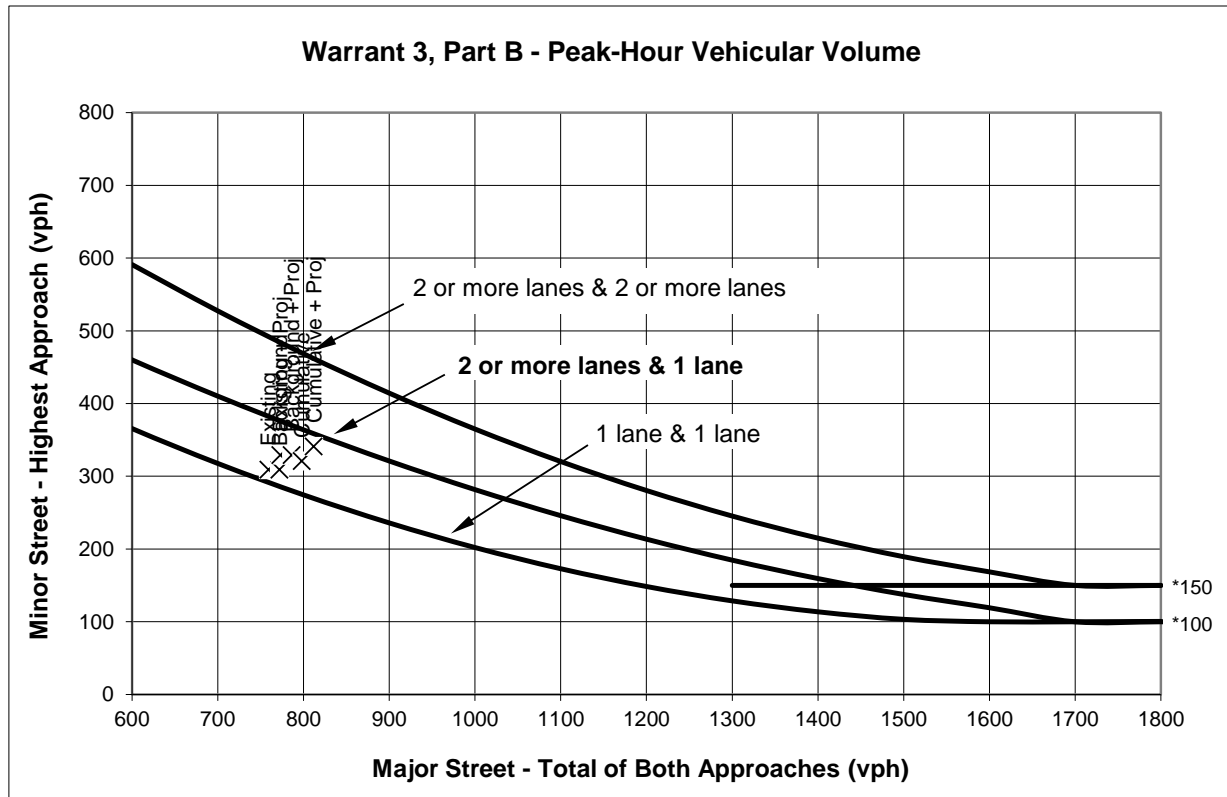
PART B

AM PEAK PERIOD

	Approach Lanes		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
	One	2 or More								
Major Street - Both Approaches	Roosevelt Ave	X	759	772	773	786	798	812		
Minor Street - Highest Approach	Valota Rd	X	309	309	329	329	321	341		
Signal Warranted based on Part B?			Yes	Yes	Yes	Yes	Yes	Yes		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		2 or	More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		X									
Major Street - Both Approaches	Roosevelt Ave	X		759	772	773	786	798	812		
Minor Street - Highest Approach	Valota Rd	X		309	309	329	329	321	341		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Valota Road and Roosevelt Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Roosevelt Ave
 Minor Street: Valota Rd

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

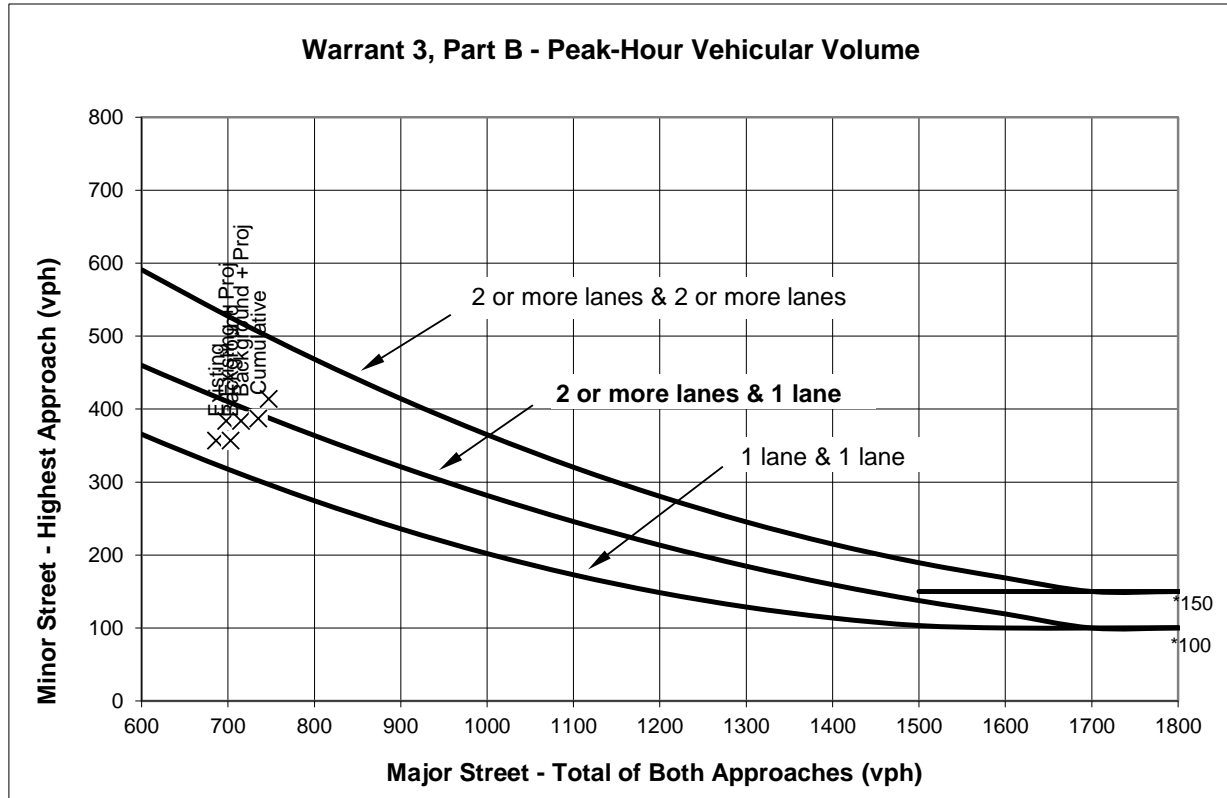
	PM PEAK HOUR						
	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj	
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB	
Highest Minor Street Average Delay (sec/veh)	18.1	18.1	22.0	22.0	19.8	24.0	
Corresponding Minor Street Approach Volume (veh/hr)	357	357	384	384	387	414	
Minor Street Total Delay (veh-hrs)	1.8	1.8	2.3	2.3	2.1	2.8	
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No	
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes	
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	
Signal Warranted based on Part A?	No	No	No	No	No	No	

PART B

		Approach Lanes		PM PEAK HOUR						
		One	2 or More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj	
Major Street - Both Approaches	Roosevelt Ave	X		686	703	698	715	735	747	
Minor Street - Highest Approach	Valota Rd	X		357	357	384	384	387	414	
Signal Warranted based on Part B?				Yes	Yes	Yes	Yes	Yes	Yes	

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		2 or	One More	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Roosevelt Ave	X		686	703	698	715	735	747		
Minor Street - Highest Approach	Valota Rd	X		357	357	384	384	387	414		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Valota Road and Roosevelt Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JEC date: 6/20/17

Major Street: Roosevelt Ave
 Minor Street: Valota Rd

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } **Rural (R)**
 Urban (U)

SAT PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

SAT PEAK HOUR

	Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB		
Highest Minor Street Average Delay (sec/veh)	11.6	11.6	11.9	11.9	11.7	12.2		
Corresponding Minor Street Approach Volume (veh/hr)	207	207	224	224	248	265		
Minor Street Total Delay (veh-hrs)	0.7	0.7	0.7	0.7	0.8	0.9		

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No		
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes		
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes		
Signal Warranted based on Part A?	NO	NO	NO	NO	NO	NO		

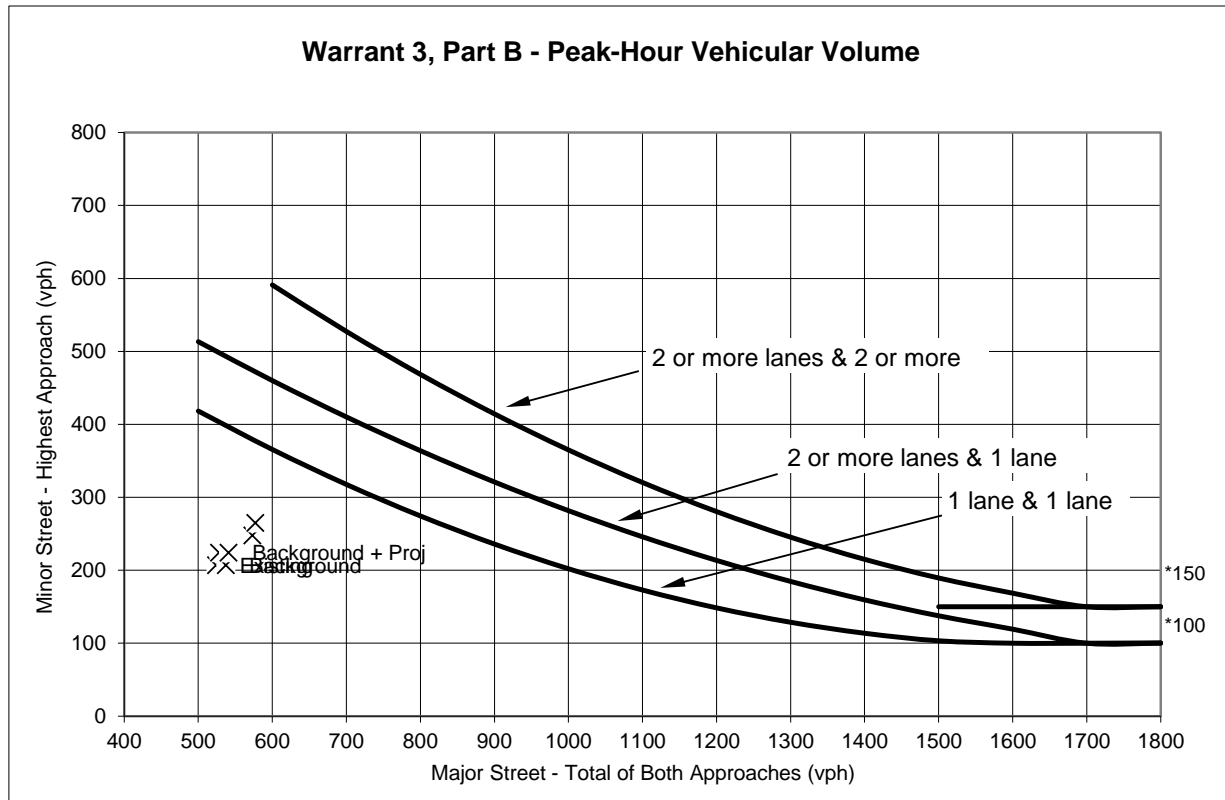
PART B

SAT PEAK HOUR

	Approach Lanes	2 or More		Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
		One	More								
Major Street - Both Approaches	Roosevelt Ave	X		524	537	528	541	573	577		
Minor Street - Highest Approach	Valota Rd	X		207	207	224	224	248	265		
Signal Warranted based on Part B?		No	Yes	No	No	No	No	No	No		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2003 Edition, as amended for use in California)



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		SAT PEAK HOUR							
				Existing	Background	Existing + Proj	Background + Proj	Cumulative	Cumulative + Proj		
Major Street - Both Approaches	Roosevelt Ave	X		524	537	528	541	573	577		
Minor Street - Highest Approach	Valota Rd	X		207	207	224	224	248	265		
Signal Warranted Based on Part B - Peak-Hour Volumes?				Yes	Yes	Yes	Yes	Yes	Yes		

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Note 1: Right turn volumes were not removed from minor approaches.