Appendix R Intersection #17 Analysis



November 1st, 2024

Bibiana Sparks Acorn Environmental 5170 Golden Foothill Parkway El Dorado Hills, CA 95762

Re: Analysis of the I-80 Westbound Off-Ramp at the SR 37 Eastbound Off-Ramp

Dear Ms. Sparks,

This letter was prepared to summarize the results of our analysis of the additional intersection requested by Caltrans (Intersection #17 - the SR 37 eastbound off-ramp at the I-80 westbound off-ramp). Based on a detailed analysis of traffic operations with and without the proposed project, implementation of the following mitigation measure would reduce the project impacts to a *less-than-significant* level.

Impact #1 Impacts to intersection operations - The project would contribute to LOS operations exceeding the established standards at the following intersection under Cumulative Plus Project Friday conditions:

SR 37 Eastbound Ramp at the I-80 Westbound Ramp (Intersection #17)

The addition of traffic from the proposed project would contribute to this intersection exceeding the established LOS standards. The poor traffic operations at Intersection #17 already occur under existing conditions without the proposed project during both the AM and PM peak hours. The proposed mitigation measure would be forecast to sufficiently mitigate both the LOS and queuing to acceptable levels in all plus project scenarios.

Mitigation Measure

MM 1 SR 37 Eastbound Ramp at the I-80 Westbound Ramp — Construct a concrete barrier/K-rail to separate the two off-ramp movements for an adequate distance to maintain safety without the need for a stop sign. The proposed mitigation would be for the project to pay a proportionate share of the costs for this barrier, which may need to be extended by up to 200 feet beyond the ramp merge, depending on Caltrans' final design. This would allow for removal of the stop sign for the I-80 westbound off-ramp approach, which would essentially change it from an intersection to a ramp merge and eliminate the current LOS F operations.



Project Description

The proposed project would consist of casino with 238,266 square feet of gaming floor with 3,500 slot machines and 130 table games. The project includes ballroom/event space that could accommodate a maximum of 2,500 guests. It would also include 24 Tribal residences, and a 12,555 square foot Tribal administration building. All access to the site would be via a new entrance roadway that would connect to the Auto Mall Parkway as the north leg at its existing intersection with Admiral Callaghan Lane. Two alternatives to the project have also been studied. Alternative B is a Reduced Intensity Alternative which consists of the same casino project but without the Tribal Housing and Offices. Alternative C is a Non-Gaming Alternative that would involve construction of 50 tribal residences and three Tribal administration buildings with a total of 23,353 square feet of building space. This alternative would also include two commercial buildings with a total of 129,702 square feet of building space and two hotel buildings with a total of 264 hotel rooms.

Analysis Methodology

Existing operational conditions at the new study intersection have been evaluated according to the requirements set forth by the Solano County and City of Vallejo General Plans. Analysis of traffic operations was conducted using the 6th Edition of the *Highway Capacity Manual (HCM)* Level of Service (LOS) methodology with Synchro software.¹ Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams.

As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience rapidly deteriorate as the capacity of the intersection or roadway segment is reached. Under such conditions, there is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of an intersection to accommodate it.

Table 1 summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections. For unsignalized intersections (all-way stop controlled and two-way stop controlled) the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and by movement (e.g., northbound left-turn) for those movements that are subject to delay. In general,

¹ 6th Edition of Highway Capacity Manual, Transportation Research Board, Washington D.C., 2016.



the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections. For queuing, the *HCM* methodology implemented with Synchro software was used to calculate the 95th percentile queues for left turn pockets at the project study intersections. The resulting queue lengths are reported in feet and compared to the available left turn storage at each intersection.

Significance Criteria

For the purposes of this analysis a project would have a significant impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of
 effectiveness for the performance of the off-reservation circulation system, taking
 into account all modes of transportation including mass transit and nonmotorized
 travel and relevant components of the circulation system, including, but not
 limited to intersections, streets, highways and freeways, pedestrian and bicycle
 paths, and mass transit.
- Consistent with Policy MTC 2.5 and Action MTC 2.5B in the Vallejo General Plan 2040, the advisory standard of the City of Vallejo is to maintain Level of Service (LOS) E during the peak hours "to be considered along with, but not to override, metrics for pedestrian, bicycle, transit and emergency access performance." The applicable measures of effectiveness are summarized below:

<u>Unsignalized Intersections</u> - Project-related operational effects on unsignalized intersections are considered to result in significant effects if project generated traffic causes the LOS at an unsignalized intersection to degrade to worse than LOS D. As with signalized intersections, if an intersection is operating unacceptably before the addition of project trips, it would be considered a significant effect if the project causes a stop-controlled intersection to fall to LOS E (for side-street stop-controlled intersections, for the worst side street movement or approach), or adds traffic to a stop-controlled intersection already operating at LOS F and the California Manual on Uniform Traffic Control Devices peak hour signal warrant is met.



	TABLE 1 SIGNALIZED INTERSECTION LEVEL (OF SERVICE DEF	INITIONS
Level of <u>Service</u>	Description of Operations	Average Delay (sec/veh)	/olume to <u>Capacity Ratio</u>
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
В	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
С	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00
	SOURCES: 6th Edition of the Highway Capacity Manual, Tra	Insportation Research	Board, 2016.

	TABLE 2 UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFI	NITIONS
Level of <u>Service</u>	Description of Operations	Average Delay (seconds/vehicle)
А	No delay for stop-controlled approaches.	0 to 10
В	Operations with minor delays.	> 10 to 15
С	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
Е	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50
	SOURCE: 6th Edition of the Highway Capacity Manual, Transportation Research E	Board, 2016.



Revised Project Trip Generation

Casino Trip Generation – The trip generation forecasts for the Proposed Project are presented in Table 3. The revised peak-hour trip generation for analysis was based on the higher trip rates per gaming position that were utilized for the EIS on the Shiloh Resort and Casino Project (Koi Nation of Northern California). The Proposed Project would have 3,500 slots and 130 table games. For the purposes of this analysis, it is assumed each table game would have an average of 7 gaming positions. This equates to a total of 4,410 gaming positions for the Proposed Project. Consistent with other casino traffic studies, the total casino traffic was also reduced by 10% to account for pass-by traffic (i.e. 90% of the casino trips were considered to be new to the area).²

Tribal Housing and Tribal Administration Building Trip Generation - The trip generation for the Tribal housing and the Tribal administration building are based on trip generation rates using the fitted curve equations for Single Family Detached Housing (ITE Land Use Code 210) and General Office Building (ITE Land Use Code 710) from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. It was assumed that approximately two thirds of the traffic to and from the Tribal Administration Building would be shared with trips from the Tribal residences and the casino. All the rates used in the analysis are presented in Table 3, which also summarizes the estimated weekday a.m. and p.m. peak-hour trip generation of the Proposed Project. During the normal weekday commute peak hours the total trip generation for the Proposed Project is estimated to be approximately 583 AM peak hour trips (339 inbound and 244 outbound) and 872 PM peak hour trips (409 inbound and 463 outbound).

Project Trip Distribution

The same trip distribution assumptions used in the EA were used for this analysis. The assumptions are based on the project's proximity to the access freeway and other key travel routes in Solano County, the existing directional split at nearby intersections, and engineering judgement considering the overall land use patterns in the area.

² Final Report – Phased Transportation Study for Proposed Urban Casinos in West Contra Costa County, Dowling Associates, Inc., Oakland, CA, December 28, 2007.



TABLE 3 PROJECT TRIP GENERATION CALCULATIONS

Land Use	Size	ADT	AN	1 Peak H	lour	PM	Peak H	lour
Land Ose	Size	ADI	In	Out	Total	In	Out	Total
Tribal Casino Trip Rates - Trips per Gaming Position		2.23	0.08	0.06	0.14	0.10	0.11	0.21
Unadjusted Casino Trip Generation	4,410 gaming positions	9,834	364	253	617	435	491	926
Pass-By Traffic Reduction (10%)		983	36	25	62	45	49	93
Net New Off-Site Casino Trip Generation		8,851	328	228	555	392	442	833
ITE Single Family Detached Housing Trip Rates - Trips per Unit		11.31	0.23	0.69	0.92	0.60	0.35	0.95
Tribal Housing Trip Generation	24 units	271	6	16	22	15	8	23
ITE General Office Building Trip Rates - Trips per Square Foot		15.20	0.84	0.11	0.95	0.40	1.96	2.36
Tribal Offices Trip Generation	12,555 sq. ft.	191	11	1	12	5	25	30
Shared Traffic Reduction (50%)		95	6	0	6	3	12	15
Net New Off-Site Tribal Offices Trip Generation		95	6	0	6	2	13	15
Total Project Trip Generation		9,218	339	244	583	409	463	872



Traffic Capacity Conditions

Tables 4, 5, and 6 summarize the weekday LOS results for the Existing, Baseline, and Cumulative conditions with and without the project study intersections. As shown in these tables, the intersection of the SR 37 eastbound off-ramp at the I-80 westbound off-ramp (Intersection #17) is forecast to operate at LOS F under all scenarios in both the AM and PM peak hour. Please note this scenario represents average weekday conditions that assume there is no event being held at the proposed theater.

TABLE 4
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	EXIS	TING	EXISTING PROJ	
			HOOK	Delay	LOS	Delay	LOS
17	I-80 SOUTHBOUND OFFRAMP & SR-37 EASTBOUND	Side Street	AM	65.0	F	163.6	F
	OFFRAMP	Stop	PM	125.0	F	300.7	F

SOURCE: Abrams Associates, 2024 **NOTE:** Delay results are presented in terms of seconds per vehicle.

TABLE 5 BASELINE INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	BASE	LINE	BASELIN PROJ	
			HOOK	Delay	LOS	Delay	LOS
17	I-80 SOUTHBOUND OFFRAMP & SR-37 EASTBOUND	Side Street	AM	85.4	F	201.8	F
''	OFFRAMP	Stop	PM	163.6	F	357.4	F

SOURCE: Abrams Associates, 2024 **NOTE:** Delay results are presented in terms of seconds per vehicle.

TABLE 6 CUMULATIVE INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	CUMUL	ATIVE	CUMUL PLUS PF	
			HOOK	Delay	LOS	Delay	LOS
17	I-80 SOUTHBOUND OFFRAMP & SR-37 EASTBOUND	Side Street	AM	254.8	F	431.2	F
	OFFRAMP	Stop	PM	415.7	F	682.9	F

SOURCE: Abrams Associates, 2024 **NOTE:** Delay results are presented in terms of seconds per vehicle.



MITIGATION

The following is a summary of the updated mitigation measures to address the transportation impacts of the project at the study intersection. Based on a detailed analysis of traffic operations with and without each of the proposed mitigations, implementation of the following mitigation measures would reduce the project impacts to a *less-than-significant* level.

Impact #1 Impacts to intersection operations - The project would contribute to LOS operations exceeding the established standards under Cumulative Plus Project Friday conditions:

SR 37 Eastbound Ramp at the I-80 Westbound Ramp (Intersection #17)

The addition of traffic from the proposed project would contribute to this intersection exceeding the established LOS standards. The poor traffic operations at Intersection #17 already occur under existing conditions without the proposed project during both the AM and PM peak hours. The proposed mitigation measure would be forecast to sufficiently mitigate both the LOS and queuing to acceptable levels in all plus project scenarios.

Mitigation Measure

MM 1 SR 37 Eastbound Ramp at the I-80 Westbound Ramp — Construct a concrete barrier/K-rail to separate the two off-ramp movements for an adequate distance to maintain safety without the need for a stop sign. The proposed mitigation would be for the project to pay a proportionate share of the costs for this barrier, which may need to be extended by up to 200 feet beyond the ramp merge, depending on Caltrans' final design. This would allow for removal of the stop sign for the I-80 westbound off-ramp approach, which would essentially change it from an intersection to a ramp merge and eliminate the current LOS F operations.

Please don't hesitate to contact me if you have any questions about this information, or if anything else is needed.

Sincerely,

Stephen C. Abrams

President

Abrams Associates

T.E. License No. 1852



Caltrans Response Memo Technical Appendix

Scotts Valley Development Project

City of Vallejo

Prepared by:
Abrams Associates
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596



November 1, 2024



Appendix Table of Contents

- 1) Traffic Counts
- 2) Sensitivity Analysis HCM 6th Edition Level of Service (LOS) Calculations for the I-80 Southbound Off-Ramp at the SR 37 Eastbound Off-Ramp (Intersection #17)

Weekday AM & PM Friday PM Friday with Event PM Saturday PM Intersection No: 17

Location: I-80 SB Off Ramp at SR-37 Off Ramp

AM Start Time 7:00 AM PM Start Time 4:00 PM

Date: Thursday, September 12, 2024

Collected By: Rick Folster



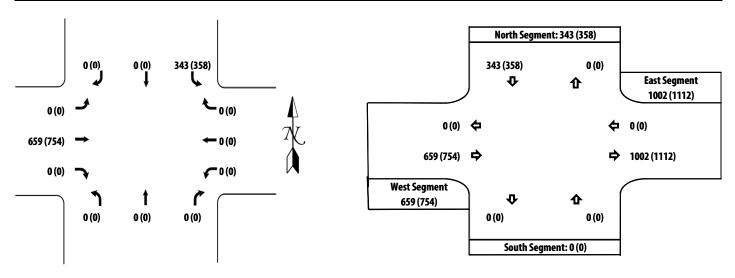
I-80 SB OFF RAMP AT SR-37 OFF RAMP INTERSECTION TURNING MOVEMENT SUMMARY

17	I-8	0 SB Off Ra	mp	I-8	0 SB Off Ra	ımp	SI	R-37 Off Rai	mp	SI	R-37 Off Rai	mp	AM
''	N	ORTHBOU	ND.	S	OUTHBOUN	ND	1	EASTBOUN	D	V	VESTBOUN	D	Alvi
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:00 AM		-		28	-			38	•				66
7:15 AM				59				108					167
7:30 AM				92				139					231
7:45 AM				88				169					257
8:00 AM				85				184					269
8:15 AM				78				167					245
8:30 AM				52			Ī	157		Ī			209
8:45 AM				50				135					185
Total	0	0	0	532	0	0	0	1097	0	0	0	0	1629

17	I-8	0 SB Off Ra	mp	I-8	0 SB Off Ra	ımp	SF	R-37 Off Rai	пр	SI	R-37 Off Rai	mp	РМ
''	N	ORTHBOUN	ND	s	OUTHBOUN	ND	E	EASTBOUN	D	V	VESTBOUN	D	FIVI
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
4:00 PM			-	102	-			203	-			•	305
4:15 PM				82				184					266
4:30 PM				78				179					257
4:45 PM				84				197					281
5:00 PM				88				180					268
5:15 PM				88				188					276
5:30 PM				81			Ī	193					274
5:45 PM				101				193					294
Total	0	0	0	704	0	0	0	1517	0	0	0	0	2221

					Al	M PEAK HO	UR VOLUMI	ES					
47	I-8	0 SB Off Ra	mp	I-8	0 SB Off Ra	mp	SI	R-37 Off Rar	mp	SF	R-37 Off Rar	np	АМ
''	N	ORTHBOUN	ID .	S	OUTHBOUN	1D	E	ASTBOUN	D	V	VESTBOUN	D	AIVI
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
7:30 AM				92				139					231
7:45 AM				88				169					257
8:00 AM				85				184					269
8:15 AM				78				167					245
Total	0	0	0	343	0	0	0	659	0	0	0	0	1002

					PI	M PEAK HO	UR VOLUMI	ES					
47	I-8	0 SB Off Ra	mp	I-8	0 SB Off Ra	mp	SI	R-37 Off Rar	np	SI	R-37 Off Rai	np	РМ
17	N	ORTHBOUN	1D	S	OUTHBOUN	ND	E	ASTBOUN	D	٧	VESTBOUN	D	
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
5:00 PM				88				180					268
5:15 PM				88				188					276
5:30 PM				81				193					274
5:45 PM				101				193					294
Total	0	0	0	358	0	0	0	754	0	0	0	0	1112



Intersection						
	22.3					
	EBL	EDT	WDT	WDD	CDI	SBR
	EBL	EBT	WBI	WBR	SBL	SBK
Lane Configurations	0	^	0	٥	242	^
Traffic Vol, veh/h	0	659	0	0	343	0
Future Vol, veh/h	0	659	0	0	343	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	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, %	3	3	3	3	3	3
Mvmt Flow	0	716	0	0	373	0
Major/Minor Ma	ajor1			N	/linor2	
Conflicting Flow All	- -	0		IV	716	
Stage 1	-	-			716	-
Stage 2	-	-				-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			- 10	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			395	0
Stage 1	0	-			-	0
Stage 2	0	-			482	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			395	-
Mov Cap-2 Maneuver	-	-			395	-
Stage 1	-	-			-	-
Stage 2	-	-			482	-
Ü						
Δ Ι					0.0	
Approach	EB				SB	
HCM Control Delay, s	0				65	
HCM LOS					F	
Minor Lane/Major Mvmt		FRT	SBLn1			
		-				
Capacity (veh/h) HCM Lane V/C Ratio			0.944			
		-				
HCM Control Delay (s)		-	65			
HCM C5th 0(4th O(4th)		-	F			
HCM 95th %tile Q(veh)		-	10.5			

Intersection								
Int Delay, s/veh	40.2							
init Delay, S/Ven								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
_ane Configurations					7			
Fraffic Vol, veh/h	0	754	0	0	358	0		
uture Vol, veh/h	0	754	0	0	358	0		
Conflicting Peds, #/hr	. 0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-			
Storage Length	-	-	-	-	0	-		
/eh in Median Storag	je,# -	0	0	-	0	-		
Grade, %	_	0	0	-	0	-		
Peak Hour Factor	92	92	92	92	92	92		
leavy Vehicles, %	3	3	3	3	3	3		
1vmt Flow	0	820	0	0	389	0		
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						-		
lajor/Minor	Major1			1	/linor2			
Conflicting Flow All	-	0			820	-		
Stage 1	-	-			0	-		
Stage 2	-	-			820	-		
ritical Hdwy	-	-			6.43	-		
ritical Hdwy Stg 1	-	-			-	-		
ritical Hdwy Stg 2	-	-			5.43	-		
ollow-up Hdwy	-	-			3.527	-		
ot Cap-1 Maneuver	0	-			~ 343	0		
Stage 1	0	-			-	0		
Stage 2	0	-			431	0		
latoon blocked, %		-						
Nov Cap-1 Maneuver	r -	-			~ 343	-		
lov Cap-2 Maneuver		-			~ 343	-		
Stage 1	-	-			-	-		
Stage 2	-	-			431	-		
nnraaah	ED				CD			
pproach	EB				SB			
ICM Control Delay, s	0				125			
CM LOS					F			
linor Lane/Major Mvi	mt	EBT S	SBLn1					
apacity (veh/h)			343					
CM Lane V/C Ratio		_	1.134					
CM Control Delay (s		_	125					
CM Lane LOS		_	F					
CM 95th %tile Q(vel	h)	-	15.3					
,	11)	_	13.3					
otes								
: Volume exceeds ca	apacity	\$: De	lay exc	ceeds 30	00s	+: Com	outation Not Defined	*: All major volume in plat
								-

Intersection						
Int Delay, s/veh	60.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations					*	
Traffic Vol, veh/h	0	712	0	0	419	0
Future Vol, veh/h	0	712	0	0	419	0
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	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	774	0	0	455	0
Major/Minor	Major1			N	/linor2	
Conflicting Flow All		0			774	-
Stage 1	-	-			0	-
Stage 2	-	-			774	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 365	0
Stage 1	0	-			-	0
Stage 2	0	-			~ 453	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			~ 365	-
Mov Cap-2 Maneuver	-	-			~ 365	-
Stage 1	-	-			-	-
Stage 2	-	-			~ 453	-
Approach	EB				SB	
HCM Control Delay, s	0				163.6	
HCM LOS	U				F	
TOW LOO					1	
Minor Lane/Major Mvn	nt	EBT:	SBLn1			
Capacity (veh/h)		-	365			
HCM Lane V/C Ratio		-	1.248			
HCM Control Delay (s)		-	.00.0			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh	1)	-	19.9			
Notes						
~: Volume exceeds ca	nacity	\$: Da	elav evo	ceeds 30)()s	+: Com
. Volume exceeds ca	pacity	ψ. Dt	day ext	Jeeus 30	103	·. Colli

Movement EBL EBT WBT WBR SBL SBR	Intersection						
Cane Configurations	Int Delay, s/veh	106.7					
Cane Configurations	Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	Lane Configurations						
Conflicting Peds, #/hr O O O O O O O O	Traffic Vol, veh/h	0		0	0		0
Sign Control Free Free Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length - - - 0 - 0 - Jeh in Median Storage, # - 0 0 - 0 - Peak Hour Factor 92 92 92 92 92 92 Heavy Vehicles, % 3	Future Vol, veh/h	0	818	0	0	450	0
RT Channelized	Conflicting Peds, #/hr	0					
Storage Length	Sign Control	Free		Free		Stop	
Veh in Median Storage, # - 0 0 - 0 - 0 - 0		-	None	-	None		None
Peak Hour Factor 92 92 92 92 92 92 92 9	Storage Length	-			-		-
Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92		e,# -		-		-	-
Heavy Vehicles, % 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		-				-	
Major/Minor Major1 Minor2 Conflicting Flow All - 0 889 - 0 - Stage 1 - 0 - 0 - Stage 2 - 889 - Critical Hdwy Stg 1 Critical Hdwy Stg 2 5.43 - Critical Hdwy Stg 2 312 0 0 - 312 0 0 - 312 0 0 - 312 0 0 - 312 0 0 - 312 0 0 - 312 0							
Major/Minor Major1 Minor2							
Stage 1	Mvmt Flow	0	889	0	0	489	0
Stage 1							
Stage 1	Major/Minor	Major1			Λ	/linor2	
Stage 1	Conflicting Flow All		0			889	-
Stage 2		-	-			0	-
Critical Hdwy Stg 1		-	-			889	-
## Critical Hdwy Stg 2	Critical Hdwy	-	-			6.43	-
Follow-up Hdwy 3.527	Critical Hdwy Stg 1	-	-			-	-
Stage 1	Critical Hdwy Stg 2	-	-				-
Stage 1 0 - - 0 Stage 2 0 - ~400 0 Platoon blocked, % - - 312 - Mov Cap-1 Maneuver - - 312 - Stage 1 - - - - Stage 2 - - 400 - Approach EB SB HCM Control Delay, s 0 \$300.7 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 312 HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6 Notes Notes	Follow-up Hdwy	-	-				-
Stage 2 0 - ~ 400 0 Platoon blocked, % - -	Pot Cap-1 Maneuver		-			~ 312	
Platoon blocked, % Mov Cap-1 Maneuver ~ 312 - ~ 3	Stage 1	0	-			-	0
Mov Cap-1 Maneuver - - 312 - Mov Cap-2 Maneuver - - 312 - Stage 1 - - - - - Stage 2 - - 400 -		0	-			~ 400	0
Mov Cap-2 Maneuver - - 312 - Stage 1 - <td< td=""><td>Platoon blocked, %</td><td></td><td>-</td><td></td><td></td><td></td><td></td></td<>	Platoon blocked, %		-				
Stage 1 - </td <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td>		-	-				-
Stage 2 ~ ~ 400 - Approach EB SB HCM Control Delay, s 0 \$300.7 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 312 HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6		-	-			~ 312	-
Approach EB SB HCM Control Delay, s 0 \$300.7 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 312 HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6		-	-				
## ACM Control Delay, s	Stage 2	-	-			~ 400	-
## ACM Control Delay, s							
## ACM Control Delay, s	Approach	FB				SB	
Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 312 HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$ 300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6 Notes					\$		
Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 312 HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$ 300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6 Notes		Ū			Ψ		
Capacity (veh/h) - 312 HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$ 300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6	110111 200						
Capacity (veh/h) - 312 HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$ 300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6	N. 1. (N. 1		FOT	201 (
HCM Lane V/C Ratio - 1.568 HCM Control Delay (s) -\$ 300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6		nt	EBT				
HCM Control Delay (s) -\$ 300.7 HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6			-				
HCM Lane LOS - F HCM 95th %tile Q(veh) - 28.6 Notes							
HCM 95th %tile Q(veh) - 28.6 Notes							
Notes		,					
	HCM 95th %tile Q(veh	1)	-	28.6			
	Notes						
TOMING ONOUGHO CADACITY W. DOILLY CACCOLLIS GOOD T. CATHERINGH INCH INCH		pacity	\$: De	elav exc	ceeds 30)0s	+: Com

ntersection	00.0								
nt Delay, s/veh	29.2								
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
ane Configurations		†			*				
raffic Vol, veh/h	0	686	0	0	357	0			
uture Vol, veh/h	0	686	0	0	357	0			
Conflicting Peds, #/hr		0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
T Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
eh in Median Storag	je,# -	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
eak Hour Factor	92	92	92	92	92	92			
eavy Vehicles, %	3	3	3	3	3	3			
vmt Flow	0	746	0	0	388	0			
laiar/Minar	Maiard				line 2				
lajor/Minor	Major1	0		T N	/linor2				
Conflicting Flow All	-	0			746	-			
Stage 1	-	-			746	-			
Stage 2	-	-			746	-			
itical Hdwy	-	-			6.43	-			
ritical Hdwy Stg 1	-	-			E 12	-			
ritical Hdwy Stg 2	-	-			5.43 3.527	-			
ollow-up Hdwy	-	-			~ 380	-			
ot Cap-1 Maneuver	0	-			~ 300	0			
Stage 1	0	-			467	0			
Stage 2 Platoon blocked, %	U				407	U			
lov Cap-1 Maneuver		-			~ 380	_			
Nov Cap-1 Maneuver Nov Cap-2 Maneuver		_			~ 380	-			
Stage 1		-			~ 300	-			
Stage 2	-				467	-			
Slaye Z	_	-			407	<u>-</u>			
oproach	EB				SB				
ICM Control Delay, s	0				85.4				
ICM LOS					F				
inor Lane/Major Mvi	mt	EBT S	SBLn1						
apacity (veh/h)		-	380						
CM Lane V/C Ratio		-	1.021						
CM Control Delay (s	s)	-	85.4						
CM Lane LOS	,	-	F						
CM 95th %tile Q(vel	h)	-	12.6						
lotes									
	'1	.	Jan.		20-		outstan Nat D. C	*. All '	a in althor
Volume exceeds ca	apacity	\$: De	elay exc	ceeds 30	JUS	+: Com	outation Not Defined	*: All major volum	ie in piatoon

Intersection						
Int Delay, s/veh	52.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<u> </u>			7	-0511
Traffic Vol, veh/h	0	785	0	0	373	0
Future Vol, veh/h	0	785	0	0	373	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	
Storage Length	-	-	-	-	0	-
Veh in Median Storage	е,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	853	0	0	405	0
Majar/Minar	Maiart			N.	Air a nO	
	Major1			IN.	/linor2	
Conflicting Flow All	-	0			853	-
Stage 1	-	-			0	-
Stage 2	-	-			853	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			- 10	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 328	0
Stage 1	0	-			-	0
Stage 2	0	-			416	0
Platoon blocked, %		-			000	
Mov Cap-1 Maneuver	-	-			~ 328	-
Mov Cap-2 Maneuver	-	-			~ 328	-
Stage 1	-	-			-	-
Stage 2	-	-			416	-
Approach	EB				SB	
HCM Control Delay, s	0				163.6	
HCM LOS	U				F	
TIOWI LOO					'	
Minor Lane/Major Mvn	nt	EBT	SBLn1			
Capacity (veh/h)		-	328			
HCM Lane V/C Ratio		-	1.236			
HCM Control Delay (s))	-	163.6			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh		-	18.1			
Notes						
	nacity	¢. Da	Nov ove	200do 20	200	ı: Com
~: Volume exceeds ca	pacity	\$: De	elay exc	ceeds 30	JUS	+: Com

Intersection						
Int Delay, s/veh	74.6					
		EST	MOT	WED	051	000
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	•	↑	•	•	100	^
Traffic Vol, veh/h	0	739	0	0	433	0
Future Vol, veh/h	0	739	0	0	433	0
Conflicting Peds, #/hi		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	110110		None	-	
Storage Length	- 4	-	-	-	0	-
Veh in Median Storag		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	803	0	0	471	0
Major/Minor	Major1			N	/linor2	
Conflicting Flow All		0			803	_
Stage 1	-	-			0	_
Stage 2	-	_			803	_
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	_			_	_
Critical Hdwy Stg 2	-	_			5.43	_
Follow-up Hdwy	-	_			3.527	_
Pot Cap-1 Maneuver		_			~ 351	0
Stage 1	0	_			-	0
Stage 2	0	_			~ 439	0
Platoon blocked, %	Ū	_			100	Ū
Mov Cap-1 Maneuve	r -	_			~ 351	_
Mov Cap-2 Maneuve		_			~ 351	_
Stage 1	-	_			-	_
Stage 2	_	_			~ 439	_
Olage 2					400	
Approach	EB				SB	
HCM Control Delay,	s 0				201.8	
HCM LOS					F	
Minor Lane/Major Mv	mt	FRT S	SBLn1			
Capacity (veh/h)	1110	-	351			
HCM Lane V/C Ratio			1.341			
HCM Control Delay (201.8			
HCM Lane LOS	5)	_	Z01.0			
HCM 95th %tile Q(ve	h)		22.7			
	11)		22.1			
Notes						
~: Volume exceeds c	apacity	\$: De	lay exc	ceeds 30	00s	+: Com

Intersection						
Int Delay, s/veh	126.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations					*	
Traffic Vol, veh/h	0	849	0	0	465	0
Future Vol, veh/h	0	849	0	0	465	0
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	
Storage Length	-	-	-	-	0	-
Veh in Median Storag	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	923	0	0	505	0
Major/Minor	Major1			N	/linor2	
Conflicting Flow All	_	0			923	-
Stage 1	-	-			0	-
Stage 2	-	-			923	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 298	0
Stage 1	0	-			-	0
Stage 2	0	-			~ 385	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver		-			~ 298	-
Mov Cap-2 Maneuver	· -	-			~ 298	-
Stage 1	-	-			-	-
Stage 2	-	-			~ 385	-
Approach	EB				SB	
HCM Control Delay, s				¢	357.4	
HCM LOS				Ψ	557.4 F	
TOW LOO					ı	
Minor Lane/Major Mvr	mt	EBT S	SBLn1			
Capacity (veh/h)		-	298			
HCM Lane V/C Ratio			1.696			
HCM Control Delay (s	s)	-\$	357.4			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh	n)	-	31.9			
Notes						
~: Volume exceeds ca	anacity	\$. D.	lay ove	ceeds 30	Ne	+: Com
. Volume exceeds ca	apacity	φ. De	ay ext	Leeds 30	105	T. COITI

Intersection							
Int Delay, s/veh	87.3						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	<u> </u>	WD1	WDIX) j	ODIT	
Traffic Vol, veh/h	0	812	0	0	423	0	
Future Vol, veh/h	0	812	0	0	423	0	
Conflicting Peds, #/hr	0	0 12	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		Stop -	None	
					0		
Storage Length		-	-	-		-	
Veh in Median Storage,		0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	3	3	3	3	3	3	
Mvmt Flow	0	883	0	0	460	0	
Major/Minor M	lajor1			<u> </u>	/linor2		
Conflicting Flow All	<u>-</u>	0			883	_	
Stage 1	_	_			0	_	
Stage 2	_	_			883	_	
Critical Hdwy	_	_			6.43	_	
Critical Hdwy Stg 1	_	_			0.40	_	
Critical Hdwy Stg 2	_	_			5.43	_	
Follow-up Hdwy	_	_			3.527	-	
Pot Cap-1 Maneuver	0	_			~ 315	0	
	0				~ 313	0	
Stage 1	0	-			~ 403	0	
Stage 2	U	-			~ 403	U	
Platoon blocked, %		-			245		
Mov Cap-1 Maneuver	-	-			~ 315	-	
Mov Cap-2 Maneuver	-	-			~ 315	-	
Stage 1	-	-			-	-	
Stage 2	-	-			~ 403	-	
Approach	EB				SB		
HCM Control Delay, s	0				254.8		
HCM LOS	Ū				F		
1.5141 2.00					'		
Minor Lane/Major Mvmt		EBT :	SBLn1				
Capacity (veh/h)		-	315				
HCM Lane V/C Ratio		-	1.46				
HCM Control Delay (s)		-	254.8				
HCM Lane LOS		-	F				
HCM 95th %tile Q(veh)		-	25				
ì							
Notes	••	^ -		1 6	20		
~: Volume exceeds capa	acity	\$: De	elay exc	ceeds 30	JUs	+: Com	putation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	133.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations					ሻ	
Traffic Vol, veh/h	0	930	0	0	442	0
Future Vol, veh/h	0	930	0	0	442	0
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	1011	0	0	480	0
Major/Minor	Major1			١	/linor2	
Conflicting Flow All	-	0			1011	-
Stage 1	-	-			0	-
Stage 2	-	-			1011	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 264	0
Stage 1	0	-			-	0
Stage 2	0	-			~ 350	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	· -	-			~ 264	-
Mov Cap-2 Maneuver	· -	-			~ 264	-
Stage 1	-	-			-	-
Stage 2	-	-			~ 350	-
Approach	EB				SB	
HCM Control Delay, s				¢	415.7	
HCM LOS	0			Ψ	413.7 F	
TIOWI LOG					<u>'</u>	
Minor Lane/Major Mvr	mt	EBT:	SBLn1			
Capacity (veh/h)		-	264			
HCM Lane V/C Ratio		-	1.82			
HCM Control Delay (s	s)	-\$	415.7			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh	n)	-	32.6			
Notes						
~: Volume exceeds ca	anacity	\$. D.	alay aya	ceeds 30)ne	+: Com
. Volume exceeds ca	apacity	φ. De	ay exc	Leeus 30	105	T. COITI

Int Delay, s/veh 157.7	Intersection						
Lane Configurations		157.7					
Lane Configurations	Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h							
Future Vol, veh/h Conflicting Peds, #hr Conflicting Flow All Conflicting Flow All Conflicting Flow All Conflicting Flow All Conflicting Hdwy Stg 1 Conflicting Hdwy Stg 2 Conflicting Hdwy Conflicting		0		0	0		0
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Future Vol, veh/h						
Sign Control Free RTC Bree RTC Free RTC Stop Stop Stop RT Channelized None - None - None Storage Length 0 - 0 - 0 Veh in Median Storage, # - 0 0 0 - 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 - 0 Peak Hour Factor 92 92 92 92 92 Heavy Vehicles, % 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3							
RT Channelized - None - None - None Storage Length 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	Sign Control						
Storage Length	RT Channelized	-	None				
Veh in Median Storage, # - 0 0 0 - 0 - 0 Grade, % - 0 0 0 - 0 0 - 0 - 0 Grade, % - 0 0 0 - 0 0 - 0 - 0 Grade, % - 0 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0		-				0	
Grade, % - 0 0 - 0 - 0 - Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92		,# -	0	0	-	0	-
Peak Hour Factor 92 92 92 92 92 92 92				0	-	0	-
Heavy Vehicles, % 3 3 3 3 3 3 3 3 3	Peak Hour Factor	92	92	92	92	92	92
Moment Flow 0 940 0 542 0 Major/Minor Major1 Minor2 Conflicting Flow All - 0 940 - Stage 1 - - 0 - Stage 2 - 940 - Critical Hdwy - 6.43 - Critical Hdwy Stg 1 - - - Critical Hdwy Stg 2 - 5.43 - Follow-up Hdwy - 3.527 - Pot Cap-1 Maneuver 0 - 291 0 Stage 1 0 - - 0 Stage 2 0 - - 0 Platoon blocked, % - - - 291 - Mov Cap-1 Maneuver - - - 291 - Mov Cap-2 Maneuver - - - - - Stage 1 - - - - - Stage							
Major/Minor Major1 Minor2 Conflicting Flow All - 0 940 - Stage 1 - 0 - 0 - Stage 2 - 940 - Critical Hdwy 6.43 - Critical Hdwy Stg 1 Critical Hdwy Stg 2 - 5.43 - Critical Hdwy Stg 2 - 5.43 - Critical Hdwy 3.527 - Pot Cap-1 Maneuver 0 - 291 0 Stage 1 0 0 Stage 2 0 - 378 0 Platoon blocked, % Mov Cap-1 Maneuver 291 - Mov Cap-2 Maneuver 291 - Stage 1 378 0 Platoon blocked, % Follow-up Hdwy 3.527 - Stage 1 0 378 0 Platoon blocked, % Follow-up Hdwy 291 - Stage 1 3.738 - Approach EB SB HCM Control Delay, s 0 \$431.2 HCM Lane LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) \$431.2 HCM Lane LOS - F HCM Sth %tile Q(veh) - 36.9 Notes	Mvmt Flow						
Conflicting Flow All							
Conflicting Flow All	Major/Minor N	Maior1			N	/linor2	
Stage 1			Λ		- 1		
Stage 2							
Critical Hdwy 6.43 Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 5.43 - Follow-up Hdwy 3.527 - Pot Cap-1 Maneuver 0 291 0 Stage 1 0 0 Stage 2 0 378 0 Platon blocked, % - Mov Cap-1 Maneuver 291 - Mov Cap-2 Maneuver 291 - Stage 1 378 - Stage 2 378 - Stage 3 Stage 3 Stage 4 Stage 5 Stage 5 Stage 6 Stage 7 Stage 9 378 - Stage 9	ŭ .	-					
Critical Hdwy Stg 1		-					
Critical Hdwy Stg 2 - - 5.43 - Follow-up Hdwy - - 3.527 - Pot Cap-1 Maneuver 0 - - 0 Stage 1 0 - - 0 Platoon blocked, % - - - - Mov Cap-1 Maneuver - - - - Mov Cap-2 Maneuver - - - - Stage 1 - - - - Stage 2 - - - - - Approach EB SB HCM Control Delay, s 0 \$ 431.2 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) - \$431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes Notes	•					0.43	
Follow-up Hdwy 3.527 Pot Cap-1 Maneuver 0 291 0 Stage 1 0 0 Stage 2 0 378 0 Platoon blocked, % Mov Cap-1 Maneuver 291 Mov Cap-2 Maneuver 291 - Stage 1 Stage 2 378 Stage 2 378 Stage 2 378 Stage 2						E 12	
Pot Cap-1 Maneuver 0 - ~ 291 0 Stage 1 0 0 Stage 2 0 - ~ 378 0 Platoon blocked, %							
Stage 1 0 - - 0 Stage 2 0 - ~378 0 Platoon blocked, % - - Mov Cap-1 Maneuver - - ~291 - Mov Cap-2 Maneuver - - ~291 - Stage 1 - - - - Stage 2 - - ~378 - Approach EB SB HCM Control Delay, s ### Add to the control Delay of the c							
Stage 2 0 - ~378 0 Platoon blocked, % - - Mov Cap-1 Maneuver - - 291 - Mov Cap-2 Maneuver - - - - Stage 1 - - - - Stage 2 - - ~378 - Approach EB SB HCM Control Delay, s 0 \$431.2 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) - \$431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes Notes						~ 291	
Platoon blocked, % Mov Cap-1 Maneuver						070	
Mov Cap-1 Maneuver - ~ 291 - Mov Cap-2 Maneuver - - ~ 291 - Stage 1 - - - - Stage 2 - - ~ 378 - Approach EB SB HCM Control Delay, s 0 \$ 431.2 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes		Ü				~ 3/8	U
Mov Cap-2 Maneuver - ~ 291 - Stage 1 - - - Stage 2 - - ~ 378 - Approach EB SB HCM Control Delay, s 0 \$ 431.2 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) - \$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes						004	
Stage 1 - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
Stage 2						~ 291	
Approach EB SB HCM Control Delay, s 0 \$431.2 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes		-				-	-
HCM Control Delay, s 0 \$ 431.2 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes	Stage 2	-	-			~ 378	-
HCM Control Delay, s 0 \$ 431.2 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes							
Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes	Approach	EB				SB	
Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes	HCM Control Delay, s	0			\$	431.2	
Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes	HCM LOS					F	
Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes							
Capacity (veh/h) - 291 HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes	Minor Lane/Major Mym	ıt	FRT	SBI n1			
HCM Lane V/C Ratio - 1.864 HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes			LDT				
HCM Control Delay (s) -\$ 431.2 HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes			-				
HCM Lane LOS - F HCM 95th %tile Q(veh) - 36.9 Notes							
HCM 95th %tile Q(veh) - 36.9 Notes			-φ				
Notes		\	-				
	· · ·		_	50.9			
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in plato	Notes						
·	~: Volume exceeds cap	pacity	\$: De	elay exc	ceeds 30)0s	+: Com

Int Delay, s/veh 238.7	Intersection						
Lane Configurations		238.7					
Lane Configurations	Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h							
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Stop Stop RT Channelized - None - None - None - None Stop RT Channelized - None -		0		0	0		0
Sign Control Free RT Channelized Free None Free None Free None Stop None None			994	0	0	534	0
RT Channelized		0					
Storage Length		Free		Free		Stop	
Veh in Median Storage, # - 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0		-	None	-	None		None
Grade, % - 0 0 - 0 - 0 - Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92		-			-		-
Peak Hour Factor 92 94 92 92 94 92 92 94 92 92 94 92 94 94 94 94 94 94 94 94 94 94 92 94 94 92 94		e,# -		-	-		-
Heavy Vehicles, % 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		-				-	
Mymt Flow 0 1080 0 580 0 Major/Minor Major1 Minor2 Conflicting Flow All - 0 1080 - Stage 1 - 0 - - Stage 2 - 1080 - - Critical Hdwy Stg 1 - - - - Critical Hdwy Stg 2 - 5.43 - - Follow-up Hdwy - 3.527 - - Pot Cap-1 Maneuver 0 - - 0 - Stage 1 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - - 0 - - - 0 - - - 2 0 - - - - - - - 2 -							
Major/Minor Major1 Minor2 Conflicting Flow All - 0 1080 - Stage 1 - - 0 - Stage 2 - 1080 - Critical Hdwy - 6.43 - Critical Hdwy Stg 1 - - - Critical Hdwy Stg 2 - 5.43 - Follow-up Hdwy - 3.527 - Pot Cap-1 Maneuver 0 - - 240 0 Stage 1 0 - - 240 0 Stage 2 0 - - 324 0 Platoon blocked, % - - Mov Cap-1 Maneuver - - - 240 - Mov Cap-2 Maneuver - - - 240 - Stage 1 - - - - Stage 2 - - - - - Mov Cap-2 Maneuver - - - - <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>							
Conflicting Flow All	Mvmt Flow	0	1080	0	0	580	0
Conflicting Flow All							
Conflicting Flow All	Major/Minor	Major1			N	/linor2	
Stage 1 - - 0 - Stage 2 - - 1080 - Critical Hdwy - - 6.43 - Critical Hdwy Stg 1 - - - - Critical Hdwy Stg 2 - - - - Follow-up Hdwy - - 3.527 - Pot Cap-1 Maneuver 0 - - 240 0 Stage 1 0 - - 224 0 Platoon blocked, % -<			0				-
Stage 2 - - 1080 - Critical Hdwy - - - - Critical Hdwy Stg 1 - - - - Critical Hdwy Stg 2 - - 5.43 - Follow-up Hdwy - - 2.40 0 Stage 1 - - - 2.40 0 Stage 1 - - - 2.40 - Mov Cap-2 Maneuver -		-					-
Critical Hdwy - - 6.43 - Critical Hdwy Stg 1 - - - - Critical Hdwy Stg 2 - - 5.43 - Follow-up Hdwy - - 5.43 - Follow-up Hdwy - - 240 0 Stage 1 0 - - 0 Stage 2 0 - - 0 Stage 2 0 - - 240 Mov Cap-1 Maneuver - - - 240 Mov Cap-2 Maneuver - - - - - Stage 1 - - - - - - Stage 2 - <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td>		-	-				-
Critical Hdwy Stg 1 -		-	-			6.43	-
Critical Hdwy Stg 2 - - 5.43 - Follow-up Hdwy - - 3.527 - Pot Cap-1 Maneuver 0 - - 240 0 Stage 1 0 - - 0 0 Stage 2 0 - - 324 0 Platoon blocked, % - - - 240 - Mov Cap-1 Maneuver - - - 240 - Mov Cap-2 Maneuver - <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td>-</td> <td>-</td>		-	-			-	-
Follow-up Hdwy 3.527 - Pot Cap-1 Maneuver 0 - ~ 240 0 Stage 1 0 - ~ 0 Stage 2 0 - ~ 324 0 Platoon blocked, % Mov Cap-1 Maneuver - ~ 240 - Mov Cap-2 Maneuver - ~ 240 - Stage 1 - ~ ~ 240 - Stage 2 - ~ 324 - Approach EB SB HCM Control Delay, s 0 \$682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$682.9 HCM Lane LOS - F HCM Stage 1 F HCM 95th %tile Q(veh) - 47.2 Notes		-	-			5.43	-
Stage 1 0 - - 0 Stage 2 0 - ~ 324 0 Platoon blocked, % - - Wov Cap-1 Maneuver - ~ 240 - Mov Cap-2 Maneuver - - ~ 240 - Stage 1 - - - - Stage 2 - - ~ 324 - Approach EB SB HCM Control Delay, s 0 \$ 682.9 HCM Los F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes Notes		-	-			3.527	-
Stage 2 0 - ~ 324 0 Platoon blocked, % - - Mov Cap-1 Maneuver - ~ 240 - Mov Cap-2 Maneuver - - ~ 240 - Stage 1 - - - - Stage 2 - - ~ 324 - Approach EB SB HCM Control Delay, s 0 \$ 682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) - \$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes Notes		0	-			~ 240	0
Platoon blocked, %	Stage 1	0	-			-	0
Mov Cap-1 Maneuver - ~ 240 - Mov Cap-2 Maneuver - - ~ 240 - Stage 1 - - - - - Stage 2 - - ~ 324 - Approach EB SB HCM Control Delay, s 0 \$ 682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes	Stage 2	0	-			~ 324	0
Mov Cap-2 Maneuver - - 240 - Stage 1 - - - - Stage 2 - - 324 - Approach EB SB HCM Control Delay, s 0 \$ 682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes	•		-				
Stage 1 - </td <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td>			-				-
Stage 2 - - ~ 324 - Approach EB SB HCM Control Delay, s 0 \$ 682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes		· -	-			~ 240	-
Approach EB SB HCM Control Delay, s 0 \$682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes		-	-			-	-
HCM Control Delay, s 0 \$ 682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes	Stage 2	-	-			~ 324	-
HCM Control Delay, s 0 \$ 682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes							
HCM Control Delay, s 0 \$ 682.9 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes	Approach	FR				SB	
HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes					\$		
Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes					Ψ		
Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes	TOW LOO					'	
Capacity (veh/h) - 240 HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes							
HCM Lane V/C Ratio - 2.418 HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes		mt	EBT				
HCM Control Delay (s) -\$ 682.9 HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes							
HCM Lane LOS - F HCM 95th %tile Q(veh) - 47.2 Notes							
HCM 95th %tile Q(veh) - 47.2 Notes		s)	-\$				
Notes			-				
	HCM 95th %tile Q(vel	1)	-	47.2			
	Notes						
		apacity	\$· De	elav exc	ceeds 30)0s	+: Com

Liferent									
ntersection	20.2								
nt Delay, s/veh	29.3								
lovement	EBL	EBT	WBT	WBR	SBL	SBR			
ane Configurations					- 1				
affic Vol, veh/h	0	685	0	0	357	0			
iture Vol, veh/h	0	685	0	0	357	0			
onflicting Peds, #/hr	0	0	0	0	0	0			
gn Control	Free	Free	Free	Free	Stop	Stop			
T Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
eh in Median Storag	e,# -	0	0	-	0	-			
rade, %	-	0	0	-	0	-			
eak Hour Factor	92	92	92	92	92	92			
eavy Vehicles, %	3	3	3	3	3	3			
mt Flow	0	745	0	0	388	0			
ijor/Minor	Major1			N	/linor2				
onflicting Flow All	-	0			745	_			
Stage 1	_	-			0	-			
Stage 2	_	_			745	_			
itical Hdwy	_	_			6.43	_			
itical Hdwy Stg 1	_	_			-	_			
itical Hdwy Stg 2	_	_			5.43	_			
llow-up Hdwy	-	_			3.527	_			
ot Cap-1 Maneuver	0	_			~ 380	0			
Stage 1	0	_			_	0			
Stage 2	0	-			467	0			
atoon blocked, %		-							
ov Cap-1 Maneuver		-			~ 380	-			
ov Cap-2 Maneuver		-			~ 380	-			
Stage 1	-	-			-	-			
Stage 2	-	-			467	-			
proach	EB				SB				
CM Control Delay, s					85.4				
CM LOS	,				F				
200									
novi ono/Maiaw M		EDT (י וחר						
nor Lane/Major Mvi	mt	FRI	SBLn1						
pacity (veh/h)		-	380						
CM Lane V/C Ratio	. \		1.021						
CM Control Delay (s	5)	-	85.4						
CM Lane LOS	1. \	-	F						
CM 95th %tile Q(vel	n)	-	12.6						
otes									
/olume exceeds ca	apacity	\$: De	elay exc	ceeds 30)0s	+: Com	outation Not Defined	*: All major volume	in platoon
								•	

Intersection						
Int Delay, s/veh	93.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<u> </u>			<u> </u>	
Traffic Vol, veh/h	0	755	0	0	458	0
Future Vol, veh/h	0	755	0	0	458	0
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, %	3	3	3	3	3	3
Mvmt Flow	0	821	0	0	498	0
Major/Minor N	/lajor1			N	/linor2	
Conflicting Flow All	-	0			821	-
Stage 1	-	-			0	-
Stage 2	-	-			821	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 343	0
Stage 1	0	-			-	0
Stage 2	0	-			~ 431	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			~ 343	-
Mov Cap-2 Maneuver	-	-			~ 343	-
Stage 1	-	-			-	-
Stage 2	-	-			~ 431	-
Approach	EB				SB	
HCM Control Delay, s	0				248.1	
HCM LOS					F	
N.C. 1 (24.1. N.C.		FOT	2DL (
Minor Lane/Major Mvm	t	EBT	SBLn1			
Capacity (veh/h)		-	343			
HCM Lane V/C Ratio			1.451			
HCM Control Delay (s)			248.1			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh)		-	26.4			
Notes						

Intersection						
Int Delay, s/veh	38.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<u> </u>			<u> </u>	
Traffic Vol, veh/h	0	713	0	0	371	0
Future Vol, veh/h	0	713	0	0	371	0
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	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	775	0	0	403	0
Major/Minor	Major1			N	/linor2	
Conflicting Flow All	-	0			775	-
Stage 1	-	-			0	-
Stage 2	-	-			775	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 365	0
Stage 1	0	-			-	0
Stage 2	0	-			453	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver		-			~ 365	-
Mov Cap-2 Maneuver	-	-			~ 365	-
Stage 1	-	-			-	-
Stage 2	-	-			453	-
Approach	EB				SB	
HCM Control Delay, s	0				112.3	
HCM LOS	U				F	
I IOIVI LOO						
Minor Lane/Major Mvn	nt	EBT	SBLn1			
Capacity (veh/h)		-	365			
HCM Lane V/C Ratio			1.105			
HCM Control Delay (s)	-	112.3			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh	1)	-	14.9			
Notes						
~: Volume exceeds ca	nacity	\$: Dc	alay eye	ceeds 30	າດຣ	+: Com
. Volume exceeds ca	pacity	φ. De	nay ext	Jeeus 30	103	r. Com

Intersection						
Int Delay, s/veh	111					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations					*	
Traffic Vol, veh/h	0	783	0	0	472	0
Future Vol, veh/h	0	783	0	0	472	0
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, %	3	3	3	3	3	3
Mvmt Flow	0	851	0	0	513	0
	//ajor1			1	/linor2	
Conflicting Flow All	-	0			851	-
Stage 1	-	-			0	-
Stage 2	-	-			851	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 329	0
Stage 1	0	_			-	0
Stage 2	0	-			~ 417	0
Platoon blocked, %		_				
Mov Cap-1 Maneuver	-	_			~ 329	-
Mov Cap-2 Maneuver	_	_			~ 329	_
Stage 1	_	_			-	_
Stage 2	_	_			~ 417	_
Olaye 2					717	
Approach	EB				SB	
HCM Control Delay, s	0				295.2	
HCM LOS					F	
1 (1)		EDT.) DI (
Minor Lane/Major Mvm	t	EBIS	SBLn1			
Capacity (veh/h)		-	329			
HCM Lane V/C Ratio			1.559			
HCM Control Delay (s)		-	295.2			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh)		-	29.5			
Notos						
Notes					20	
~: Volume exceeds cap	acity	\$: De	elay exc	ceeds 30)0s	+: Com

Intersection								
Int Delay, s/veh	105.9							
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		<u></u>			<u> </u>			
Traffic Vol, veh/h	0	844	0	0	439	0		
Future Vol, veh/h	0	844	0	0	439	0		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-			
Storage Length	-	-	-	-	0	-		
Veh in Median Storage	e,# -	0	0	-	0	-		
Grade, %	-	0	0	-	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	3	3	3	3	3	3		
Mvmt Flow	0	917	0	0	477	0		
Major/Minor	Major1			N	Minor2			
Conflicting Flow All	iviajoi i	0			917			
Stage 1	-	-			917	-		
Stage 2	-	-			917	-		
Critical Hdwy	-	-			6.43	-		
Critical Hdwy Stg 1	_	_			0.43	-		
					5.43			
Critical Hdwy Stg 2	-	-				-		
Follow-up Hdwy	-	-			3.527 ~ 301	-		
Pot Cap-1 Maneuver	0	-			~ 301	0		
Stage 1		-			- 200	0		
Stage 2	0	-			~ 388	0		
Platoon blocked, %		-			204			
Mov Cap-1 Maneuver		-			~ 301	-		
Mov Cap-2 Maneuver		-			~ 301	-		
Stage 1	-	-			200	-		
Stage 2	-	-			~ 388	-		
Approach	EB				SB			
HCM Control Delay, s	0			\$	309.5			
HCM LOS					F			
Minor Lane/Major Mvn	nt	EBT:	SBLn1					
Capacity (veh/h)			301					
HCM Lane V/C Ratio			1.585					
HCM Control Delay (s	:)		309.5					
	1	Ψ						
	,	_	F					
HCM Lane LOS	•	-	28.3					
HCM Lane LOS HCM 95th %tile Q(veh	•	-	F 28.3					
HCM Lane LOS	1)		28.3	ceeds 30			Itation Not Defined	*: All major volume

Intersection						
Int Delay, s/veh 210.	1					
Movement EB	_ EB	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^			*	
		914	0	0	540	0
· · · · · · · · · · · · · · · · · · ·		914	0	0	540	0
		0	0	0	0	0
Sign Control Fre			Free	Free	Stop	Stop
RT Channelized				None	-	
Storage Length		-	-	-	0	-
		0	0	-	0	-
		0	0	-	0	-
Peak Hour Factor 9		92	92	92	92	92
		3	3	3	3	3
		993	0	0	587	0
viiit I IOW	33	000	U	U	301	U
Major/Minor Major				N	Minor2	
Conflicting Flow All	- (0			993	-
Stage 1	-	-			0	-
Stage 2	-	-			993	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	_	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	_	-			3.527	_
	^	_			~ 271	0
	0	_			£1 1	0
	^				~ 357	0
Platoon blocked, %		-			001	U
		_			~ 271	
Mov Cap-1 Maneuver		-				-
Mov Cap-2 Maneuver	-	-			~ 271	-
Stage 1	-	-			-	-
Stage 2	-	-			~ 357	-
Approach E	3				SB	
	<u> </u>			¢	566.6	
HCM LOS				φ	500.0 F	
I IOIVI LOO					r	
Minor Lane/Major Mvmt	EB'	EBT SI	BLn1			
Capacity (veh/h)		-	271			
HCM Lane V/C Ratio		- 2	2.166			
HCM Control Delay (s)			566.6			
HCM Lane LOS		Ψ (F			
HCM 95th %tile Q(veh)			44.4			
UCIVI SOUL WITH CHAPTER			T			
,						
Notes ~: Volume exceeds capacity				ceeds 30		+: Com

Intersection								
Int Delay, s/veh	137							
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations					7			
Traffic Vol, veh/h	0	788	0	0	506	0		
Future Vol, veh/h	0	788	0	0	506	0		
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 Storag	ge,# -	0	0	-	0	-		
Grade, %	-	0	0	-	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	3	3	3	3	3	3		
Mvmt Flow	0	857	0	0	550	0		
Major/Minor	Majord			, A	lines?			
Major/Minor	Major1	^		I\	/linor2			
Conflicting Flow All	-	0			857	-		
Stage 1	-	-			0	-		
Stage 2	-	-			857	-		
Critical Hdwy	-	-			6.43	-		
Critical Hdwy Stg 1	-	-			- 10	-		
Critical Hdwy Stg 2	-	-			5.43	-		
-ollow-up Hdwy	-	-			3.527	-		
Pot Cap-1 Maneuver		-			~ 326	0		
Stage 1	0	-			-	0		
Stage 2	0	-			~ 414	0		
Platoon blocked, %		-						
Mov Cap-1 Maneuve		-			~ 326	-		
Mov Cap-2 Maneuve		-			~ 326	-		
Stage 1	-	-			-	-		
Stage 2	-	-			~ 414	-		
Approach	EB				SB			
HCM Control Delay, s				\$	350.3			
HCM LOS				Ψ	F			
N. 4' 1 (0.1)			D: (
Minor Lane/Major Mv	mt	EBT S	SBLn1					
Capacity (veh/h)		-	326					
HCM Lane V/C Ratio			1.687					
HCM Control Delay (s	s)	-\$	350.3					
HCM Lane LOS		-	F					
HCM 95th %tile Q(ve	h)	-	34.1					
Notes								
~: Volume exceeds ca	anacity	\$. Da	alay ay	ceeds 30	ηρε	+· Com	outation Not Defined	*: All major volume in platoor
. Volume exceeds c	apacity	φ. De	ay ext	GEUS 31	105	+. C0III	butation Not Delined	. All major volume in platoor

Intersection								
Int Delay, s/veh	157							
<u> </u>								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		•			7			
Traffic Vol, veh/h	0	816	0	0	520	0		
Future Vol, veh/h	0	816	0	0	520	0		
Conflicting Peds, #/h	r 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 Storag	ge,# -	0	0	-	0	-		
Grade, %	-	0	0	-	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	3	3	3	3	3	3		
Mvmt Flow	0	887	0	0	565	0		
Majay/Minas	Mainud				Ain c = O			
Major/Minor	Major1			1	/linor2			
Conflicting Flow All	-	0			887	-		
Stage 1	-	-			0	-		
Stage 2	-	-			887	-		
Critical Hdwy	-	-			6.43	-		
Critical Hdwy Stg 1	-	-				-		
Critical Hdwy Stg 2	-	-			5.43	-		
-ollow-up Hdwy	-	-			3.527	-		
Pot Cap-1 Maneuver		-			~ 313	0		
Stage 1	0	-			-	0		
Stage 2	0	-			~ 401	0		
Platoon blocked, %		-						
Mov Cap-1 Maneuve		-			~ 313	-		
Mov Cap-2 Maneuve	er -	-			~ 313	-		
Stage 1	-	-			-	-		
Stage 2	-	-			~ 401	-		
Approach	EB				SB			
HCM Control Delay,				¢	403.3			
HCM LOS	3			φ	403.3 F			
IOIVI LOO					Г			
Minor Lane/Major My	/mt	EBT S	SBLn1					
Capacity (veh/h)		-	313					
ICM Lane V/C Ratio)	-	1.806					
HCM Control Delay ((s)	-\$	403.3					
HCM Lane LOS		-	F					
HCM 95th %tile Q(ve	eh)	-	37.2					
•								
Notes		Φ. D.	Jane 1		10-		udation Nat Defeat	*. All
~: Volume exceeds of	capacity	\$: De	elay exc	ceeds 30	JUS	+: Com	outation Not Defined	*: All major volume in platod

Intersection								
Int Delay, s/veh	270.6							
IIII Delay, S/VeII								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations					- 7			
Fraffic Vol, veh/h	0	947	0	0	588	0		
uture Vol, veh/h	0	947	0	0	588	0		
Conflicting Peds, #/hi	r 0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	-	-	0	-		
√eh in Median Storag	ge,# -	0	0	-	0	-		
Grade, %	-	0	0	-	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	3	3	3	3	3	3		
/lvmt Flow	0	1029	0	0	639	0		
Asian/Mina	Mainud				Ain c = O			
Major/Minor	Major1			1	/linor2			
Conflicting Flow All	-	0			1029	-		
Stage 1	-	-			0	-		
Stage 2	-	-			1029	-		
Critical Hdwy	-	-			6.43	-		
Critical Hdwy Stg 1	-	-			-	-		
Critical Hdwy Stg 2	-	-			5.43	-		
-ollow-up Hdwy	-	-			3.527	-		
ot Cap-1 Maneuver		-			~ 258	0		
Stage 1	0	-			-	0		
Stage 2	0	-			~ 343	0		
Platoon blocked, %		-						
Mov Cap-1 Maneuve		-			~ 258	-		
Nov Cap-2 Maneuve	r -	-			~ 258	-		
Stage 1	-	-			-	-		
Stage 2	-	-			~ 343	-		
Approach	EB				SB			
HCM Control Delay,				¢	706.3			
HCM LOS	3 0			φ	700.5			
IOIVI LOS					г			
/linor Lane/Major Mv	mt	EBT S	SBLn1					
Capacity (veh/h)		-	258					
CM Lane V/C Ratio		-	2.477					
ICM Control Delay (s)	-\$	706.3					
ICM Lane LOS		-	F					
HCM 95th %tile Q(ve	eh)	-	52.2					
Notes								
		ф. D	lav	O	000	0	utotion Not Define	*. All masion ! ! !-
: Volume exceeds c	apacity	\$: De	lay exc	ceeds 30	JUS	+: Com	outation Not Defined	*: All major volume in pla

Intersection						
Int Delay, s/veh	24.4					
		CDT	MOT	WED	ODI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑			1	
Traffic Vol, veh/h	0	668	0	0	348	0
Future Vol, veh/h	0	668	0	0	348	0
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	e, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	726	0	0	378	0
		0			0.0	
	Major1			N	Minor2	
Conflicting Flow All	-	0			726	-
Stage 1	-	-			0	-
Stage 2	-	-			726	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	_	_			5.43	_
Follow-up Hdwy	_	_			3.527	_
Pot Cap-1 Maneuver	0	_			390	0
Stage 1	0	_			-	0
Stage 2	0	_			477	0
Platoon blocked, %	U				411	U
					200	
Mov Cap-1 Maneuver	-	-			390	-
Mov Cap-2 Maneuver	-	-			390	-
Stage 1	-	-			-	-
Stage 2	-	-			477	-
Approach	EB				SB	
	0				71.3	
HCM Control Delay, s HCM LOS	U				71.3 F	
HCIVI LOS					Г	
Minor Lane/Major Mvm	nt	EBT S	SBLn1			
Capacity (veh/h)		_	390			
HCM Lane V/C Ratio		_	0.97			
HCM Control Delay (s)			71.3			
HCM Lane LOS			71.5 F			
	\	-				
HCM 95th %tile Q(veh))	-	11.2			

Intersection						
Int Delay, s/veh	129.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<u> </u>			<u> </u>	
Traffic Vol, veh/h	0	775	0	0	503	0
Future Vol, veh/h	0	775	0	0	503	0
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	842	0	0	547	0
Major/Minor	Major1			N	/linor2	
Conflicting Flow All	-	0			842	-
Stage 1	-	-			0	-
Stage 2	-	-			842	-
Critical Hdwy	-	-			6.43	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.43	-
Follow-up Hdwy	-	-			3.527	-
Pot Cap-1 Maneuver	0	-			~ 333	0
Stage 1	0	-			-	0
Stage 2	0	-			~ 421	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver		-			~ 333	-
Mov Cap-2 Maneuver	-	-			~ 333	-
Stage 1	-	-			-	-
Stage 2	-	-			~ 421	-
Approach	EB				SB	
HCM Control Delay, s				¢	330.1	
HCM LOS	U			Ψ	550.1	
TIOW LOO					'	
Minor Lane/Major Mvr	nt	EBT S	SBLn1			
Capacity (veh/h)		-	333			
HCM Lane V/C Ratio			1.642			
HCM Control Delay (s		-\$	330.1			
HCM Lane LOS		-	F			
HCM 95th %tile Q(veh	1)	-	32.9			
Notes						
~: Volume exceeds ca	nacity	\$· De	elav exc	ceeds 30)0s	+: Com
. Volumo exceeds co	paoity	ψ. De	hay ext	JCCU3 J(,00	

Intersection								
Int Delay, s/veh	32.2							
int Delay, S/Ven								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations					- 7			
Traffic Vol, veh/h	0	695	0	0	362	0		
Future Vol, veh/h	0	695	0	0	362	0		
Conflicting Peds, #/hi	r 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 Storag	ge,# -	0	0	-	0	-		
Grade, %	-	0	0	-	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	3	3	3	3	3	3		
Mvmt Flow	0	755	0	0	393	0		
Majar/Minar	Mainud				Ain c = O			
Major/Minor	Major1			1	/linor2			
Conflicting Flow All	-	0			755	-		
Stage 1	-	-			0	-		
Stage 2	-	-			755	-		
Critical Hdwy	-	-			6.43	-		
Critical Hdwy Stg 1	-	-			-	-		
Critical Hdwy Stg 2	-	-			5.43	-		
Follow-up Hdwy	-	-			3.527	-		
ot Cap-1 Maneuver		-			~ 375	0		
Stage 1	0	-			-	0		
Stage 2	0	-			462	0		
Platoon blocked, %		-						
Mov Cap-1 Maneuve		-			~ 375	-		
Mov Cap-2 Maneuve	r -	-			~ 375	-		
Stage 1	-	-			-	-		
Stage 2	-	-			462	-		
Approach	EB				SB			
HCM Control Delay,					93.9			
HCM LOS	5 0				95.9 F			
IOW LOS					Г			
Minor Lane/Major Mv	/mt	EBT S	SBLn1					
Capacity (veh/h)		-	375					
ICM Lane V/C Ratio)	-	1.049					
HCM Control Delay (s)	-	93.9					
HCM Lane LOS		-	F					
HCM 95th %tile Q(ve	eh)	-	13.4					
Notes								
		r. D	lav	O	200	0	outotion Not Defined	*. All manion veloces in the letter
~: Volume exceeds c	apacity	\$: De	lay exc	ceeds 30	JUS	+: Com	outation Not Defined	*: All major volume in platoo

Intersection							
	149.3						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		†			*		
Traffic Vol, veh/h	0	802	0	0	517	0	
Future Vol, veh/h	0	802	0	0	517	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
•	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	Stop -	None	
					0		
Storage Length	<u>-</u> ш	-	-	-		-	
Veh in Median Storage,		0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	3	3	3	3	3	3	
Mvmt Flow	0	872	0	0	562	0	
Major/Minor Major/Minor	ajor1			N	/linor2		
Conflicting Flow All	<u>-</u>	0		-	872		
Stage 1	_	-			0	_	
Stage 2	_	_			872	_	
Critical Hdwy	_	_			6.43	_	
Critical Hdwy Stg 1					0.43		
	-	-				-	
Critical Hdwy Stg 2	-	-			5.43	-	
Follow-up Hdwy	-	-			3.527	-	
Pot Cap-1 Maneuver	0	-			~ 320	0	
Stage 1	0	-			-	0	
Stage 2	0	-			~ 407	0	
Platoon blocked, %		-					
Mov Cap-1 Maneuver	-	-			~ 320	-	
Mov Cap-2 Maneuver	-	-			~ 320	-	
Stage 1	-	-			-	-	
Stage 2	-	-			~ 407	-	
Approach	EB				SB		
				φ			
HCM Control Delay, s	0			\$	380.9		
HCM LOS					F		
Minor Lane/Major Mvmt		EBT	SBLn1				
Capacity (veh/h)		_	320				
HCM Lane V/C Ratio		_	1.756				
HCM Control Delay (s)			380.9				
HCM Lane LOS		Ψ	500.5				
HCM 95th %tile Q(veh)		_	36.1				
` '		_	50.1				
Notes							
~: Volume exceeds capa	acity	\$: De	lay exc	ceeds 30	00s	+: Com	putation Not Defined *: All major volume in platoon

Movement	Intersection									
Lane Configurations	Int Delay, s/veh	93.9								
Lane Configurations	Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Traffic Vol, Veh/h O 823 O 0 429 O Cuture Vol, veh/h O 823 O 0 429 O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations					*				
Future Vol, veh/h Conflicting Peds, #hr O Conflicting Storage, # - O Conflicting Storage, # - O Conflicting Flow Free Conflicting Flow All Conflicting	Traffic Vol, veh/h	0		0	0		0			
Sign Control Free RT Channelized Free None Free None Free None Stop None Storage Length - - - 0 -	Future Vol, veh/h	0		0	0	429	0			
Sign Control	Conflicting Peds, #/hr									
RT Channelized	Sign Control	Free			Free		Stop			
Strage Length	RT Channelized									
Veh in Median Storage, # - 0 0 0 - 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 - 0 Grade, % - 0 0 0 - 0 0 - 0 Grade, % - 0 0 0 - 0 0 - 0 Grade, % - 0 0 0 - 0 0 - 0 Grade, % - 0 0 0 - 0 0 - 0 Grade, % - 0 0 0 - 0 Grade, % - 0 0 895 0 0 466 0 Grade, % - 0 0 895 0 0 466 0 Grade, % - 0 0 - 0 Grade, % - 0 0 Gr	Storage Length	-				0				
Grade, % - 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0		,# -	0	0	-	0	-			
Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92	Grade, %				-		-			
Heavy Vehicles, % 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Peak Hour Factor	92			92		92			
Major/Minor Major1 Minor2 Conflicting Flow All - 0 895 - 0 - 5 5 6 7										
Major/Minor Major1 Minor2 Conflicting Flow All - 0 895 - Stage 1 - 0 - 0 - Stage 2 - 895 - Critical Hdwy Stg 1 Critical Hdwy Stg 2 5.43 - Critical Hdwy Stg 2 3.527 - Critical Hdwy Stg 2 Stage 1 0 0 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Stage 2 0 3.527 - Critical Hdwy Stg 2 Critical Hdwy Stg 2 Stage 2 0 3.52 - Critical Hdwy Stg 2 Cr	Mvmt Flow									
Stage 1										
Stage 1	Maior/Minor N	/laior1			N	Minor2				
Stage 1			0				_			
Stage 2										
Critical Hdwy Stg 1	ŭ	_								
Critical Hdwy Stg 1										
Critical Hdwy Stg 2 5.43 - Follow-up Hdwy 3.527 - Pot Cap-1 Maneuver 0 - ~310 0 Stage 1 0 0 Stage 2 0 - ~397 0 Platoon blocked, % - Mov Cap-1 Maneuver ~310 - Mov Cap-2 Maneuver ~310 - Stage 1 ~310 - Stage 1 ~310 - Stage 2 - ~397 - Approach EB SB HCM Control Delay, s 0 274 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Los - F HCM Sth Wille Q(veh) - 26.2 Notes	•					- 0.40				
Follow-up Hdwy 3.527 Pot Cap-1 Maneuver 0 310 0 Stage 1 0 0 Stage 2 0 397 0 Platon blocked, %						5.43				
Pot Cap-1 Maneuver 0 - ~ 310 0 Stage 1 0 0 Stage 2 0 - ~ 397 0 Platoon blocked, %										
Stage 1 0 - - 0 Stage 2 0 - ~ 397 0 Platoon blocked, % - - - - Mov Cap-1 Maneuver - - ~ 310 - Stage 1 - - - - Stage 2 - - ~ 397 - Approach EB SB HCM Control Delay, s 0 274 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes Notes										
Stage 2						-				
Platoon blocked, % - Mov Cap-1 Maneuver ~ 310 - Mov Cap-2 Maneuver ~ 310 - Stage 1 Stage 2 ~ 397 - Approach EB SB HCM Control Delay, s 0 274 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Lone LOS - F HCM 95th %tile Q(veh) - 26.2 Notes						~ 397				
Mov Cap-1 Maneuver - ~ 310 - Mov Cap-2 Maneuver - ~ 310 - Stage 1 - - - Stage 2 - - ~ 397 - Approach EB SB HCM Control Delay, s 0 274 - HCM LOS F F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes Notes		-				307				
Mov Cap-2 Maneuver - - 310 - Stage 1 - - - - Stage 2 - - 397 - Approach EB SB HCM Control Delay, s 0 274 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes	•	_				~ 310	_			
Stage 1 - </td <td></td>										
Stage 2 - - ~ 397 - Approach EB SB -						-				
Approach EB SB HCM Control Delay, s 0 274 HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes						~ 397	_			
CM Control Delay, s	Olugo Z					001				
CM Control Delay, s	Approach	FB				SB				
HCM LOS F Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2										
Minor Lane/Major Mvmt EBT SBLn1 Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes	•	U								
Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes	TIOW LOG					r				
Capacity (veh/h) - 310 HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes	Minor Long/Major M.		EDT (CDL4						
HCM Lane V/C Ratio - 1.504 HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes			ERI							
HCM Control Delay (s) - 274 HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes			-							
HCM Lane LOS - F HCM 95th %tile Q(veh) - 26.2 Notes			-							
HCM 95th %tile Q(veh) - 26.2 Notes			-							
Notes			-							
	HCM 95th %tile Q(veh)		-	26.2						
~ Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	Notes									
Traditio should suppose the participation of the major volume in place of	~: Volume exceeds cap	acity	\$: De	elay exc	ceeds 30	00s	+: Com	outation Not Defined	*: All major volume in	platoon

Intersection								
Int Delay, s/veh	259.7							
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		†			*			
Traffic Vol, veh/h	0	930	0	0	584	0		
Future Vol, veh/h	0	930	0	0	584	0		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-		-	None		
Storage Length	_	-	-	-	0	-		
Veh in Median Storage	e,# -	0	0	_	0	_		
Grade, %	-	0	0	-	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	3	3	3	3	3	3		
Mvmt Flow	0	1011	0	0	635	0		
Major/Minor I	Major1				Minor2			
Conflicting Flow All	iviajui i -	0			1011	_		
Stage 1	-	-			0			
Stage 1 Stage 2	-	-			1011	-		
Critical Hdwy	-	-			6.43	-		
Critical Hdwy Stg 1	-	-			0.43	-		
	-	-			5.43	-		
Critical Hdwy Stg 2		-			3.527			
Follow-up Hdwy	-	-				-		
Pot Cap-1 Maneuver	0	-			~ 264	0		
Stage 1	0	-			- 250	0		
Stage 2	0	-			~ 350	0		
Platoon blocked, %		-			064			
Mov Cap-1 Maneuver	-	-			~ 264	-		
Mov Cap-2 Maneuver	-	-			~ 264	-		
Stage 1	-	-			- 250	-		
Stage 2	-	-			~ 350	-		
Approach	EB				SB			
HCM Control Delay, s	0			\$	673.2			
HCM LOS					F			
Minor Lane/Major Mvm	nt	FRT 9	SBLn1					
Capacity (veh/h)	-		264					
HCM Lane V/C Ratio			2.404					
HCM Control Delay (s)			673.2					
HCM Lane LOS		-φ	F					
HCM 95th %tile Q(veh)	-	51					
)	-	51					
Notes								
~: Volume exceeds cap	pacity	\$: De	\$: Delay exceeds 300s -			+: Com	outation Not Defined	*: All major volume in plate