

Appendix FEIR-2

Supplemental Freeway Off-Ramp Analysis

Intersection

Intersection Delay, s/veh45.2

Intersection LOS E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	318	515	16	243	416
Future Vol, veh/h	15	318	515	16	243	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	346	560	17	264	452
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	19.7	82.9	27.7
HCM LOS	C	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	97%
Vol Thru, %	0%	0%	5%	3%
Vol Right, %	0%	100%	95%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	243	416	333	531
LT Vol	243	0	0	515
Through Vol	0	0	15	16
RT Vol	0	416	318	0
Lane Flow Rate	264	452	362	577
Geometry Grp	7	7	2	2
Degree of Util (X)	0.562	0.811	0.627	1.065
Departure Headway (Hd)	7.912	6.68	6.46	6.644
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	460	547	561	548
Service Time	5.612	4.38	4.46	4.703
HCM Lane V/C Ratio	0.574	0.826	0.645	1.053
HCM Control Delay	20.3	32	19.7	82.9
HCM Lane LOS	C	D	C	F
HCM 95th-tile Q	3.4	7.9	4.3	17

HCM 6th TWSC
 138: Porter Street & I-10 Off Ramps

07/25/2023

Intersection

Int Delay, s/veh 170.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	122	132	28	367	630	166
Future Vol, veh/h	122	132	28	367	630	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	150
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	133	143	30	399	685	180

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	429	0	0 639 230
Stage 1	-	-	- 230 -
Stage 2	-	-	- 409 -
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	1130	-	- ~ 440 809
Stage 1	-	-	- 808 -
Stage 2	-	-	- ~ 671 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1130	-	- ~ 384 809
Mov Cap-2 Maneuver	-	-	- ~ 384 -
Stage 1	-	-	- 705 -
Stage 2	-	-	- ~ 671 -

Approach

	EB	WB	SB
HCM Control Delay, s	4.1	0	\$ 308.5
HCM LOS			F

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1130	-	-	-	384	809
HCM Lane V/C Ratio	0.117	-	-	-	1.783	0.223
HCM Control Delay (s)	8.6	0	-	-	\$ 387	10.7
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	43.5	0.9

Notes

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

HCM 6th TWSC
 214: Mateo Street & Enterprise Street/I-10 WB Off-Ramp

07/25/2023

Intersection												
Int Delay, s/veh	106.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	10	580	0	278	10	22	0	0	202	10
Future Vol, veh/h	10	0	10	580	0	278	10	22	0	0	202	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	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	11	0	11	630	0	302	11	24	0	0	220	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	423	272	226	277	277	24	231	0	-	-	-	0
Stage 1	226	226	-	46	46	-	-	-	-	-	-	-
Stage 2	197	46	-	231	231	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-	-	-	-
Pot Cap-1 Maneuver	541	635	813	675	631	1052	1337	-	0	0	-	-
Stage 1	777	717	-	968	857	-	-	-	0	0	-	-
Stage 2	805	857	-	772	713	-	-	-	0	0	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	383	630	813	662	626	1052	1337	-	-	-	-	-
Mov Cap-2 Maneuver	383	630	-	662	626	-	-	-	-	-	-	-
Stage 1	771	717	-	960	850	-	-	-	-	-	-	-
Stage 2	569	850	-	762	713	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB				
HCM Control Delay, s	12.2		138.6		2.4		0				
HCM LOS	B		F								

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1337	-	521	752	-	-
HCM Lane V/C Ratio	0.008	-	0.042	1.24	-	-
HCM Control Delay (s)	7.7	0	12.2	138.6	-	-
HCM Lane LOS	A	A	B	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	33.1	-	-

Intersection

Intersection Delay, s/veh 32.5

Intersection LOS D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	243	438	40	309	413
Future Vol, veh/h	23	243	438	40	309	413
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	264	476	43	336	449
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	15.7	50.3	27
HCM LOS	C	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	9%	8%
Vol Right, %	0%	100%	91%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	309	413	266	478
LT Vol	309	0	0	438
Through Vol	0	0	23	40
RT Vol	0	413	243	0
Lane Flow Rate	336	449	289	520
Geometry Grp	7	7	2	2
Degree of Util (X)	0.697	0.779	0.505	0.939
Departure Headway (Hd)	7.472	6.246	6.284	6.507
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	480	575	570	556
Service Time	5.256	4.029	4.367	4.574
HCM Lane V/C Ratio	0.7	0.781	0.507	0.935
HCM Control Delay	25.9	27.8	15.7	50.3
HCM Lane LOS	D	D	C	F
HCM 95th-tile Q	5.3	7.2	2.8	12

HCM 6th TWSC
138: Porter Street & I-10 EB Off-Ramp

07/25/2023

Intersection						
Int Delay, s/veh	17.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	243	144	29	544	165	63
Future Vol, veh/h	243	144	29	544	165	63
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	185
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	264	157	32	591	179	68

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	623	0	-	0	1013 328
Stage 1	-	-	-	-	328 -
Stage 2	-	-	-	-	685 -
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	958	-	-	-	265 713
Stage 1	-	-	-	-	730 -
Stage 2	-	-	-	-	500 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	958	-	-	-	185 713
Mov Cap-2 Maneuver	-	-	-	-	185 -
Stage 1	-	-	-	-	510 -
Stage 2	-	-	-	-	500 -

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	82.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	958	-	-	-	185	713
HCM Lane V/C Ratio	0.276	-	-	-	0.969	0.096
HCM Control Delay (s)	10.2	0	-	-	110	10.6
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	1.1	-	-	-	7.9	0.3

HCM 6th TWSC
 214: Mateo Street & Enterprise Street/I-10 WB Off-Ramp

07/25/2023

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	10	123	0	59	10	161	0	0	425	10
Future Vol, veh/h	10	0	10	123	0	59	10	161	0	0	425	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	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	11	0	11	134	0	64	11	175	0	0	462	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	697	665	468	670	670	175	473	0	-	-	-	0
Stage 1	468	468	-	197	197	-	-	-	-	-	-	-
Stage 2	229	197	-	473	473	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-	-	-	-
Pot Cap-1 Maneuver	356	381	595	371	378	868	1089	-	0	0	-	-
Stage 1	575	561	-	805	738	-	-	-	0	0	-	-
Stage 2	774	738	-	572	558	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	327	377	595	361	374	868	1089	-	-	-	-	-
Mov Cap-2 Maneuver	327	377	-	361	374	-	-	-	-	-	-	-
Stage 1	569	561	-	796	730	-	-	-	-	-	-	-
Stage 2	709	730	-	562	558	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14		19.4		0.5		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1089	-	422	445	-	-
HCM Lane V/C Ratio	0.01	-	0.052	0.445	-	-
HCM Control Delay (s)	8.3	0	14	19.4	-	-
HCM Lane LOS	A	A	B	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	2.2	-	-

Intersection

Intersection Delay, s/veh 46.4

Intersection LOS E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	326	515	16	269	416
Future Vol, veh/h	15	326	515	16	269	416
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	354	560	17	292	452
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	20.6	85.9	28.7
HCM LOS	C	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	97%
Vol Thru, %	0%	0%	4%	3%
Vol Right, %	0%	100%	96%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	269	416	341	531
LT Vol	269	0	0	515
Through Vol	0	0	15	16
RT Vol	0	416	326	0
Lane Flow Rate	292	452	371	577
Geometry Grp	7	7	2	2
Degree of Util (X)	0.624	0.814	0.646	1.074
Departure Headway (Hd)	7.949	6.717	6.502	6.701
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	456	543	560	543
Service Time	5.649	4.417	4.502	4.756
HCM Lane V/C Ratio	0.64	0.832	0.662	1.063
HCM Control Delay	22.9	32.5	20.6	85.9
HCM Lane LOS	C	D	C	F
HCM 95th-tile Q	4.2	8	4.6	17.3

HCM 6th TWSC
 138: Porter Street & I-10 Off Ramps

07/26/2023

Intersection						
Int Delay, s/veh	185.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	135	132	28	367	630	192
Future Vol, veh/h	135	132	28	367	630	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	0	150
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	147	143	30	399	685	209

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	429	0	-	0	667 230
Stage 1	-	-	-	-	230 -
Stage 2	-	-	-	-	437 -
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	1130	-	-	-	~ 424 809
Stage 1	-	-	-	-	808 -
Stage 2	-	-	-	-	~ 651 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1130	-	-	-	~ 364 809
Mov Cap-2 Maneuver	-	-	-	-	~ 364 -
Stage 1	-	-	-	-	694 -
Stage 2	-	-	-	-	~ 651 -

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	\$ 333.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1130	-	-	-	364	809
HCM Lane V/C Ratio	0.13	-	-	-	1.881	0.258
HCM Control Delay (s)	8.7	0	-	-	\$ 431.6	11
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.4	-	-	-	45.7	1

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

HCM 6th TWSC
 214: Mateo Street & Enterprise Street/I-10 WB Off-Ramp

07/26/2023

Intersection												
Int Delay, s/veh	134.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	10	580	0	304	10	48	0	0	215	10
Future Vol, veh/h	10	0	10	580	0	304	10	48	0	0	215	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	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	11	0	11	630	0	330	11	52	0	0	234	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	479	314	240	319	319	52	245	0	-	-	-	0
Stage 1	240	240	-	74	74	-	-	-	-	-	-	-
Stage 2	239	74	-	245	245	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-	-	-	-
Pot Cap-1 Maneuver	497	601	799	634	598	1016	1321	-	0	0	-	-
Stage 1	763	707	-	935	833	-	-	-	0	0	-	-
Stage 2	764	833	-	759	703	-	-	-	0	0	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	333	596	799	~ 621	593	1016	1321	-	-	-	-	-
Mov Cap-2 Maneuver	333	596	-	~ 621	593	-	-	-	-	-	-	-
Stage 1	756	707	-	927	826	-	-	-	-	-	-	-
Stage 2	511	826	-	749	703	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	180.8	1.3	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1321	-	470	717	-	-
HCM Lane V/C Ratio	0.008	-	0.046	1.34	-	-
HCM Control Delay (s)	7.7	0	13	180.8	-	-
HCM Lane LOS	A	A	B	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	39.6	-	-

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

Intersection

Intersection Delay, s/veh 35.6

Intersection LOS E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	293	438	40	322	413
Future Vol, veh/h	23	293	438	40	322	413
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	318	476	43	350	449
Number of Lanes	1	0	0	1	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	18.7	55.6	29.8
HCM LOS	C	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	92%
Vol Thru, %	0%	0%	7%	8%
Vol Right, %	0%	100%	93%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	413	316	478
LT Vol	322	0	0	438
Through Vol	0	0	23	40
RT Vol	0	413	293	0
Lane Flow Rate	350	449	343	520
Geometry Grp	7	7	2	2
Degree of Util (X)	0.742	0.798	0.604	0.961
Departure Headway (Hd)	7.629	6.401	6.333	6.657
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	473	561	567	540
Service Time	5.421	4.192	4.421	4.732
HCM Lane V/C Ratio	0.74	0.8	0.605	0.963
HCM Control Delay	29.5	30.1	18.7	55.6
HCM Lane LOS	D	D	C	F
HCM 95th-tile Q	6.1	7.7	4	12.6

HCM 6th TWSC
138: Porter Street & I-10 EB Off-Ramp

07/26/2023

Intersection						
Int Delay, s/veh	38.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	315	144	29	544	165	76
Future Vol, veh/h	315	144	29	544	165	76
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	185
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	342	157	32	591	179	83

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	623	0	-	0	1169 328
Stage 1	-	-	-	-	328 -
Stage 2	-	-	-	-	841 -
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	958	-	-	-	213 713
Stage 1	-	-	-	-	730 -
Stage 2	-	-	-	-	423 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	958	-	-	-	~ 130 713
Mov Cap-2 Maneuver	-	-	-	-	~ 130 -
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	423 -

Approach	EB	WB	SB
HCM Control Delay, s	7.4	0	191.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	958	-	-	-	130	713
HCM Lane V/C Ratio	0.357	-	-	-	1.38	0.116
HCM Control Delay (s)	10.8	0	-	-	274.6	10.7
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	1.6	-	-	-	11.8	0.4

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

HCM 6th TWSC
 214: Mateo Street & Enterprise Street/I-10 WB Off-Ramp

07/26/2023

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	10	123	0	72	10	174	0	0	497	10
Future Vol, veh/h	10	0	10	123	0	72	10	174	0	0	497	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	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	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	11	0	11	134	0	78	11	189	0	0	540	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	796	757	546	762	762	189	551	0	-	-	-	0
Stage 1	546	546	-	211	211	-	-	-	-	-	-	-
Stage 2	250	211	-	551	551	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	-	-	-	-	-
Pot Cap-1 Maneuver	305	337	538	322	335	853	1019	-	0	0	-	-
Stage 1	522	518	-	791	728	-	-	-	0	0	-	-
Stage 2	754	728	-	519	515	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	275	333	538	313	331	853	1019	-	-	-	-	-
Mov Cap-2 Maneuver	275	333	-	313	331	-	-	-	-	-	-	-
Stage 1	516	518	-	782	719	-	-	-	-	-	-	-
Stage 2	677	719	-	509	515	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	23	0.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1019	-	364	408	-	-
HCM Lane V/C Ratio	0.011	-	0.06	0.52	-	-
HCM Control Delay (s)	8.6	0	15.5	23	-	-
HCM Lane LOS	A	A	C	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	2.9	-	-