

TECHNICAL APPENDIX

FOR

**LOCKEFORD COMMERCIAL CANNABIS PARK PROJECT
TRAFFIC IMPACT ANALYSIS
PA-2000007
Lockeford, San Joaquin County, CA**

Prepared For:

**SAN JOAQUIN COUNTY
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION
1810 East Hazelton Avenue
Stockton, CA 95205**

Prepared By:

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October 13, 2020

6560-33

KD Anderson & Associates, Inc.

Transportation Engineers

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Tretheway Rd & SR 12
 City: Lockeford
 Control: 2-Way Stop (NB/SB)

Project ID: 20-70141-001
 Date: 8/5/2020

Total

NS/EW Streets:	N Tretheway Rd				N Tretheway Rd				SR 12				SR 12				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	1	0	0	0	7	0	8	20	0	0	0	23	0	0	59
6:15 AM	1	0	0	0	0	0	5	0	6	26	1	0	0	44	0	0	83
6:30 AM	0	1	1	0	0	1	6	0	8	22	1	0	1	35	0	0	76
6:45 AM	1	2	1	0	1	2	9	0	5	19	1	0	1	37	0	0	79
7:00 AM	2	0	0	0	0	4	14	0	8	24	1	0	1	45	1	0	100
7:15 AM	5	0	0	0	0	1	9	0	2	31	1	0	0	39	0	0	88
7:30 AM	0	2	1	0	0	2	13	0	9	35	0	0	1	65	0	0	128
7:45 AM	1	2	1	0	0	1	9	0	5	39	1	0	2	51	0	0	112
8:00 AM	2	1	0	0	0	1	14	0	4	28	1	0	1	38	2	0	92
8:15 AM	1	2	0	0	0	1	12	0	6	38	0	0	0	40	0	0	100
8:30 AM	0	2	0	0	1	1	7	0	3	38	1	0	0	53	0	0	106
8:45 AM	2	1	1	0	2	1	5	0	7	34	3	0	0	49	1	0	106
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	44.12%	38.24%	17.65%	0.00%	3.10%	11.63%	85.27%	0.00%	16.28%	81.19%	2.52%	0.00%	1.32%	97.92%	0.75%	0.00%	1129
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	7	2	0	0	5	48	0	24	140	2	0	4	194	2	0	432
PEAK HR FACTOR :	0.500	0.875	0.500	0.000	0.000	0.625	0.857	0.000	0.667	0.897	0.500	0.000	0.500	0.746	0.250	0.000	0.844
	0.813				0.883				0.922				0.758				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161
3:15 PM	1	1	2	0	3	1	17	0	7	71	3	0	1	52	2	0	157
3:30 PM	2	2	1	0	0	2	18	0	4	68	3	0	0	57	0	0	171
3:45 PM	3	1	0	0	1	1	35	0	4	67	2	0	0	57	0	0	187
4:00 PM	0	2	2	0	0	2	13	0	8	86	3	0	1	70	0	0	178
4:15 PM	1	3	2	0	2	1	19	0	3	82	4	0	1	59	1	0	153
4:30 PM	2	2	0	0	1	0	19	0	5	69	0	0	1	52	2	0	187
4:45 PM	2	2	3	0	1	3	20	0	12	73	10	0	2	56	3	0	153
5:00 PM	2	3	1	0	0	1	18	0	10	75	3	0	0	40	0	0	156
5:15 PM	1	2	3	0	0	3	13	0	7	72	2	0	0	52	1	0	150
5:30 PM	0	1	0	0	0	3	6	0	12	85	1	0	2	40	0	0	143
5:45 PM	1	1	1	0	1	0	8	0	10	66	1	0	1	53	0	0	128
5:45 PM	3	5	2	0	0	1	8	0	4	63	3	0	3	29	7	0	194
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	30.00%	41.67%	28.33%	0.00%	4.07%	8.14%	87.78%	0.00%	8.62%	87.88%	3.51%	0.00%	1.86%	95.66%	2.48%	0.00%	1924
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	5	9	7	0	4	6	71	0	28	310	17	0	5	237	6	0	705
PEAK HR FACTOR :	0.625	0.750	0.583	0.000	0.500	0.500	0.888	0.000	0.583	0.901	0.425	0.000	0.625	0.846	0.500	0.000	0.943
	0.750				0.844				0.915				0.873				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Tretheway Rd & SR 12
 City: Lockeford
 Control: 2-Way Stop (NB/SB)

Project ID: 20-70141-001
 Date: 8/5/2020

Cars

NS/EW Streets:	N Tretheway Rd				N Tretheway Rd				SR 12				SR 12				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00AM	0	0	1	0	0	0	5	0	8	17	0	0	0	23	0	0	54
6:15 AM	1	0	0	0	0	0	4	0	6	23	1	0	0	43	0	0	78
6:30 AM	0	1	1	0	0	1	3	0	6	20	1	0	1	35	0	0	69
6:45 AM	1	2	1	0	1	2	8	0	4	17	1	0	1	35	0	0	73
7:00 AM	2	0	0	0	0	4	12	0	6	24	1	0	1	43	1	0	94
7:15 AM	4	0	0	0	0	1	7	0	1	28	1	0	0	38	0	0	80
7:30 AM	0	2	1	0	0	2	13	0	6	32	0	0	1	64	0	0	121
7:45 AM	1	2	1	0	0	1	9	0	3	35	0	0	2	51	0	0	105
8:00 AM	2	1	0	0	0	1	10	0	4	26	1	0	1	37	1	0	84
8:15 AM	1	2	0	0	0	1	10	0	4	33	0	0	0	36	0	0	87
8:30 AM	0	2	0	0	1	1	4	0	2	33	1	0	0	50	0	0	94
8:45 AM	2	0	1	0	2	1	4	0	7	31	3	0	0	46	1	0	98
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	14	12	6	0	4	15	89	0	57	319	10	0	7	501	3	0	1037
	43.75%	37.50%	18.75%	0.00%	3.70%	13.89%	82.41%	0.00%	14.77%	82.64%	2.59%	0.00%	1.37%	98.04%	0.59%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	7	2	0	0	5	42	0	17	126	1	0	4	188	1	0	397
PEAK HR FACTOR :	0.50	0.875	0.500	0.000	0.000	0.625	0.808	0.000	0.708	0.900	0.250	0.000	0.500	0.734	0.250	0.000	0.820
	0.813				0.783				0.947				0.742				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	1	1	2	0	3	1	17	0	7	69	3	0	1	50	2	0	157
3:15 PM	2	2	1	0	0	2	18	0	4	68	3	0	0	54	0	0	154
3:30 PM	3	1	0	0	1	1	34	0	4	66	2	0	0	55	0	0	167
3:45 PM	0	2	2	0	0	2	12	0	7	82	2	0	1	67	0	0	177
4:00 PM	1	3	2	0	2	1	18	0	3	82	4	0	1	56	1	0	174
4:15 PM	2	2	0	0	1	0	17	0	4	67	0	0	1	51	2	0	147
4:30 PM	2	2	2	0	0	3	20	0	11	73	6	0	2	55	2	0	178
4:45 PM	2	3	1	0	0	1	17	0	9	73	3	0	0	37	0	0	146
5:00 PM	1	2	3	0	0	3	13	0	7	72	2	0	0	50	1	0	154
5:15 PM	0	1	0	0	0	3	6	0	11	84	1	0	2	39	0	0	147
5:30 PM	1	1	1	0	1	0	8	0	10	66	1	0	1	51	0	0	141
5:45 PM	3	5	2	0	0	1	8	0	3	62	3	0	3	29	7	0	126
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	18	25	16	0	8	18	188	0	80	864	30	0	12	594	15	0	1868
	30.51%	42.37%	27.12%	0.00%	3.74%	8.41%	87.85%	0.00%	8.21%	88.71%	3.08%	0.00%	1.93%	95.65%	2.42%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	5	9	6	0	3	6	67	0	25	304	12	0	5	229	5	0	676
PEAK HR FACTOR :	0.63	0.750	0.750	0.000	0.375	0.500	0.838	0.000	0.568	0.927	0.500	0.000	0.625	0.854	0.625	0.000	0.949
	0.833				0.826				0.937				0.879				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Tretheway Rd & SR 12
 City: Lockeford
 Control: 2-Way Stop (NB/SB)

Project ID: 20-70141-001
 Date: 8/5/2020

HT

NS/EW Streets:	N Tretheway Rd				N Tretheway Rd				SR 12				SR 12				TOTAL			
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
6:00 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	5			
6:15 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	0	5			
6:30 AM	0	0	0	0	0	0	3	0	0	2	2	0	0	0	0	0	7			
6:45 AM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	6			
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	6			
7:15 AM	1	0	0	0	0	0	2	0	0	1	3	0	0	0	1	0	8			
7:30 AM	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	0	7			
7:45 AM	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	7			
8:00 AM	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	1	8			
8:15 AM	0	0	0	0	0	0	2	0	0	2	5	0	0	0	4	0	13			
8:30 AM	0	0	0	0	0	0	3	0	0	1	5	0	0	0	3	0	12			
8:45 AM	0	1	0	0	0	0	1	0	0	0	3	0	0	0	3	0	8			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	1	1	0	0	0	0	21	0	14	35	1	0	0	18	1	0	92			
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	28.00%	70.00%	2.00%	0.00%	0.00%	94.74%	5.26%	0.00%				
PEAK HR :	07:30 AM - 08:30 AM																TOTAL			
PEAK HR VOL :	0	0	0	0	0	0	6	0	7	14	1	0	0	6	1	0	35			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.583	0.700	0.250	0.000	0.000	0.375	0.250	0.000	0.673			
	0.375																0.786	0.438		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4			
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3			
3:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	0	4			
3:45 PM	0	0	0	0	0	0	1	0	0	1	4	1	0	3	0	0	10			
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4			
4:15 PM	0	0	0	0	0	0	2	0	0	1	2	0	0	1	0	0	6			
4:30 PM	0	0	1	0	1	0	0	0	0	1	0	4	0	1	1	0	9			
4:45 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	3	0	0	7			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2			
5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2			
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2			
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	0	0	1	0	1	0	6	0	6	13	5	0	0	23	1	0	56			
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	14.29%	0.00%	85.71%	0.00%	25.00%	54.17%	20.83%	0.00%	0.00%	95.83%	4.17%	0.00%				
PEAK HR :	03:45 PM - 04:45 PM																TOTAL			
PEAK HR VOL :	0	0	1	0	1	0	4	0	3	6	5	0	0	8	1	0	29			
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.750	0.375	0.313	0.000	0.000	0.667	0.250	0.000	0.725			
	0.250																0.625	0.583	0.750	

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Tretheway Rd & SR 12
 City: Lockeford
 Control: 2-Way Stop (NB/SB)

Project ID: 20-70141-001
 Date: 8/5/2020

Bikes

NS/EW Streets:	N Tretheway Rd				N Tretheway Rd				SR 12				SR 12				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1
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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0	0	0	0	5
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	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	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0	0	0	0	0	0	0	0	2
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 12 & Locke Rd/Fillmore St
 City: Lockeford
 Control: 1-Way Stop (EB)

Project ID: 20-70141-002
 Date: 8/5/2020

Bikes

NS/EW Streets:	SR 12					SR 12					Locke Rd/Fillmore St					TOTAL					
	NORTHBOUND					SOUTHBOUND					EASTBOUND										
AM	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	EZU	EZL2	EZT2	EZR2	EZU2	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	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	0	0	0	0
8:00 AM	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	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	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	TOTAL
APPROACH %'s:	0	0	0	0	0	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0	0	0	0	0	2
PEAK HR:	07:30 AM - 08:30 AM															0					
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0
PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					TOTAL					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	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	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	0	0	0
4:45 PM	0	0	0	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	0	0	0
5:15 PM	0	0	0	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	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
APPROACH %'s:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR:	03:15 PM - 04:15 PM															0					
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

VOLUME

Locke Rd Near Tuscan Wine Village

Day: Wednesday
 Date: 8/5/2020

City: Lockeford
 Project #: CA20_70140_001

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	326	551	877		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	0	0	4	12	16	
00:15	0	0	0	1	1	12:15	0	0	4	7	11	
00:30	0	0	0	0		12:30	0	0	3	9	12	
00:45	0	0	0	0	1	12:45	0	0	8	19	10	38
01:00	0	0	0	0		13:00	0	0	5	11	16	
01:15	0	0	0	3	3	13:15	0	0	4	7	11	
01:30	0	0	0	0		13:30	0	0	6	9	15	
01:45	0	0	2	2	0	13:45	0	0	11	26	12	39
02:00	0	0	0	0		14:00	0	0	10	14	24	
02:15	0	0	0	0		14:15	0	0	5	8	13	
02:30	0	0	0	3	3	14:30	0	0	12	9	21	
02:45	0	0	1	1	1	14:45	0	0	6	33	15	46
03:00	0	0	0	2	2	15:00	0	0	9	9	18	
03:15	0	0	0	0		15:15	0	0	5	9	14	
03:30	0	0	1	4	5	15:30	0	0	4	13	17	
03:45	0	0	2	3	3	15:45	0	0	4	22	6	37
04:00	0	0	3	3	6	16:00	0	0	5	9	14	
04:15	0	0	0	2	2	16:15	0	0	7	5	12	
04:30	0	0	2	1	3	16:30	0	0	9	18	27	
04:45	0	0	6	11	8	16:45	0	0	6	27	12	44
05:00	0	0	0	2	2	17:00	0	0	4	5	9	
05:15	0	0	1	0	1	17:15	0	0	8	5	13	
05:30	0	0	2	5	7	17:30	0	0	5	2	7	
05:45	0	0	4	7	4	17:45	0	0	8	25	9	21
06:00	0	0	1	4	5	18:00	0	0	4	8	12	
06:15	0	0	1	6	7	18:15	0	0	3	7	10	
06:30	0	0	6	6	12	18:30	0	0	1	2	3	
06:45	0	0	5	13	10	18:45	0	0	4	12	6	23
07:00	0	0	7	5	12	19:00	0	0	3	3	6	
07:15	0	0	2	12	14	19:15	0	0	1	2	3	
07:30	0	0	5	9	14	19:30	0	0	4	2	6	
07:45	0	0	5	19	7	19:45	0	0	3	11	3	10
08:00	0	0	4	13	17	20:00	0	0	4	3	7	
08:15	0	0	3	9	12	20:15	0	0	1	6	7	
08:30	0	0	6	6	12	20:30	0	0	3	1	4	
08:45	0	0	6	19	9	20:45	0	0	1	9	6	16
09:00	0	0	2	12	14	21:00	0	0	2	1	3	
09:15	0	0	6	15	21	21:15	0	0	2	1	3	
09:30	0	0	5	6	11	21:30	0	0	3	3	6	
09:45	0	0	1	14	13	21:45	0	0	2	9	2	7
10:00	0	0	5	9	14	22:00	0	0	3	2	5	
10:15	0	0	3	12	15	22:15	0	0	0	0		
10:30	0	0	6	9	15	22:30	0	0	1	0	1	
10:45	0	0	2	16	9	22:45	0	0	0	4	0	2
11:00	0	0	7	8	15	23:00	0	0	1	1	2	
11:15	0	0	5	15	20	23:15	0	0	0	1	1	
11:30	0	0	5	6	11	23:30	0	0	1	2	3	
11:45	0	0	5	22	11	23:45	0	0	0	2	1	5
TOTALS			127	263	390	TOTALS			199	288	487	
SPLIT %			32.6%	67.4%	44.5%	SPLIT %			40.9%	59.1%	55.5%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	326	551	877	
AM Peak Hour			11:00	09:00	11:15	PM Peak Hour			13:45	14:00	13:45
AM Pk Volume			22	46	63	PM Pk Volume			38	46	81
Pk Hr Factor			0.786	0.767	0.788	Pk Hr Factor			0.792	0.767	0.844
7 - 9 Volume	0	0	38	70	108	4 - 6 Volume	0	0	52	65	117
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	19	41	57	4 - 6 Pk Volume	0	0	27	44	71
Pk Hr Factor	0.000	0.000	0.679	0.788	0.838	Pk Hr Factor	0.000	0.000	0.750	0.611	0.657

Prepared by IntrepidGIS & Engineering for client
CLASSIFICATION
 Locke Rd Near Tuscan Wine Village

Day: Wednesday
 Date: 8/5/2020

City: Lockeford
 Project #: CA20_70140_001

Summary

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	8	4	0	2	0	0	0	0	0	0	0	0	0	14
05:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	2	1	0	1	0	0	0	2	0	0	0	1	0	7
05:45	0	1	3	0	1	1	0	0	2	0	0	0	0	0	8
06:00	0	3	1	0	0	1	0	0	1	0	0	0	0	0	5
06:15	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
06:30	0	4	4	0	1	1	1	0	1	0	0	0	0	0	12
06:45	0	6	3	0	2	0	0	0	4	0	0	0	0	0	15
07:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	12
07:15	0	10	2	0	0	1	0	0	1	0	0	0	0	0	14
07:30	0	9	1	0	2	0	0	0	2	0	0	0	0	0	14
07:45	0	5	4	0	1	0	0	0	1	0	1	0	0	0	12
08:00	0	7	3	0	1	0	0	0	3	0	0	0	0	0	17
08:15	0	6	2	0	1	0	0	0	3	0	0	0	0	0	12
08:30	0	9	2	0	0	0	0	0	1	0	0	0	0	0	12
08:45	0	6	4	0	0	0	0	0	1	4	0	0	0	0	15
09:00	0	9	4	0	0	0	0	0	1	0	0	0	0	0	14
09:15	0	14	4	0	1	0	0	0	1	0	1	0	0	0	21
09:30	0	4	5	0	1	0	0	0	0	0	0	1	0	0	11
09:45	0	6	3	0	0	0	0	0	0	0	0	2	0	0	14
10:00	0	4	6	0	0	0	0	0	4	0	0	0	0	0	14
10:15	0	9	2	0	2	0	0	0	0	0	1	1	0	0	15
10:30	0	10	0	0	1	0	0	0	0	0	0	0	0	0	15
10:45	0	7	1	0	1	0	0	0	2	0	0	0	0	0	11
11:00	0	3	6	0	4	0	0	0	2	0	0	0	0	0	15
11:15	0	8	4	1	0	2	0	1	3	0	1	0	0	0	20
11:30	0	7	2	0	0	1	0	0	1	0	0	0	0	0	11
11:45	0	8	5	0	1	1	0	0	0	0	0	0	0	0	16
12:00 PM	0	10	2	0	2	0	0	0	2	0	0	0	0	0	16
12:15	1	5	3	0	0	1	0	0	0	0	0	0	0	0	11
12:30	0	5	3	0	0	1	0	0	1	0	0	0	0	0	12
12:45	0	7	7	0	0	0	0	0	1	1	0	2	0	0	18
13:00	0	10	2	0	2	1	0	0	1	0	0	0	0	0	16
13:15	0	3	4	0	1	0	0	0	1	0	0	0	0	0	11
13:30	0	8	3	0	2	0	0	0	1	0	1	0	0	0	15
13:45	4	7	6	1	2	0	0	0	3	0	0	0	0	0	23
14:00	2	9	2	0	1	1	0	0	0	0	2	0	0	0	24
14:15	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
14:30	0	13	7	0	0	0	0	0	1	0	0	0	0	0	21
14:45	0	13	4	0	4	0	0	0	0	0	0	0	0	0	21
15:00	1	9	6	0	1	0	0	0	0	0	0	0	0	0	18
15:15	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
15:30	0	10	5	0	0	0	0	0	2	0	0	0	0	0	17
15:45	0	6	2	0	1	0	0	0	0	0	0	1	0	0	10
16:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
16:15	1	9	1	0	0	0	0	0	1	0	0	0	0	0	12
16:30	0	17	7	0	3	0	0	0	0	0	0	0	0	0	27
16:45	1	11	6	0	0	0	0	0	0	0	0	0	0	0	18
17:00	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8
17:15	0	9	2	0	1	0	0	0	1	0	0	0	0	0	13
17:30	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7
17:45	0	14	1	0	0	0	0	0	1	0	0	0	0	0	17
18:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
18:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
18:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
19:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
19:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
20:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
20:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20:45	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
21:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
21:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
21:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% of Total	1%	56%	21%	0%	6%	1%	0%	0%	7%	2%	1%	1%	0%	100%	

AM Volume	% AM	PM Volume	% PM	NOON-12-2	% NOON-12-2	OFF Peak Volumes	% OFF Peak
41	23%	89	51%	11	6%	4	2%
11,300	65%	10,919	63%	1,942	11%	8,000	47%
Volume		Volume		Volume		Volume	
1	5%	1	1%	1	1%	1	1%
2	1%	2	2%	2	2%	2	2%
3	1%	3	3%	3	3%	3	3%
4	1%	4	4%	4	4%	4	4%
5	1%	5	5%	5	5%	5	5%
6	1%	6	6%	6	6%	6	6%
7	1%	7	7%	7	7%	7	7%
8	1%	8	8%	8	8%	8	8%
9	1%	9	9%	9	9%	9	9%
10	1%	10	10%	10	10%	10	10%
11	1%	11	11%	11	11%	11	11%
12	1%	12	12%	12	12%	12	12%
13	1%	13	13%	13	13%	13	13%
14	1%	14	14%	14	14%	14	14%
15	1%	15	15%	15	15%	15	15%
16	1%	16	16%	16	16%	16	16%
17	1%	17	17%	17	17%	17	17%
18	1%	18	18%	18	18%	18	18%
19	1%	19	19%	19	19%	19	19%
20	1%	20	20%	20	20%	20	20%
21	1%	21	21%	21	21%	21	21%

CLASSIFICATION

Locke Rd Near Tuscan Wine Village

Day: Wednesday
Date: 8/5/2020

City: Lockeford
Project #: CA20_70140_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
03:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
04:00	0	14	9	0	2	0	0	0	0	0	0	0	0	25
05:00	0	5	4	0	2	1	0	0	5	0	0	1	0	18
06:00	0	17	9	0	4	1	1	0	7	0	0	0	0	39
07:00	0	30	10	0	3	1	0	0	4	0	3	1	0	52
08:00	0	28	13	0	2	0	0	1	11	0	1	0	0	56
09:00	0	33	16	0	5	0	0	0	2	0	3	1	0	60
10:00	0	30	11	1	4	0	0	0	7	0	1	1	0	55
11:00	0	26	17	1	5	4	0	1	6	0	2	0	0	62
12:00 PM	1	27	16	0	2	2	0	1	5	0	3	0	0	57
13:00	4	28	15	1	7	1	0	1	7	0	1	0	0	65
14:00	2	42	23	0	6	1	0	0	3	0	2	0	0	79
15:00	1	37	14	0	3	0	0	0	2	0	0	2	0	59
16:00	2	46	18	0	4	0	0	0	1	0	0	0	0	71
17:00	1	31	8	0	3	0	0	0	3	0	0	0	0	46
18:00	0	28	7	0	0	0	0	0	0	0	0	0	0	35
19:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
20:00	0	19	3	0	3	0	0	0	0	0	0	0	0	25
21:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
Totals		492	213			11						6		
% of Totals	1%	56%	24%	0%	6%	1%	0%	0%	7%		2%	1%		100%

AM Volumes	0	198	97	2	27	7	1	2	42	0	10	4	0	390
% AM		23%	11%	0%	3%	1%	0%	0%	5%		1%	0%		44%
AM Peak Hour		09:00	11:00	10:00	09:00	11:00	06:00	08:00	08:00		07:00	05:00		11:00
Volume		33	17	1	5	4	1	1	11		3	1		62
PM Volumes	11	294	116	1	30	4	0	2	21	0	6	2	0	487
% PM	1%	34%	13%	0%	3%	0%		0%	2%		1%	0%		56%
PM Peak Hour	13:00	16:00	14:00	13:00	13:00	12:00		12:00	13:00		12:00	15:00		14:00
Volume	4	46	23	1	7	2		1	7		3	2		79
Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes							
All Classes	Volume		%	Volume		%	Volume		%	Volume		%		
	108	↔	12%	122	↔	14%	117	↔	13%	530	↔	60%		

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

SR 12 S/O Locke Rd

Day: Wednesday
 Date: 8/5/2020

City: Lockeford
 Project #: CA20_70140_002

DAILY TOTALS						NB	SB	EB	WB	Total	
						9,226	8,609	0	0	17,835	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	24	25	0	0	49	12:00	174	125	0	0	299
00:15	21	20	0	0	41	12:15	173	143	0	0	316
00:30	30	19	0	0	49	12:30	160	143	0	0	303
00:45	17	92	11	75	28	12:45	171	678	128	539	299
01:00	9	22	0	0	31	13:00	164	148	0	0	312
01:15	22	25	0	0	47	13:15	183	146	0	0	329
01:30	9	23	0	0	32	13:30	153	157	0	0	310
01:45	4	44	19	89	23	13:45	161	661	128	579	289
02:00	11	13	0	0	24	14:00	180	139	0	0	319
02:15	8	19	0	0	27	14:15	142	154	0	0	296
02:30	9	18	0	0	27	14:30	166	134	0	0	300
02:45	8	36	32	82	40	14:45	166	654	150	577	316
03:00	14	23	0	0	37	15:00	180	167	0	0	347
03:15	5	30	0	0	35	15:15	207	183	0	0	390
03:30	16	25	0	0	41	15:30	202	139	0	0	341
03:45	14	49	33	111	47	15:45	186	775	177	666	363
04:00	14	19	0	0	33	16:00	201	157	0	0	358
04:15	23	38	0	0	61	16:15	205	137	0	0	342
04:30	26	40	0	0	66	16:30	209	159	0	0	368
04:45	36	99	36	133	72	16:45	205	820	120	573	325
05:00	67	64	0	0	131	17:00	218	140	0	0	358
05:15	81	82	0	0	163	17:15	199	115	0	0	314
05:30	86	73	0	0	159	17:30	174	139	0	0	313
05:45	74	308	87	306	161	17:45	163	754	114	508	277
06:00	50	66	0	0	116	18:00	156	94	0	0	250
06:15	89	114	0	0	203	18:15	137	84	0	0	221
06:30	79	102	0	0	181	18:30	114	97	0	0	211
06:45	65	283	117	399	182	18:45	108	515	90	365	198
07:00	76	108	0	0	184	19:00	105	80	0	0	185
07:15	81	130	0	0	211	19:15	116	74	0	0	190
07:30	93	155	0	0	248	19:30	77	87	0	0	164
07:45	90	340	129	522	219	19:45	84	382	76	317	160
08:00	93	120	0	0	213	20:00	102	59	0	0	161
08:15	108	118	0	0	226	20:15	69	77	0	0	146
08:30	91	142	0	0	233	20:30	62	65	0	0	127
08:45	90	382	111	491	201	20:45	65	298	57	258	122
09:00	102	127	0	0	229	21:00	70	55	0	0	125
09:15	101	110	0	0	211	21:15	52	71	0	0	123
09:30	102	134	0	0	236	21:30	39	49	0	0	88
09:45	131	436	141	512	272	21:45	56	217	44	219	100
10:00	136	122	0	0	258	22:00	31	28	0	0	59
10:15	134	125	0	0	259	22:15	29	39	0	0	68
10:30	144	127	0	0	271	22:30	44	34	0	0	78
10:45	124	538	140	514	264	22:45	32	136	30	131	62
11:00	149	136	0	0	285	23:00	30	21	0	0	51
11:15	162	148	0	0	310	23:15	19	16	0	0	35
11:30	170	149	0	0	319	23:30	17	19	0	0	36
11:45	162	643	125	558	287	23:45	20	86	29	85	49
TOTALS	3250	3792			7042	TOTALS	5976	4817			10793
SPLIT %	46.2%	53.8%			39.5%	SPLIT %	55.4%	44.6%			60.5%

DAILY TOTALS						NB	SB	EB	WB	Total
						9,226	8,609	0	0	17,835
AM Peak Hour	11:30	10:45			11:30	PM Peak Hour	16:15	15:00		15:15
AM Pk Volume	679	573			1221	PM Pk Volume	837	666		1452
Pk Hr Factor	0.976	0.961			0.957	Pk Hr Factor	0.960	0.910		0.931
7 - 9 Volume	722	1013			1735	4 - 6 Volume	1574	1081		2655
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:15	16:00		16:00
7 - 9 Pk Volume	384	534			906	4 - 6 Pk Volume	837	573		1393
Pk Hr Factor	0.889	0.861			0.913	Pk Hr Factor	0.960	0.901		0.946

CLASSIFICATION

SR 12 S/O Locke Rd

Day: Wednesday
Date: 8/5/2020

City: Lockeford
Project #: CA20_70140_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	1	125	33	0	8	0	0	0	0	0	0	0	0	167
01:00	1	102	22	0	3	2	0	1	1	0	1	0	0	133
02:00	2	87	16	0	7	0	0	2	1	1	1	0	1	118
03:00	0	93	37	3	19	2	0	1	3	0	2	0	0	160
04:00	0	135	61	0	23	1	1	3	5	0	2	1	0	232
05:00	1	386	165	2	30	8	0	6	13	0	3	0	0	614
06:00	1	432	198	4	12	2	0	12	18	0	3	0	0	682
07:00	2	579	225	3	15	3	0	9	22	0	3	0	1	862
08:00	7	579	231	7	22	1	0	7	17	0	2	0	0	873
09:00	2	634	237	9	23	3	0	9	27	0	3	1	0	948
10:00	12	738	246	3	17	3	1	8	19	0	2	2	1	1052
11:00	9	805	316	5	19	4	0	14	19	1	8	1	0	1201
12:00 PM	10	860	277	4	22	4	0	15	19	0	5	1	0	1217
13:00	5	862	317	2	13	0	0	13	21	0	6	1	0	1240
14:00	10	854	296	7	19	4	2	16	19	0	4	0	0	1231
15:00	14	970	407	3	15	4	2	11	12	0	3	0	0	1441
16:00	5	958	396	3	5	0	0	13	10	0	2	0	1	1393
17:00	14	890	323	5	5	4	0	5	12	0	3	1	0	1262
18:00	4	647	206	1	10	1	0	7	2	0	1	1	0	880
19:00	6	505	154	0	18	1	0	5	10	0	0	0	0	699
20:00	5	413	113	0	14	0	0	4	7	0	0	0	0	556
21:00	3	350	65	1	10	0	0	4	2	0	1	0	0	436
22:00	2	212	37	0	9	0	0	3	2	0	1	1	0	267
23:00	0	137	26	0	4	0	0	3	1	0	0	0	0	171
Totals	16	1231	440	32	142				262	2			4	7835
% of Totals	1%	69%	25%	0%	2%	0%	0%	1%	1%	0%	0%	0%	0%	100%

AM Volumes	38	4695	1787	36	198	29	2	72	145	2	30	5	3	7042			
% AM	0%	26%	10%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	39%			
AM Peak Hour	10:00	11:00	11:00	09:00	05:00	05:00	04:00	11:00	09:00	02:00	11:00	10:00	02:00	11:00			
Volume	12	805	316	9	30	8	1	14	27	1	8	2	1	1201			
PM Volumes	78	7658	2617	26	144	18	4	99	117	0	26	5	1	10793			
% PM	0%	43%	15%	0%	1%	0%	0%	1%	1%		0%	0%	0%	61%			
PM Peak Hour	15:00	15:00	15:00	14:00	12:00	12:00	14:00	14:00	13:00		13:00	12:00	16:00	15:00			
Volume	14	970	407	7	22	4	2	16	21		6	1	1	1441			
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes				
All Classes		Volume		%		Volume		%		Volume		%		Volume		%	
		1735		10%		2457		14%		2655		15%		10988		62%	

Classification Definitions				
1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

KDA

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑	↗	
Traffic Vol, veh/h	9	9	8	422	567	25
Future Vol, veh/h	9	9	8	422	567	25
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	9	459	616	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1107	630	643	0	-	0
Stage 1	630	-	-	-	-	-
Stage 2	477	-	-	-	-	-
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	233	482	942	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	482	942	-	-	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	942	-	431	482	-	-
HCM Lane V/C Ratio	0.009	-	0.023	0.02	-	-
HCM Control Delay (s)	8.9	-	13.5	12.6	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	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	26	153	2	4	212	2	4	8	2	0	5	52
Future Vol, veh/h	26	153	2	4	212	2	4	8	2	0	5	52
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	166	2	4	230	2	4	9	2	0	5	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	168	0	0	493	463	167	468	463	231
Stage 1	-	-	-	-	-	-	223	223	-	239	239	-
Stage 2	-	-	-	-	-	-	270	240	-	229	224	-
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	1336	-	-	1410	-	-	486	496	877	505	496	808
Stage 1	-	-	-	-	-	-	780	719	-	764	708	-
Stage 2	-	-	-	-	-	-	736	707	-	774	718	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1336	-	-	1410	-	-	439	483	877	487	483	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	483	-	487	483	-
Stage 1	-	-	-	-	-	-	762	702	-	746	706	-
Stage 2	-	-	-	-	-	-	677	705	-	745	701	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.1			12.4			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	501	1336	-	-	1410	-	-	763
HCM Lane V/C Ratio	0.03	0.021	-	-	0.003	-	-	0.081
HCM Control Delay (s)	12.4	7.8	0	-	7.6	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↷	
Traffic Vol, veh/h	20	16	8	25	4	2
Future Vol, veh/h	20	16	8	25	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	17	9	27	4	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	39	0	76	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1571	-	927	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1571	-	921	1043
Mov Cap-2 Maneuver	-	-	-	-	921	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	971	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.8	8.8			
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	958	-	-	1571	-	
HCM Lane V/C Ratio	0.007	-	-	0.006	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	11	9	8	838	727	28
Future Vol, veh/h	11	9	8	838	727	28
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	10	9	911	790	30

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1734	805	820
Stage 1	805	-	-
Stage 2	929	-	-
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	96	382	809
Stage 1	440	-	-
Stage 2	385	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	95	382	809
Mov Cap-2 Maneuver	288	-	-
Stage 1	435	-	-
Stage 2	385	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	809	-	288	382	-	-
HCM Lane V/C Ratio	0.011	-	0.042	0.026	-	-
HCM Control Delay (s)	9.5	-	18	14.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	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	31	339	19	5	259	7	5	10	8	4	7	78
Future Vol, veh/h	31	339	19	5	259	7	5	10	8	4	7	78
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	368	21	5	282	8	5	11	9	4	8	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	389	0	0	790	747	379	753	753	286
Stage 1	-	-	-	-	-	-	447	447	-	296	296	-
Stage 2	-	-	-	-	-	-	343	300	-	457	457	-
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	1272	-	-	1170	-	-	308	341	668	326	339	753
Stage 1	-	-	-	-	-	-	591	573	-	712	668	-
Stage 2	-	-	-	-	-	-	672	666	-	583	568	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1272	-	-	1170	-	-	261	328	668	304	326	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	328	-	304	326	-
Stage 1	-	-	-	-	-	-	571	554	-	688	665	-
Stage 2	-	-	-	-	-	-	587	663	-	545	549	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			15.3			11.6		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	373	1272	-	-	1170	-	-	644
HCM Lane V/C Ratio	0.067	0.026	-	-	0.005	-	-	0.15
HCM Control Delay (s)	15.3	7.9	0	-	8.1	0	-	11.6
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	16	4	2	34	16	8
Future Vol, veh/h	16	4	2	34	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	4	2	37	17	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	21	0	60
Stage 1	-	-	-	-	19
Stage 2	-	-	-	-	41
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1595	-	947
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	981
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1595	-	946
Mov Cap-2 Maneuver	-	-	-	-	946
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	980

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	981	-	-	1595	-
HCM Lane V/C Ratio	0.027	-	-	0.001	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	10	10	12	422	567	28
Future Vol, veh/h	10	10	12	422	567	28
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	13	459	616	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1116	631	646	0	-	0
Stage 1	631	-	-	-	-	-
Stage 2	485	-	-	-	-	-
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	230	481	939	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	481	939	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	939	-	427	481	-	-
HCM Lane V/C Ratio	0.014	-	0.025	0.023	-	-
HCM Control Delay (s)	8.9	-	13.7	12.7	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	37	157	2	4	213	2	4	8	2	0	5	54
Future Vol, veh/h	37	157	2	4	213	2	4	8	2	0	5	54
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	171	2	4	232	2	4	9	2	0	5	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	173	0	0	525	494	172	499	494	233
Stage 1	-	-	-	-	-	-	252	252	-	241	241	-
Stage 2	-	-	-	-	-	-	273	242	-	258	253	-
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	1333	-	-	1404	-	-	463	476	872	482	476	806
Stage 1	-	-	-	-	-	-	752	698	-	762	706	-
Stage 2	-	-	-	-	-	-	733	705	-	747	698	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	1404	-	-	414	459	872	461	459	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	459	-	461	459	-
Stage 1	-	-	-	-	-	-	727	675	-	737	704	-
Stage 2	-	-	-	-	-	-	672	703	-	711	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1	12.8	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1333	-	-	1404	-	-	757
HCM Lane V/C Ratio	0.032	0.03	-	-	0.003	-	-	0.085
HCM Control Delay (s)	12.8	7.8	0	-	7.6	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	20	27	15	25	6	3
Future Vol, veh/h	20	27	15	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	29	16	27	7	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	51	0	96
Stage 1	-	-	-	-	37
Stage 2	-	-	-	-	59
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1555	-	903
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	964
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1555	-	894
Mov Cap-2 Maneuver	-	-	-	-	894
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	954

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	937	-	-	1555	-
HCM Lane V/C Ratio	0.01	-	-	0.01	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	14	13	9	838	727	29
Future Vol, veh/h	14	13	9	838	727	29
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	14	10	911	790	32

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	1737	806	822	0	-	0
Stage 1	806	-	-	-	-	-
Stage 2	931	-	-	-	-	-
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	96	382	807	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	382	807	-	-	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	16.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h)	807	-	287	382	-	-
HCM Lane V/C Ratio	0.012	-	0.053	0.037	-	-
HCM Control Delay (s)	9.5	-	18.2	14.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	33	340	19	5	263	7	5	10	8	4	7	89
Future Vol, veh/h	33	340	19	5	263	7	5	10	8	4	7	89
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	370	21	5	286	8	5	11	9	4	8	97

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	0	391	0	0	806	757	381	763	763	290
Stage 1	-	-	-	-	-	-	453	453	-	300	300	-
Stage 2	-	-	-	-	-	-	353	304	-	463	463	-
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	1268	-	-	1168	-	-	300	337	666	321	334	749
Stage 1	-	-	-	-	-	-	586	570	-	709	666	-
Stage 2	-	-	-	-	-	-	664	663	-	579	564	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1268	-	-	1168	-	-	248	323	666	299	320	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	248	323	-	299	320	-
Stage 1	-	-	-	-	-	-	565	549	-	683	663	-
Stage 2	-	-	-	-	-	-	569	660	-	540	544	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			15.6			11.7		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	364	1268	-	-	1168	-	-	649
HCM Lane V/C Ratio	0.069	0.028	-	-	0.005	-	-	0.167
HCM Control Delay (s)	15.6	7.9	0	-	8.1	0	-	11.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.6

Intersection

Int Delay, s/veh 3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↙
Traffic Vol, veh/h	16	6	3	34	27	15
Future Vol, veh/h	16	6	3	34	27	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	3	37	29	16

Major/Minor

	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	24	0	64
Stage 1	-	-	-	-	21
Stage 2	-	-	-	-	43
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1591	-	942
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	979
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1591	-	940
Mov Cap-2 Maneuver	-	-	-	-	940
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	977

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1591	-
HCM Lane V/C Ratio	0.047	-	-	0.002	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑	↗	
Traffic Vol, veh/h	9	9	8	447	627	25
Future Vol, veh/h	9	9	8	447	627	25
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	9	486	682	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1200	696	709	0	-	0
Stage 1	696	-	-	-	-	-
Stage 2	504	-	-	-	-	-
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	204	442	890	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	202	442	890	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.7	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	890	-	403	442	-	-
HCM Lane V/C Ratio	0.01	-	0.024	0.022	-	-
HCM Control Delay (s)	9.1	-	14.2	13.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔			↔			↔		
Traffic Vol, veh/h	26	161	2	4	236	2	4	8	2	0	5	54
Future Vol, veh/h	26	161	2	4	236	2	4	8	2	0	5	54
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	175	2	4	257	2	4	9	2	0	5	59

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	259	0	0	177	0	0	530	499	176	504	499	258
Stage 1	-	-	-	-	-	-	232	232	-	266	266	-
Stage 2	-	-	-	-	-	-	298	267	-	238	233	-
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	1306	-	-	1399	-	-	460	473	867	478	473	781
Stage 1	-	-	-	-	-	-	771	713	-	739	689	-
Stage 2	-	-	-	-	-	-	711	688	-	765	712	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1306	-	-	1399	-	-	413	460	867	460	460	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	460	-	460	460	-
Stage 1	-	-	-	-	-	-	752	696	-	721	687	-
Stage 2	-	-	-	-	-	-	650	686	-	735	695	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.1	12.8	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	476	1306	-	-	1399	-	-	737
HCM Lane V/C Ratio	0.032	0.022	-	-	0.003	-	-	0.087
HCM Control Delay (s)	12.8	7.8	0	-	7.6	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↷	
Traffic Vol, veh/h	20	16	8	25	4	2
Future Vol, veh/h	20	16	8	25	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	17	9	27	4	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	39	0	76 31
Stage 1	-	-	-	-	31 -
Stage 2	-	-	-	-	45 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1571	-	927 1043
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	977 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1571	-	921 1043
Mov Cap-2 Maneuver	-	-	-	-	921 -
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	971 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	958	-	-	1571	-
HCM Lane V/C Ratio	0.007	-	-	0.006	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑	↗	
Traffic Vol, veh/h	11	9	8	907	771	28
Future Vol, veh/h	11	9	8	907	771	28
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	10	9	986	838	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1857	853	868	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
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	81	359	776	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	359	776	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	776	-	266	359	-	-
HCM Lane V/C Ratio	0.011	-	0.045	0.027	-	-
HCM Control Delay (s)	9.7	-	19.2	15.3	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	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	33	366	19	5	275	7	5	10	8	4	7	78
Future Vol, veh/h	33	366	19	5	275	7	5	10	8	4	7	78
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	398	21	5	299	8	5	11	9	4	8	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	307	0	0	419	0	0	841	798	409	804	804	303
Stage 1	-	-	-	-	-	-	481	481	-	313	313	-
Stage 2	-	-	-	-	-	-	360	317	-	491	491	-
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	1254	-	-	1140	-	-	284	319	642	301	316	737
Stage 1	-	-	-	-	-	-	566	554	-	698	657	-
Stage 2	-	-	-	-	-	-	658	654	-	559	548	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1254	-	-	1140	-	-	239	305	642	279	302	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	239	305	-	279	302	-
Stage 1	-	-	-	-	-	-	544	533	-	671	654	-
Stage 2	-	-	-	-	-	-	573	651	-	520	527	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.1			16.1			11.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	348	1254	-	-	1140	-	-	621
HCM Lane V/C Ratio	0.072	0.029	-	-	0.005	-	-	0.156
HCM Control Delay (s)	16.1	8	0	-	8.2	0	-	11.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↙
Traffic Vol, veh/h	16	4	2	34	16	8
Future Vol, veh/h	16	4	2	34	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	4	2	37	17	9

Major/Minor

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	21	60
Stage 1	-	-	-	19
Stage 2	-	-	-	41
Critical Hdwy	-	-	4.12	6.42
Critical Hdwy Stg 1	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	3.518
Pot Cap-1 Maneuver	-	-	1595	947
Stage 1	-	-	-	1004
Stage 2	-	-	-	981
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1595	946
Mov Cap-2 Maneuver	-	-	-	946
Stage 1	-	-	-	1004
Stage 2	-	-	-	980

Approach

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

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	981	-	-	1595	-
HCM Lane V/C Ratio	0.027	-	-	0.001	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑	↗	
Traffic Vol, veh/h	10	10	12	447	627	28
Future Vol, veh/h	10	10	12	447	627	28
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	11	13	486	682	30

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1209	697	712	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	512	-	-	-	-	-
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	202	441	888	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	441	888	-	-	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	888	-	399	441	-	-
HCM Lane V/C Ratio	0.015	-	0.027	0.025	-	-
HCM Control Delay (s)	9.1	-	14.3	13.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	37	165	2	4	237	2	4	8	2	0	5	56
Future Vol, veh/h	37	165	2	4	237	2	4	8	2	0	5	56
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	179	2	4	258	2	4	9	2	0	5	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	181	0	0	560	528	180	533	528	259
Stage 1	-	-	-	-	-	-	260	260	-	267	267	-
Stage 2	-	-	-	-	-	-	300	268	-	266	261	-
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	1304	-	-	1394	-	-	439	456	863	458	456	780
Stage 1	-	-	-	-	-	-	745	693	-	738	688	-
Stage 2	-	-	-	-	-	-	709	687	-	739	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1304	-	-	1394	-	-	390	439	863	437	439	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	439	-	437	439	-
Stage 1	-	-	-	-	-	-	720	669	-	713	686	-
Stage 2	-	-	-	-	-	-	647	685	-	703	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.1	13.2	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	1304	-	-	1394	-	-	733
HCM Lane V/C Ratio	0.033	0.031	-	-	0.003	-	-	0.09
HCM Control Delay (s)	13.2	7.8	0	-	7.6	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↙
Traffic Vol, veh/h	20	27	15	25	6	3
Future Vol, veh/h	20	27	15	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	29	16	27	7	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	51	0	96
Stage 1	-	-	-	-	37
Stage 2	-	-	-	-	59
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1555	-	903
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	964
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1555	-	894
Mov Cap-2 Maneuver	-	-	-	-	894
Stage 1	-	-	-	-	985
Stage 2	-	-	-	-	954

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	937	-	-	1555	-
HCM Lane V/C Ratio	0.01	-	-	0.01	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	14	13	9	907	771	29
Future Vol, veh/h	14	13	9	907	771	29
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	14	10	986	838	32

Major/Minor

	Minor2	Major1	Major2			
Conflicting Flow All	1860	854	870	0	-	0
Stage 1	854	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
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	81	358	775	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	358	775	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	353	-	-	-	-	-

Approach

	EB	NB	SB
HCM Control Delay, s	17.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	775	-	265	358	-	-
HCM Lane V/C Ratio	0.013	-	0.057	0.039	-	-
HCM Control Delay (s)	9.7	-	19.4	15.5	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	367	19	5	279	7	5	10	8	4	7	89
Future Vol, veh/h	35	367	19	5	279	7	5	10	8	4	7	89
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	399	21	5	303	8	5	11	9	4	8	97

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	311	0	0	420	0	0	856	807	410	813	813	307
Stage 1	-	-	-	-	-	-	486	486	-	317	317	-
Stage 2	-	-	-	-	-	-	370	321	-	496	496	-
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	1249	-	-	1139	-	-	278	315	642	297	313	733
Stage 1	-	-	-	-	-	-	563	551	-	694	654	-
Stage 2	-	-	-	-	-	-	650	652	-	556	545	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1249	-	-	1139	-	-	229	301	642	275	299	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	301	-	275	299	-
Stage 1	-	-	-	-	-	-	540	529	-	666	651	-
Stage 2	-	-	-	-	-	-	555	649	-	516	523	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0.7		0.1		16.4		11.9
HCM LOS					C		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	341	1249	-	-	1139	-	-	627
HCM Lane V/C Ratio	0.073	0.03	-	-	0.005	-	-	0.173
HCM Control Delay (s)	16.4	8	0	-	8.2	0	-	11.9
HCM Lane LOS		C	A	A	-	A	A	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.6

Intersection

Int Delay, s/veh 3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	16	6	3	34	27	15
Future Vol, veh/h	16	6	3	34	27	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	3	37	29	16

Major/Minor

	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	24	0	64
Stage 1	-	-	-	-	21
Stage 2	-	-	-	-	43
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1591	-	942
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	979
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1591	-	940
Mov Cap-2 Maneuver	-	-	-	-	940
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	977

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	978	-	-	1591	-
HCM Lane V/C Ratio	0.047	-	-	0.002	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↕	↕	
Traffic Vol, veh/h	5	10	10	565	1205	25
Future Vol, veh/h	5	10	10	565	1205	25
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	11	614	1310	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1653	669	1337	0	-	0
Stage 1	1324	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	89	400	512	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	400	512	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	512	-	195	400	-	-
HCM Lane V/C Ratio	0.021	-	0.028	0.027	-	-
HCM Control Delay (s)	12.2	-	24	14.3	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

HCM 6th TWSC
2: Tretheway Rd & SR 12

Cumulative AM

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	35	285	25	5	545	5	45	5	5	5	5	55
Future Vol, veh/h	35	285	25	5	545	5	45	5	5	5	5	55
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	310	27	5	592	5	49	5	5	5	5	60

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	597	0	0	337
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	980	-	-	1222
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	980	-	-	1222
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.1	32.4	15.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	980	-	-	1222	-	-	417
HCM Lane V/C Ratio	0.315	0.039	-	-	0.004	-	-	0.169
HCM Control Delay (s)	32.4	8.8	0	-	8	0	-	15.4
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	25	20	10	30	5	5
Future Vol, veh/h	25	20	10	30	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	22	11	33	5	5
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	49	0	93	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1558	-	907	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1558	-	901	1034
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	961	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.8	8.8			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	963	-	-	1558	-	
HCM Lane V/C Ratio	0.011	-	-	0.007	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↗
Traffic Vol, veh/h	15	5	5	1815	1540	30
Future Vol, veh/h	15	5	5	1815	1540	30
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	5	5	1973	1674	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2688	854	1707	0	-	0
Stage 1	1691	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	302	368	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	302	368	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	133	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	368	-	116	302	-	-
HCM Lane V/C Ratio	0.015	-	0.141	0.018	-	-
HCM Control Delay (s)	14.9	-	41	17.1	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0.1	-	-

HCM 6th TWSC
2: Tretheway Rd & SR 12

Cumulative PM

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	35	605	25	5	290	5	5	10	10	5	5	80
Future Vol, veh/h	35	605	25	5	290	5	5	10	10	5	5	80
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	658	27	5	315	5	5	11	11	5	5	87

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	685	0	0	1122	1078	672	1087	1089	318
Stage 1	-	-	-	-	-	-	748	748	-	328	328	-
Stage 2	-	-	-	-	-	-	374	330	-	759	761	-
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	1240	-	-	908	-	-	183	219	456	194	215	723
Stage 1	-	-	-	-	-	-	404	420	-	685	647	-
Stage 2	-	-	-	-	-	-	647	646	-	399	414	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1240	-	-	908	-	-	151	207	456	174	203	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	207	-	174	203	-
Stage 1	-	-	-	-	-	-	384	399	-	651	642	-
Stage 2	-	-	-	-	-	-	560	641	-	360	393	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	21.7	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	242	1240	-	-	908	-	-	549
HCM Lane V/C Ratio	0.112	0.031	-	-	0.006	-	-	0.178
HCM Control Delay (s)	21.7	8	0	-	9	0	-	13
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖		↘	
Traffic Vol, veh/h	20	5	5	40	20	10
Future Vol, veh/h	20	5	5	40	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	5	5	43	22	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	27	0	78
Stage 1	-	-	-	-	25
Stage 2	-	-	-	-	53
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1587	-	925
Stage 1	-	-	-	-	998
Stage 2	-	-	-	-	970
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1587	-	922
Mov Cap-2 Maneuver	-	-	-	-	922
Stage 1	-	-	-	-	998
Stage 2	-	-	-	-	967

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	961	-	-	1587	-
HCM Lane V/C Ratio	0.034	-	-	0.003	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↕	↕	↗
Traffic Vol, veh/h	6	11	14	565	1205	28
Future Vol, veh/h	6	11	14	565	1205	28
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	12	15	614	1310	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1662	670	1340	0	-	0
Stage 1	1325	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	88	399	510	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	85	399	510	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.8	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	510	-	193	399	-	-
HCM Lane V/C Ratio	0.03	-	0.034	0.03	-	-
HCM Control Delay (s)	12.3	-	24.3	14.3	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

HCM 6th TWSC
2: Tretheway Rd & SR 12

Cumulative plus Project AM

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	46	289	25	5	546	5	45	5	5	5	5	57
Future Vol, veh/h	46	289	25	5	546	5	45	5	5	5	5	57
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	314	27	5	593	5	49	5	5	5	5	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	598	0	0	341	0	0	1067	1036	328	1039	1047	596
Stage 1	-	-	-	-	-	-	428	428	-	606	606	-
Stage 2	-	-	-	-	-	-	639	608	-	433	441	-
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	979	-	-	1218	-	-	200	232	713	209	228	504
Stage 1	-	-	-	-	-	-	605	585	-	484	487	-
Stage 2	-	-	-	-	-	-	464	486	-	601	577	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	979	-	-	1218	-	-	163	216	713	193	212	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	216	-	193	212	-
Stage 1	-	-	-	-	-	-	567	548	-	454	484	-
Stage 2	-	-	-	-	-	-	400	483	-	553	541	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.1			34.6			15.6		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	180	979	-	-	1218	-	-	412
HCM Lane V/C Ratio	0.332	0.051	-	-	0.004	-	-	0.177
HCM Control Delay (s)	34.6	8.9	0	-	8	0	-	15.6
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	25	31	17	30	7	6
Future Vol, veh/h	25	31	17	30	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	34	18	33	8	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	61	0	113
Stage 1	-	-	-	-	44
Stage 2	-	-	-	-	69
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1542	-	884
Stage 1	-	-	-	-	978
Stage 2	-	-	-	-	954
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1542	-	873
Mov Cap-2 Maneuver	-	-	-	-	873
Stage 1	-	-	-	-	978
Stage 2	-	-	-	-	943

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	938	-	-	1542	-
HCM Lane V/C Ratio	0.015	-	-	0.012	-
HCM Control Delay (s)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↗
Traffic Vol, veh/h	18	9	6	1815	1540	31
Future Vol, veh/h	18	9	6	1815	1540	31
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	60	225	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	10	7	1973	1674	34

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2692	854	1708	0	-	0
Stage 1	1691	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 17	302	368	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 17	302	368	-	-	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	316	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	368	-	115	302	-	-
HCM Lane V/C Ratio	0.018	-	0.17	0.032	-	-
HCM Control Delay (s)	15	-	42.6	17.3	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0.1	-	-

Notes

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

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	37	606	25	5	294	5	5	10	10	5	5	91
Future Vol, veh/h	37	606	25	5	294	5	5	10	10	5	5	91
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	659	27	5	320	5	5	11	11	5	5	99

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	325	0	0	686	0	0	1138	1088	673	1097	1099	323
Stage 1	-	-	-	-	-	-	753	753	-	333	333	-
Stage 2	-	-	-	-	-	-	385	335	-	764	766	-
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	1235	-	-	908	-	-	179	216	455	191	212	718
Stage 1	-	-	-	-	-	-	402	417	-	681	644	-
Stage 2	-	-	-	-	-	-	638	643	-	396	412	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1235	-	-	908	-	-	144	203	455	171	199	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	203	-	171	199	-
Stage 1	-	-	-	-	-	-	381	395	-	645	639	-
Stage 2	-	-	-	-	-	-	542	638	-	356	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	22.2	13
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	1235	-	-	908	-	-	558
HCM Lane V/C Ratio	0.115	0.033	-	-	0.006	-	-	0.197
HCM Control Delay (s)	22.2	8	0	-	9	0	-	13
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.7

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	20	7	6	40	31	17
Future Vol, veh/h	20	7	6	40	31	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	8	7	43	34	18

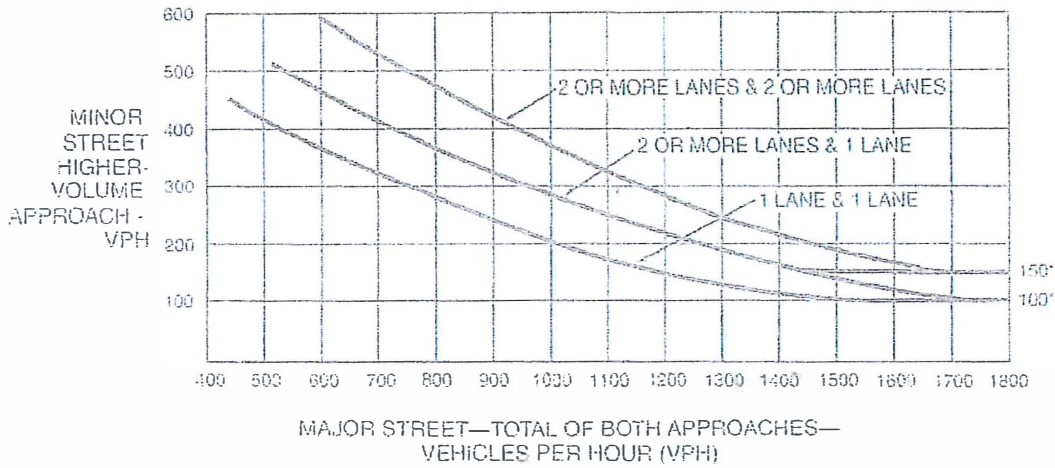
Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	30	0	83
Stage 1	-	-	-	-	26
Stage 2	-	-	-	-	57
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1583	-	919
Stage 1	-	-	-	-	997
Stage 2	-	-	-	-	966
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1583	-	914
Mov Cap-2 Maneuver	-	-	-	-	914
Stage 1	-	-	-	-	997
Stage 2	-	-	-	-	961

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	958	-	-	1583	-
HCM Lane V/C Ratio	0.054	-	-	0.004	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

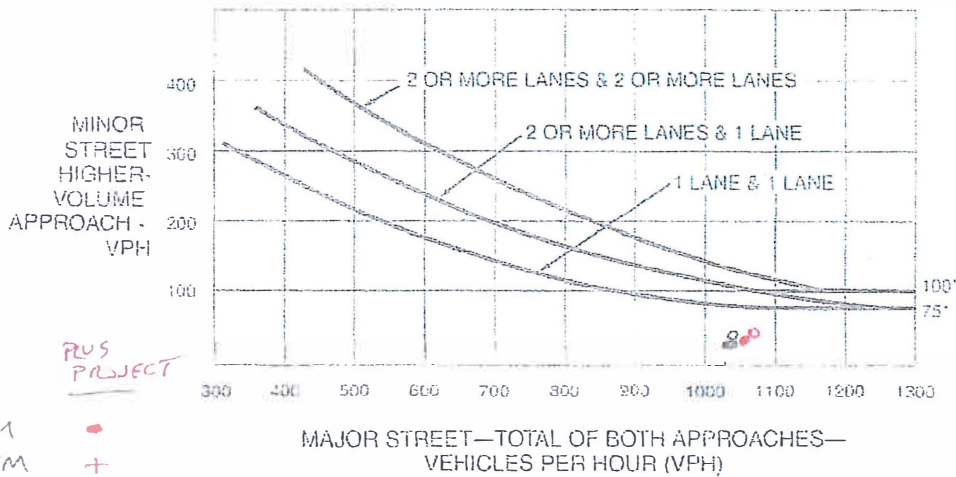
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Figure 4C-3. Warrant 3, Peak Hour



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.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

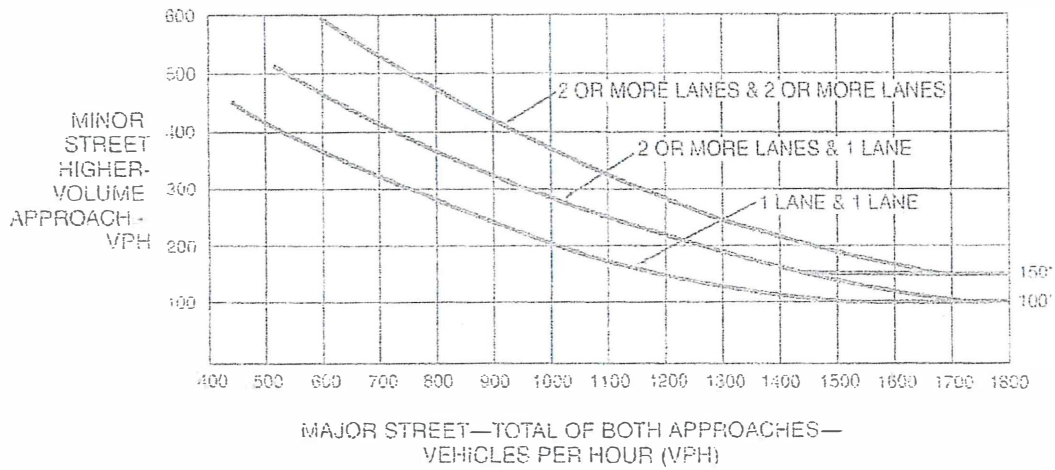


Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

- | | | | |
|---------|----------|-----|---------|
| No | | | |
| Project | | PUS | PROJECT |
| ● | EXIST AM | ● | |
| + | EXIST PM | + | |
| ○ | EPAP AM | ○ | |
| □ | EPAP PM | □ | |
| △ | CUM AM | △ | |
| ⊕ | CUM PM | ⊕ | |

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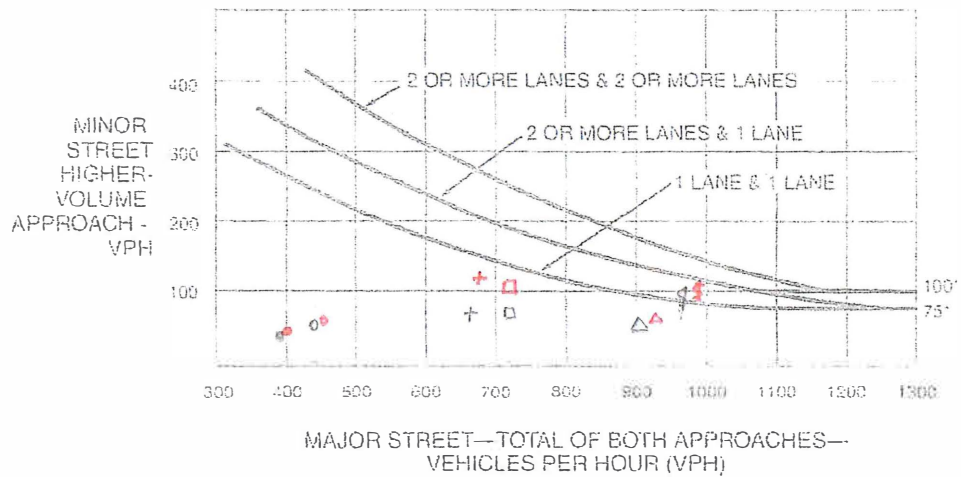
Figure 4C-3. Warrant 3, Peak Hour



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.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

No PROJECT

- EXIST AM
- + EXIST PM
- EPAP AM
- EPAP PM
- △ CUM AM
- ‡ CUM PM

PLUS PROJECT

-
- +
-
-
- △
- ‡

