

TRAFFIC IMPACT STUDY

**TULIP ESTATES
12697 LOYALIST PARKWAY
PICTON, ON**

PRINCE EDWARD COUNTY

PREPARED FOR:

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Revision Number	Date	Comments
Rev.0	July, 2019	Draft Issued for Client Review
Rev.1	July, 2019	Issued for Submission

1.0 Executive Summary

C.F. Crozier & Associates Inc. (Crozier) was retained by Hilden Homes to undertake a Traffic Impact Study in support of the proposed draft Plan of Subdivision located at 12697 Loyalist Parkway in Picton, Prince Edward County, ON.

The proposed development, as illustrated on the Draft Plan prepared by IBI Group, is for 0.69 hectare of open space, 2.12 hectare of a stormwater management facility, 8.75 hectare proposed for single detached, semi-detached, street townhouse residential units and 5.36 hectare proposed for townhouses.

Under 2019 existing conditions the boundary road network is currently operating at a Level of Service (LOS) "C" or better. The highest delays and volume to capacity ratio is observed during the weekday p.m. peak period at the intersection of Union Street and Bridge Street.

In addition to the background traffic and the proposed draft plan the analysis also includes the Port Picton Homes and Picton Harbour Lofts developments.

Under 2029 future background conditions, the minor leg of the intersection of Union Street and Bridge Street is projected to operate at a Level of Service "D" during the weekday p.m. peak hour. The northbound left movement at Union Street & Bridge Street is projected to experience high delays during the weekday p.m. peak period and is expected to operate close to capacity with a volume to capacity ratio of 0.98.

The proposed development is expected to generate 244 two-way (60 inbound and 184 outbound) trips during the weekday a.m. peak hour and 318 two-way (200 inbound and 118 outbound) trips during the weekday p.m. peak hour.

Under 2029 future total conditions, the northbound left movement at Union Street & Bridge Street is projected to experience high levels of delay with a Level of Service "F" during the weekday p.m. peak period and is expected to operate over capacity with a volume to capacity ratio of 1.25.

During off-peak hours, the study intersections are projected to operate with acceptable delays and well under capacity under 2029 future total horizon. No geometric improvements are recommended at the study intersection of Union Street & Bridge Street; however, it is recommended that the County monitor the intersection of Union Street & Bridge Street for possible signalization to improve intersection operations.

The analysis undertaken herein was prepared using the most recent Draft Plan prepared by IBI Group, dated December 17, 2018. Any minor changes to the data will not materially affect the conclusions contained within this report.

The proposed development can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development during off-peak hours.

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2.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by Hilden Homes to undertake a Traffic Impact Study in support of the proposed subdivision located at 12697 Loyalist Parkway in Picton, Prince Edward County, ON. The purpose of the study is to assess the impacts of the proposed development on the boundary road network and to recommend required mitigation measures, if warranted.

A scope of work was sent to Prince Edward County Staff on June 11, 2019 and comments were received on June 21, 2019. A Scope of work was also sent to the Ministry of Transportation on June 21, 2019. No comments have been received by MTO to date on the terms of reference sent.

3.0 Existing Conditions

3.1 Development Property

The subject property covers an area of approximately 21.9 ha and currently consists of open lots and a few residential units. The property, located in a residential area, is bounded by Loyalist Parkway to the west, residential units to the south and greenfield to the north and east.

The latest Draft Plan prepared by IBI Group, dated December 17, 2018 (See Figure 1), proposes approximately 0.69 hectare of open space, 2.12 hectare of a stormwater management facility, 8.75 hectare proposed for single detached, semi-detached, street townhouse residential units and 5.36 hectare proposed for townhouses. With a maximum density of 27.5 du/net hectare as identified within the Secondary Plan, a maximum of 240 single-family units and 147 townhouses can be proposed on the property. Full-movement accesses on to Bridge Street and Owen Street are also proposed.

3.2 Boundary Road Network

The boundary road network is summarized in Table 1 below.

Table 1: Boundary Road Network

Road	Lanes	Speed Limit (km/h)	Jurisdiction
Bridge Street/Loyalist Parkway	2	Posted 50 km/h	Ministry of Transportation
Church Street	2	Unposted 50 km/h	Prince Edward County
Eyres Street	2	Unposted 50 km/h	Prince Edward County
Union Street	2	Posted 50 km/h	Prince Edward County
John Street	2	Posted 40 km/h	Prince Edward County

To provide clarity throughout this report and in the supporting analysis, Bridge Street/Loyalist Parkway, and Union Street have been assigned an east-west orientation. Eyre Street, Church Street and John Street have been assigned a north-south orientation. Although Union Street has been assigned an east west alignment, the section intersecting Bridge Street/Loyalist Parkway is aligned north-south.

3.3 Traffic Data

Turning movement counts at the study intersections were conducted by Spectrum Traffic Data Inc. on Tuesday, July 9, 2019, between the weekday a.m. peak hours of 7:00 a.m. and 9:00 a.m. and during the weekday p.m. peak hours of 4:00 p.m. and 6:00 p.m. on average, the a.m. peak hour was observed from 8:00 a.m. to 9:00 a.m. in the morning and 4:15 p.m. to 5:15 pm in the afternoon.

Traffic data contained in Appendix a provides a summary of the turning movement counts. Refer to Figure 2 for the existing traffic volumes.

During turning movement counts collection, construction was happening at the south leg at the intersection of Church Street and Union Street as part of the Picton Heights watermain/sidewalks project. Traffic flow was restricted to one lane at the south leg on Church Street with flaggers to direct traffic. Since all four legs of the intersection were accessible at the time of the collection, no adjustments were made to the traffic volumes.

3.4 Traffic Modeling

The assessment of intersections is based on the method outlined in the “Highway Capacity Manual, 2010” using Synchro 10 modeling software. Intersections are assessed using a Level of Service metric, with ranges of delay assigned a letter from “A” to “F”. For stop-controlled intersections, a Level of Service “A” or “B” would typically be measured during off-peak hours when lesser traffic volumes are on the roadways. Levels of Service “C” through “F” would typically be measured in the commuter peak hours when greater vehicle volumes cause longer travel times. The Level of Service (LOS) definitions for stop-control intersections are included in Appendix B.

For the purposes of synchro analysis, default peak hour factors, lane widths and saturation flow rates were used. Heavy vehicle percentage and pedestrian movements for the study intersection were obtained from the existing traffic movement counts.

3.5 Intersection Operations

The traffic operations at the study intersections were analyzed based on the traffic volumes shown in Figure 2. Table 2 outlines the existing traffic Levels of Service. Detailed capacity analysis worksheets are included in Appendix D.

Table 2: 2019 Existing Levels of Service

Intersection	Control Type	Peak Hour	Level of Service	Average Delay per Vehicle(s)	Maximum V/C & V/C Ratio(s) > 0.85 (Approach)
Union Street & Bridge Street	Stop Controlled	Weekday A.M.	B	12.8 s	0.35 (NBL)
		Weekday P.M.	C	16.4 s	0.45 (NBL)
Church Street & Bridge Street	Stop Controlled	Weekday A.M.	A	9.2 s	0.02 (NB)
		Weekday P.M.	A	9.7 s	0.04 (NB)
Eyes Street & Bridge Street	Stop Controlled	Weekday A.M.	B	10.1 s	0.03 (NB)
		Weekday P.M.	B	11.1 s	0.02 (NB)
Union Street & John Street	Stop Controlled	Weekday A.M.	A	9.7 s	0.02 (SB)
		Weekday P.M.	A	9.8 s	0.01 (SB)
Union Street & Church Street	Stop Controlled	Weekday A.M.	B	11.3 s	0.09 (NB)
		Weekday P.M.	B	12.7 s	0.17 (NB)

Note: The Level of Service of a Stop-Controlled intersection is based on the delay associated with the critical approach.

As indicated in Table 2, the boundary road network is currently operating at a Level of Service (LOS) “C” or better. The highest delay and volume to capacity ratio is observed during the weekday p.m. peak period at the intersection of Union Street and Bridge Street. A delay of 16.4 seconds and a volume to capacity ratio of 0.45 is observed for the northbound left movement at the said intersection.

Operational analyses of existing traffic volumes indicate that reserve capacity is available for future traffic volume growth on the boundary road network.

4.0 Future Background Conditions

Future background traffic volumes consist of the following components:

- Background traffic growth from outside the study area
- Traffic generated within the study area from other proposed developments during the corresponding horizon year

4.1 Study Horizons

Per discussions with County Staff, an assumed opening year of 2024 study horizon along with a five-year horizon after opening year of 2029 are to be considered for background and total traffic conditions. Since no comments from MTO have been received, the horizon years were confirmed by County Staff.

4.2 Traffic Growth Rates

Per discussions with County Staff, a 2.0% growth rate per annum was applied to all movements on the study intersections.

4.3 Background Developments

As discussed with County Staff, the following developments were identified adjacent to the study area that are preliminary at this stage. No traffic impact studies have been prepared for the proposed developments:

1. Port Picton Homes – This development is in the northeast corner of Union Street at Bridge Street. The site is expected to have 17 single detached units, 4 semidetached units, 16 townhouse dwellings, 217 units in a mid-rise residential building, 0.46 hectares of commercial mixed use and 0.98 ha of tourist commercial. Access for the development is proposed via two full movement driveways onto Bridge Street

The Site is proposed to be developed in two phases. For the purposes of this study, it is assumed that phase one would be completed and occupied by horizon year 2024 and phase 2 would be completed and occupied by horizon year 2029. Detailed trip generation and assignment for this development are provided in Appendix C.

2. Picton Harbour Lofts – This residential development is in the northwest corner of Union Street at Bridge Street. The site is expected to have 25 condominium units. Access for the development is proposed via one full movement driveway onto Mortimer Street

For the purposes of this study, it is assumed that the development would be completed and occupied by horizon year 2024. Detailed trip generation and assignment for this development is provided in Appendix C.

No modal split was applied to the trips generated by the background developments. Vehicles entering and exiting the background development was distributed based on existing travel patterns. Trip distribution was applied among the study intersections.

The site generated from the above developments are included in the future background analysis.

4.4 Future Transportation Improvements

Per discussion with the County Staff, there are no roadway or transit improvements that are planned in the study area.

4.5 Intersection Operations

Traffic operations at the study intersections were analyzed with the growth rates and traffic from background developments. The future background volumes for horizon year 2024 and 2029 are presented in Figure 3 and Figure 4, respectively. Table 3 outlines the future background Levels of Service. Detailed capacity analysis worksheets are included in Appendix D.

Table 3: Future Background Levels of Service

Intersection	Control Type	Peak Hour	Level of Service (Average Delay per Vehicles)		Max V/C Ratio (Approach)		V/C Ratio(s) > 0.85 (Approach)	
			Horizon Year 2024	Horizon Year 2029	Horizon Year 2024	Horizon Year 2029	Horizon Year 2024	Horizon Year 2029
Union Street & Bridge Street	Stop Controlled	Weekday A.M.	C (19.6 s)	D (32.8 s)	0.53 (NBL)	0.72 (NBL)	None	None
		Weekday P.M.	D (32.0 s)	F (82.6 s)	0.70 (NBL)	0.98 (NBL)	None	0.98 (NBL)
Church Street & Bridge Street	Stop Controlled	Weekday A.M.	A (9.5 s)	A (9.9 s)	0.02 (NB)	0.03 (NB)	None	None
		Weekday P.M.	B (10.1 s)	B (10.7 s)	0.06 (NB)	0.08 (NB)	None	None
Eyres Street & Bridge Street	Stop Controlled	Weekday A.M.	B (10.6 s)	B (11.5 s)	0.04 (NB)	0.05 (NB)	None	None
		Weekday P.M.	B (11.9 s)	B (13.2 s)	0.03 (NB)	0.06 (NB)	None	None
Union Street & John Street	Stop Controlled	Weekday A.M.	B (11.8 s)	B (12.7 s)	0.15 (SB)	0.19 (SB)	None	None
		Weekday P.M.	B (10 s)	B (10.3 s)	0.02 (SB)	0.02 (SB)	None	None
Union Street & Church Street	Stop Controlled	Weekday A.M.	B (11.8 s)	B (12.8 s)	0.11 (NB)	0.14 (NB)	None	None
		Weekday P.M.	B (14.4 s)	C (16.7 s)	0.22 (NB)	0.29 (NB)	None	None

Note: The Level of Service of a Stop-Controlled intersection is based on the delay associated with the critical approach.

Under the 2024 and 2029 future background conditions, the boundary road network is currently operating at a Level of Service (LOS) "D" or better, except for the intersection of Union Street & Bridge Street during the weekday p.m. period. The northbound left turning movement at the said intersection operates at a LOS "F" with 82.6 seconds of delay under the weekday p.m. period. This delay can be attributed to the heavy commuter traffic volumes on Bridge Street during the afternoon peak hours.

It should be noted that the high delay is typical for an unsignalized intersection in an urban setting. Drivers are expected to wait for gaps created by the upstream and downstream traffic on Bridge Street, which is reasonable for any unsignalized intersections in an urban area. During off peak hours it is expected the operations of the intersection of Union Street & Bridge Street will return to acceptable delays.

5.0 Development Proposal

The subject lands cover an area of approximately 16.92 ha of developable area. As shown in the Draft Plan in Figure 1, the subject site proposed 0.69 hectare of open space, 2.12 hectare of a stormwater management facility, 8.75 hectare proposed for single detached, semi-detached, street townhouse residential units and 5.36 hectare proposed for townhomes. With a maximum density of 27.5 du/net hectare as identified within the Secondary Plan, a maximum of 240 single-family units and 147 townhomes can be proposed on the property. Detail breakdown for each block is provided in Table 4 below.

Table 4: Site Description

	Area (ha)	Type	Max Units- 27.5 du/net ha
Block 1	0.18	Park/Open Space	--
Block 2	0.48	Singles	13
Block 3	0.42	Townhomes	12
Block 4	0.09	Park/Open Space	--
Block 5	0.63	Townhomes	17
Block 6	0.23	Singles/Townhomes/Semi	6
Block 7	0.09	Park/Open Space	--
Block 8	0.45	Townhomes	12
Block 9	1.15	Singles	32
Block 10	2.12	Stormwater Management Facility	--
Block 11	0.57	Singles	16
Block 12	1.8	Townhomes	50
Block 13	0.07	Park/Open Space	--
Block 14	0.63	Singles	17
Block 15	0.11	Singles	3
Block 16	0.26	Park/Open Space	--
Block 17	1.02	Singles	28
Block 18	1.02	Singles/Townhomes/Semi	28
Block 19	1.03	Townhomes	28
Block 20	1.03	Townhomes	28
Block 21	1.01	Singles/Townhomes/Semi	28
Block 22	0.95	Singles	26
Block 23	1.58	Singles	43
Total Developable Area	16.92		-
Total Park	0.69		-
Total Stormwater Management Facility	2.12		-
Total Singles	8.75	Singles/Townhomes/Semi	240
Total Townhomes	5.36	Townhomes	147
Total Residential	14.11		388

6.0 Site Generated Traffic

The proposed development will result in additional vehicles on the boundary road network that would otherwise not exist. The development will also result in additional turning movements at the intersections.

6.1 ITE Trip Generation

Site generated traffic for the proposed development was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, using Land Use Category (LUC) 210 “Single Family Detached Housing” and Land Use Category (LUC) 220 “Multifamily Housing (Low-Rise)”. The fitted curve equation was used for the peak period calculations for a conservative analysis. No adjustments for internal capture or pass-by trips were made. The site generated trips from the proposed development are tabulated in Table 5.

Table 5: Site Generated Trips

Use	Peak Hour	Trip Calculation Methodology	Number of Trips		
			Inbound	Outbound	Total
Single-Family Detached Housing 240 units	A.M.	$T = 0.71(X) + 4.80$	44	131	175
	P.M.	$\ln(T) = 0.96 \ln(X) + 0.20$	148	87	235
Multifamily Housing (Low-Rise) 147 units	A.M.	$\ln(T) = 0.95 \ln(X) - 0.51$	16	53	69
	P.M.	$\ln(T) = 0.89 \ln(X) - 0.02$	52	31	83
Net Generated Trips	A.M.		60	184	244
	P.M.		200	118	318

The proposed development is expected to generate 244 two-way (60 inbound and 184 outbound) trips during the weekday a.m. peak hour and 318 two-way (200 inbound and 118 outbound) trips during the weekday p.m. peak hour.

6.2 Trip Distribution and Assignment

Vehicles entering and exiting the proposed site were distributed based on existing travel patterns. Trip distribution was applied among the study intersections.

The site trip distribution for primary trips is illustrated in Figure 5. The trips generated by the proposed development were assigned to the boundary road network as per the noted trip distribution. The primary trip assignment is illustrated in Figure 6.

7.0 Total Traffic Conditions

The future total traffic volumes for the two (2) horizon years consist of the following components:

- Future Background traffic volumes from the corresponding year
- Proposed development site generated traffic volumes

The resulting future total volumes in horizon year 2024 and 2029 are presented in Figure 7 and Figure 8, respectively.

7.1 Intersection Operations

The results of the 2024 and 2029 future total traffic conditions are summarized in Table 6. Detailed capacity analysis worksheets are included in Appendix D.

Table 6: Future Total Levels of Service

Intersection	Control Type	Peak Hour	Level of Service (Average Delay per Vehicles)		Max V/C Ratio (Approach)		V/C Ratio(s) > 0.85 (Approach)	
			Horizon Year 2024	Horizon Year 2029	Horizon Year 2024	Horizon Year 2029	Horizon Year 2024	Horizon Year 2029
Union Street & Bridge Street	Stop Controlled	Weekday A.M.	D (29.9 s)	F (69.8 s)	0.70 (NBL)	0.95 (NBL)	None	0.95 (NBL)
		Weekday P.M.	F (61.4 s)	F (178.2 s)	0.90 (NBL)	1.25 (NBL)	0.90 (NBL)	1.25 (NBL)
Church Street & Bridge Street	Stop Controlled	Weekday A.M.	A (9.7 s)	B (10.1 s)	0.03 (NB)	0.07 (SB)	None	None
		Weekday P.M.	B (10.7 s)	B (11.4 s)	0.09 (NB)	0.11 (NB)	None	None
Eyres Street & Bridge Street	Stop Controlled	Weekday A.M.	B (11.3 s)	B (12.4 s)	0.04 (NB)	0.06 (NB)	None	None
		Weekday P.M.	B (12.9 s)	B (14.5 s)	0.03 (NB)	0.04 (NB)	None	None
Union Street & John Street	Stop Controlled	Weekday A.M.	B (13.3 s)	B (14.6 s)	0.30 (SB)	0.34 (SB)	None	None
		Weekday P.M.	B (12.1 s)	B (12.8 s)	0.11 (SB)	0.12 (SB)	None	None
Union Street & Church Street	Stop Controlled	Weekday A.M.	B (12.7 s)	B (13.8 s)	0.13 (NB)	0.16 (NB)	None	None
		Weekday P.M.	C (16.9 s)	C (20.2 s)	0.30 (SB)	0.38 (NB)	None	None
Loyalist Street & Site Access	Stop Controlled	Weekday A.M.	B (11.2 s)	B (11.6 s)	0.16 (NB)	0.17 (NB)	None	None
		Weekday P.M.	B (13.3 s)	B (14.2 s)	0.15 (NB)	0.18 (NB)	None	None

Note: The Level of Service of a Stop-Controlled intersection is based on the delay associated with the critical approach.

Under the 2024 and 2029 future background conditions, the boundary road network is currently operating at a Level of Service (LOS) "D" or better, except for the intersection of Union Street & Bridge Street during the peak periods. The northbound left turning movement at the said intersection operates at a LOS "F" with 178.2 seconds of delay under the weekday p.m. period. This delay can be attributed to the heavy commuter traffic volumes on Bridge Street during the morning and afternoon peak hours.

It should be noted that the high delay is typical for an unsignalized intersection in an urban setting. Drivers are expected to wait for gaps created by the upstream and downstream traffic on Bridge Street, which is reasonable for any unsignalized intersections in an urban area. During off peak hours it is expected the operations of the intersection of Union Street & Bridge Street will return to acceptable delays.

7.2 Average Hour Intersection Operations

The intersection of Union Street & Bridge Street was analyzed during the off-peak hours using average hour volumes under the ultimate 2029 horizon year. According to the 'Ontario Traffic Manual-Book 12 for Traffic Signals' the average hourly volume for a typical day can be calculated using the sum of the weekday a.m. and p.m. peak hour volumes and dividing the sum by four. Average Hourly Traffic volumes for the two intersections were calculated using this methodology and are shown in Figure 9.

The results for the 2029 future total traffic conditions with average hourly volumes are summarized in Table 6. Detailed capacity analysis worksheets are included in Appendix D.

Table 7: 2029 Total Traffic Average Hour Level of Service

Intersection	Level of Service (Average Delay per Vehicles)	Max V/C Ratio (Approach)	V/C Ratio(s) > 0.85 (Approach)
Union Street & Bridge Street (Stop Controlled)	B (13.9)	0.30 (NBL)	None

Note: The Level of Service of a Stop-Controlled intersection is based on the delay associated with the critical approach.

As shown in Table 7, the stop-controlled intersection of Union Street & Bridge Street Drive is projected to operate with a LOS "B" with 13.9 seconds of delay during off-peak hours in 2029 horizon year. The maximum observed volume to capacity ratio is expected to be 0.30 for the northbound left turn movement.

Since the subject intersections are projected to operate with acceptable delays during off-peak periods, no geometric improvements are recommended.

8.0 Conclusion

The findings and conclusions of our analysis are represented as follows:

- The study area intersections are operating under capacity with low delays in the existing traffic conditions during both the a.m. and p.m. peak hours
- A growth rate of 2 percent per annum was applied to all movements at the study intersections
- The Port Picton Homes and the Picton Harbour Lofts were included in the analysis as part of the background traffic
- Under 2029 future background conditions, the northbound left movement at Union Street & Bridge Street is projected to experience high delays during the weekday p.m. peak period and is expected to operate close to capacity with a volume to capacity ratio of 0.98.
- Development proposal includes a maximum of 240 single/semidetached/street townhouses units along with 147 townhouses
- The proposed development is expected to generate 244 two-way (60 inbound and 184 outbound) trips during the weekday a.m. peak hour and 318 two-way (200 inbound and 118 outbound) trips during the weekday p.m. peak hour

- Under 2029 future total conditions, the northbound left movement at Union Street & Bridge Street is projected to experience high delays during the weekday p.m. peak period and is expected to operate over capacity with a volume to capacity ratio of 1.25
- During off-peak hours, the study intersections are projected to operate with acceptable delays and well under capacity under 2029 future total horizon.
- No geometric improvements are recommended at the study intersection of Union Street & Bridge Street; however, it is recommended that the city monitor the intersection of Union Street & Bridge Street for possible signalization to improve intersection operations.

The development can be supported from a transportation perspective Please feel free to contact the undersigned for any further information required.

Respectfully submitted,

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APPENDIX A

Existing Data



Turning Movement Count (2 . BRIDGE ST & CHURCH ST)

Start Time	E Approach BRIDGE ST					S Approach CHURCH ST					W Approach BRIDGE ST					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	U-Turn W:W	Peds W:	Approach Total		
07:00:00	21	0	0	0	21	3	0	0	2	3	0	17	0	0	17	41	
07:15:00	23	2	0	0	25	2	0	0	3	2	0	15	0	0	15	42	
07:30:00	17	1	0	0	18	4	1	0	0	5	0	21	0	0	21	44	
07:45:00	37	1	0	0	38	1	1	0	1	2	0	31	0	0	31	71	198
08:00:00	25	2	0	0	27	2	2	0	0	4	0	22	0	0	22	53	210
08:15:00	35	2	0	1	37	3	0	0	0	3	1	16	0	0	17	57	225
08:30:00	36	2	0	1	38	4	0	0	0	4	1	27	0	0	28	70	251
08:45:00	23	5	0	0	28	2	1	0	0	3	0	19	0	0	19	50	230
BREAK																	
16:00:00	54	7	0	0	61	3	0	0	0	3	1	39	0	0	40	104	
16:15:00	43	1	0	0	44	11	1	0	1	12	0	58	0	0	58	114	
16:30:00	56	3	0	0	59	2	0	0	0	2	0	40	0	0	40	101	
16:45:00	29	1	0	0	30	8	1	0	0	9	1	39	0	0	40	79	398
17:00:00	45	6	0	0	51	7	2	0	3	9	2	45	0	0	47	107	401
17:15:00	41	2	0	0	43	8	1	0	0	9	0	53	0	0	53	105	392
17:30:00	33	1	0	0	34	4	2	0	1	6	0	35	0	0	35	75	366
17:45:00	20	3	0	0	23	7	0	0	0	7	0	41	0	0	41	71	358
Grand Total	538	39	0	2	577	71	12	0	11	83	6	518	0	0	524	1184	-
Approach%	93.2%	6.8%	0%	-	-	85.5%	14.5%	0%	-	-	1.1%	98.9%	0%	-	-	-	-
Totals %	45.4%	3.3%	0%	-	48.7%	6%	1%	0%	-	7%	0.5%	43.8%	0%	-	44.3%	-	-
Heavy	2	0	0	-	-	1	0	0	-	-	0	1	0	-	-	-	-
Heavy %	0.4%	0%	0%	-	-	1.4%	0%	0%	-	-	0%	0.2%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 07:45 AM - 08:45 AM Weather: Scattered Clouds (14.7 °C)

Start Time	E Approach BRIDGE ST					S Approach CHURCH ST					W Approach BRIDGE ST					Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
07:45:00	37	1	0	0	38	1	1	0	1	2	0	31	0	0	31	71
08:00:00	25	2	0	0	27	2	2	0	0	4	0	22	0	0	22	53
08:15:00	35	2	0	1	37	3	0	0	0	3	1	16	0	0	17	57
08:30:00	36	2	0	1	38	4	0	0	0	4	1	27	0	0	28	70
Grand Total	133	7	0	2	140	10	3	0	1	13	2	96	0	0	98	251
Approach%	95%	5%	0%		-	76.9%	23.1%	0%		-	2%	98%	0%		-	-
Totals %	53%	2.8%	0%		55.8%	4%	1.2%	0%		5.2%	0.8%	38.2%	0%		39%	-
PHF	0.9	0.88	0		0.92	0.63	0.38	0		0.81	0.5	0.77	0		0.79	-
Heavy	1	0	0		1	1	0	0		1	0	0	0		0	-
Heavy %	0.8%	0%	0%		0.7%	10%	0%	0%		7.7%	0%	0%	0%		0%	-
Lights	130	7	0		137	9	3	0		12	2	93	0		95	-
Lights %	97.7%	100%	0%		97.9%	90%	100%	0%		92.3%	100%	96.9%	0%		96.9%	-
Mediums	2	0	0		2	0	0	0		0	0	3	0		3	-
Mediums %	1.5%	0%	0%		1.4%	0%	0%	0%		0%	0%	3.1%	0%		3.1%	-
Articulated Trucks	1	0	0		1	1	0	0		1	0	0	0		0	-
Articulated Trucks %	0.8%	0%	0%		0.7%	10%	0%	0%		7.7%	0%	0%	0%		0%	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
Pedestrians%	-	-	-	66.7%	-	-	-	-	33.3%	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-



Peak Hour: 04:15 PM - 05:15 PM Weather: Few Clouds (27.88 °C)

Start Time	E Approach BRIDGE ST					S Approach CHURCH ST					W Approach BRIDGE ST					Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
16:15:00	43	1	0	0	44	11	1	0	1	12	0	58	0	0	58	114
16:30:00	56	3	0	0	59	2	0	0	0	2	0	40	0	0	40	101
16:45:00	29	1	0	0	30	8	1	0	0	9	1	39	0	0	40	79
17:00:00	45	6	0	0	51	7	2	0	3	9	2	45	0	0	47	107
Grand Total	173	11	0	0	184	28	4	0	4	32	3	182	0	0	185	401
Approach%	94%	6%	0%	-	-	87.5%	12.5%	0%	-	-	1.6%	98.4%	0%	-	-	-
Totals %	43.1%	2.7%	0%	45.9%	7%	1%	0%	8%	0.7%	45.4%	0%	46.1%	-	-	-	-
PHF	0.77	0.46	0	0.78	0.64	0.5	0	0.67	0.38	0.78	0	0.8	-	-	-	-
Heavy	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-
Heavy %	0.6%	0%	0%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights	164	11	0	175	26	4	0	30	3	179	0	182	-	-	-	-
Lights %	94.8%	100%	0%	95.1%	92.9%	100%	0%	93.8%	100%	98.4%	0%	98.4%	-	-	-	-
Mediums	8	0	0	8	2	0	0	2	0	3	0	3	-	-	-	-
Mediums %	4.6%	0%	0%	4.3%	7.1%	0%	0%	6.3%	0%	1.6%	0%	1.6%	-	-	-	-
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0.6%	0%	0%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	0	-	-	-	2	-	-	-	0	-	-	-	-
Pedestrians%	-	-	-	0%	-	-	-	50%	-	-	-	0%	-	-	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	2	-	-	-	0	-	-	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	50%	-	-	-	0%	-	-	-	-

Peak Hour: 07:45 AM - 08:45 AM Weather: Scattered Clouds (14.7 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Few Clouds (27.88 °C)





Turning Movement Count (3 . BRIDGE ST & EYRES ST)

Start Time	E Approach LOYALIST PKWY					S Approach EYRES ST					W Approach BRIDGE ST					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	U-Turn W:W	Peds W:	Approach Total		
07:00:00	20	0	0	0	20	0	1	0	0	1	0	17	0	0	17	38	
07:15:00	23	0	0	0	23	0	4	0	3	4	0	15	0	0	15	42	
07:30:00	19	0	0	0	19	0	3	0	1	3	3	22	0	0	25	47	
07:45:00	38	0	0	0	38	0	8	0	0	8	3	31	0	0	34	80	207
08:00:00	28	0	0	0	28	0	4	0	0	4	3	22	0	0	25	57	226
08:15:00	33	0	0	0	33	0	1	0	0	1	3	16	0	0	19	53	237
08:30:00	37	0	0	0	37	0	8	0	0	8	5	28	1	0	34	79	269
08:45:00	25	1	0	0	26	0	9	0	0	9	2	19	0	0	21	56	245
BREAK																	
16:00:00	56	1	0	0	57	0	3	0	0	3	4	43	0	0	47	107	
16:15:00	42	1	0	0	43	0	3	0	1	3	0	55	0	0	55	101	
16:30:00	56	0	0	0	56	0	3	0	0	3	0	41	0	0	41	100	
16:45:00	32	0	0	0	32	0	3	0	0	3	4	40	0	0	44	79	387
17:00:00	47	0	0	0	47	0	7	0	2	7	4	45	0	0	49	103	383
17:15:00	42	0	0	0	42	0	2	0	0	2	5	53	0	0	58	102	384
17:30:00	34	0	0	0	34	0	4	0	1	4	1	36	0	0	37	75	359
17:45:00	20	0	0	0	20	0	2	0	0	2	3	42	0	0	45	67	347
Grand Total	552	3	0	0	555	0	65	0	8	65	40	525	1	0	566	1186	-
Approach%	99.5%	0.5%	0%		-	0%	100%	0%		-	7.1%	92.8%	0.2%		-	-	-
Totals %	46.5%	0.3%	0%		46.8%	0%	5.5%	0%		5.5%	3.4%	44.3%	0.1%		47.7%	-	-
Heavy	2	0	0		-	0	0	0		-	0	1	0		-	-	-
Heavy %	0.4%	0%	0%		-	0%	0%	0%		-	0%	0.2%	0%		-	-	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	-	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	-	-



Peak Hour: 07:45 AM - 08:45 AM Weather: Scattered Clouds (14.7 °C)

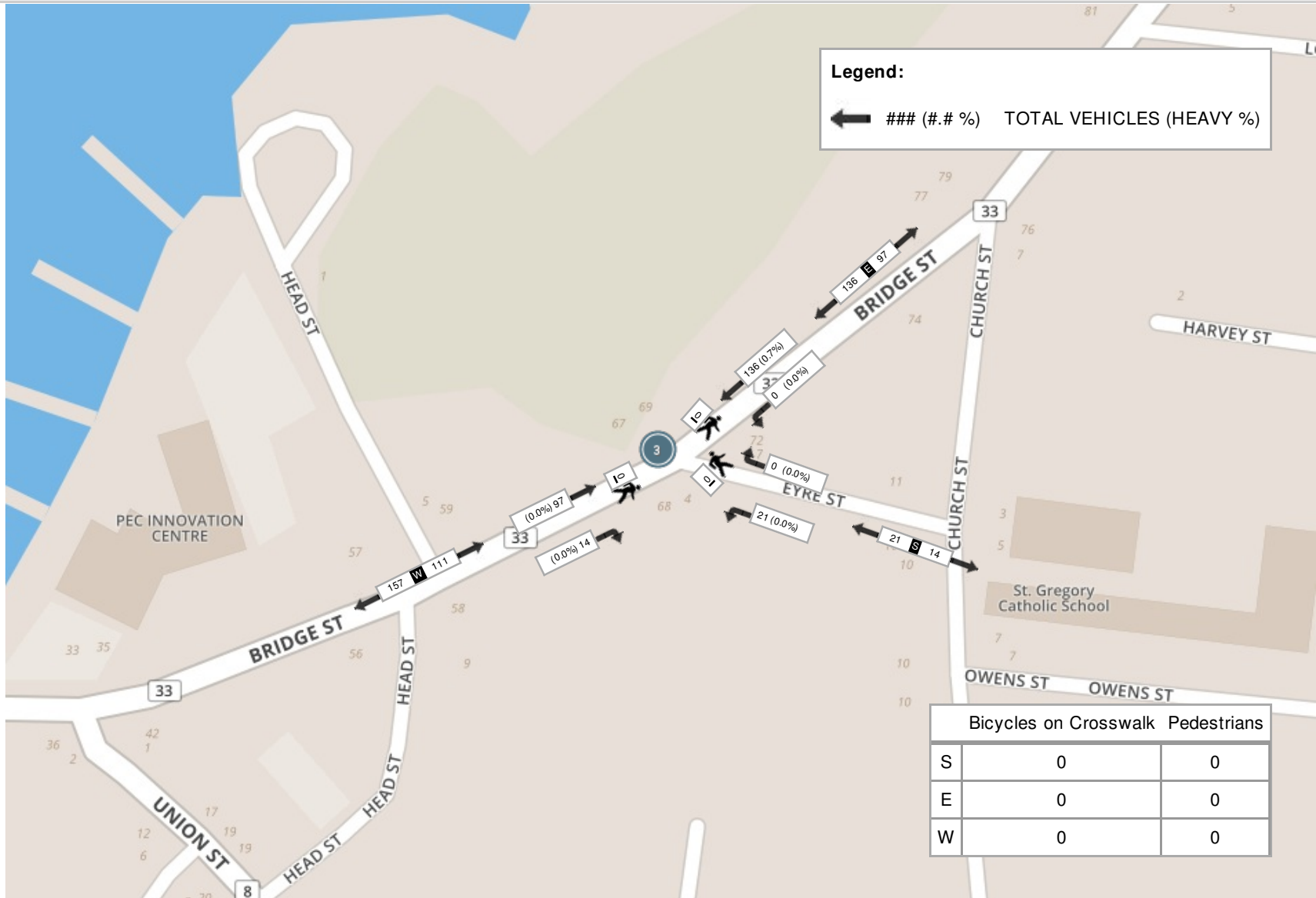
Start Time	E Approach LOYALIST PKWY					S Approach EYRES ST					W Approach BRIDGE ST					Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
07:45:00	38	0	0	0	38	0	8	0	0	8	3	31	0	0	34	80
08:00:00	28	0	0	0	28	0	4	0	0	4	3	22	0	0	25	57
08:15:00	33	0	0	0	33	0	1	0	0	1	3	16	0	0	19	53
08:30:00	37	0	0	0	37	0	8	0	0	8	5	28	1	0	34	79
Grand Total	136	0	0	0	136	0	21	0	0	21	14	97	1	0	112	269
Approach%	100%	0%	0%		-	0%	100%	0%		-	12.5%	86.6%	0.9%		-	-
Totals %	50.6%	0%	0%		50.6%	0%	7.8%	0%		7.8%	5.2%	36.1%	0.4%		41.6%	-
PHF	0.89	0	0		0.89	0	0.66	0		0.66	0.7	0.78	0.25		0.82	-
Heavy	1	0	0		1	0	0	0		0	0	0	0		0	-
Heavy %	0.7%	0%	0%		0.7%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	133	0	0		133	0	21	0		21	13	94	1		108	-
Lights %	97.8%	0%	0%		97.8%	0%	100%	0%		100%	92.9%	96.9%	100%		96.4%	-
Mediums	2	0	0		2	0	0	0		0	1	3	0		4	-
Mediums %	1.5%	0%	0%		1.5%	0%	0%	0%		0%	7.1%	3.1%	0%		3.6%	-
Articulated Trucks	1	0	0		1	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0.7%	0%	0%		0.7%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	0	-	-	-	0		-	-	-	0		-	-
Pedestrians%	-	-	-	0%	-	-	-	0%		-	-	-	0%		-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	0		-	-	-	0		-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	0%		-	-	-	0%		-	-



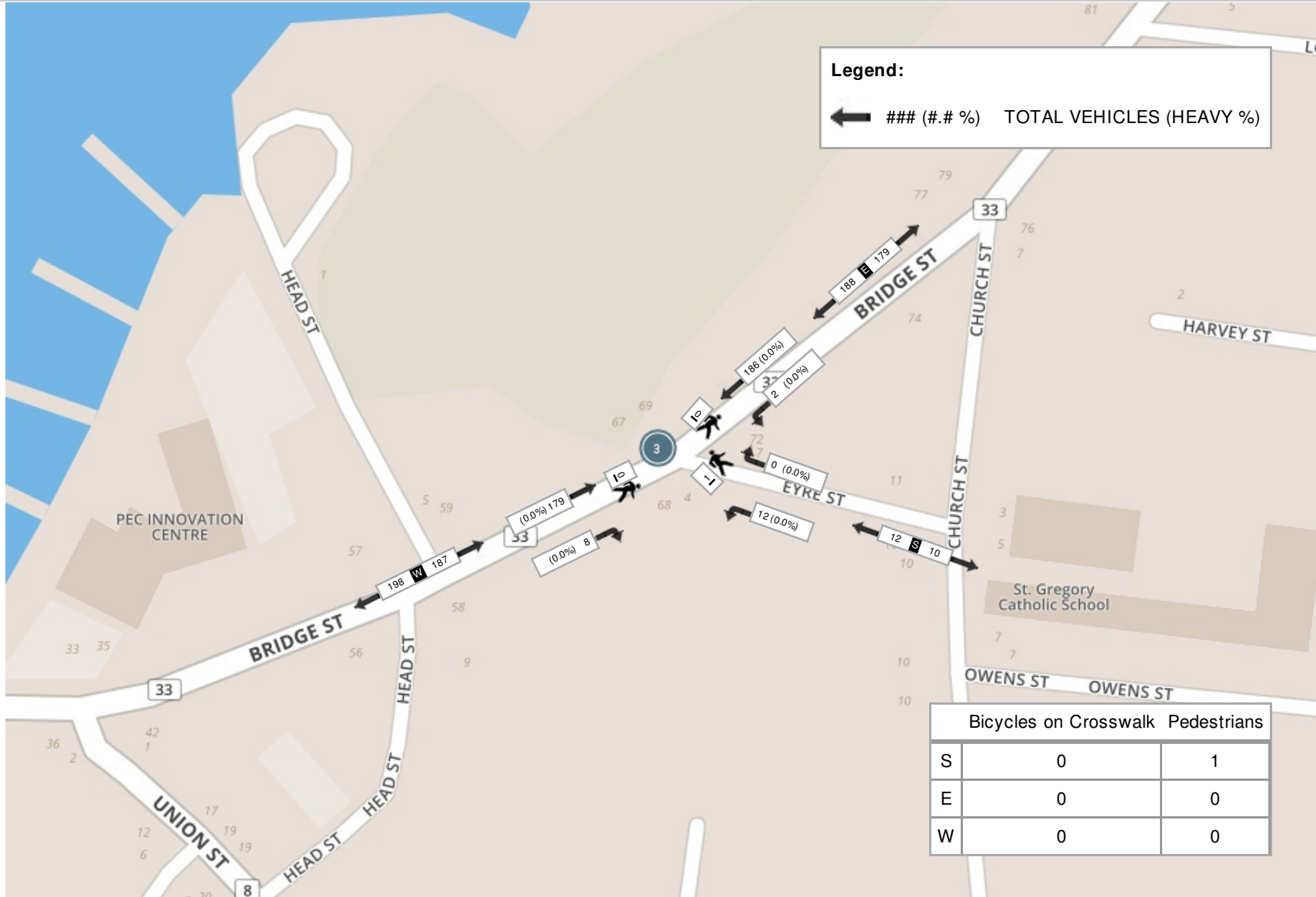
Peak Hour: 04:00 PM - 05:00 PM Weather: Few Clouds (27.88 °C)

Start Time	E Approach LOYALIST PKWY					S Approach EYRES ST					W Approach BRIDGE ST					Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
16:00:00	56	1	0	0	57	0	3	0	0	3	4	43	0	0	47	107
16:15:00	42	1	0	0	43	0	3	0	1	3	0	55	0	0	55	101
16:30:00	56	0	0	0	56	0	3	0	0	3	0	41	0	0	41	100
16:45:00	32	0	0	0	32	0	3	0	0	3	4	40	0	0	44	79
Grand Total	186	2	0	0	188	0	12	0	1	12	8	179	0	0	187	387
Approach%	98.9%	1.1%	0%	-	-	0%	100%	0%	-	-	4.3%	95.7%	0%	-	-	-
Totals %	48.1%	0.5%	0%		48.6%	0%	3.1%	0%		3.1%	2.1%	46.3%	0%		48.3%	-
PHF	0.83	0.5	0		0.82	0	1	0		1	0.5	0.81	0		0.85	-
Heavy	0	0	0		0	0	0	0		0	0	0	0		0	-
Heavy %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	179	2	0		181	0	12	0		12	8	175	0		183	-
Lights %	96.2%	100%	0%		96.3%	0%	100%	0%		100%	100%	97.8%	0%		97.9%	-
Mediums	7	0	0		7	0	0	0		0	0	4	0		4	-
Mediums %	3.8%	0%	0%		3.7%	0%	0%	0%		0%	0%	2.2%	0%		2.1%	-
Articulated Trucks	0	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
Pedestrians%	-	-	-	0%	-	-	-	-	100%	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

Peak Hour: 07:45 AM - 08:45 AM Weather: Scattered Clouds (14.7 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Few Clouds (27.88 °C)





Turning Movement Count (1 . BRIDGE ST & UNION ST)

Start Time	N Approach NORTH LEG						E Approach BRIDGE ST						S Approach UNION ST						W Approach BRIDGE ST						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:00:00	0	0	0	0	0	0	0	23	1	0	0	24	0	0	39	0	0	39	25	18	1	0	0	44	107	
07:15:00	0	0	0	0	2	0	0	27	0	0	0	27	1	0	46	0	3	47	18	20	0	0	0	38	112	
07:30:00	0	0	0	0	2	0	0	25	0	0	0	25	1	0	50	0	1	51	28	22	1	0	0	51	127	
07:45:00	0	0	0	0	1	0	0	45	1	0	0	46	2	0	53	0	0	55	32	37	2	0	0	71	172	518
08:00:00	0	0	0	0	2	0	0	32	1	0	0	33	1	1	60	0	0	62	36	27	3	0	0	66	161	572
08:15:00	3	0	0	0	0	3	0	34	0	0	0	34	1	1	53	0	1	55	42	31	3	0	0	76	168	628
08:30:00	0	0	1	0	1	1	1	46	0	0	0	47	2	1	57	0	1	60	41	33	5	0	0	79	187	688
08:45:00	6	0	0	0	11	6	0	37	1	0	0	38	1	3	55	0	1	59	45	19	15	0	0	79	182	698
BREAK																										
16:00:00	4	2	1	0	1	7	0	61	1	0	0	62	3	0	56	0	0	59	59	41	1	0	0	101	229	
16:15:00	7	1	1	0	1	9	0	46	2	0	1	48	3	4	59	0	1	66	55	50	3	0	0	108	231	
16:30:00	7	0	0	0	1	7	0	64	2	0	0	66	5	0	57	0	2	62	74	39	1	0	6	114	249	
16:45:00	4	0	0	0	0	4	0	32	3	0	0	35	2	1	57	0	0	60	43	43	1	2	0	89	188	897
17:00:00	5	1	0	0	1	6	0	56	2	0	0	58	6	0	62	0	0	68	67	46	4	0	2	117	249	917
17:15:00	3	0	0	0	2	3	0	45	0	0	0	45	5	0	44	0	1	49	58	52	2	0	1	112	209	895
17:30:00	3	1	1	0	0	5	0	40	0	0	0	40	2	0	53	0	1	55	70	36	1	0	1	107	207	853
17:45:00	3	0	1	0	0	4	0	25	1	0	0	26	4	0	37	0	0	41	50	39	2	0	1	91	162	827
Grand Total	45	5	5	0	25	55	1	638	15	0	1	654	39	11	838	0	12	888	743	553	45	2	11	1343	2940	-
Approach%	81.8%	9.1%	9.1%	0%	-	-	0.2%	97.6%	2.3%	0%	-	-	4.4%	1.2%	94.4%	0%	-	-	55.3%	41.2%	3.4%	0.1%	-	-	-	
Totals %	1.5%	0.2%	0.2%	0%	1.9%	1.9%	0%	21.7%	0.5%	0%	22.2%	22.2%	1.3%	0.4%	28.5%	0%	30.2%	30.2%	25.3%	18.8%	1.5%	0.1%	45.7%	45.7%	-	
Heavy	0	0	0	0	-	-	0	2	0	0	-	-	0	0	4	0	-	-	2	2	0	0	-	-	-	
Heavy %	0%	0%	0%	0%	-	-	0%	0.3%	0%	0%	-	-	0%	0%	0.5%	0%	-	-	0.3%	0.4%	0%	0%	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (14.7 °C)

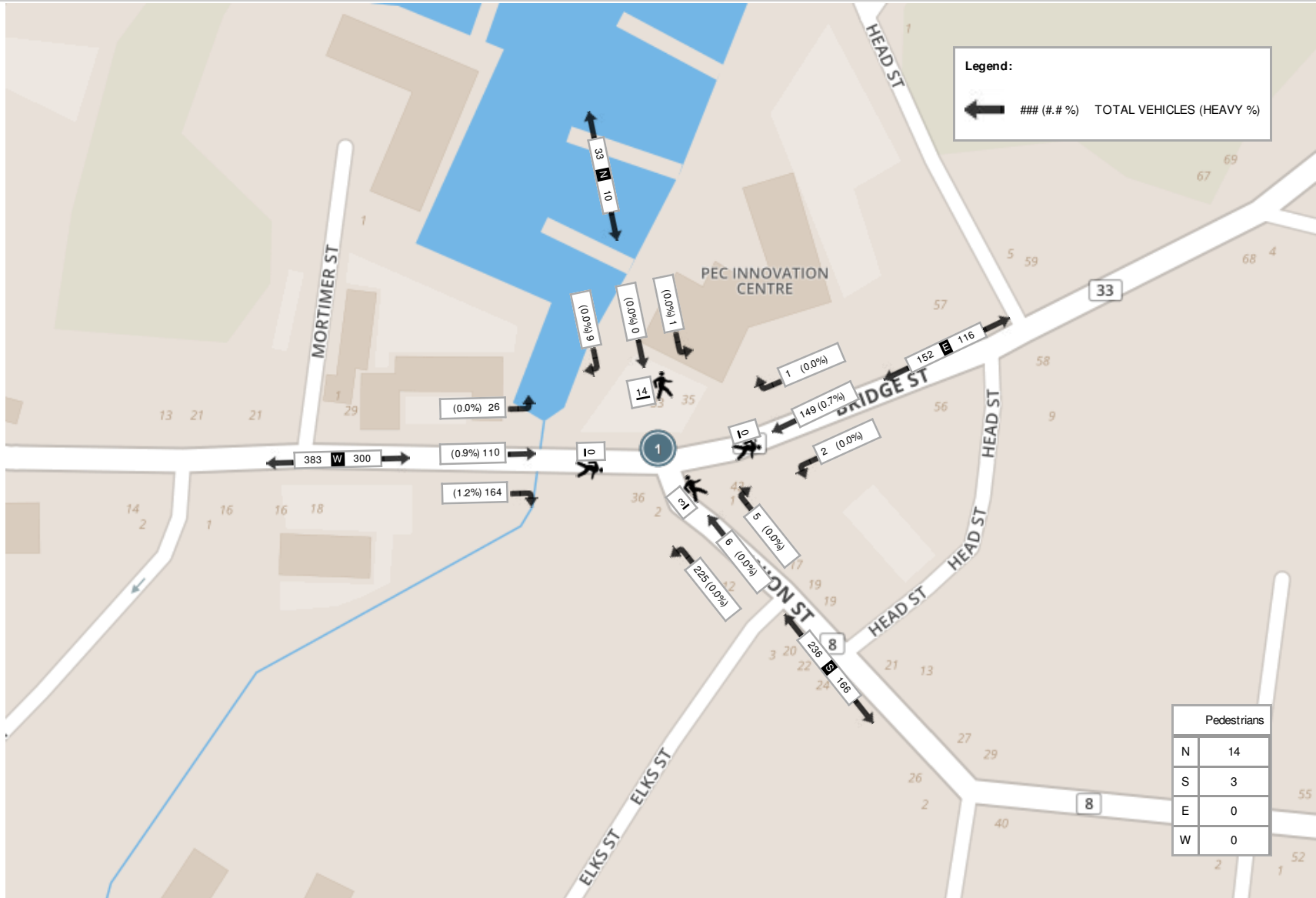
Start Time	N Approach NORTH LEG						E Approach BRIDGE ST						S Approach UNION ST						W Approach BRIDGE ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
08:00:00	0	0	0	0	2	0	0	32	1	0	0	33	1	1	60	0	0	62	36	27	3	0	0	66	161
08:15:00	3	0	0	0	0	3	0	34	0	0	0	34	1	1	53	0	1	55	42	31	3	0	0	76	168
08:30:00	0	0	1	0	1	1	1	46	0	0	0	47	2	1	57	0	1	60	41	33	5	0	0	79	187
08:45:00	6	0	0	0	11	6	0	37	1	0	0	38	1	3	55	0	1	59	45	19	15	0	0	79	182
Grand Total	9	0	1	0	14	10	1	149	2	0	0	152	5	6	225	0	3	236	164	110	26	0	0	300	698
Approach%	90%	0%	10%	0%	-	-	0.7%	98%	1.3%	0%	-	-	2.1%	2.5%	95.3%	0%	-	-	54.7%	36.7%	8.7%	0%	-	-	-
Totals %	1.3%	0%	0.1%	0%	1.4%	1.4%	0.1%	21.3%	0.3%	0%	21.8%	21.8%	0.7%	0.9%	32.2%	0%	33.8%	33.8%	23.5%	15.8%	3.7%	0%	43%	43%	-
PHF	0.38	0	0.25	0	0.42	0.42	0.25	0.81	0.5	0	0.81	0.81	0.63	0.5	0.94	0	0.95	0.95	0.91	0.83	0.43	0	0.95	0.95	-
Heavy	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2	1	0	0	3	3	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.7%	0.7%	0%	0%	0%	0%	0%	0%	1.2%	0.9%	0%	0%	1%	1%	-
Lights	9	0	1	0	10	10	1	146	2	0	149	149	5	6	220	0	231	231	155	108	26	0	289	289	-
Lights %	100%	0%	100%	0%	100%	100%	100%	98%	100%	0%	98%	98%	100%	100%	97.8%	0%	97.9%	97.9%	94.5%	98.2%	100%	0%	96.3%	96.3%	-
Mediums	0	0	0	0	0	0	0	2	0	0	2	2	0	0	5	0	5	5	7	1	0	0	8	8	-
Mediums %	0%	0%	0%	0%	0%	0%	0%	1.3%	0%	0%	1.3%	1.3%	0%	0%	2.2%	0%	2.1%	2.1%	4.3%	0.9%	0%	0%	2.7%	2.7%	-
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2	1	0	0	3	3	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.7%	0.7%	0%	0%	0%	0%	0%	0%	1.2%	0.9%	0%	0%	1%	1%	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	82.4%	-	-	-	-	-	0%	-	-	-	-	-	17.6%	-	-	-	-	-	0%	-	-



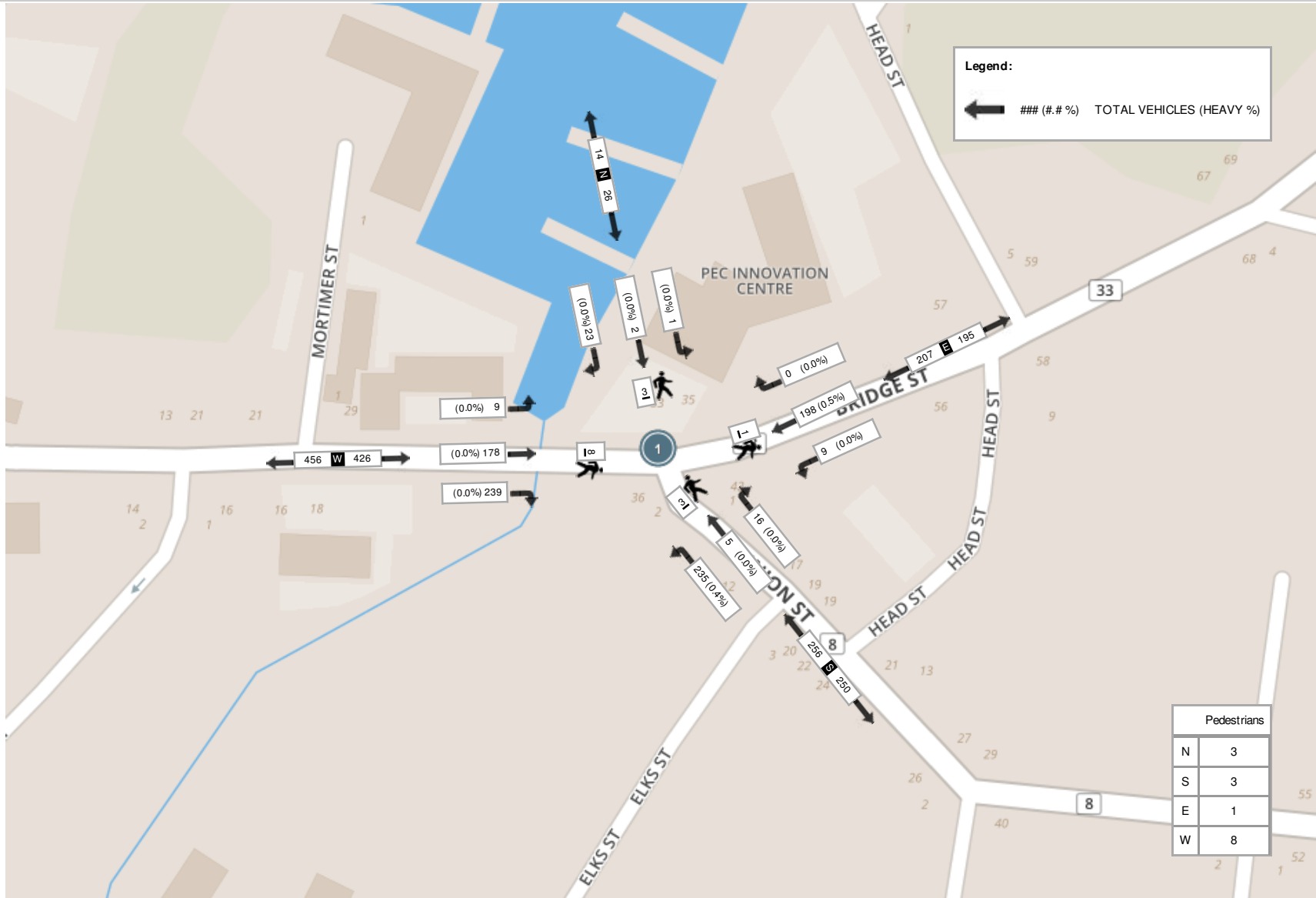
Peak Hour: 04:15 PM - 05:15 PM Weather: Few Clouds (27.88 °C)

Start Time	N Approach NORTH LEG						E Approach BRIDGE ST						S Approach UNION ST						W Approach BRIDGE ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:15:00	7	1	1	0	1	9	0	46	2	0	1	48	3	4	59	0	1	66	55	50	3	0	0	108	231
16:30:00	7	0	0	0	1	7	0	64	2	0	0	66	5	0	57	0	2	62	74	39	1	0	6	114	249
16:45:00	4	0	0	0	0	4	0	32	3	0	0	35	2	1	57	0	0	60	43	43	1	2	0	89	188
17:00:00	5	1	0	0	1	6	0	56	2	0	0	58	6	0	62	0	0	68	67	46	4	0	2	117	249
Grand Total	23	2	1	0	3	26	0	198	9	0	1	207	16	5	235	0	3	256	239	178	9	2	8	428	917
Approach%	88.5%	7.7%	3.8%	0%	-	-	0%	95.7%	4.3%	0%	-	-	6.3%	2%	91.8%	0%	-	-	55.8%	41.6%	2.1%	0.5%	-	-	
Totals %	2.5%	0.2%	0.1%	0%	2.8%	0%	21.6%	1%	0%	22.6%	1.7%	0.5%	25.6%	0%	27.9%	26.1%	19.4%	1%	0.2%	46.7%	-	-	-	-	
PHF	0.82	0.5	0.25	0	0.72	0	0.77	0.75	0	0.78	0.67	0.31	0.95	0	0.94	0.81	0.89	0.56	0.25	0.91	-	-	-	-	
Heavy	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.5%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights	23	2	1	0	26	0	190	9	0	199	16	5	229	0	250	237	176	9	2	424	-	-	-	-	
Lights %	100%	100%	100%	0%	100%	0%	96%	100%	0%	96.1%	100%	100%	97.4%	0%	97.7%	99.2%	98.9%	100%	100%	99.1%	-	-	-	-	
Mediums	0	0	0	0	0	0	0	7	0	7	0	0	5	0	5	2	2	0	0	4	-	-	-	-	
Mediums %	0%	0%	0%	0%	0%	0%	0%	3.5%	0%	3.4%	0%	0%	2.1%	0%	2%	0.8%	1.1%	0%	0%	0.9%	-	-	-	-	
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	-	-	-	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0.5%	0%	0%	0.4%	0%	0.4%	0%	0%	0%	0%	0%	-	-	-	-	
Pedestrians	-	-	-	-	3	-	-	-	-	1	-	-	-	-	3	-	-	-	-	8	-	-	-	-	
Pedestrians%	-	-	-	-	20%	-	-	-	-	6.7%	-	-	-	-	20%	-	-	-	-	53.3%	-	-	-	-	

Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (14.7 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Few Clouds (27.88 °C)





Turning Movement Count (5 . UNION ST & CHURCH ST)

Start Time	N Approach CHURCH ST						E Approach UNION ST						S Approach CHURCH ST						W Approach UNION ST						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:00:00	0	0	0	0	0	0	0	25	2	0	0	27	4	3	13	0	0	20	10	19	3	0	1	32	79	
07:15:00	3	0	0	0	2	3	0	32	1	0	1	33	6	2	7	0	2	15	3	17	0	0	1	20	71	
07:30:00	2	0	0	0	0	2	0	44	1	0	1	45	2	3	10	0	1	15	2	22	1	0	0	25	87	
07:45:00	2	2	0	0	1	4	1	48	0	0	0	49	3	1	3	0	1	7	3	24	1	0	1	28	88	325
08:00:00	3	0	0	0	1	3	1	50	0	0	0	51	4	2	2	0	2	8	3	30	0	0	0	33	95	341
08:15:00	1	2	0	0	0	3	0	44	1	0	0	45	2	4	8	0	1	14	4	24	2	0	0	30	92	362
08:30:00	2	1	0	0	0	3	0	51	0	0	0	51	5	5	6	0	3	16	2	30	4	0	0	36	106	381
08:45:00	4	4	0	0	2	8	1	57	2	0	0	60	7	3	4	0	1	14	5	25	3	0	1	33	115	408
BREAK																										
16:00:00	6	6	0	0	0	12	0	48	4	0	1	52	1	2	2	0	4	5	6	45	6	0	0	57	126	
16:15:00	1	1	1	0	0	3	2	49	7	0	0	58	8	8	8	0	4	24	4	41	1	0	0	46	131	
16:30:00	1	1	0	0	1	2	0	42	1	0	0	43	17	2	5	0	1	24	6	57	2	0	0	65	134	
16:45:00	1	1	0	0	0	2	2	48	2	0	0	52	10	5	9	0	0	24	4	45	5	0	0	54	132	523
17:00:00	1	7	0	0	0	8	1	50	3	0	0	54	4	4	6	0	0	14	10	68	4	0	0	82	158	555
17:15:00	2	2	0	0	0	4	0	45	2	0	0	47	5	8	6	0	0	19	4	50	2	0	0	56	126	550
17:30:00	2	0	0	0	1	2	1	38	1	0	0	40	7	3	9	0	0	19	8	49	4	0	0	61	122	538
17:45:00	1	3	1	0	0	5	1	32	1	0	2	34	9	3	2	0	0	14	4	45	3	0	0	52	105	511
Grand Total	32	30	2	0	8	64	10	703	28	0	5	741	94	58	100	0	20	252	78	591	41	0	4	710	1767	-
Approach%	50%	46.9%	3.1%	0%	-	-	1.3%	94.9%	3.8%	0%	-	-	37.3%	23%	39.7%	0%	-	-	11%	83.2%	5.8%	0%	-	-	-	-
Totals %	1.8%	1.7%	0.1%	0%	-	3.6%	0.6%	39.8%	1.6%	0%	-	41.9%	5.3%	3.3%	5.7%	0%	-	14.3%	4.4%	33.4%	2.3%	0%	-	40.2%	-	-
Heavy	0	0	0	0	-	-	0	1	0	0	-	-	0	1	2	0	-	-	0	1	0	0	-	-	-	-
Heavy %	0%	0%	0%	0%	-	-	0%	0.1%	0%	0%	-	-	0%	1.7%	2%	0%	-	-	0%	0.2%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (14.7 °C)

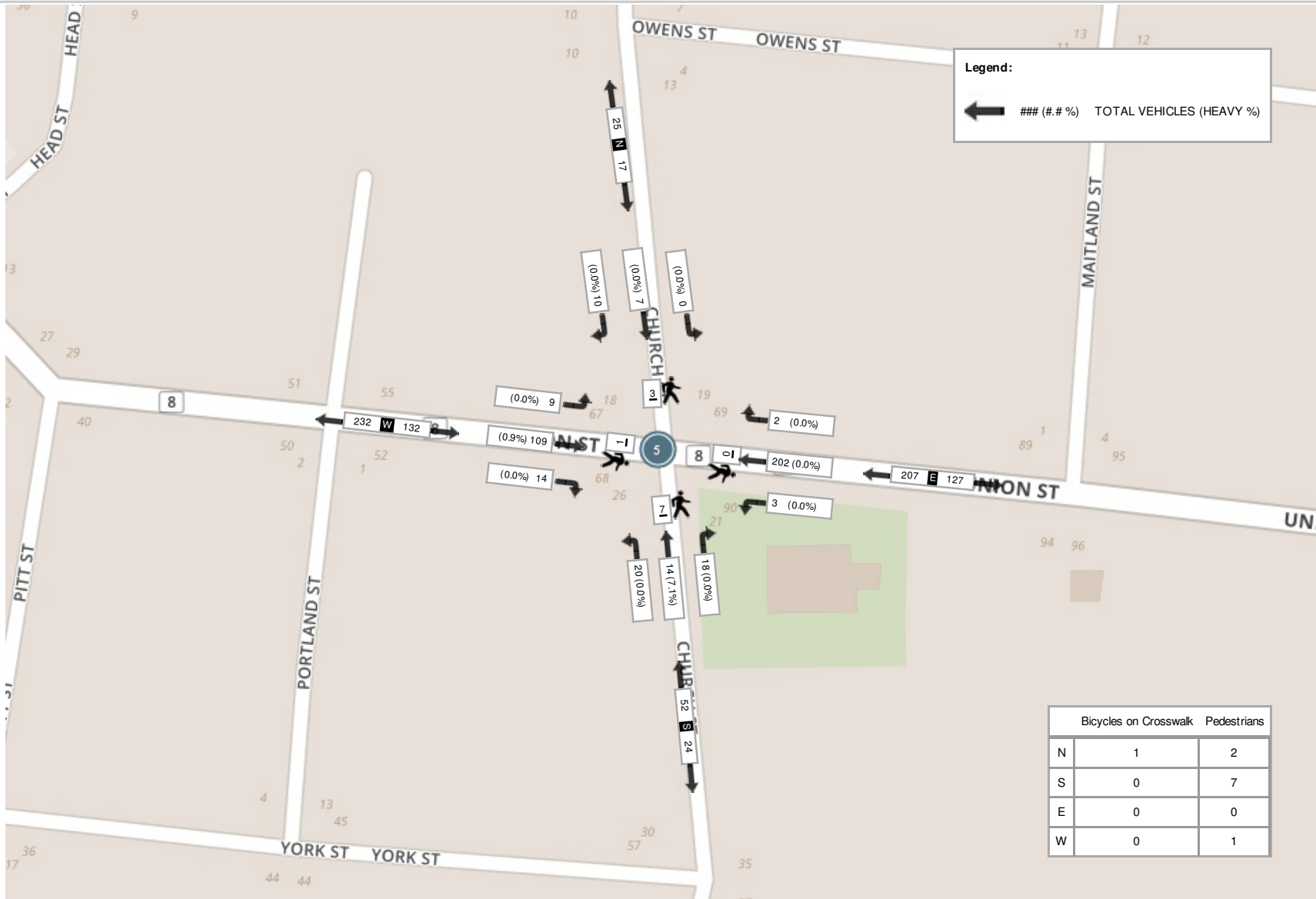
Start Time	N Approach CHURCH ST						E Approach UNION ST						S Approach CHURCH ST						W Approach UNION ST						Int. Total (15 min)	
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total		
08:00:00	3	0	0	0	1	3	1	50	0	0	0	51	4	2	2	0	2	8	3	30	0	0	0	33	95	
08:15:00	1	2	0	0	0	3	0	44	1	0	0	45	2	4	8	0	1	14	4	24	2	0	0	30	92	
08:30:00	2	1	0	0	0	3	0	51	0	0	0	51	5	5	6	0	3	16	2	30	4	0	0	36	106	
08:45:00	4	4	0	0	2	8	1	57	2	0	0	60	7	3	4	0	1	14	5	25	3	0	1	33	115	
Grand Total	10	7	0	0	3	17	2	202	3	0	0	207	18	14	20	0	7	52	14	109	9	0	1	132	408	
Approach%	58.8%	41.2%	0%	0%	-	-	1%	97.6%	1.4%	0%	-	-	34.6%	26.9%	38.5%	0%	-	-	10.6%	82.6%	6.8%	0%	-	-	-	
Totals %	2.5%	1.7%	0%	0%	4.2%	0.5%	49.5%	0.7%	0%	50.7%	4.4%	3.4%	4.9%	0%	12.7%	3.4%	26.7%	2.2%	0%	32.4%	-	-	-	-	-	
PHF	0.63	0.44	0	0	0.53	0.5	0.89	0.38	0	0.86	0.64	0.7	0.63	0	0.81	0.7	0.91	0.56	0	0.92	-	-	-	-	-	
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	-	
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7.1%	0%	0%	0%	1.9%	0%	0.9%	0%	0%	0%	0%	0.8%	-	
Lights	10	7	0	0	0	17	2	195	3	0	0	200	17	13	20	0	0	50	12	102	9	0	0	123	-	
Lights %	100%	100%	0%	0%	0%	100%	100%	96.5%	100%	0%	0%	96.6%	94.4%	92.9%	100%	0%	0%	96.2%	85.7%	93.6%	100%	0%	0%	93.2%	-	
Mediums	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	1	2	6	0	0	0	8	-	
Mediums %	0%	0%	0%	0%	0%	0%	0%	3.5%	0%	0%	0%	3.4%	5.6%	0%	0%	0%	0%	1.9%	14.3%	5.5%	0%	0%	0%	6.1%	-	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7.1%	0%	0%	0%	1.9%	0%	0.9%	0%	0%	0%	0%	0.8%	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	7	-	-	-	-	-	-	1	-	-	
Pedestrians%	-	-	-	-	18.2%	-	-	-	-	0%	-	-	-	-	63.6%	-	-	-	-	-	-	-	9.1%	-	-	
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	
Bicycles on Crosswalk%	-	-	-	-	9.1%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-	0%	-	-	



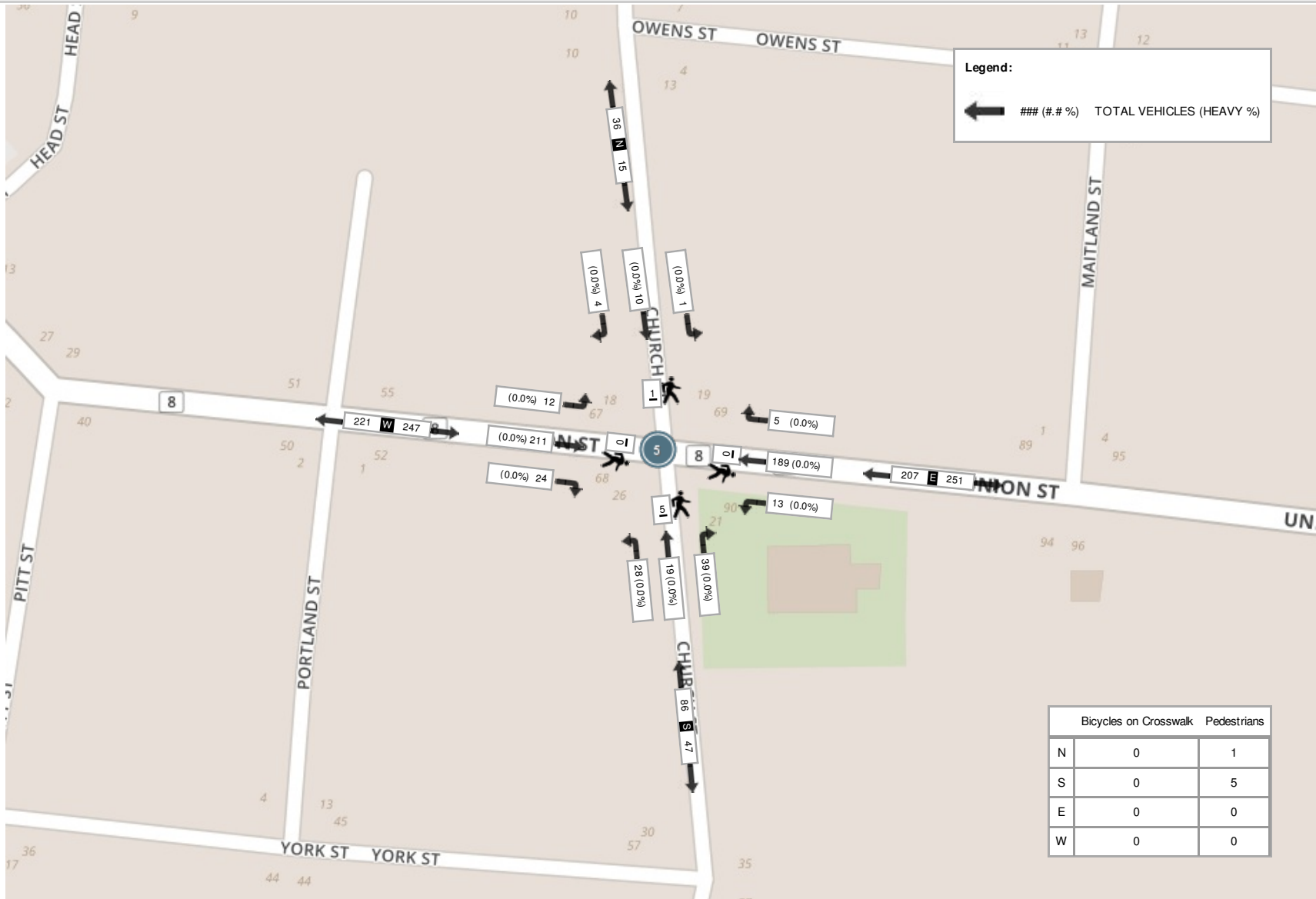
Peak Hour: 04:15 PM - 05:15 PM Weather: Few Clouds (27.88 °C)

Start Time	N Approach CHURCH ST						E Approach UNION ST						S Approach CHURCH ST						W Approach UNION ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:15:00	1	1	1	0	0	3	2	49	7	0	0	58	8	8	8	0	4	24	4	41	1	0	0	46	131
16:30:00	1	1	0	0	1	2	0	42	1	0	0	43	17	2	5	0	1	24	6	57	2	0	0	65	134
16:45:00	1	1	0	0	0	2	2	48	2	0	0	52	10	5	9	0	0	24	4	45	5	0	0	54	132
17:00:00	1	7	0	0	0	8	1	50	3	0	0	54	4	4	6	0	0	14	10	68	4	0	0	82	158
Grand Total	4	10	1	0	1	15	5	189	13	0	0	207	39	19	28	0	5	86	24	211	12	0	0	247	555
Approach%	26.7%	66.7%	6.7%	0%	-	-	2.4%	91.3%	6.3%	0%	-	-	45.3%	22.1%	32.6%	0%	-	-	9.7%	85.4%	4.9%	0%	-	-	-
Totals %	0.7%	1.8%	0.2%	0%	2.7%	0.9%	34.1%	2.3%	0%	37.3%	7%	3.4%	5%	0%	15.5%	4.3%	38%	2.2%	0%	44.5%	-	-	-	-	-
PHF	1	0.36	0.25	0	0.47	0.63	0.95	0.46	0	0.89	0.57	0.59	0.78	0	0.9	0.6	0.78	0.6	0	0.75	-	-	-	-	-
Heavy	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
Heavy %	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%
Lights	4	10	1	0	15	4	186	12	0	202	38	17	25	0	80	23	210	12	0	245	-	-	-	-	-
Lights %	100%	100%	100%	0%	100%	80%	98.4%	92.3%	0%	97.6%	97.4%	89.5%	89.3%	0%	93%	95.8%	99.5%	100%	0%	99.2%	-	-	-	-	-
Mediums	0	0	0	0	0	1	3	1	0	5	1	2	3	0	6	1	1	0	0	2	-	-	-	-	-
Mediums %	0%	0%	0%	0%	0%	20%	1.6%	7.7%	0%	2.4%	2.6%	10.5%	10.7%	0%	7%	4.2%	0.5%	0%	0%	0.8%	-	-	-	-	-
Articulated Trucks	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
Articulated Trucks %	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%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-	-	-	-	-
Pedestrians%	-	-	-	-	16.7%	-	-	-	-	0%	-	-	-	-	83.3%	-	-	-	-	0%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (14.7 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Few Clouds (27.88 °C)





Turning Movement Count (4 . UNION ST & JOHN ST)

Start Time	N Approach JOHN ST					E Approach UNION ST					W Approach UNION ST					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	U-Turn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:00:00	1	0	0	0	1	1	22	0	0	23	21	0	0	0	21	45	
07:15:00	0	0	0	0	0	0	31	0	0	31	20	1	0	0	21	52	
07:30:00	2	0	0	0	2	0	45	0	0	45	27	0	0	0	27	74	
07:45:00	6	0	0	1	6	1	38	0	0	39	25	1	0	0	26	71	242
08:00:00	3	1	0	0	4	0	44	0	0	44	27	3	0	0	30	78	275
08:15:00	1	0	0	0	1	0	40	0	0	40	27	0	0	0	27	68	291
08:30:00	3	2	0	1	5	0	44	0	0	44	33	1	0	0	34	83	300
08:45:00	2	0	0	0	2	1	59	0	0	60	32	1	0	0	33	95	324

BREAK

16:00:00	1	0	0	0	1	1	56	0	0	57	45	2	0	0	47	105	
16:15:00	2	0	0	0	2	0	51	0	0	51	41	2	0	0	43	96	
16:30:00	2	0	0	0	2	0	40	0	0	40	67	1	0	0	68	110	
16:45:00	2	1	0	0	3	1	48	0	0	49	51	1	0	0	52	104	415
17:00:00	2	0	0	0	2	0	57	0	0	57	62	0	0	0	62	121	431
17:15:00	1	1	0	0	2	2	39	0	0	41	52	1	0	0	53	96	431
17:30:00	0	0	0	0	0	1	41	0	0	42	50	4	0	0	54	96	417
17:45:00	0	3	0	0	3	0	36	0	0	36	50	2	0	0	52	91	404
Grand Total	28	8	0	2	36	8	691	0	0	699	630	20	0	0	650	1385	-

Approach%	77.8%	22.2%	0%	-	1.1%	98.9%	0%	-	96.9%	3.1%	0%	-	-	-
Totals %	2%	0.6%	0%	2.6%	0.6%	49.9%	0%	50.5%	45.5%	1.4%	0%	46.9%	-	-
Heavy	0	0	0	-	0	1	0	-	1	0	0	-	-	-
Heavy %	0%	0%	0%	-	0%	0.1%	0%	-	0.2%	0%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (14.7 °C)

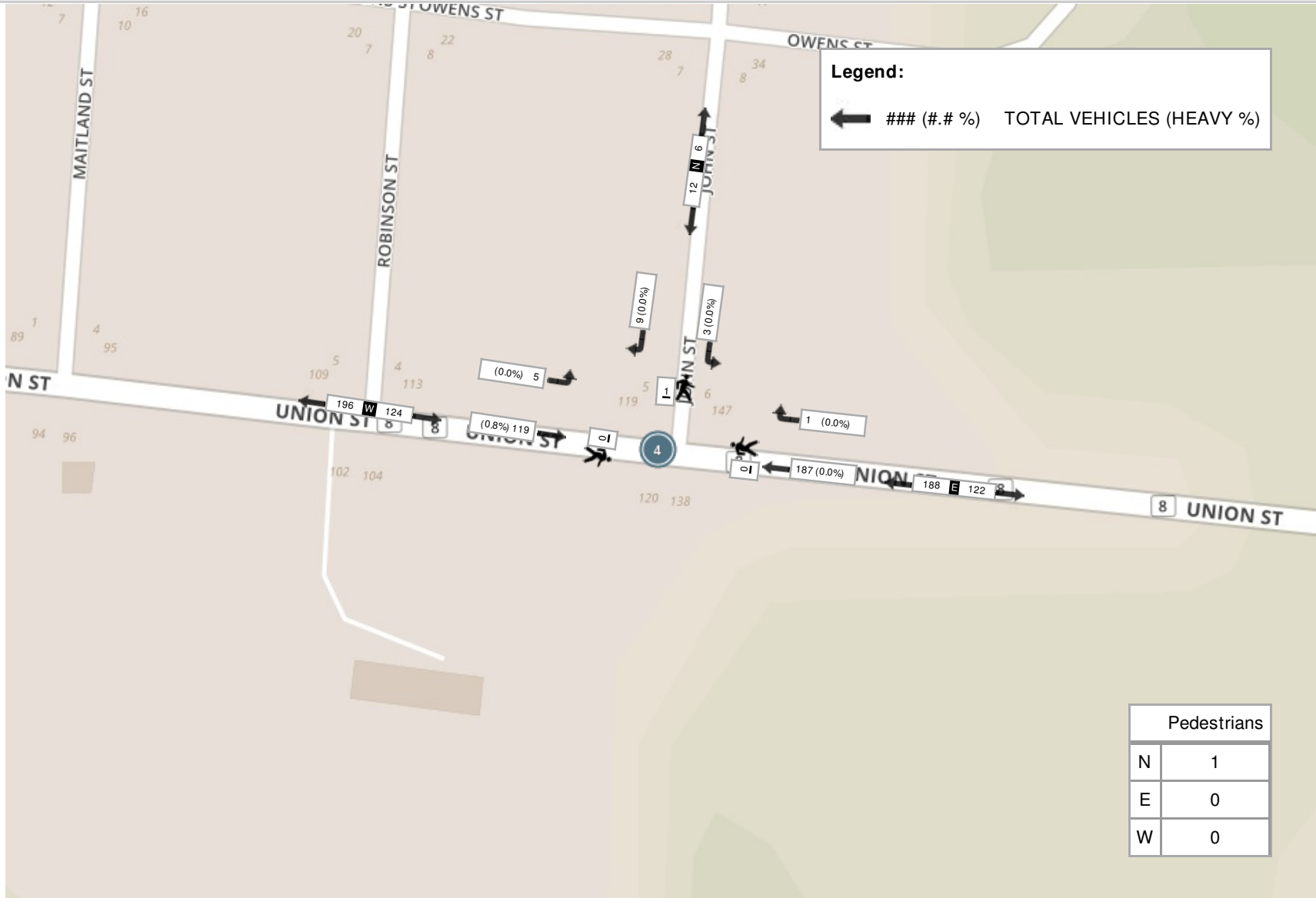
Start Time	N Approach JOHN ST					E Approach UNION ST					W Approach UNION ST					Int. Total (15 min)
	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	
08:00:00	3	1	0	0	4	0	44	0	0	44	27	3	0	0	30	78
08:15:00	1	0	0	0	1	0	40	0	0	40	27	0	0	0	27	68
08:30:00	3	2	0	1	5	0	44	0	0	44	33	1	0	0	34	83
08:45:00	2	0	0	0	2	1	59	0	0	60	32	1	0	0	33	95
Grand Total	9	3	0	1	12	1	187	0	0	188	119	5	0	0	124	324
Approach%	75%	25%	0%		-	0.5%	99.5%	0%		-	96%	4%	0%		-	-
Totals %	2.8%	0.9%	0%		3.7%	0.3%	57.7%	0%		58%	36.7%	1.5%	0%		38.3%	-
PHF	0.75	0.38	0		0.6	0.25	0.79	0		0.78	0.9	0.42	0		0.91	-
Heavy	0	0	0		0	0	0	0		0	1	0	0		1	-
Heavy %	0%	0%	0%		0%	0%	0%	0%		0%	0.8%	0%	0%		0.8%	-
Lights	9	3	0		12	1	179	0		180	111	4	0		115	-
Lights %	100%	100%	0%		100%	100%	95.7%	0%		95.7%	93.3%	80%	0%		92.7%	-
Mediums	0	0	0		0	0	8	0		8	7	1	0		8	-
Mediums %	0%	0%	0%		0%	0%	4.3%	0%		4.3%	5.9%	20%	0%		6.5%	-
Articulated Trucks	0	0	0		0	0	0	0		0	1	0	0		1	-
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0.8%	0%	0%		0.8%	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-



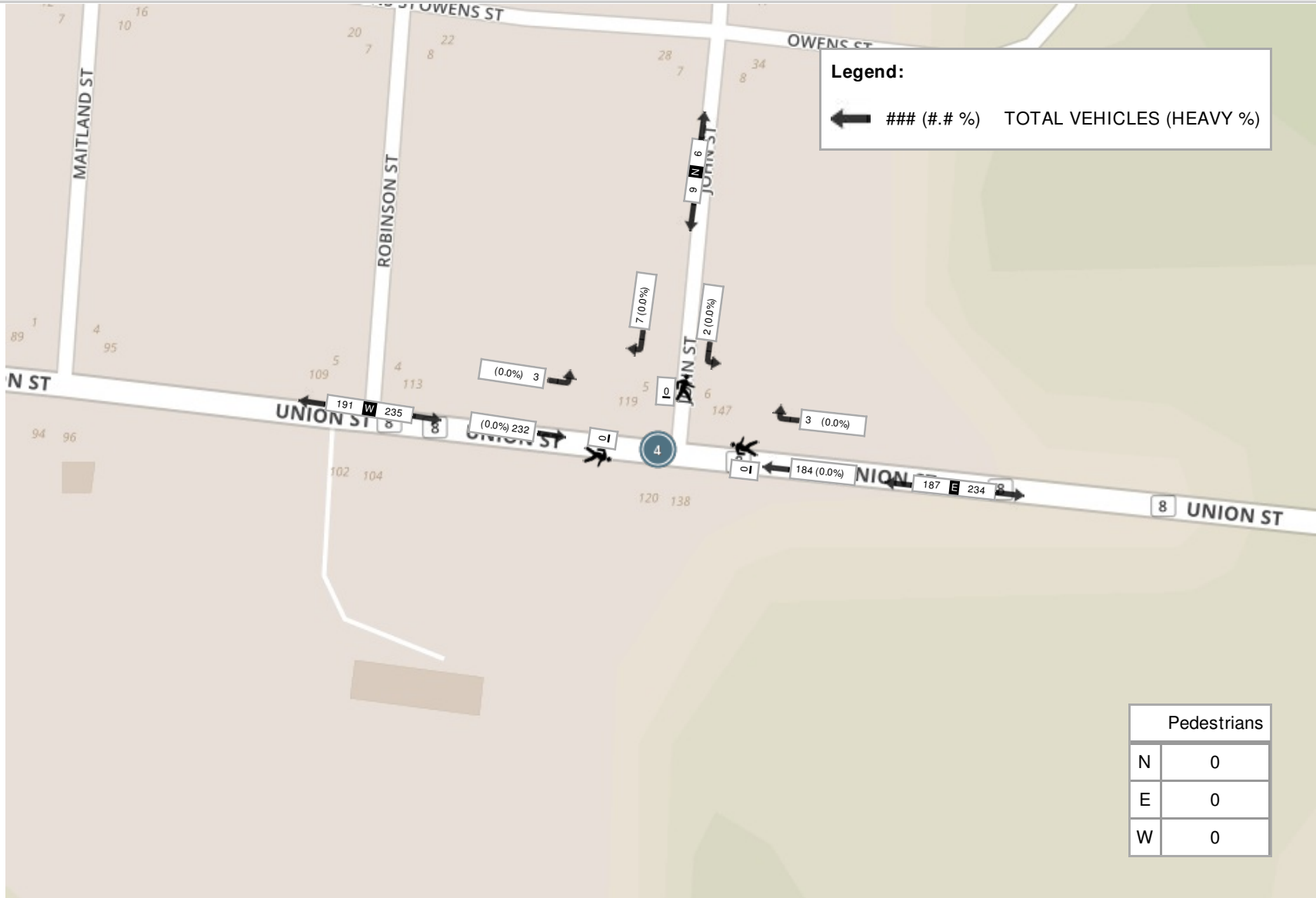
Peak Hour: 04:30 PM - 05:30 PM Weather: Few Clouds (27.88 °C)

Start Time	N Approach JOHN ST					E Approach UNION ST					W Approach UNION ST					Int. Total (15 min)
	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	
16:30:00	2	0	0	0	2	0	40	0	0	40	67	1	0	0	68	110
16:45:00	2	1	0	0	3	1	48	0	0	49	51	1	0	0	52	104
17:00:00	2	0	0	0	2	0	57	0	0	57	62	0	0	0	62	121
17:15:00	1	1	0	0	2	2	39	0	0	41	52	1	0	0	53	96
Grand Total	7	2	0	0	9	3	184	0	0	187	232	3	0	0	235	431
Approach%	77.8%	22.2%	0%	-	-	1.6%	98.4%	0%	-	-	98.7%	1.3%	0%	-	-	-
Totals %	1.6%	0.5%	0%	2.1%	0.7%	42.7%	0%	43.4%	53.8%	0.7%	0%	54.5%	-	-	-	-
PHF	0.88	0.5	0	0.75	0.38	0.81	0	0.82	0.87	0.75	0	0.86	-	-	-	-
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights	7	2	0	9	2	183	0	185	230	3	0	233	-	-	-	-
Lights %	100%	100%	0%	100%	66.7%	99.5%	0%	98.9%	99.1%	100%	0%	99.1%	-	-	-	-
Mediums	0	0	0	0	1	1	0	2	2	0	0	2	-	-	-	-
Mediums %	0%	0%	0%	0%	33.3%	0.5%	0%	1.1%	0.9%	0%	0%	0.9%	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	-
Pedestrians%	-	-	-	0%	-	-	-	0%	-	-	-	0%	-	-	-	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (14.7 °C)



Peak Hour: 04:30 PM - 05:30 PM Weather: Few Clouds (27.88 °C)



APPENDIX B

Level of Service Definitions

Level of Service Definitions

Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	≤ 10	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	> 10 and ≤ 15	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	> 15 and ≤ 25	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	> 25 and ≤ 35	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	> 35 and ≤ 50	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	> 50	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

APPENDIX C

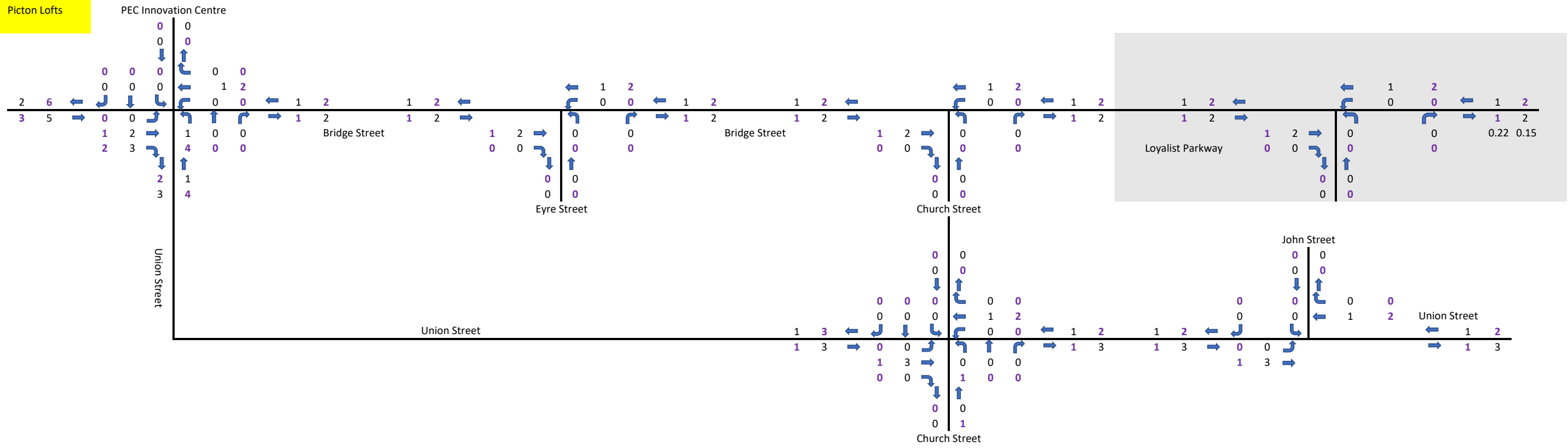
Background Trip Generation

Background Development: Port Harbour Lofts

LAND USE CATEGORY	Residential		
LAND USE	Multifamily Housing (25	
DEPENDENT VARIABLE	Units		
TIME PERIOD	Peak Hour of Adjacent Street Traffic		
AVERAGE RATE	0.46		
EQUATION	$\ln(T) = 0.95 \ln(X) - 0.51$		
DIRECTIO	IN 23%		
NAL	OUT 77%		
CALCULA	AGE RATE 12		
TED TRIP	ED CURVE 13		
MODAL SPLIT	0%	TRIPS 0	
PASS BY	0%	TRIPS 0	
INTERNAL CAPTURE	0%	TRIPS 0	
		IN	OUT
	NET NEW TRIPS	13	3
	Net Trip Rate	0.52	

LAND USE CATEGORY	Residential		
LAND USE	Multifamily Housing (25	
INDEPENDENT VARIABLE	Units		
TIME PERIOD	Peak Hour of Adjacent Street Traffic		
AVERAGE RATE	0.56		
EQUATION	$\ln(T) = 0.89 \ln(X) - 0.02$		
DIRECTIO	IN 63%		
NAL	OUT 37%		
CALCULA	AGE RATE 14		
TED TRIP	ED CURVE 17		
MODAL SPLIT	0%	TRIPS 0	
PASS BY	0%	TRIPS 0	
INTERNAL CAPTURE	0%	TRIPS 0	
		IN	OUT
	NET NEW TRIPS	17	11
	Net Trip Rate	0.68	

Picton Lofts



Background Development: Port Picton Homes

LAND USE CATEGORY	Residential	21
LAND USE	Single-Family Detached Ho	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.74	
EQUATION	$T = 0.71(X) + 4.80$	
DIRECTIONAL	IN 25%	
DISTRIBUTION	OUT 75%	
CALCULATED TRIP ENDS	AVERAGE RATE 16 FITTED CURVE 20	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 20	5 15
	Net Trip Rate	0.95

LAND USE CATEGORY	Residential	21
LAND USE	Single-Family Detached Ho	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.99	
EQUATION	$\ln(T) = 0.96 \ln(X) + 0.20$	
DIRECTIONAL	IN 63%	
DISTRIBUTION	OUT 37%	
CALCULATED TRIP ENDS	AVERAGE RATE 21 FITTED CURVE 23	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 23	14 9
	Net Trip Rate	1.10

LAND USE CATEGORY	Residential	16
LAND USE	Multifamily Housing (Low-I	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.46	
EQUATION	$\ln(T) = 0.95 \ln(X) - 0.51$	
DIRECTIONAL	IN 23%	
DISTRIBUTION	OUT 77%	
CALCULATED TRIP ENDS	AVERAGE RATE 7 FITTED CURVE 8	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 8	2 6
	Net Trip Rate	0.50

LAND USE CATEGORY	Residential	16
LAND USE	Multifamily Housing (Low-	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.56	
EQUATION	$\ln(T) = 0.89 \ln(X) - 0.02$	
DIRECTIONAL	IN 63%	
DISTRIBUTION	OUT 37%	
CALCULATED TRIP ENDS	AVERAGE RATE 9 FITTED CURVE 12	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 12	8 4
	Net Trip Rate	0.75

Phase 1

LAND USE CATEGORY	Residential	22
LAND USE	Multifamily Housing (Mid-I	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.36	
EQUATION	$\ln(T) = 0.98 \ln(X) - 0.98$	
DIRECTIONAL	IN 26%	
DISTRIBUTION	OUT 74%	
CALCULATED TRIP ENDS	AVERAGE RATE 8 FITTED CURVE 8	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 8	2 6
	Net Trip Rate	0.36

LAND USE CATEGORY	Residential	22
LAND USE	Multifamily Housing (Mid-I	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.44	
EQUATION	$\ln(T) = 0.96 \ln(X) - 0.63$	
DIRECTIONAL	IN 52%	
DISTRIBUTION	OUT 48%	
CALCULATED TRIP ENDS	AVERAGE RATE 10 FITTED CURVE 10	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 10	5 5
	Net Trip Rate	0.45

LAND USE CATEGORY	Lodging	18
LAND USE	Motel (320)	
INDEPENDENT VARIABLE	Rooms	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.38	
EQUATION	$T = 0.36(X) + 2.56$	
DIRECTIONAL	IN 37%	
DISTRIBUTION	OUT 63%	
CALCULATED TRIP ENDS	AVERAGE RATE 7 FITTED CURVE 9	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 9	3 6
	Net Trip Rate	0.50

LAND USE CATEGORY	Lodging	18
LAND USE	Motel (320)	
INDEPENDENT VARIABLE	Rooms	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.38	
EQUATION	$T = 0.35(X) + 3.53$	
DIRECTIONAL	IN 54%	
DISTRIBUTION	OUT 46%	
CALCULATED TRIP ENDS	AVERAGE RATE 7 FITTED CURVE 10	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 10	5 5
	Net Trip Rate	0.56

Claramou
nt Inn

LAND USE CATEGORY	Residential	234
LAND USE	Multifamily Housing (Mid-I	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.36	
EQUATION	$\ln(T) = 0.98 \ln(X) - 0.98$	
DIRECTIONAL	IN 26%	
DISTRIBUTION	OUT 74%	
CALCULATED TRIP ENDS	AVERAGE RATE 84 FITTED CURVE 79	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 84	22 62
	Net Trip Rate	0.36

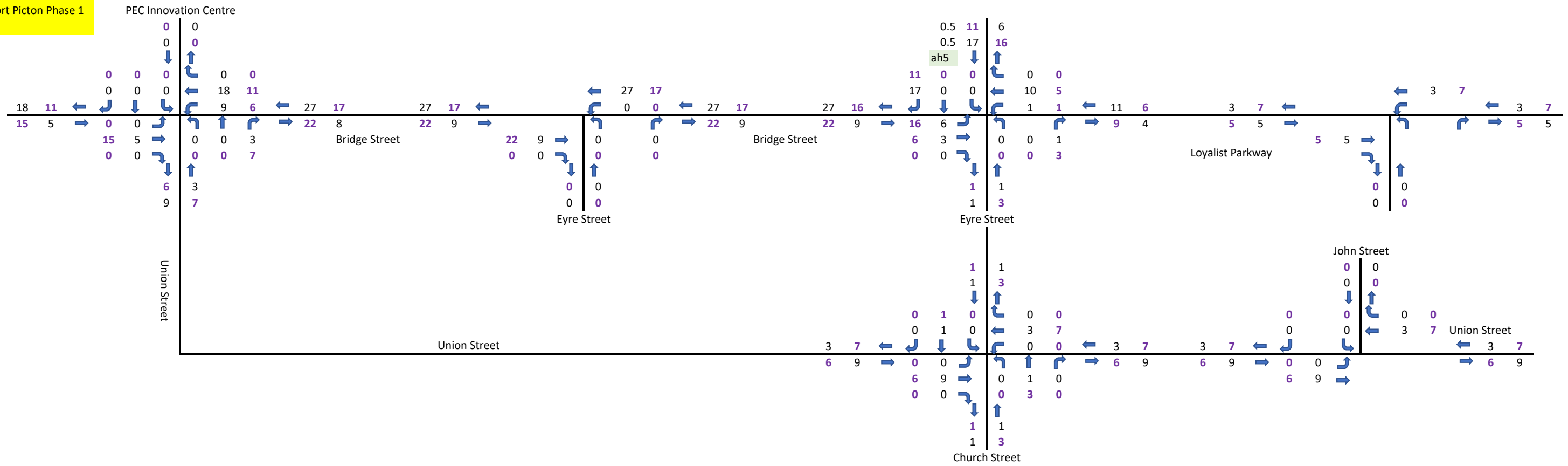
LAND USE CATEGORY	Residential	234
LAND USE	Multifamily Housing (Mid-I	
INDEPENDENT VARIABLE	Units	
TIME PERIOD	Peak Hour of Adjacent Street Traffic	
AVERAGE RATE	0.44	
EQUATION	$\ln(T) = 0.96 \ln(X) - 0.63$	
DIRECTIONAL	IN 52%	
DISTRIBUTION	OUT 48%	
CALCULATED TRIP ENDS	AVERAGE RATE 103 FITTED CURVE 100	
MODAL SPLIT	0% TRIPS 0	
PASS BY	0% TRIPS 0	
INTERNAL CAPTURE	0% TRIPS 0	
	IN	OUT
	NET NEW TRIPS 103	54 49
	Net Trip Rate	0.44

*includes phase 2 of
mid-rise
residential+commer
cial mixed use

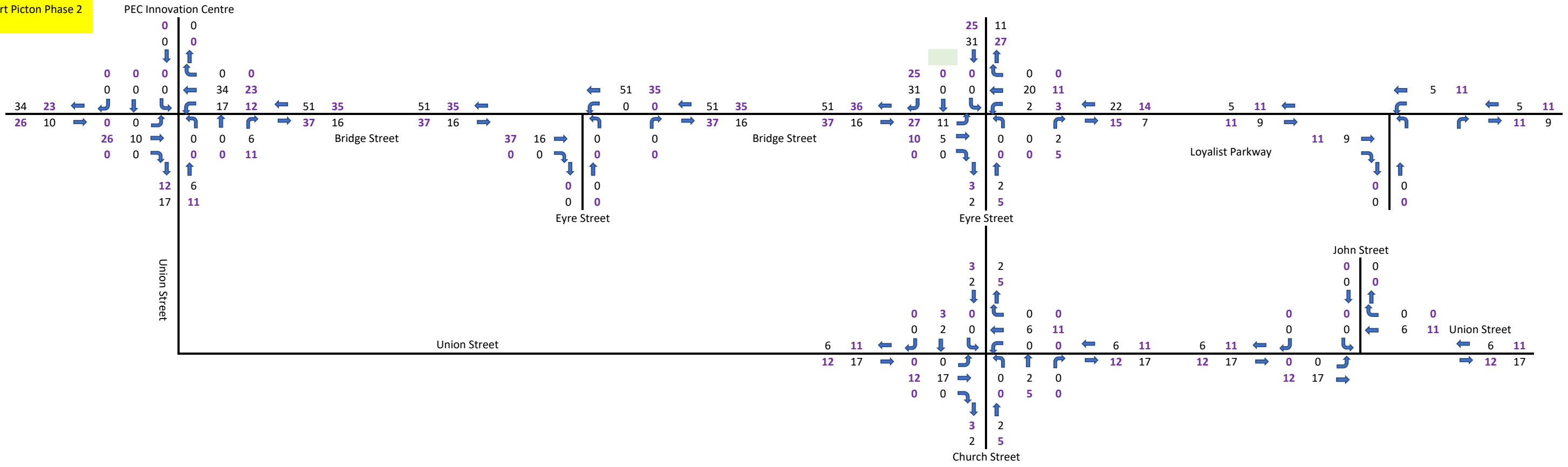
Table 5: Site Generated Trips

Use	Peak Hour	Number of Trips		
		Inbound	Outbound	Total
Phase 1	A.M.	12	33	45
	P.M.	32	23	55
Phase 2	A.M.	22	62	84
	P.M.	54	49	103

Port Picton Phase 1



Port Picton Phase 2



APPENDIX D

Detailed Capacity Analysis

Intersection						
Int Delay, s/veh	4.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	110	164	2	149	225	5
Future Vol, veh/h	110	164	2	149	225	5
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	1	0	0
Mvmt Flow	120	178	2	162	245	5

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	301	0	289	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1272	-	706	933
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	868	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1268	-	702	930
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	702	930	-	-	1268	-
HCM Lane V/C Ratio	0.348	0.006	-	-	0.002	-
HCM Control Delay (s)	12.8	8.9	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	96	2	7	133	3	10
Future Vol, veh/h	96	2	7	133	3	10
Conflicting Peds, #/hr	0	1	1	0	0	2
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, %	0	0	0	1	0	10
Mvmt Flow	104	2	8	145	3	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	267 108
Stage 1	-	-	-	-	106 -
Stage 2	-	-	-	-	161 -
Critical Hdwy	-	-	4.1	-	6.4 6.3
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.39
Pot Cap-1 Maneuver	-	-	1497	-	727 925
Stage 1	-	-	-	-	923 -
Stage 2	-	-	-	-	873 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1496	-	722 922
Mov Cap-2 Maneuver	-	-	-	-	722 -
Stage 1	-	-	-	-	917 -
Stage 2	-	-	-	-	873 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1496	-
HCM Lane V/C Ratio	0.016	-	-	0.005	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	97	14	0	136	21	0
Future Vol, veh/h	97	14	0	136	21	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, %	0	0	0	1	0	0
Mvmt Flow	105	15	0	148	23	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	120	0	261
Stage 1	-	-	-	-	113
Stage 2	-	-	-	-	148
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1480	-	732
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	884
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	732
Mov Cap-2 Maneuver	-	-	-	-	732
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	884

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	732	-	-	1480	-
HCM Lane V/C Ratio	0.031	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	5	119	187	1	3	9
Future Vol, veh/h	5	119	187	1	3	9
Conflicting Peds, #/hr	1	0	0	1	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, %	0	1	0	0	0	0
Mvmt Flow	5	129	203	1	3	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	205	0	0	344	205
Stage 1	-	-	-	205	-
Stage 2	-	-	-	139	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1378	-	-	657	841
Stage 1	-	-	-	834	-
Stage 2	-	-	-	893	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1377	-	-	653	840
Mov Cap-2 Maneuver	-	-	-	653	-
Stage 1	-	-	-	830	-
Stage 2	-	-	-	892	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1377	-	-	-	784
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	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	9	109	14	3	202	2	20	14	18	0	7	10
Future Vol, veh/h	9	109	14	3	202	2	20	14	18	0	7	10
Conflicting Peds, #/hr	3	0	7	7	0	3	1	0	0	0	0	1
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, %	0	1	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	10	118	15	3	220	2	22	15	20	0	8	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	140	0	0	391	384	133	393	390	225
Stage 1	-	-	-	-	-	-	153	153	-	230	230	-
Stage 2	-	-	-	-	-	-	238	231	-	163	160	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.57	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.063	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1356	-	-	1456	-	-	572	542	922	570	548	819
Stage 1	-	-	-	-	-	-	854	761	-	777	718	-
Stage 2	-	-	-	-	-	-	770	704	-	844	769	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1352	-	-	1447	-	-	550	532	916	540	538	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	550	532	-	540	538	-
Stage 1	-	-	-	-	-	-	842	750	-	768	714	-
Stage 2	-	-	-	-	-	-	749	700	-	803	758	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			11.3			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	1352	-	-	1447	-	-	673
HCM Lane V/C Ratio	0.089	0.007	-	-	0.002	-	-	0.027
HCM Control Delay (s)	11.3	7.7	0	-	7.5	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection							
Int Delay, s/veh	4.6						
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		↑	↗		↖	↘	↗
Traffic Vol, veh/h	2	178	239	9	198	235	16
Future Vol, veh/h	2	178	239	9	198	235	16
Conflicting Peds, #/hr	0	0	3	3	0	8	1
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	0	-	-	0	200
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	1	0	0
Mvmt Flow	2	193	260	10	215	255	17

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	-	0	0	456	0	439	197
Stage 1	-	-	-	-	-	196	-
Stage 2	-	-	-	-	-	243	-
Critical Hdwy	-	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	-	1115	-	579	849
Stage 1	-	-	-	-	-	842	-
Stage 2	-	-	-	-	-	802	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1112	-	567	846
Mov Cap-2 Maneuver	-	-	-	-	-	567	-
Stage 1	-	-	-	-	-	831	-
Stage 2	-	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s		0.4	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	567	846	-	-	1112	-
HCM Lane V/C Ratio	0.451	0.021	-	-	0.009	-
HCM Control Delay (s)	16.4	9.3	-	-	8.3	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	2.3	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	182	3	11	173	4	28
Future Vol, veh/h	182	3	11	173	4	28
Conflicting Peds, #/hr	0	4	4	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, %	0	0	0	1	0	0
Mvmt Flow	198	3	12	188	4	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	205	0	416 204
Stage 1	-	-	-	-	204 -
Stage 2	-	-	-	-	212 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1378	-	597 842
Stage 1	-	-	-	-	835 -
Stage 2	-	-	-	-	828 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1373	-	589 839
Mov Cap-2 Maneuver	-	-	-	-	589 -
Stage 1	-	-	-	-	823 -
Stage 2	-	-	-	-	828 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	797	-	-	1373	-
HCM Lane V/C Ratio	0.044	-	-	0.009	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	179	8	2	186	12	0
Future Vol, veh/h	179	8	2	186	12	0
Conflicting Peds, #/hr	0	1	1	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, %	0	0	0	0	0	0
Mvmt Flow	195	9	2	202	13	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	205	0	407
Stage 1	-	-	-	-	201
Stage 2	-	-	-	-	206
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1378	-	604
Stage 1	-	-	-	-	838
Stage 2	-	-	-	-	833
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1377	-	602
Mov Cap-2 Maneuver	-	-	-	-	602
Stage 1	-	-	-	-	835
Stage 2	-	-	-	-	833

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	602	-	-	1377	-
HCM Lane V/C Ratio	0.022	-	-	0.002	-
HCM Control Delay (s)	11.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	232	184	3	2	7
Future Vol, veh/h	3	232	184	3	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	252	200	3	2	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	203	0	-	0	460 202
Stage 1	-	-	-	-	202 -
Stage 2	-	-	-	-	258 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1381	-	-	-	563 844
Stage 1	-	-	-	-	837 -
Stage 2	-	-	-	-	790 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1381	-	-	-	561 844
Mov Cap-2 Maneuver	-	-	-	-	561 -
Stage 1	-	-	-	-	834 -
Stage 2	-	-	-	-	790 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1381	-	-	-	759
HCM Lane V/C Ratio	0.002	-	-	-	0.013
HCM Control Delay (s)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	211	24	13	189	5	28	19	39	1	10	4
Future Vol, veh/h	12	211	24	13	189	5	28	19	39	1	10	4
Conflicting Peds, #/hr	1	0	5	5	0	1	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	229	26	14	205	5	30	21	42	1	11	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	211	0	0	260	0	0	516	512	247	537	523	209
Stage 1	-	-	-	-	-	-	273	273	-	237	237	-
Stage 2	-	-	-	-	-	-	243	239	-	300	286	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1372	-	-	1316	-	-	473	468	797	458	462	836
Stage 1	-	-	-	-	-	-	737	688	-	771	713	-
Stage 2	-	-	-	-	-	-	765	711	-	713	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1310	-	-	452	454	793	411	449	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	454	-	411	449	-
Stage 1	-	-	-	-	-	-	725	677	-	762	704	-
Stage 2	-	-	-	-	-	-	740	702	-	647	668	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			12.7			12.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	562	1371	-	-	1310	-	-	509
HCM Lane V/C Ratio	0.166	0.01	-	-	0.011	-	-	0.032
HCM Control Delay (s)	12.7	7.7	0	-	7.8	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	29	128	183	11	183	1	249	7	9	1	0	7
Future Vol, veh/h	29	128	183	11	183	1	249	7	9	1	0	7
Conflicting Peds, #/hr	0	0	3	3	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	-	-	0	-	-	-	0	-	-	-	-	-
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	1	1	0	1	2	0	2	0	2	2	2
Mvmt Flow	32	139	199	12	199	1	271	8	10	1	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	200	0	0	341	0	0	434	430	142	536	629	200
Stage 1	-	-	-	-	-	-	206	206	-	224	224	-
Stage 2	-	-	-	-	-	-	228	224	-	312	405	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1372	-	-	1229	-	-	536	518	911	455	399	841
Stage 1	-	-	-	-	-	-	801	731	-	779	718	-
Stage 2	-	-	-	-	-	-	779	718	-	699	598	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1372	-	-	1226	-	-	513	495	908	431	381	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	513	495	-	431	381	-
Stage 1	-	-	-	-	-	-	775	707	-	756	710	-
Stage 2	-	-	-	-	-	-	763	710	-	664	578	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			19.1			9.8		
HCM LOS							C			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	665	1372	-	-	1226	-	-	752
HCM Lane V/C Ratio	0.528	0.026	0.023	-	-	0.01	-	-	0.012
HCM Control Delay (s)	19.6	10.6	7.7	0	-	8	0	-	9.8
HCM Lane LOS	C	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	3	0.1	0.1	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	111	3	9	157	0	3	0	12	0	0	17
Future Vol, veh/h	6	111	3	9	157	0	3	0	12	0	0	17
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	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	0	0	0	1	2	0	2	10	2	2	2
Mvmt Flow	7	121	3	10	171	0	3	0	13	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	125	0	0	338	329	126	336	330	171
Stage 1	-	-	-	-	-	-	138	138	-	191	191	-
Stage 2	-	-	-	-	-	-	200	191	-	145	139	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	1406	-	-	1474	-	-	620	590	903	618	589	873
Stage 1	-	-	-	-	-	-	870	782	-	811	742	-
Stage 2	-	-	-	-	-	-	806	742	-	858	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1406	-	-	1473	-	-	601	582	900	603	581	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	601	582	-	603	581	-
Stage 1	-	-	-	-	-	-	865	777	-	807	737	-
Stage 2	-	-	-	-	-	-	783	737	-	840	777	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			9.5			9.2		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	819	1406	-	-	1473	-	-	873
HCM Lane V/C Ratio	0.02	0.005	-	-	0.007	-	-	0.021
HCM Control Delay (s)	9.5	7.6	0	-	7.5	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	118	15	0	178	23	0
Future Vol, veh/h	118	15	0	178	23	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, %	0	0	0	1	0	0
Mvmt Flow	128	16	0	193	25	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	144	0	329
Stage 1	-	-	-	-	136
Stage 2	-	-	-	-	193
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1451	-	670
Stage 1	-	-	-	-	895
Stage 2	-	-	-	-	845
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1451	-	670
Mov Cap-2 Maneuver	-	-	-	-	670
Stage 1	-	-	-	-	895
Stage 2	-	-	-	-	845

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	1451	-
HCM Lane V/C Ratio	0.037	-	-	-	-
HCM Control Delay (s)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	6	143	210	1	79	10
Future Vol, veh/h	6	143	210	1	79	10
Conflicting Peds, #/hr	1	0	0	1	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, %	0	1	0	0	0	0
Mvmt Flow	7	155	228	1	86	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	230	0	-	0	399 230
Stage 1	-	-	-	-	230 -
Stage 2	-	-	-	-	169 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1350	-	-	-	611 814
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	866 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1349	-	-	-	606 813
Mov Cap-2 Maneuver	-	-	-	-	606 -
Stage 1	-	-	-	-	807 -
Stage 2	-	-	-	-	865 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	624
HCM Lane V/C Ratio	0.005	-	-	-	0.155
HCM Control Delay (s)	7.7	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

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	10	132	15	3	226	2	22	16	20	0	9	11
Future Vol, veh/h	10	132	15	3	226	2	22	16	20	0	9	11
Conflicting Peds, #/hr	3	0	7	7	0	3	1	0	0	0	0	1
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, %	0	1	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	11	143	16	3	246	2	24	17	22	0	10	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	166	0	0	445	437	158	449	444	251
Stage 1	-	-	-	-	-	-	180	180	-	256	256	-
Stage 2	-	-	-	-	-	-	265	257	-	193	188	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.57	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.063	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1326	-	-	1424	-	-	527	506	893	524	511	793
Stage 1	-	-	-	-	-	-	826	741	-	753	699	-
Stage 2	-	-	-	-	-	-	745	686	-	813	748	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1322	-	-	1415	-	-	503	496	887	492	501	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	503	496	-	492	501	-
Stage 1	-	-	-	-	-	-	814	730	-	744	696	-
Stage 2	-	-	-	-	-	-	721	683	-	767	737	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			11.8			10.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	589	1322	-	-	1415	-	-	627
HCM Lane V/C Ratio	0.107	0.008	-	-	0.002	-	-	0.035
HCM Control Delay (s)	11.8	7.7	0	-	7.5	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	10	212	265	16	231	0	263	6	25	1	2	25
Future Vol, veh/h	10	212	265	16	231	0	263	6	25	1	2	25
Conflicting Peds, #/hr	0	0	3	3	0	0	8	0	1	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	-	-	0	-	-	-	0	-	-	-	-	-
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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	11	230	288	17	251	0	286	7	27	1	2	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	521	0	0	563	540	234	699	828	259
Stage 1	-	-	-	-	-	-	255	255	-	285	285	-
Stage 2	-	-	-	-	-	-	308	285	-	414	543	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1314	-	-	1056	-	-	440	449	810	354	306	780
Stage 1	-	-	-	-	-	-	754	696	-	722	676	-
Stage 2	-	-	-	-	-	-	706	676	-	616	520	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1314	-	-	1053	-	-	408	434	807	330	296	774
Mov Cap-2 Maneuver	-	-	-	-	-	-	408	434	-	330	296	-
Stage 1	-	-	-	-	-	-	743	686	-	713	663	-
Stage 2	-	-	-	-	-	-	661	663	-	582	512	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.5			29.7			10.7		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	692	1314	-	-	1053	-	-	665
HCM Lane V/C Ratio	0.701	0.049	0.008	-	-	0.017	-	-	0.046
HCM Control Delay (s)	32	10.5	7.8	0	-	8.5	0	-	10.7
HCM Lane LOS	D	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	5.2	0.2	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	207	3	13	197	0	4	0	34	0	0	11
Future Vol, veh/h	16	207	3	13	197	0	4	0	34	0	0	11
Conflicting Peds, #/hr	0	0	4	4	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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	17	225	3	14	214	0	4	0	37	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	232	0	0	513	507	231	521	508	214
Stage 1	-	-	-	-	-	-	265	265	-	242	242	-
Stage 2	-	-	-	-	-	-	248	242	-	279	266	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1356	-	-	1348	-	-	475	468	813	466	468	826
Stage 1	-	-	-	-	-	-	745	689	-	762	705	-
Stage 2	-	-	-	-	-	-	760	705	-	728	689	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1356	-	-	1343	-	-	457	454	810	436	454	826
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	454	-	436	454	-
Stage 1	-	-	-	-	-	-	732	677	-	751	697	-
Stage 2	-	-	-	-	-	-	740	697	-	685	677	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.5			10.1			9.4		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	749	1356	-	-	1343	-	-	826
HCM Lane V/C Ratio	0.055	0.013	-	-	0.011	-	-	0.014
HCM Control Delay (s)	10.1	7.7	0	-	7.7	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	220	9	2	224	13	0
Future Vol, veh/h	220	9	2	224	13	0
Conflicting Peds, #/hr	0	1	1	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, %	0	0	0	0	0	0
Mvmt Flow	239	10	2	243	14	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	250	0	492 245
Stage 1	-	-	-	-	245 -
Stage 2	-	-	-	-	247 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1327	-	540 799
Stage 1	-	-	-	-	800 -
Stage 2	-	-	-	-	799 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1326	-	538 798
Mov Cap-2 Maneuver	-	-	-	-	538 -
Stage 1	-	-	-	-	798 -
Stage 2	-	-	-	-	799 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	538	-	-	1326	-
HCM Lane V/C Ratio	0.026	-	-	0.002	-
HCM Control Delay (s)	11.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	262	211	3	2	8
Future Vol, veh/h	3	262	211	3	2	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, %	0	0	0	0	0	0
Mvmt Flow	3	285	229	3	2	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	232	0	-	0	522 231
Stage 1	-	-	-	-	231 -
Stage 2	-	-	-	-	291 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1348	-	-	-	519 813
Stage 1	-	-	-	-	812 -
Stage 2	-	-	-	-	763 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1348	-	-	-	517 813
Mov Cap-2 Maneuver	-	-	-	-	517 -
Stage 1	-	-	-	-	810 -
Stage 2	-	-	-	-	763 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1348	-	-	-	729
HCM Lane V/C Ratio	0.002	-	-	-	0.015
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

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	13	239	26	28	217	6	32	24	43	1	12	4
Future Vol, veh/h	13	239	26	28	217	6	32	24	43	1	12	4
Conflicting Peds, #/hr	1	0	5	5	0	1	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	260	28	30	236	7	35	26	47	1	13	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	244	0	0	293	0	0	615	611	279	640	622	241
Stage 1	-	-	-	-	-	-	307	307	-	301	301	-
Stage 2	-	-	-	-	-	-	308	304	-	339	321	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1334	-	-	1280	-	-	406	411	765	391	405	803
Stage 1	-	-	-	-	-	-	707	665	-	712	669	-
Stage 2	-	-	-	-	-	-	706	667	-	680	655	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1333	-	-	1274	-	-	380	393	761	337	387	802
Mov Cap-2 Maneuver	-	-	-	-	-	-	380	393	-	337	387	-
Stage 1	-	-	-	-	-	-	694	653	-	702	650	-
Stage 2	-	-	-	-	-	-	670	648	-	605	643	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.9			14.4			13.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	1333	-	-	1274	-	-	436
HCM Lane V/C Ratio	0.219	0.011	-	-	0.024	-	-	0.042
HCM Control Delay (s)	14.4	7.7	0	-	7.9	0	-	13.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.1

Intersection												
Int Delay, s/veh	10.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	32	151	203	28	235	1	276	7	15	1	0	7
Future Vol, veh/h	32	151	203	28	235	1	276	7	15	1	0	7
Conflicting Peds, #/hr	0	0	3	3	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	-	-	0	-	-	-	0	-	-	-	-	-
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	1	1	0	1	2	0	2	0	2	2	2
Mvmt Flow	35	164	221	30	255	1	300	8	16	1	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	256	0	0	388	0	0	557	553	167	673	774	256
Stage 1	-	-	-	-	-	-	237	237	-	316	316	-
Stage 2	-	-	-	-	-	-	320	316	-	357	458	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1309	-	-	1182	-	-	444	441	882	369	329	783
Stage 1	-	-	-	-	-	-	771	709	-	695	655	-
Stage 2	-	-	-	-	-	-	696	655	-	661	567	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1309	-	-	1179	-	-	417	411	880	339	307	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	417	411	-	339	307	-
Stage 1	-	-	-	-	-	-	742	682	-	671	635	-
Stage 2	-	-	-	-	-	-	669	635	-	619	545	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.9			31.2			10.4		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	417	646	1309	-	-	1179	-	-	673
HCM Lane V/C Ratio	0.719	0.037	0.027	-	-	0.026	-	-	0.013
HCM Control Delay (s)	32.8	10.8	7.8	0	-	8.1	0	-	10.4
HCM Lane LOS	D	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	5.6	0.1	0.1	-	-	0.1	-	-	0

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	17	127	4	12	193	0	4	0	15	0	0	48
Future Vol, veh/h	17	127	4	12	193	0	4	0	15	0	0	48
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	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	0	0	0	1	2	0	2	10	2	2	2
Mvmt Flow	18	138	4	13	210	0	4	0	16	0	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	143	0	0	439	413	143	422	415	210
Stage 1	-	-	-	-	-	-	177	177	-	236	236	-
Stage 2	-	-	-	-	-	-	262	236	-	186	179	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	1361	-	-	1452	-	-	532	529	884	542	528	830
Stage 1	-	-	-	-	-	-	829	753	-	767	710	-
Stage 2	-	-	-	-	-	-	747	710	-	816	751	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1361	-	-	1451	-	-	489	516	882	521	515	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	516	-	521	515	-
Stage 1	-	-	-	-	-	-	817	742	-	756	703	-
Stage 2	-	-	-	-	-	-	693	703	-	788	740	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.4			9.9			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	754	1361	-	-	1451	-	-	830
HCM Lane V/C Ratio	0.027	0.014	-	-	0.009	-	-	0.063
HCM Control Delay (s)	9.9	7.7	0	-	7.5	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	145	17	0	245	26	0
Future Vol, veh/h	145	17	0	245	26	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, %	0	0	0	1	0	0
Mvmt Flow	158	18	0	266	28	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	176	0	433
Stage 1	-	-	-	-	167
Stage 2	-	-	-	-	266
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1412	-	584
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	783
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1412	-	584
Mov Cap-2 Maneuver	-	-	-	-	584
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	783

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	1412	-
HCM Lane V/C Ratio	0.048	-	-	-	-
HCM Control Delay (s)	11.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	6	174	238	1	88	11
Future Vol, veh/h	6	174	238	1	88	11
Conflicting Peds, #/hr	1	0	0	1	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, %	0	1	0	0	0	0
Mvmt Flow	7	189	259	1	96	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	261	0	0	464	261
Stage 1	-	-	-	261	-
Stage 2	-	-	-	203	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1315	-	-	560	783
Stage 1	-	-	-	787	-
Stage 2	-	-	-	836	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1314	-	-	556	782
Mov Cap-2 Maneuver	-	-	-	556	-
Stage 1	-	-	-	781	-
Stage 2	-	-	-	835	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1314	-	-	-	574
HCM Lane V/C Ratio	0.005	-	-	-	0.187
HCM Control Delay (s)	7.8	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

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	11	162	17	4	256	2	24	20	22	0	12	12
Future Vol, veh/h	11	162	17	4	256	2	24	20	22	0	12	12
Conflicting Peds, #/hr	3	0	7	7	0	3	1	0	0	0	0	1
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, %	0	1	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	12	176	18	4	278	2	26	22	24	0	13	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	283	0	0	201	0	0	517	507	192	522	515	283
Stage 1	-	-	-	-	-	-	216	216	-	290	290	-
Stage 2	-	-	-	-	-	-	301	291	-	232	225	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.57	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.063	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1291	-	-	1383	-	-	472	461	855	468	466	761
Stage 1	-	-	-	-	-	-	791	715	-	722	676	-
Stage 2	-	-	-	-	-	-	712	663	-	775	721	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1287	-	-	1374	-	-	446	451	849	432	456	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	451	-	432	456	-
Stage 1	-	-	-	-	-	-	778	704	-	713	672	-
Stage 2	-	-	-	-	-	-	683	659	-	723	709	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			12.8			11.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	532	1287	-	-	1374	-	-	569
HCM Lane V/C Ratio	0.135	0.009	-	-	0.003	-	-	0.046
HCM Control Delay (s)	12.8	7.8	0	-	7.6	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	120	0	0	214	0	0
Future Vol, veh/h	120	0	0	214	0	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, %	2	2	2	2	2	2
Mvmt Flow	130	0	0	233	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	130	0	363
Stage 1	-	-	-	-	130
Stage 2	-	-	-	-	233
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	-	-	1455	-	636
Stage 1	-	-	-	-	896
Stage 2	-	-	-	-	806
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1455	-	636
Mov Cap-2 Maneuver	-	-	-	-	636
Stage 1	-	-	-	-	896
Stage 2	-	-	-	-	806

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1455	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection												
Int Delay, s/veh	20.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	11	259	294	29	278	0	291	6	38	1	2	28
Future Vol, veh/h	11	259	294	29	278	0	291	6	38	1	2	28
Conflicting Peds, #/hr	0	0	3	3	0	0	8	0	1	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	-	-	0	-	-	-	0	-	-	-	-	-
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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	12	282	320	32	302	0	316	7	41	1	2	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	302	0	0	605	0	0	699	675	286	857	995	310
Stage 1	-	-	-	-	-	-	309	309	-	366	366	-
Stage 2	-	-	-	-	-	-	390	366	-	491	629	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1259	-	-	983	-	-	357	376	758	277	245	730
Stage 1	-	-	-	-	-	-	705	660	-	653	623	-
Stage 2	-	-	-	-	-	-	638	623	-	559	475	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1259	-	-	980	-	-	322	355	755	247	231	725
Mov Cap-2 Maneuver	-	-	-	-	-	-	322	355	-	247	231	-
Stage 1	-	-	-	-	-	-	692	648	-	643	599	-
Stage 2	-	-	-	-	-	-	581	599	-	515	466	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.8			73.2			11.3		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	322	654	1259	-	-	980	-	-	604
HCM Lane V/C Ratio	0.982	0.073	0.009	-	-	0.032	-	-	0.056
HCM Control Delay (s)	82.6	10.9	7.9	0	-	8.8	0	-	11.3
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	10.5	0.2	0	-	-	0.1	-	-	0.2

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	239	4	17	229	0	5	0	42	0	0	36
Future Vol, veh/h	43	239	4	17	229	0	5	0	42	0	0	36
Conflicting Peds, #/hr	0	0	4	4	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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	47	260	4	18	249	0	5	0	46	0	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	268	0	0	665	645	266	664	647	249
Stage 1	-	-	-	-	-	-	360	360	-	285	285	-
Stage 2	-	-	-	-	-	-	305	285	-	379	362	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1317	-	-	1307	-	-	376	391	778	374	390	790
Stage 1	-	-	-	-	-	-	662	626	-	722	676	-
Stage 2	-	-	-	-	-	-	709	676	-	643	625	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1317	-	-	1302	-	-	340	367	775	337	366	790
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	367	-	337	366	-
Stage 1	-	-	-	-	-	-	632	597	-	692	665	-
Stage 2	-	-	-	-	-	-	663	665	-	580	596	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.5			10.7			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	682	1317	-	-	1302	-	-	790
HCM Lane V/C Ratio	0.075	0.035	-	-	0.014	-	-	0.05
HCM Control Delay (s)	10.7	7.8	0	-	7.8	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	278	10	2	281	15	0
Future Vol, veh/h	278	10	2	281	15	0
Conflicting Peds, #/hr	0	1	1	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, %	0	0	0	0	0	0
Mvmt Flow	302	11	2	305	16	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	314	0	618 309
Stage 1	-	-	-	-	309 -
Stage 2	-	-	-	-	309 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1258	-	456 736
Stage 1	-	-	-	-	749 -
Stage 2	-	-	-	-	749 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1257	-	455 735
Mov Cap-2 Maneuver	-	-	-	-	455 -
Stage 1	-	-	-	-	747 -
Stage 2	-	-	-	-	749 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	455	-	-	1257	-
HCM Lane V/C Ratio	0.036	-	-	0.002	-
HCM Control Delay (s)	13.2	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	302	244	4	2	9
Future Vol, veh/h	4	302	244	4	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	328	265	4	2	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	269	0	-	0	603
Stage 1	-	-	-	-	267
Stage 2	-	-	-	-	336
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1306	-	-	-	465
Stage 1	-	-	-	-	782
Stage 2	-	-	-	-	728
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1306	-	-	-	463
Mov Cap-2 Maneuver	-	-	-	-	463
Stage 1	-	-	-	-	779
Stage 2	-	-	-	-	728

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1306	-	-	-	692
HCM Lane V/C Ratio	0.003	-	-	-	0.017
HCM Control Delay (s)	7.8	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	276	29	31	251	6	35	31	48	1	16	5
Future Vol, veh/h	15	276	29	31	251	6	35	31	48	1	16	5
Conflicting Peds, #/hr	1	0	5	5	0	1	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	300	32	34	273	7	38	34	52	1	17	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	281	0	0	337	0	0	709	702	321	737	715	278
Stage 1	-	-	-	-	-	-	353	353	-	346	346	-
Stage 2	-	-	-	-	-	-	356	349	-	391	369	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1293	-	-	1234	-	-	352	365	724	337	359	766
Stage 1	-	-	-	-	-	-	668	634	-	674	639	-
Stage 2	-	-	-	-	-	-	666	637	-	637	624	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1292	-	-	1228	-	-	322	346	721	279	340	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	322	346	-	279	340	-
Stage 1	-	-	-	-	-	-	655	621	-	663	617	-
Stage 2	-	-	-	-	-	-	621	615	-	550	612	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.9			16.7			15		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1292	-	-	1228	-	-	385
HCM Lane V/C Ratio	0.288	0.013	-	-	0.027	-	-	0.062
HCM Control Delay (s)	16.7	7.8	0	-	8	0	-	15
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	222	0	0	290	0	0
Future Vol, veh/h	222	0	0	290	0	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, %	2	2	2	2	2	2
Mvmt Flow	241	0	0	315	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	241	0	556 241
Stage 1	-	-	-	-	241 -
Stage 2	-	-	-	-	315 -
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	-	-	1326	-	492 798
Stage 1	-	-	-	-	799 -
Stage 2	-	-	-	-	740 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1326	-	492 798
Mov Cap-2 Maneuver	-	-	-	-	492 -
Stage 1	-	-	-	-	799 -
Stage 2	-	-	-	-	740 -

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1326	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection												
Int Delay, s/veh	9.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	29	142	194	15	248	1	284	7	11	1	0	7
Future Vol, veh/h	29	142	194	15	248	1	284	7	11	1	0	7
Conflicting Peds, #/hr	0	0	3	3	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	-	-	0	-	-	-	0	-	-	-	-	-
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	1	1	0	1	2	0	2	0	2	2	2
Mvmt Flow	32	154	211	16	270	1	309	8	12	1	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	271	0	0	368	0	0	528	524	157	637	735	271
Stage 1	-	-	-	-	-	-	221	221	-	303	303	-
Stage 2	-	-	-	-	-	-	307	303	-	334	432	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1292	-	-	1202	-	-	464	458	894	390	347	768
Stage 1	-	-	-	-	-	-	786	720	-	706	664	-
Stage 2	-	-	-	-	-	-	707	664	-	680	582	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1292	-	-	1199	-	-	442	435	892	366	330	768
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	435	-	366	330	-
Stage 1	-	-	-	-	-	-	758	695	-	683	653	-
Stage 2	-	-	-	-	-	-	689	653	-	642	562	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.5			28.8			10.4		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	442	633	1292	-	-	1199	-	-	675
HCM Lane V/C Ratio	0.698	0.031	0.024	-	-	0.014	-	-	0.013
HCM Control Delay (s)	29.9	10.9	7.9	0	-	8	0	-	10.4
HCM Lane LOS	D	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	5.3	0.1	0.1	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	127	3	15	226	0	3	0	17	0	0	17
Future Vol, veh/h	6	127	3	15	226	0	3	0	17	0	0	17
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	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	0	0	0	1	2	0	2	10	2	2	2
Mvmt Flow	7	138	3	16	246	0	3	0	18	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	142	0	0	442	433	143	443	434	246
Stage 1	-	-	-	-	-	-	155	155	-	278	278	-
Stage 2	-	-	-	-	-	-	287	278	-	165	156	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	1320	-	-	1453	-	-	529	516	884	525	515	793
Stage 1	-	-	-	-	-	-	852	769	-	728	680	-
Stage 2	-	-	-	-	-	-	725	680	-	837	769	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1320	-	-	1452	-	-	509	506	882	506	505	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	509	506	-	506	505	-
Stage 1	-	-	-	-	-	-	846	764	-	724	671	-
Stage 2	-	-	-	-	-	-	699	671	-	813	764	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			9.7			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	1320	-	-	1452	-	-	793
HCM Lane V/C Ratio	0.027	0.005	-	-	0.011	-	-	0.023
HCM Control Delay (s)	9.7	7.7	0	-	7.5	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	134	15	0	247	23	0
Future Vol, veh/h	134	15	0	247	23	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, %	0	0	0	1	0	0
Mvmt Flow	146	16	0	268	25	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	162	0	422	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1429	-	592	897
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1429	-	592	897
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	782	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	592	-	-	1429	-
HCM Lane V/C Ratio	0.042	-	-	-	-
HCM Control Delay (s)	11.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	17	147	212	16	125	45
Future Vol, veh/h	17	147	212	16	125	45
Conflicting Peds, #/hr	1	0	0	1	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, %	0	1	0	0	0	0
Mvmt Flow	18	160	230	17	136	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	248	0	-	0	436 240
Stage 1	-	-	-	-	240 -
Stage 2	-	-	-	-	196 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1330	-	-	-	581 804
Stage 1	-	-	-	-	805 -
Stage 2	-	-	-	-	842 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1329	-	-	-	571 803
Mov Cap-2 Maneuver	-	-	-	-	571 -
Stage 1	-	-	-	-	792 -
Stage 2	-	-	-	-	841 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1329	-	-	-	618
HCM Lane V/C Ratio	0.014	-	-	-	0.299
HCM Control Delay (s)	7.7	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3

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	10	147	15	3	263	2	22	21	20	0	15	11
Future Vol, veh/h	10	147	15	3	263	2	22	21	20	0	15	11
Conflicting Peds, #/hr	3	0	7	7	0	3	1	0	0	0	0	1
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, %	0	1	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	11	160	16	3	286	2	24	23	22	0	16	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	183	0	0	505	494	175	509	501	291
Stage 1	-	-	-	-	-	-	197	197	-	296	296	-
Stage 2	-	-	-	-	-	-	308	297	-	213	205	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.57	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.063	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1282	-	-	1404	-	-	481	469	874	478	475	753
Stage 1	-	-	-	-	-	-	809	729	-	717	672	-
Stage 2	-	-	-	-	-	-	706	659	-	794	736	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1278	-	-	1395	-	-	453	459	868	443	465	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	459	-	443	465	-
Stage 1	-	-	-	-	-	-	796	717	-	708	668	-
Stage 2	-	-	-	-	-	-	675	655	-	742	724	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			12.7			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	537	1278	-	-	1395	-	-	554
HCM Lane V/C Ratio	0.128	0.009	-	-	0.002	-	-	0.051
HCM Control Delay (s)	12.7	7.8	0	-	7.6	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	101	21	13	189	75	28
Future Vol, veh/h	101	21	13	189	75	28
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	110	23	14	205	82	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	133	0	355
Stage 1	-	-	-	-	122
Stage 2	-	-	-	-	233
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	-	-	1452	-	643
Stage 1	-	-	-	-	903
Stage 2	-	-	-	-	806
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1452	-	636
Mov Cap-2 Maneuver	-	-	-	-	636
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	806

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	1452	-
HCM Lane V/C Ratio	0.161	-	-	0.01	-
HCM Control Delay (s)	11.2	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection												
Int Delay, s/veh	15.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	10	273	301	17	266	0	284	6	27	1	2	25
Future Vol, veh/h	10	273	301	17	266	0	284	6	27	1	2	25
Conflicting Peds, #/hr	0	0	3	3	0	0	8	0	1	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	-	-	0	-	-	-	0	-	-	-	-	-
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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	11	297	327	18	289	0	309	7	29	1	2	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	627	0	0	670	647	301	827	974	297
Stage 1	-	-	-	-	-	-	322	322	-	325	325	-
Stage 2	-	-	-	-	-	-	348	325	-	502	649	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	965	-	-	373	390	743	291	252	742
Stage 1	-	-	-	-	-	-	694	651	-	687	649	-
Stage 2	-	-	-	-	-	-	672	649	-	552	466	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1273	-	-	962	-	-	344	375	740	268	242	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	375	-	268	242	-
Stage 1	-	-	-	-	-	-	682	640	-	677	635	-
Stage 2	-	-	-	-	-	-	626	635	-	517	458	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.5			56.2			11.2		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	629	1273	-	-	962	-	-	610
HCM Lane V/C Ratio	0.897	0.057	0.009	-	-	0.019	-	-	0.05
HCM Control Delay (s)	61.4	11.1	7.9	0	-	8.8	0	-	11.2
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	8.8	0.2	0	-	-	0.1	-	-	0.2

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	270	3	26	231	0	4	0	53	0	0	11
Future Vol, veh/h	16	270	3	26	231	0	4	0	53	0	0	11
Conflicting Peds, #/hr	0	0	4	4	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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	17	293	3	28	251	0	4	0	58	0	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	300	0	0	646	640	299	665	641	251
Stage 1	-	-	-	-	-	-	333	333	-	307	307	-
Stage 2	-	-	-	-	-	-	313	307	-	358	334	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1314	-	-	1273	-	-	387	393	745	374	393	788
Stage 1	-	-	-	-	-	-	685	644	-	703	661	-
Stage 2	-	-	-	-	-	-	702	661	-	660	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1314	-	-	1268	-	-	368	376	742	334	376	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	368	376	-	334	376	-
Stage 1	-	-	-	-	-	-	672	632	-	692	644	-
Stage 2	-	-	-	-	-	-	673	644	-	600	631	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.8			10.7			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	1314	-	-	1268	-	-	788
HCM Lane V/C Ratio	0.089	0.013	-	-	0.022	-	-	0.015
HCM Control Delay (s)	10.7	7.8	0	-	7.9	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	283	9	2	258	13	0
Future Vol, veh/h	283	9	2	258	13	0
Conflicting Peds, #/hr	0	1	1	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, %	0	0	0	0	0	0
Mvmt Flow	308	10	2	280	14	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	319	0	598	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1252	-	468	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1251	-	467	730
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	1251	-
HCM Lane V/C Ratio	0.03	-	-	0.002	-
HCM Control Delay (s)	12.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	39	267	213	43	26	29
Future Vol, veh/h	39	267	213	43	26	29
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, %	0	0	0	0	0	0
Mvmt Flow	42	290	232	47	28	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	279	0	-	0	630 256
Stage 1	-	-	-	-	256 -
Stage 2	-	-	-	-	374 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1295	-	-	-	449 788
Stage 1	-	-	-	-	791 -
Stage 2	-	-	-	-	700 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1295	-	-	-	431 788
Mov Cap-2 Maneuver	-	-	-	-	431 -
Stage 1	-	-	-	-	760 -
Stage 2	-	-	-	-	700 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1295	-	-	-	566
HCM Lane V/C Ratio	0.033	-	-	-	0.106
HCM Control Delay (s)	7.9	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	276	26	28	240	6	32	43	43	7	19	4
Future Vol, veh/h	13	276	26	28	240	6	32	43	43	7	19	4
Conflicting Peds, #/hr	1	0	5	5	0	1	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	300	28	30	261	7	35	47	47	8	21	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	333	0	0	684	676	319	715	687	266
Stage 1	-	-	-	-	-	-	347	347	-	326	326	-
Stage 2	-	-	-	-	-	-	337	329	-	389	361	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1306	-	-	1238	-	-	365	378	726	348	372	778
Stage 1	-	-	-	-	-	-	673	638	-	691	652	-
Stage 2	-	-	-	-	-	-	681	650	-	639	629	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1305	-	-	1232	-	-	334	360	723	284	355	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	360	-	284	355	-
Stage 1	-	-	-	-	-	-	661	627	-	681	632	-
Stage 2	-	-	-	-	-	-	636	631	-	546	618	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.8			16.9			16		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	430	1305	-	-	1232	-	-	360
HCM Lane V/C Ratio	0.298	0.011	-	-	0.025	-	-	0.091
HCM Control Delay (s)	16.9	7.8	0	-	8	0	-	16
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.3

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	191	82	42	252	47	26
Future Vol, veh/h	191	82	42	252	47	26
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	208	89	46	274	51	28

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	297	0	619 253
Stage 1	-	-	-	-	253 -
Stage 2	-	-	-	-	366 -
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	-	-	1264	-	452 786
Stage 1	-	-	-	-	789 -
Stage 2	-	-	-	-	702 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1264	-	433 786
Mov Cap-2 Maneuver	-	-	-	-	433 -
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	702 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	-	-	1264	-
HCM Lane V/C Ratio	0.154	-	-	0.036	-
HCM Control Delay (s)	13.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection												
Int Delay, s/veh	20.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	32	165	214	32	300	1	311	7	17	1	0	7
Future Vol, veh/h	32	165	214	32	300	1	311	7	17	1	0	7
Conflicting Peds, #/hr	0	0	3	3	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	-	-	0	-	-	-	0	-	-	-	-	-
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	1	1	0	1	2	0	2	0	2	2	2
Mvmt Flow	35	179	233	35	326	1	338	8	18	1	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	327	0	0	415	0	0	653	649	182	776	882	327
Stage 1	-	-	-	-	-	-	252	252	-	397	397	-
Stage 2	-	-	-	-	-	-	401	397	-	379	485	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1233	-	-	1155	-	-	383	389	866	315	285	714
Stage 1	-	-	-	-	-	-	757	698	-	629	603	-
Stage 2	-	-	-	-	-	-	630	603	-	643	552	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1233	-	-	1152	-	-	357	359	864	286	263	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	359	-	286	263	-
Stage 1	-	-	-	-	-	-	726	669	-	605	581	-
Stage 2	-	-	-	-	-	-	600	581	-	598	529	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.8			65.6			11.1		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	357	613	1233	-	-	1152	-	-	601
HCM Lane V/C Ratio	0.947	0.043	0.028	-	-	0.03	-	-	0.014
HCM Control Delay (s)	69.8	11.1	8	0	-	8.2	0	-	11.1
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	10.1	0.1	0.1	-	-	0.1	-	-	0

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	17	143	4	18	262	0	4	0	20	0	0	48
Future Vol, veh/h	17	143	4	18	262	0	4	0	20	0	0	48
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	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	0	0	0	1	2	0	2	10	2	2	2
Mvmt Flow	18	155	4	20	285	0	4	0	22	0	0	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	160	0	0	545	519	160	531	521	285
Stage 1	-	-	-	-	-	-	194	194	-	325	325	-
Stage 2	-	-	-	-	-	-	351	325	-	206	196	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	1277	-	-	1432	-	-	452	461	865	459	460	754
Stage 1	-	-	-	-	-	-	812	740	-	687	649	-
Stage 2	-	-	-	-	-	-	670	649	-	796	739	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1277	-	-	1431	-	-	410	446	863	436	445	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	446	-	436	445	-
Stage 1	-	-	-	-	-	-	799	728	-	677	638	-
Stage 2	-	-	-	-	-	-	613	638	-	763	727	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			10.1			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	729	1277	-	-	1431	-	-	754
HCM Lane V/C Ratio	0.036	0.014	-	-	0.014	-	-	0.069
HCM Control Delay (s)	10.1	7.9	0	-	7.6	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	161	17	0	314	26	0
Future Vol, veh/h	161	17	0	314	26	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, %	0	0	0	1	0	0
Mvmt Flow	175	18	0	341	28	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	193	0	525 184
Stage 1	-	-	-	-	184 -
Stage 2	-	-	-	-	341 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1392	-	516 864
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	725 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1392	-	516 864
Mov Cap-2 Maneuver	-	-	-	-	516 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	725 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	516	-	-	1392	-
HCM Lane V/C Ratio	0.055	-	-	-	-
HCM Control Delay (s)	12.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	17	178	240	16	134	46
Future Vol, veh/h	17	178	240	16	134	46
Conflicting Peds, #/hr	1	0	0	1	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, %	0	1	0	0	0	0
Mvmt Flow	18	193	261	17	146	50

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	279	0	-	0	500 271
Stage 1	-	-	-	-	271 -
Stage 2	-	-	-	-	229 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1295	-	-	-	534 773
Stage 1	-	-	-	-	779 -
Stage 2	-	-	-	-	814 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1294	-	-	-	524 772
Mov Cap-2 Maneuver	-	-	-	-	524 -
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	813 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1294	-	-	-	571
HCM Lane V/C Ratio	0.014	-	-	-	0.343
HCM Control Delay (s)	7.8	0	-	-	14.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.5

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	177	17	4	293	2	24	25	22	0	18	12
Future Vol, veh/h	11	177	17	4	293	2	24	25	22	0	18	12
Conflicting Peds, #/hr	3	0	7	7	0	3	1	0	0	0	0	1
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, %	0	1	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	12	192	18	4	318	2	26	27	24	0	20	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	217	0	0	577	563	208	581	571	323
Stage 1	-	-	-	-	-	-	232	232	-	330	330	-
Stage 2	-	-	-	-	-	-	345	331	-	251	241	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.57	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.063	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1248	-	-	1365	-	-	431	428	837	428	434	723
Stage 1	-	-	-	-	-	-	775	703	-	687	649	-
Stage 2	-	-	-	-	-	-	675	636	-	758	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1245	-	-	1356	-	-	401	418	832	389	424	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	418	-	389	424	-
Stage 1	-	-	-	-	-	-	762	691	-	677	644	-
Stage 2	-	-	-	-	-	-	639	632	-	699	698	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.1			13.8			12.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	486	1245	-	-	1356	-	-	507
HCM Lane V/C Ratio	0.159	0.01	-	-	0.003	-	-	0.064
HCM Control Delay (s)	13.8	7.9	0	-	7.7	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	120	21	13	214	75	28
Future Vol, veh/h	120	21	13	214	75	28
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	130	23	14	233	82	30

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	153	0	403 142
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	261 -
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	-	-	1428	-	603 906
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	783 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1428	-	596 906
Mov Cap-2 Maneuver	-	-	-	-	596 -
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	783 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	657	-	-	1428	-
HCM Lane V/C Ratio	0.17	-	-	0.01	-
HCM Control Delay (s)	11.6	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection												
Int Delay, s/veh	40.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	11	320	330	30	313	0	312	6	40	1	2	28
Future Vol, veh/h	11	320	330	30	313	0	312	6	40	1	2	28
Conflicting Peds, #/hr	0	0	3	3	0	0	8	0	1	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	-	-	0	-	-	-	0	-	-	-	-	-
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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	12	348	359	33	340	0	339	7	43	1	2	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	340	0	0	710	0	0	805	781	352	984	1140	348
Stage 1	-	-	-	-	-	-	375	375	-	406	406	-
Stage 2	-	-	-	-	-	-	430	406	-	578	734	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1219	-	-	899	-	-	~ 303	326	696	228	201	695
Stage 1	-	-	-	-	-	-	650	617	-	622	598	-
Stage 2	-	-	-	-	-	-	607	598	-	501	426	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1219	-	-	897	-	-	~ 271	305	693	200	188	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 271	305	-	200	188	-
Stage 1	-	-	-	-	-	-	637	605	-	611	571	-
Stage 2	-	-	-	-	-	-	548	571	-	456	417	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			156.8			12		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	594	1219	-	-	897	-	-	551
HCM Lane V/C Ratio	1.251	0.084	0.01	-	-	0.036	-	-	0.061
HCM Control Delay (s)	178.2	11.6	8	0	-	9.2	0	-	12
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	16.3	0.3	0	-	-	0.1	-	-	0.2

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

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	43	302	4	30	263	0	5	0	61	0	0	36
Future Vol, veh/h	43	302	4	30	263	0	5	0	61	0	0	36
Conflicting Peds, #/hr	0	0	4	4	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	0	0	0	1	2	0	2	0	2	2	2
Mvmt Flow	47	328	4	33	286	0	5	0	66	0	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	286	0	0	336	0	0	800	780	334	809	782	286
Stage 1	-	-	-	-	-	-	428	428	-	352	352	-
Stage 2	-	-	-	-	-	-	372	352	-	457	430	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1276	-	-	1235	-	-	306	327	712	299	326	753
Stage 1	-	-	-	-	-	-	609	585	-	665	632	-
Stage 2	-	-	-	-	-	-	653	632	-	583	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1230	-	-	272	301	709	255	300	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	301	-	255	300	-
Stage 1	-	-	-	-	-	-	579	556	-	635	612	-
Stage 2	-	-	-	-	-	-	599	612	-	505	554	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.8			11.4			10		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	1276	-	-	1230	-	-	753
HCM Lane V/C Ratio	0.114	0.037	-	-	0.027	-	-	0.052
HCM Control Delay (s)	11.4	7.9	0	-	8	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	341	10	2	315	15	0
Future Vol, veh/h	341	10	2	315	15	0
Conflicting Peds, #/hr	0	1	1	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, %	0	0	0	0	0	0
Mvmt Flow	371	11	2	342	16	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	383	0	724 378
Stage 1	-	-	-	-	378 -
Stage 2	-	-	-	-	346 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1187	-	396 673
Stage 1	-	-	-	-	697 -
Stage 2	-	-	-	-	721 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1186	-	395 672
Mov Cap-2 Maneuver	-	-	-	-	395 -
Stage 1	-	-	-	-	695 -
Stage 2	-	-	-	-	721 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	395	-	-	1186	-
HCM Lane V/C Ratio	0.041	-	-	0.002	-
HCM Control Delay (s)	14.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	40	307	246	44	26	30
Future Vol, veh/h	40	307	246	44	26	30
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, %	0	0	0	0	0	0
Mvmt Flow	43	334	267	48	28	33

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	315	0	-	0	711 291
Stage 1	-	-	-	-	291 -
Stage 2	-	-	-	-	420 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1257	-	-	-	403 753
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	667 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1257	-	-	-	386 753
Mov Cap-2 Maneuver	-	-	-	-	386 -
Stage 1	-	-	-	-	731 -
Stage 2	-	-	-	-	667 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	522
HCM Lane V/C Ratio	0.035	-	-	-	0.117
HCM Control Delay (s)	8	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	313	29	31	274	6	35	50	48	7	23	5
Future Vol, veh/h	15	313	29	31	274	6	35	50	48	7	23	5
Conflicting Peds, #/hr	1	0	5	5	0	1	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	340	32	34	298	7	38	54	52	8	25	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	306	0	0	377	0	0	778	767	361	812	780	303
Stage 1	-	-	-	-	-	-	393	393	-	371	371	-
Stage 2	-	-	-	-	-	-	385	374	-	441	409	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1266	-	-	1193	-	-	316	335	688	300	329	741
Stage 1	-	-	-	-	-	-	636	609	-	653	623	-
Stage 2	-	-	-	-	-	-	642	621	-	599	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1265	-	-	1187	-	-	282	316	685	231	311	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	316	-	231	311	-
Stage 1	-	-	-	-	-	-	623	596	-	642	601	-
Stage 2	-	-	-	-	-	-	589	599	-	495	587	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.8			20.4			18		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	377	1265	-	-	1187	-	-	315
HCM Lane V/C Ratio	0.383	0.013	-	-	0.028	-	-	0.121
HCM Control Delay (s)	20.4	7.9	0	-	8.1	0	-	18
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0.4

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	222	82	42	290	47	26
Future Vol, veh/h	222	82	42	290	47	26
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	241	89	46	315	51	28

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	330	0	693 286
Stage 1	-	-	-	-	286 -
Stage 2	-	-	-	-	407 -
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	-	-	1229	-	409 753
Stage 1	-	-	-	-	763 -
Stage 2	-	-	-	-	672 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1229	-	391 753
Mov Cap-2 Maneuver	-	-	-	-	391 -
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	672 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	1229	-
HCM Lane V/C Ratio	0.168	-	-	0.037	-
HCM Control Delay (s)	14.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↔			↔	
Traffic Vol, veh/h	11	121	136	16	153	0	156	3	14	1	1	9
Future Vol, veh/h	11	121	136	16	153	0	156	3	14	1	1	9
Conflicting Peds, #/hr	0	0	3	3	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	-	-	0	-	-	-	0	-	-	-	-	-
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	1	1	0	1	2	0	2	0	2	2	2
Mvmt Flow	12	132	148	17	166	0	170	3	15	1	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	166	0	0	283	0	0	365	359	135	439	507	166
Stage 1	-	-	-	-	-	-	159	159	-	200	200	-
Stage 2	-	-	-	-	-	-	206	200	-	239	307	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1412	-	-	1291	-	-	595	568	919	528	468	878
Stage 1	-	-	-	-	-	-	848	766	-	802	736	-
Stage 2	-	-	-	-	-	-	801	736	-	764	661	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1412	-	-	1287	-	-	575	552	916	507	455	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	552	-	507	455	-
Stage 1	-	-	-	-	-	-	837	756	-	794	725	-
Stage 2	-	-	-	-	-	-	779	725	-	741	652	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			13.5			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	821	1412	-	-	1287	-	-	763
HCM Lane V/C Ratio	0.295	0.023	0.008	-	-	0.014	-	-	0.016
HCM Control Delay (s)	13.9	9.5	7.6	0	-	7.8	0	-	9.8
HCM Lane LOS	B	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.2	0.1	0	-	-	0	-	-	0

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	15	111	2	12	131	0	2	0	20	0	0	21
Future Vol, veh/h	15	111	2	12	131	0	2	0	20	0	0	21
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	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	0	0	0	1	2	0	2	10	2	2	2
Mvmt Flow	16	121	2	13	142	0	2	0	22	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	124	0	0	335	323	125	335	324	142
Stage 1	-	-	-	-	-	-	155	155	-	168	168	-
Stage 2	-	-	-	-	-	-	180	168	-	167	156	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	1441	-	-	1475	-	-	622	595	905	619	594	906
Stage 1	-	-	-	-	-	-	852	769	-	834	759	-
Stage 2	-	-	-	-	-	-	826	759	-	835	769	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1441	-	-	1474	-	-	596	581	902	593	580	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	596	581	-	593	580	-
Stage 1	-	-	-	-	-	-	841	759	-	824	751	-
Stage 2	-	-	-	-	-	-	797	751	-	804	759	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.6			9.3			9.1		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	862	1441	-	-	1474	-	-	906
HCM Lane V/C Ratio	0.028	0.011	-	-	0.009	-	-	0.025
HCM Control Delay (s)	9.3	7.5	0	-	7.5	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	126	7	1	157	10	0
Future Vol, veh/h	126	7	1	157	10	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, %	0	0	0	1	0	0
Mvmt Flow	137	8	1	171	11	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	145	0	314
Stage 1	-	-	-	-	141
Stage 2	-	-	-	-	173
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1450	-	683
Stage 1	-	-	-	-	891
Stage 2	-	-	-	-	862
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1450	-	682
Mov Cap-2 Maneuver	-	-	-	-	682
Stage 1	-	-	-	-	890
Stage 2	-	-	-	-	862

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	682	-	-	1450	-
HCM Lane V/C Ratio	0.016	-	-	0.001	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	14	121	122	15	40	19
Future Vol, veh/h	14	121	122	15	40	19
Conflicting Peds, #/hr	1	0	0	1	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, %	0	1	0	0	0	0
Mvmt Flow	15	132	133	16	43	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	150	0	-	0	304
Stage 1	-	-	-	-	142
Stage 2	-	-	-	-	162
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1444	-	-	-	692
Stage 1	-	-	-	-	890
Stage 2	-	-	-	-	872
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1443	-	-	-	683
Mov Cap-2 Maneuver	-	-	-	-	683
Stage 1	-	-	-	-	879
Stage 2	-	-	-	-	871

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1443	-	-	-	743
HCM Lane V/C Ratio	0.011	-	-	-	0.086
HCM Control Delay (s)	7.5	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	123	12	9	142	2	15	19	18	2	10	4
Future Vol, veh/h	7	123	12	9	142	2	15	19	18	2	10	4
Conflicting Peds, #/hr	3	0	7	7	0	3	1	0	0	0	0	1
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, %	0	1	0	0	0	0	0	7	0	0	0	0
Mvmt Flow	8	134	13	10	154	2	16	21	20	2	11	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	154	0	0	348	343	148	355	348	159
Stage 1	-	-	-	-	-	-	164	164	-	178	178	-
Stage 2	-	-	-	-	-	-	184	179	-	177	170	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.57	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.57	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.063	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1433	-	-	1439	-	-	610	571	904	604	579	892
Stage 1	-	-	-	-	-	-	843	753	-	828	756	-
Stage 2	-	-	-	-	-	-	822	742	-	829	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1429	-	-	1430	-	-	587	558	898	567	566	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	587	558	-	567	566	-
Stage 1	-	-	-	-	-	-	833	744	-	821	748	-
Stage 2	-	-	-	-	-	-	799	734	-	784	753	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			11			10.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	653	1429	-	-	1430	-	-	623
HCM Lane V/C Ratio	0.087	0.005	-	-	0.007	-	-	0.028
HCM Control Delay (s)	11	7.5	0	-	7.5	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

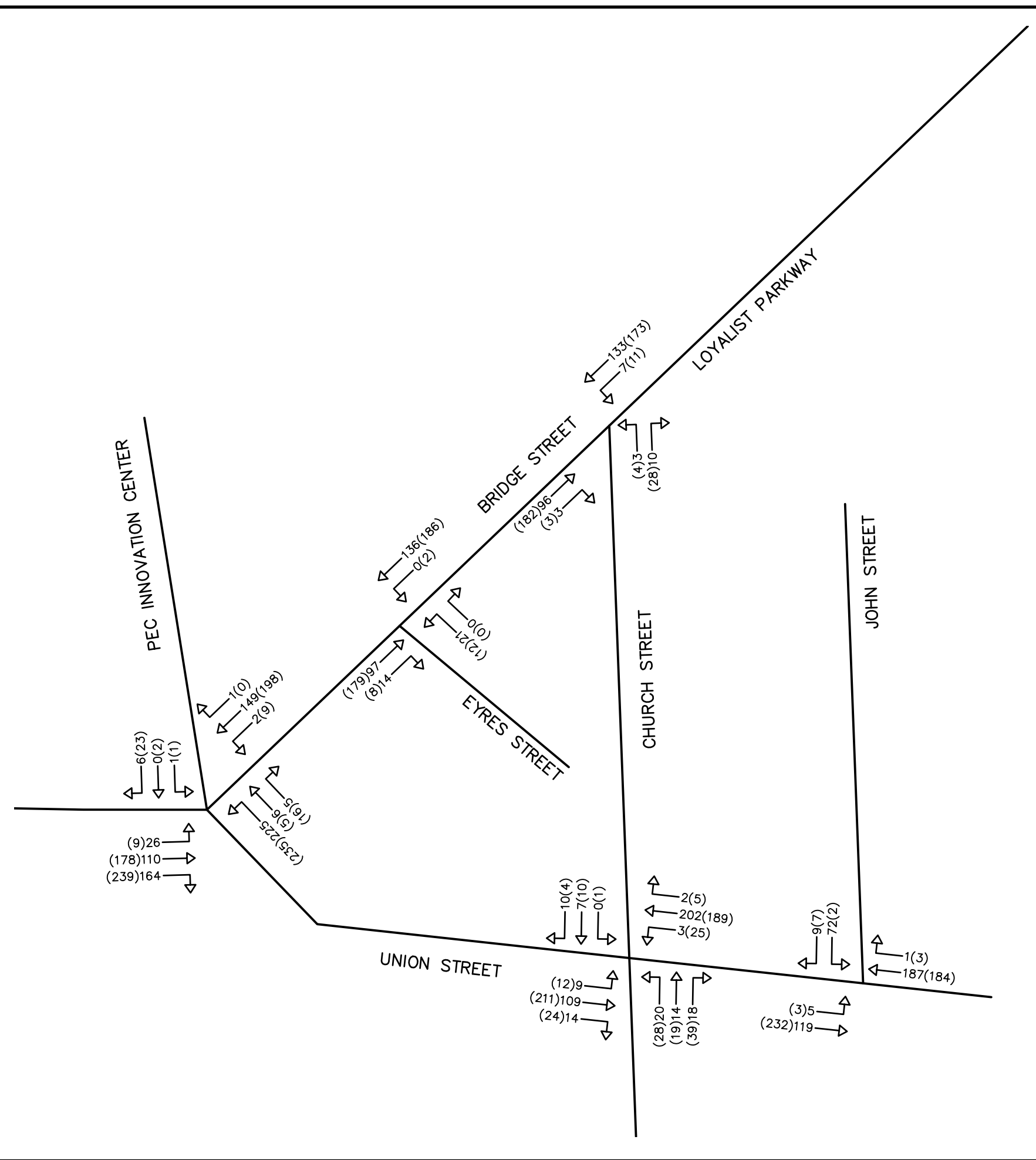
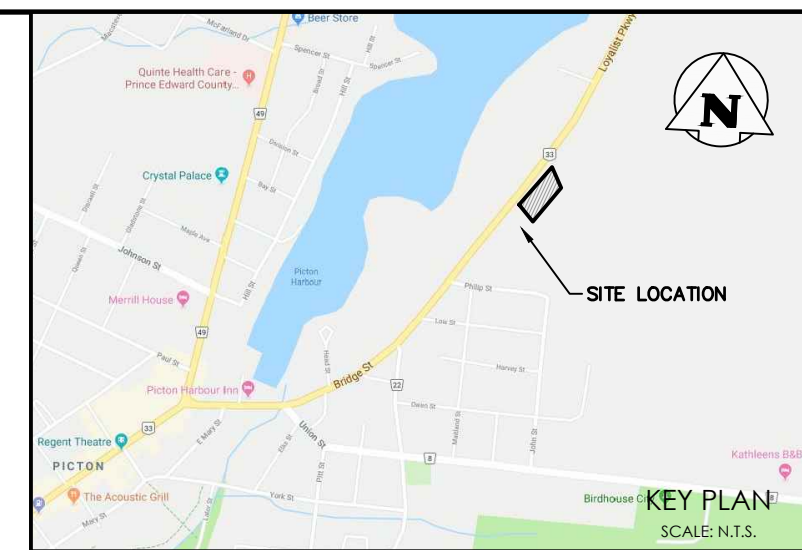
Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	86	26	14	126	31	14
Future Vol, veh/h	86	26	14	126	31	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage 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	93	28	15	137	34	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	121	0	274
Stage 1	-	-	-	-	107
Stage 2	-	-	-	-	167
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	-	-	1467	-	716
Stage 1	-	-	-	-	917
Stage 2	-	-	-	-	863
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1467	-	708
Mov Cap-2 Maneuver	-	-	-	-	708
Stage 1	-	-	-	-	907
Stage 2	-	-	-	-	863

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	768	-	-	1467	-
HCM Lane V/C Ratio	0.064	-	-	0.01	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

FIGURES



NOTE:
THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.

LEGEND:
AM(PM) WEEKDAY AM(PM)
TRAFFIC VOLUMES

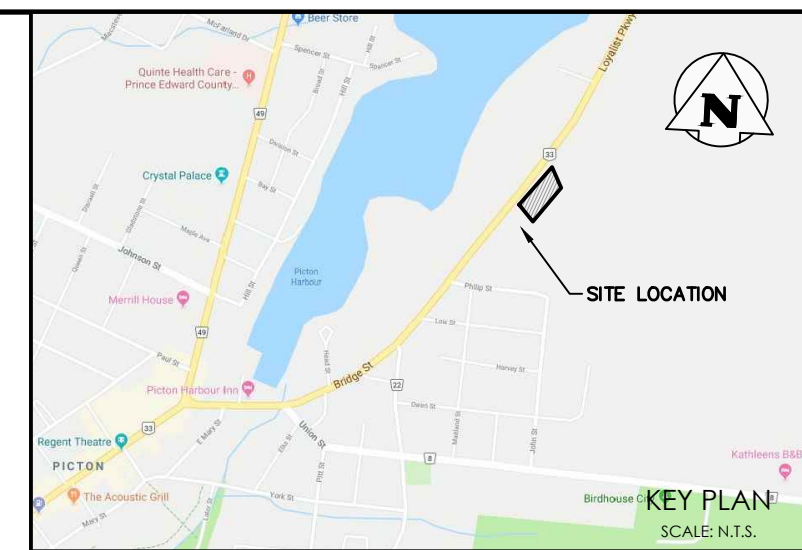
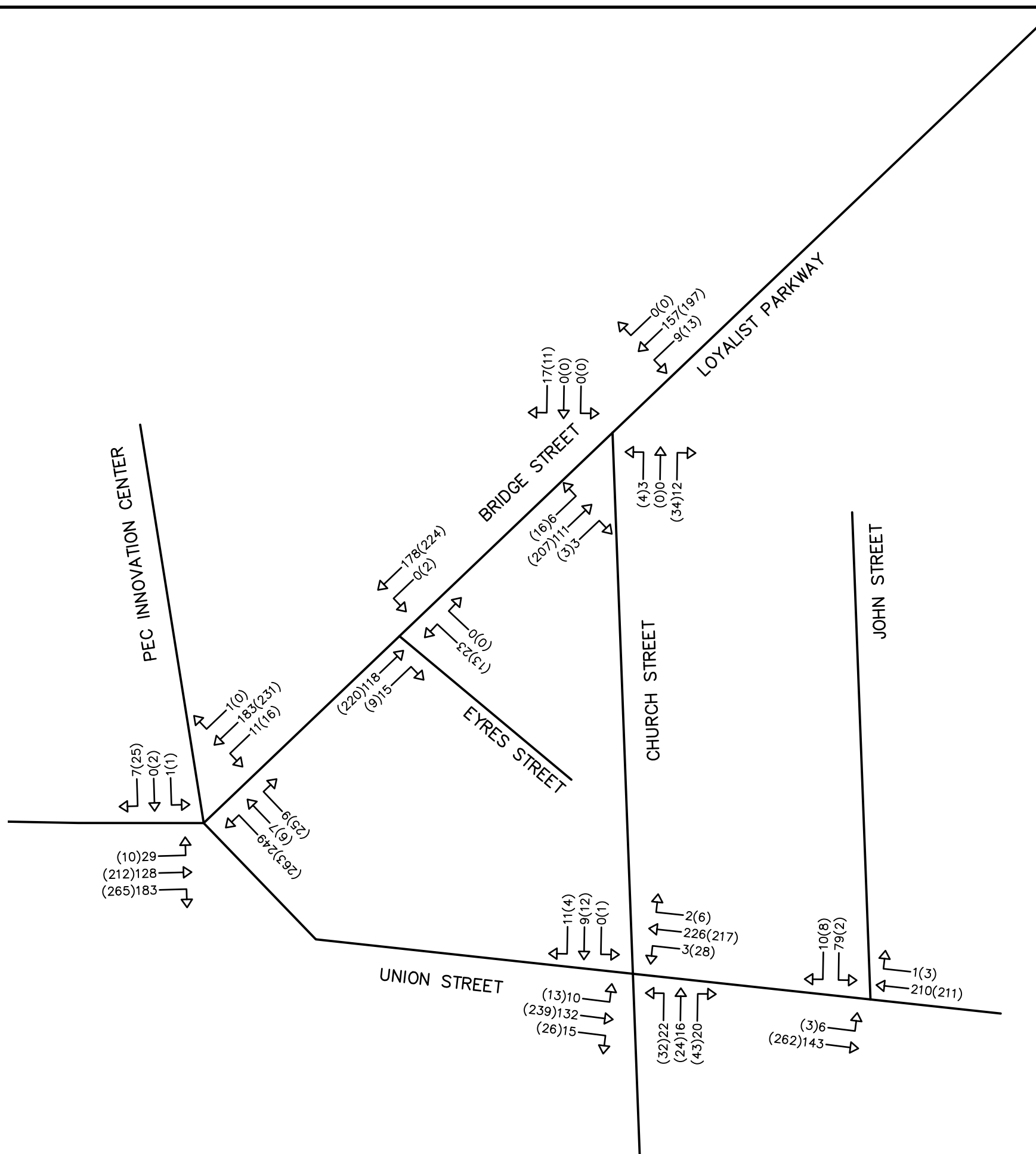
**12697 LOYALIST PARKWAY
PICTON**

2019 EXISTING TRAFFIC VOLUMES

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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	N.T.S. Dwg.



NOTE:
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AND IS NOT TO BE SCALED.

LEGEND:
AM(PM) WEEKDAY AM(PM)
TRAFFIC VOLUMES

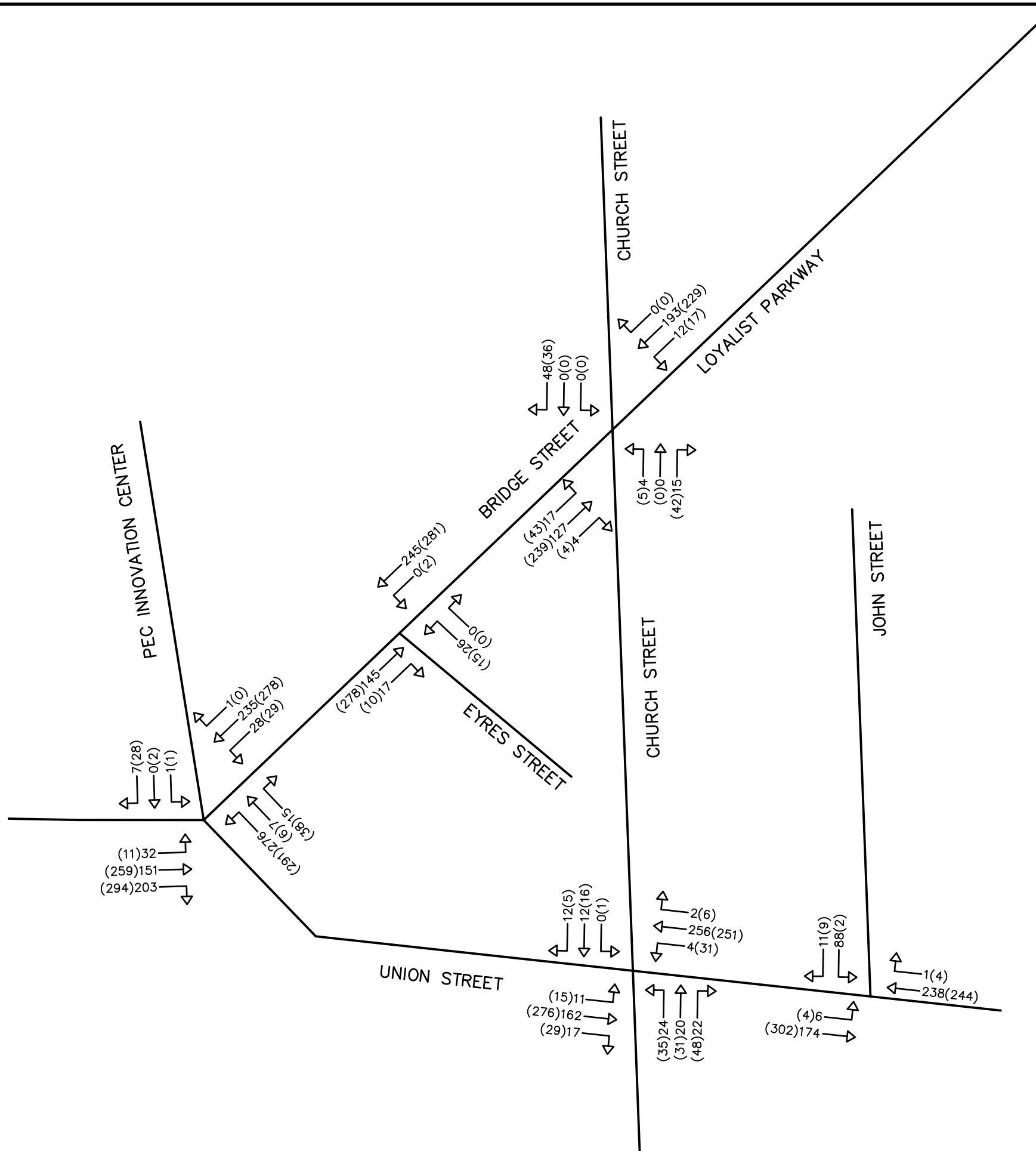
**12697 LOYALIST PARKWAY
PICTON**

**2024 FUTURE BACKGROUND
TRAFFIC VOLUME**

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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	N.T.S. Dwg.



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LEGEND:
AM(PM) WEEKDAY AM(PM)
TRAFFIC VOLUMES

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PICTON**

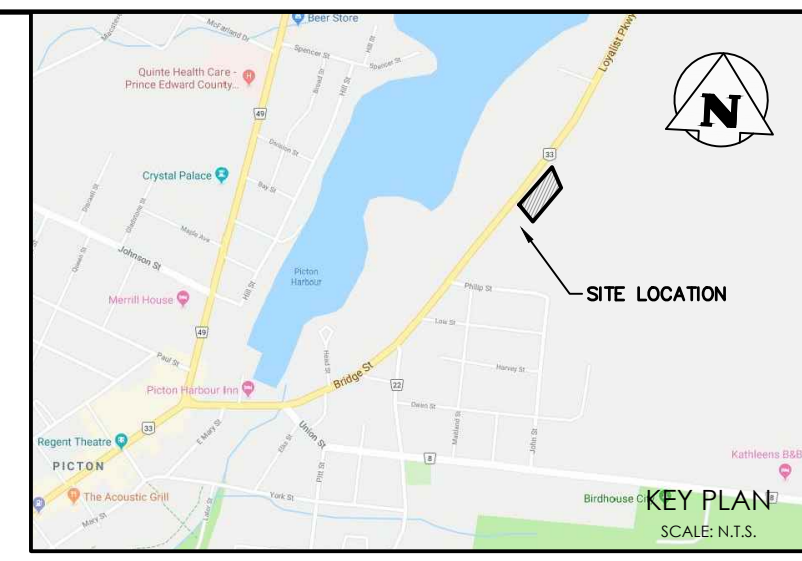
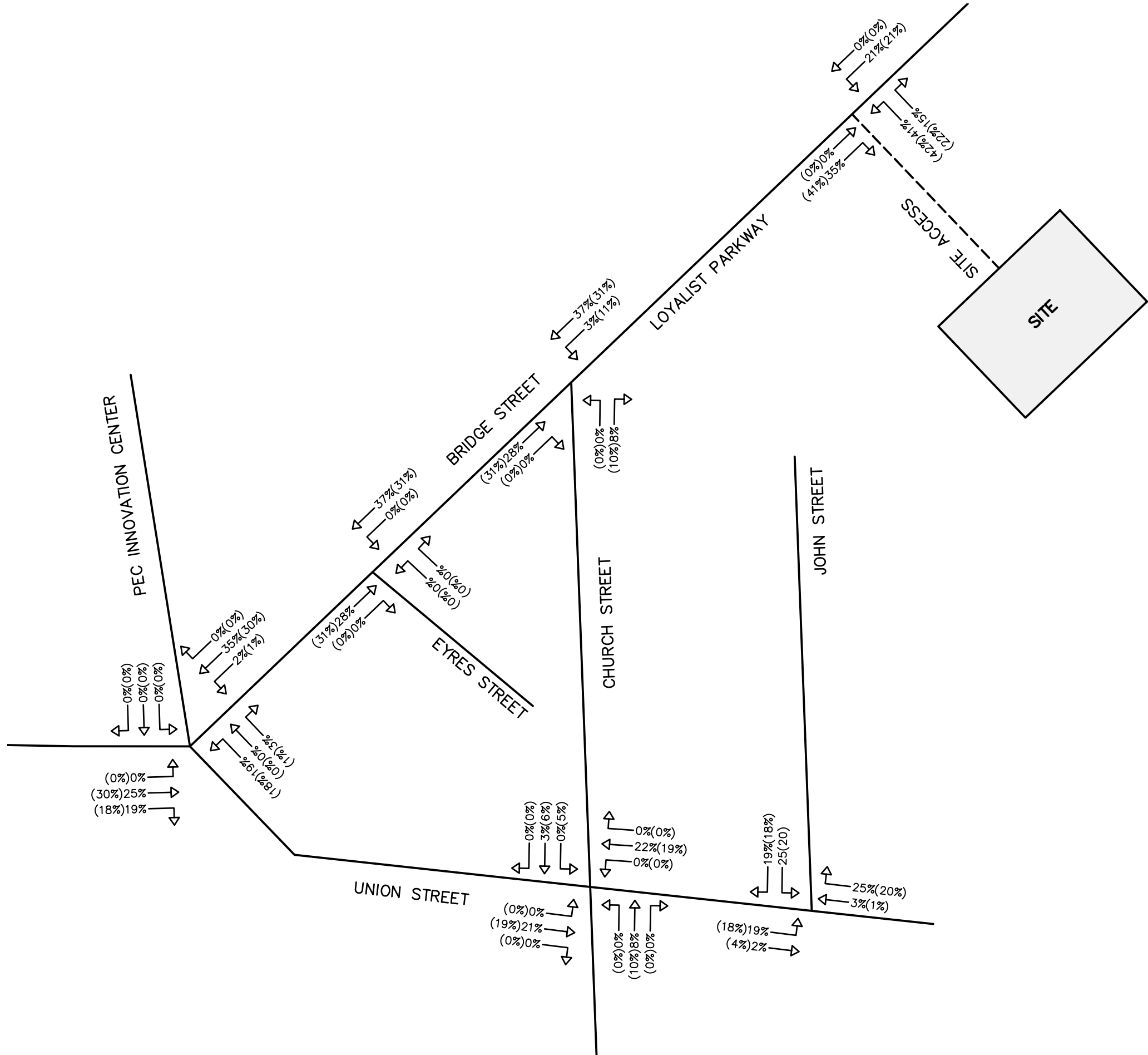
**2029 FUTURE BACKGROUND
TRAFFIC VOLUME**



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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	Dwg. FIG. 04



NOTE:
THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.

LEGEND:
AM(PM) WEEKDAY AM(PM)
TRAFFIC DISTRIBUTION

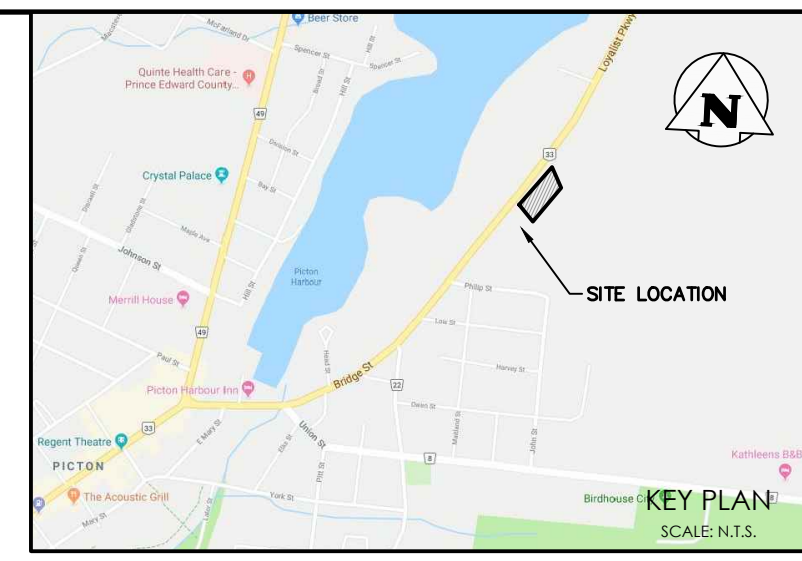
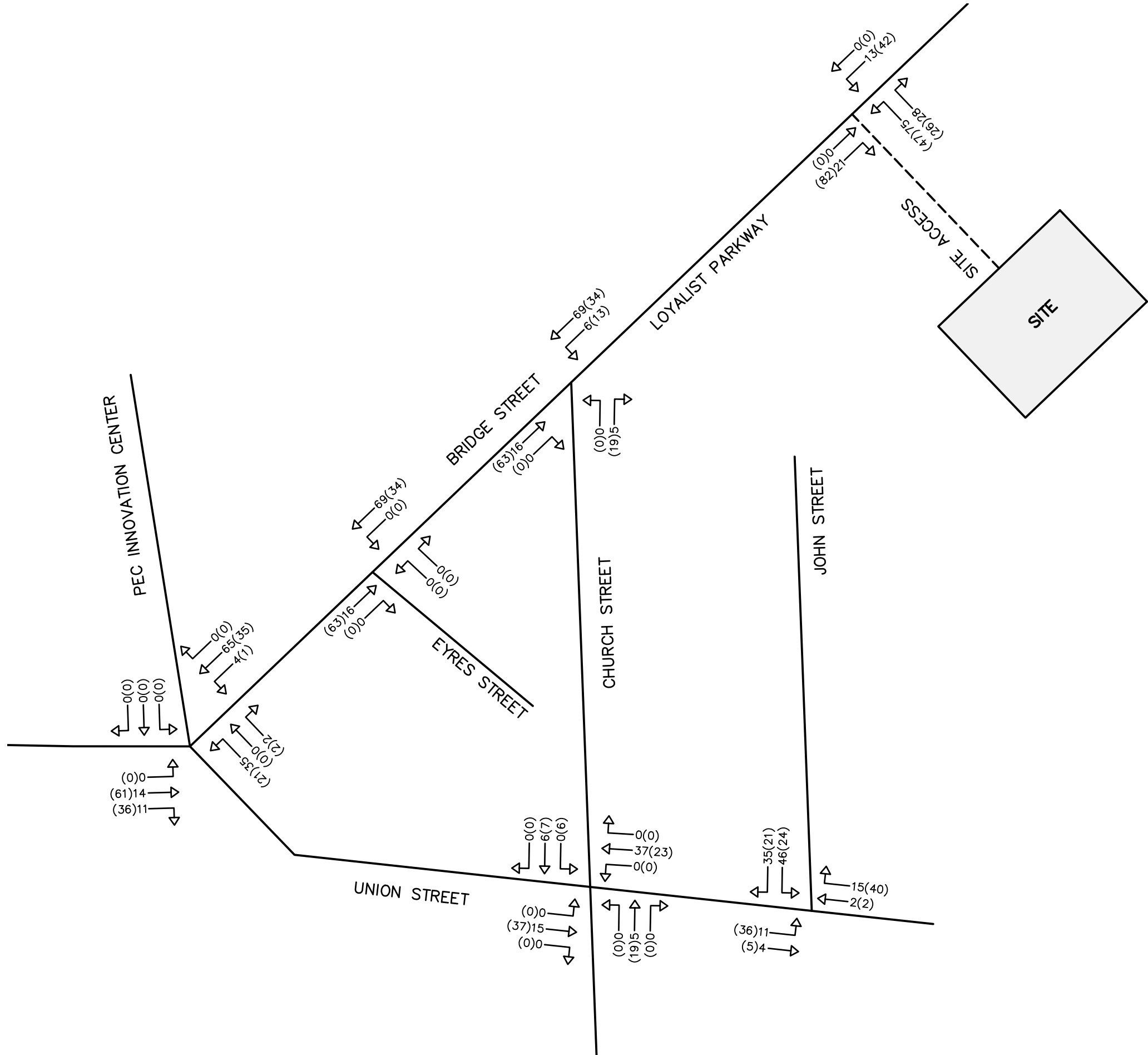
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SITE TRIP DISTRIBUTION

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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	N.T.S. Dwg.



NOTE:
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AND IS NOT TO BE SCALED.

LEGEND:
AM(PM) WEEKDAY AM(PM)
TRAFFIC VOLUMES

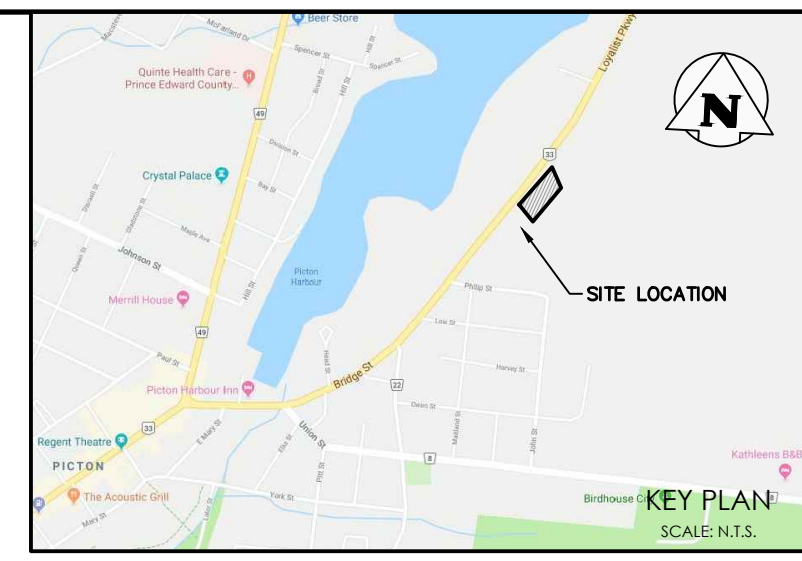
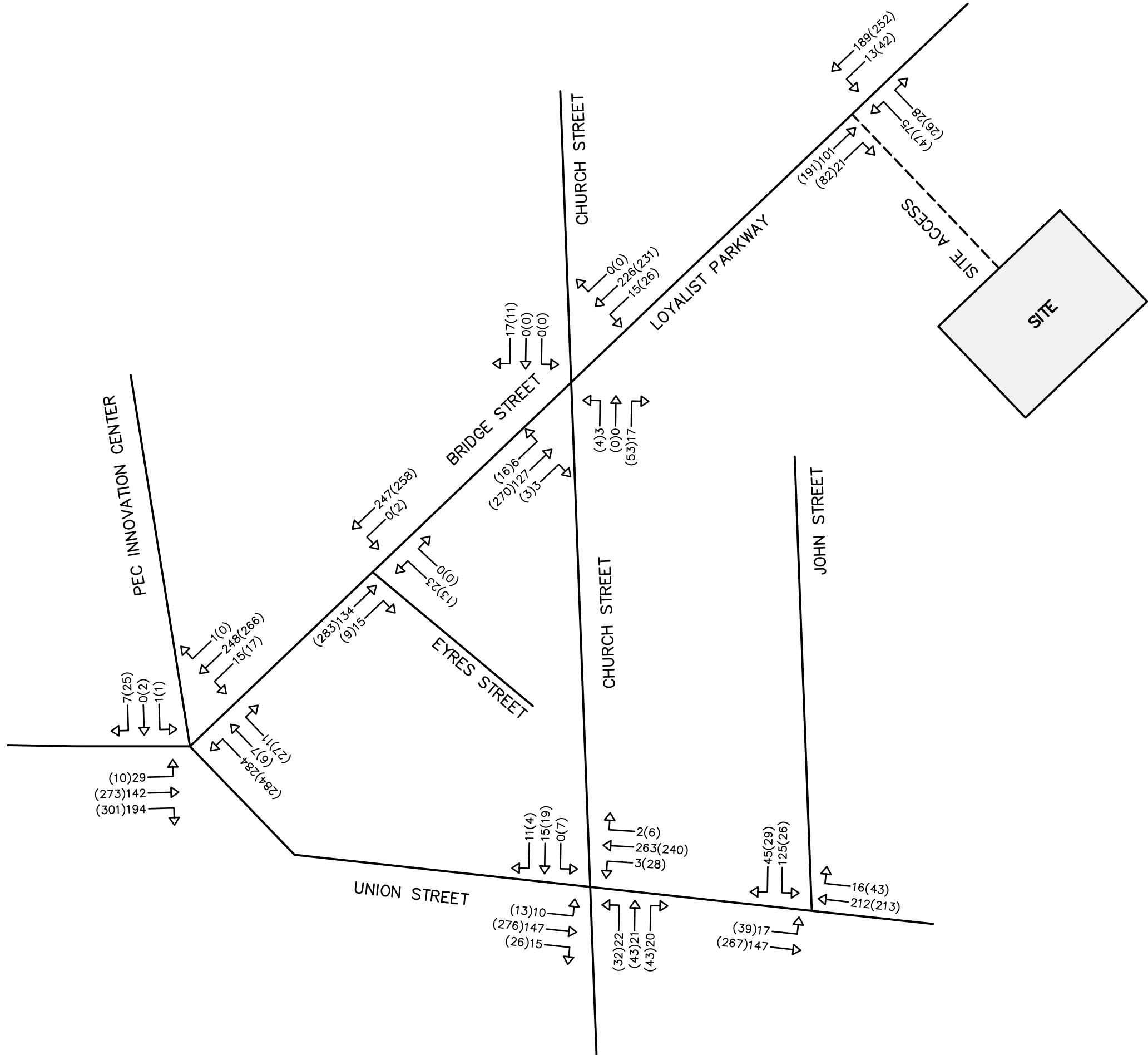
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SITE GENERATED TRIPS

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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	N.T.S. Dwg.



NOTE:
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LEGEND:
AM(PM) WEEKDAY AM(PM)
TRAFFIC VOLUMES

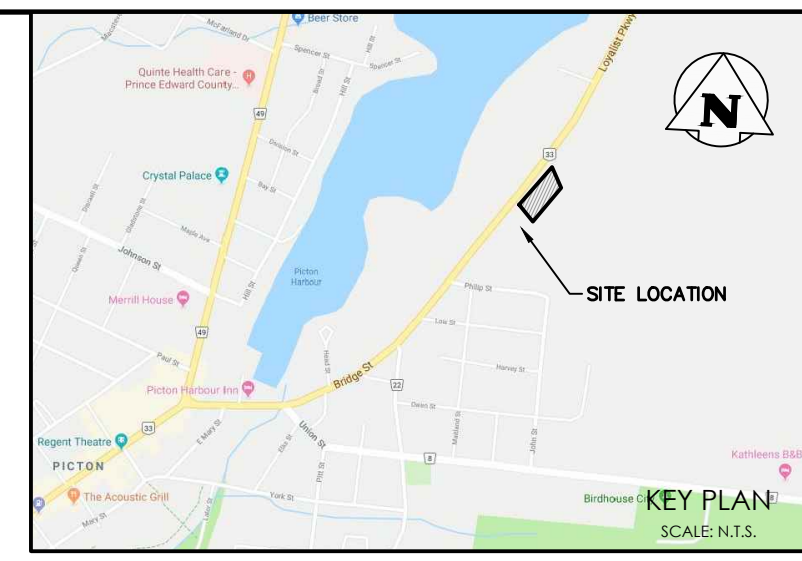
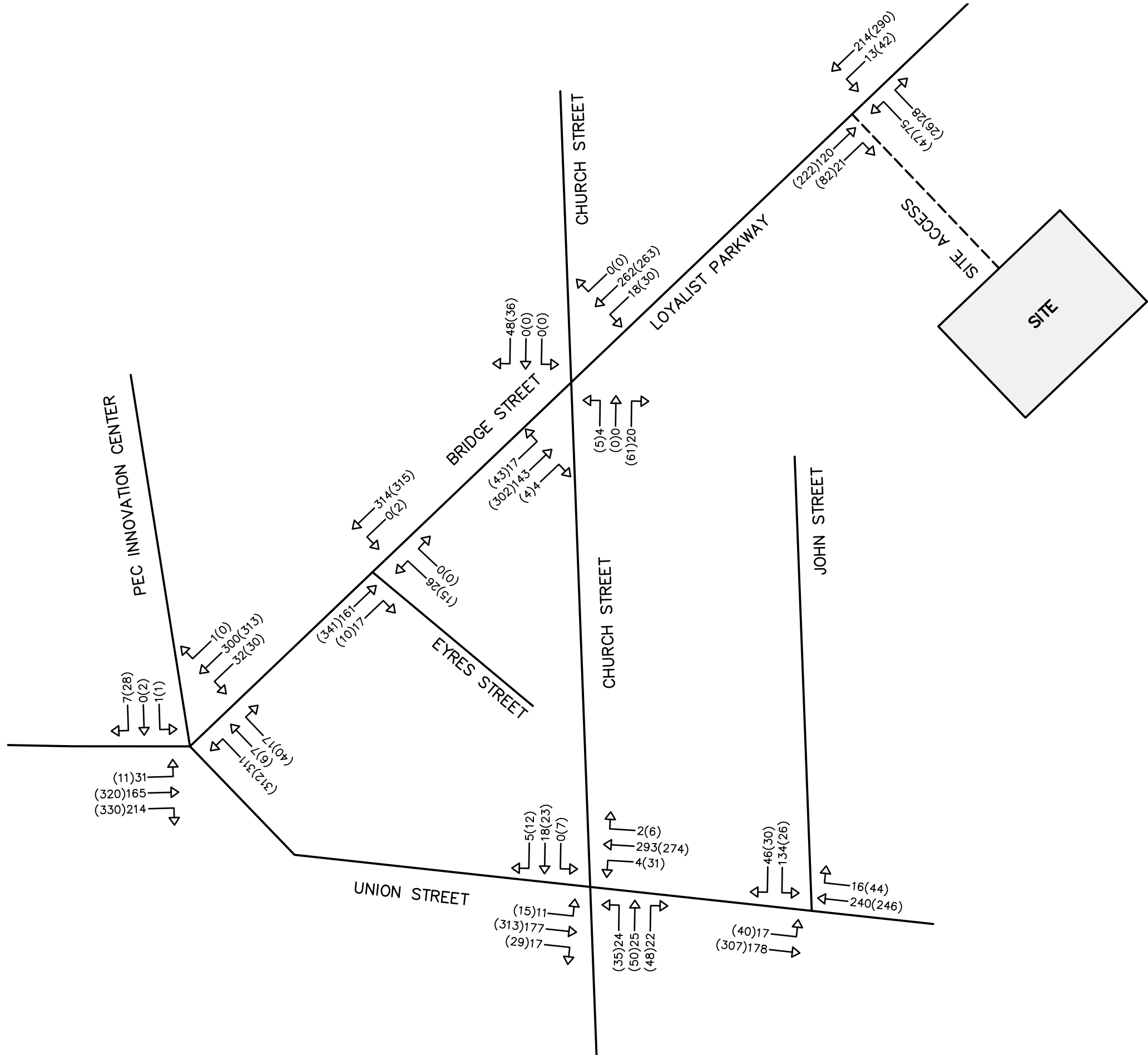
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2024 FUTURE TOTAL TRAFFIC VOLUMES

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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	N.T.S. Dwg.



NOTE:
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AND IS NOT TO BE SCALED.

LEGEND:
AM(PM) WEEKDAY AM(PM)
TRAFFIC VOLUMES

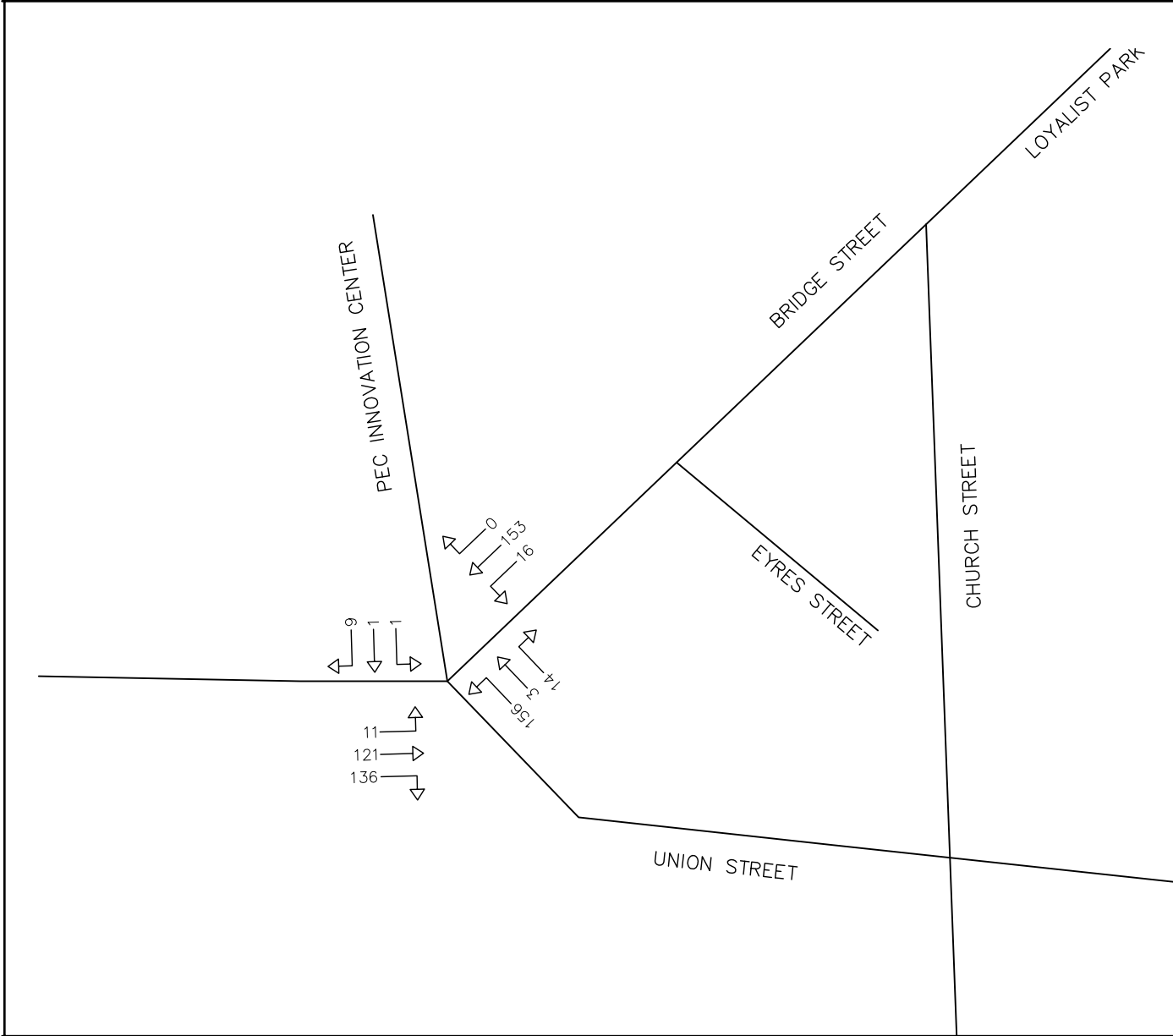
**12697 LOYALIST PARKWAY
PICTON**

2029 FUTURE TOTAL TRAFFIC VOLUMES

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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	N.T.S. Dwg.



NOTE:
THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.

LEGEND:

AM WEEKDAY AVERAGE
HOUR TRAFFIC VOLUME

12697 LOYALIST PARKWAY
PICTON

2029 FUTURE TOTAL AVERAGE
HOUR VOLUMES

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Drawn	A.K.	Design	K.S.	Project No.	1767-5311
Check		Check	K.S.	Scale	N.T.S. Deg

FIG. 09