



Appin Development Transportation Impact Assessment

ERW Consulting Inc.



WATT CONSULTING GROUP

May 20th, 2026

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APPIN DEVELOPMENT

Transportation Impact Assessment

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**PERMIT TO PRACTICE
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INTRODUCTION

WATT Consulting Group was retained by ERW Consulting Inc. to conduct a traffic impact assessment (TIA) for the proposed light industrial development in the northeast corner of NE24-29-1-5 in Mountain View County. This TIA examines the existing conditions as well as the opening day (2030) background and post development conditions and the long-term (2040) conditions in order to provide a clear view of the development traffic impacts on the adjacent road network.

Site Location

The proposed development site is located on the south side of Township Road 294, 750m east of Range Road 10A. The study area includes the following key intersections:

- Township Road 292 / Road Range Road 10A;
- Township Road 292 / Road Range Road 10;
- Township Road 294 / Road Range Road 10A;
- Township Road 294 / Road Range Road 10; and
- Highway 581 / Road Range Road 10A.

The site location and study intersections are shown in **Figure 1**.

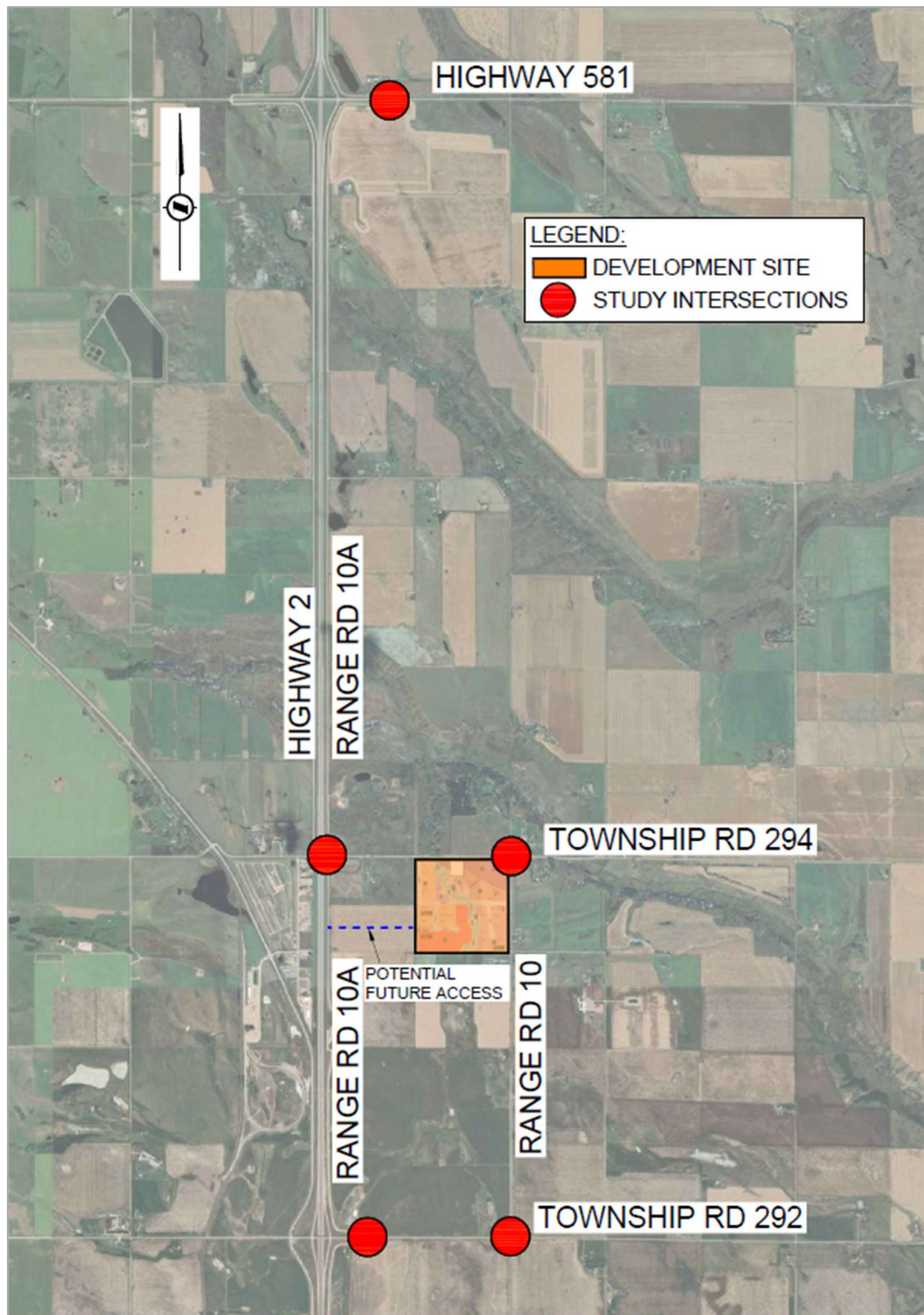


Figure 1: Site Location with Study Intersections

EXISTING CONDITIONS

Road Network

Highway 581 is a paved two-lane secondary highway that runs east-west between Carstairs and Highway 791. Township Road 292 is a two-lane paved local road that runs east-west within the study area; Township Road 292 connects to Highway 2 at an interchange just west of Range Road 10A. Township Road 294 is a two-lane gravel local road running east-west within the study area. Range Road 10A is a two-lane gravel local road that runs parallel to and east of Hwy. 2 in the study area with the exception of a 1km section south of Highway 581, where Range Road 10A has recently been paved and widens to four lanes. Range Road 10 is a two-lane gravel local roads that runs north-south in the study area. The intersection of Highway 581 and Range Road 10A has also recently been re-aligned to the east of the original location (Range Road 10A north of Highway 581 was not re-aligned).

All of the study intersections are unsignalized with free movement on the east-west roads (Highway 581, Township Road 292, and Township Road 294) and stop-control on the north-south approaches (Range Road 10A and Range Road 10), with the exception of the Township Road 294 / Range Road 10A intersection which has stop-control on the east leg of the T-intersection. The posted speed is 80 km/h on all roads within the study area.

Existing Land Use

The existing land use for the site is primarily agricultural along with a licensed gravel pit.

Site Characteristics

The transportation options and services within proximity of the site are as follows:



SERVICES

The development site is approximately 7 kilometres (7-minute drive) from the Crossfield's Town Centre. There are retail shops, restaurants, and banking / financial services. There is also a large industrial area and a golf course.



WALKING AND CYCLING

Pedestrians and cyclists within the study area are accommodated on the road shoulders. There are no pedestrian and cycling facilities within close proximity of the development site. The Walkscore of the development site is 0, which means this is a car-dependent neighbourhood so almost all errands require a car¹.

Traffic Modelling - Background

Weekday (AM and PM) peak hour traffic conditions were modeled using Synchro Studio (version 11) for the 10-year (2030) and 20-year (2040) post development horizon years with and without the development traffic to identify long-term impacts of the development.

Synchro / SimTraffic is a two-part traffic modelling software that provides analysis of traffic conditions based on traffic control, geometry, volumes and traffic operations. Synchro software (Synchro 11) was used because of its ability to provide analysis using the Highway Capacity Manual (2010) methodology, while SimTraffic integrates established driver behaviors and characteristics to simulate actual conditions by randomly “seeding” or positioning vehicles travelling throughout the network. These measures of effectiveness include level of service (LOS), delay and 95th percentile queue length.

Simulation settings for Synchro analysis included:

- Vehicle length of 7.5m
- Heavy vehicle length of 23.0m
- Base saturation flow rate of 1,850 vehicles per hour per lane
- Peak hour factors from count data and not to exceed 0.95
- Default /minimum rate of 5% heavy vehicles for the main road and 2% for the side roads, unless site specific data collected

The type of traffic control was analyzed to determine the level of service and delays. The levels of service are broken down into six letter grades with LOS A being excellent operations and LOS F being unstable/failure operations. Level of service C is generally considered to be an acceptable LOS by most municipalities. Level of service D is generally considered to be on the

¹ Walkscore. <https://www.walkscore.com/score/range-road-10-and-township-road-294>

threshold between acceptable and unacceptable operations. A description of level of service and Synchro is provided in **Appendix A**.

2021 Existing Traffic Conditions

Weekday turning movement counts were undertaken at the Township Road 292 / Range Road 10A, Township Road 292 / Range Road 10, Township Road 294 / Range Road 10A, and Township Road 294 / Range Road 10 intersections by WATT Consulting Group on Thursday, December 2 and Tuesday, December 7, 2021 in the AM and PM peak periods from 7:00AM to 9:00AM and 4:00PM to 6:00PM. For the Highway 581 / Range Road 10A intersection, volumes were determined based on the link volumes on Range Road 10A observed at the Township Road 294 / Range Road 10A intersection and the link volumes for Highway 581 east of Highway 2 from the AT traffic data website. The resulting 2021 exiting volumes are shown in **Figure 2**. A summary of the existing traffic conditions is shown in **Table 1**. Detailed capacity analysis reports can be found in **Appendix B**.

The study intersections are currently operating with all movements at LOS A (excellent operations) with acceptable v/c ratios in the AM and PM peak hour. No queueing issues are observed in the individual movements.

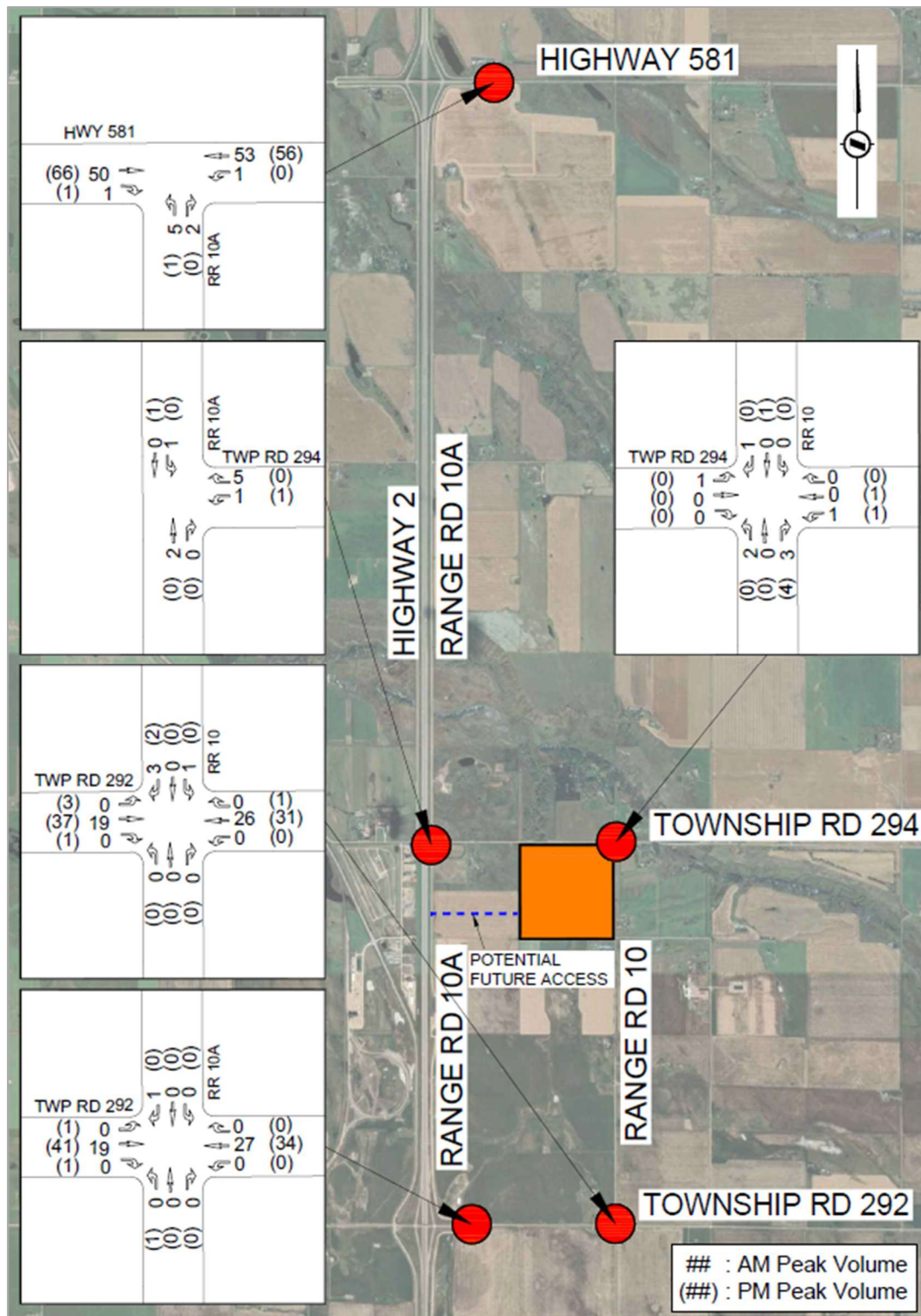


Figure 2: 2021 Existing Peak Hour Traffic Volumes

Table 1: 2021 Existing Peak Hour Traffic Conditions

Intersection	Movement	AM Peak Hour				PM Peak Hour			
(EW Street / NS Street)		V/C Ratio	LOS	Delay (s)	95 th Queue (veh)	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)
Township Road 292 / Range Road 10	EB LTR	0.00	A	1	0	0.00	A	0	0
	WB LTR	0.00	A	1	0	0.00	A	1	0
	NB LTR	0.01	A	9	0	0.01	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 292 / Range Road 10A	EB LTR	0.00	A	1	0	0.00	A	1	0
	WB LTR	0.00	A	1	0	0.00	A	1	0
	NB LTR	0.01	A	9	0	0.01	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 294 / Range Road 10	EB LTR	0.00	A	2	0	0.00	A	2	0
	WB LTR	0.00	A	2	0	0.00	A	2	0
	NB LTR	0.01	A	9	0	0.01	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 294 / Range Road 10A	WB LR	0.01	A	8	0	0.00	A	9	0
	NB TR	0.00	A	0	0	0.00	A	0	0
	SB LT	0.00	A	4	0	0.00	A	4	0
Highway 581 / Range Road 10A	EB TR	0.00	A	0	0	0.00	A	0	0
	WB LT	0.01	A	1	0	0.00	A	0	0
	NB LR	0.01	A	9	0	0.00	A	9	0

BACKGROUND TRAFFIC CONDITIONS

Background traffic conditions were analyzed at a 2.5% linear growth rate from 2021 conditions. The analysis is used to compare the traffic operations of the study intersections without proposed development during the 2030 horizon and 2040 horizon years of the analysis. The results were compared to the operation of the study intersection with the proposed development to estimate the impacts of the proposed development on the transportation network and to determine whether any improvements would be needed.

2030 Background Traffic Conditions

Background traffic volumes for 2030 are shown in **Figure 3**. The results of the 2030 Background intersection capacity analysis using the existing traffic control are summarized in **Table 2**. Detailed capacity analysis reports can be found in **Appendix C**. The results indicate

that the study intersections will continue to operate at LOS A in the AM and PM peak hours under 2030 background volumes.

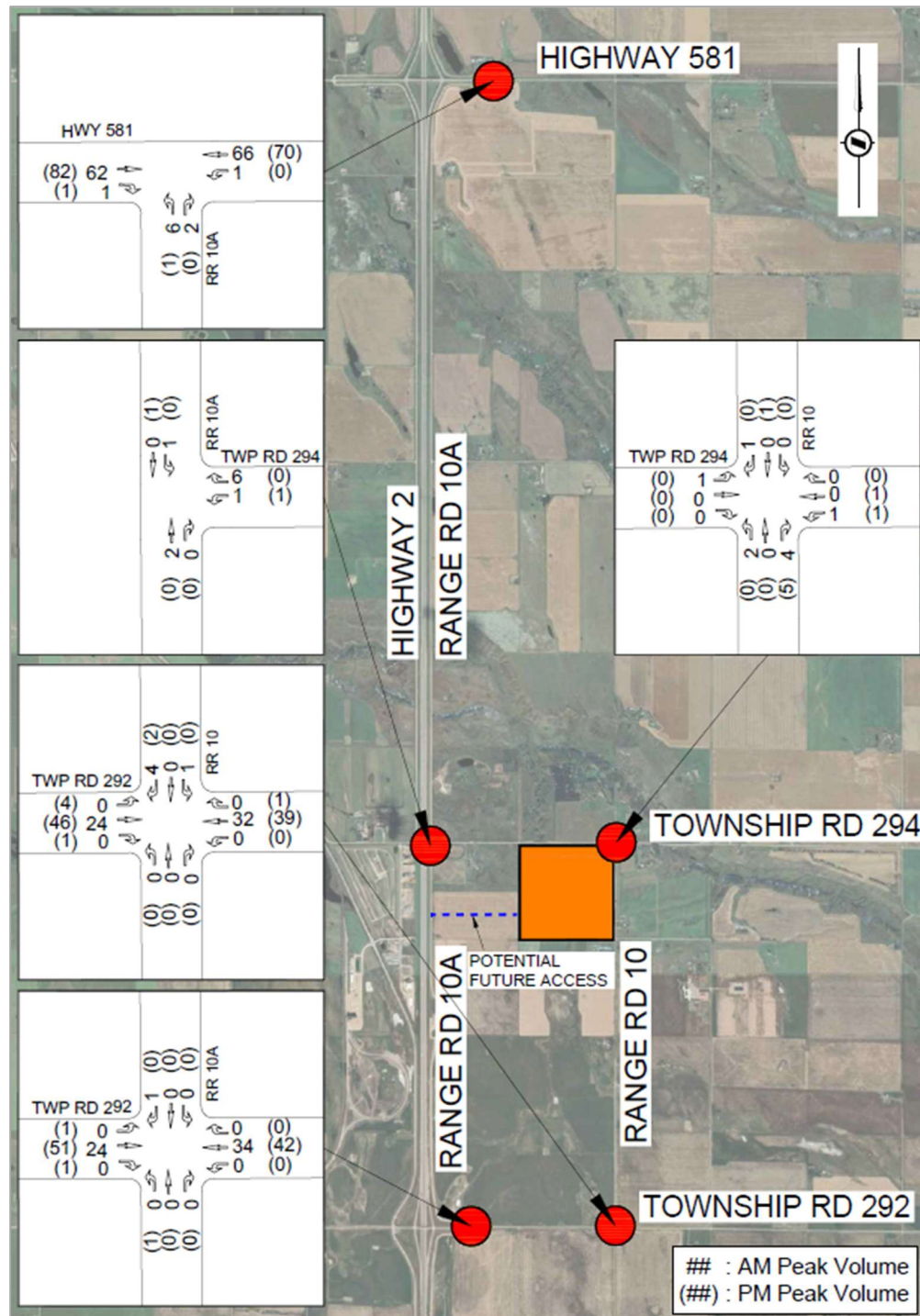


Figure 3: 2030 Background Peak Hour Traffic Volumes

Table 2: 2030 Background Peak Hour Traffic Conditions

Intersection	Movement	AM Peak Hour				PM Peak Hour			
(EW Street / NS Street)		V/C Ratio	LOS	Delay (s)	95 th Queue (veh)	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)
Township Road 292 / Range Road 10	EB LTR	0.00	A	0	0	0.01	A	1	0
	WB LTR	0.00	A	1	0	0.00	A	1	0
	NB LTR	0.01	A	9	0	0.01	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 292 / Range Road 10A	EB LTR	0.00	A	1	0	0.00	A	0	0
	WB LTR	0.00	A	1	0	0.00	A	0	0
	NB LTR	0.01	A	9	0	0.01	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 294 / Range Road 10	EB LTR	0.00	A	2	0	0.00	A	2	0
	WB LTR	0.00	A	2	0	0.00	A	2	0
	NB LTR	0.01	A	9	0	0.01	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 294 / Range Road 10A	WB LR	0.01	A	8	0	0.00	A	9	0
	NB TR	0.00	A	0	0	0.00	A	0	0
	SB LT	0.00	A	4	0	0.00	A	4	0
Highway 581 / Range Road 10A	EB TR	0.00	A	0	0	0.00	A	0	0
	WB LT	0.00	A	1	0	0.00	A	0	0
	NB LR	0.01	A	9	0	0.00	A	9	0

2040 Background Traffic Conditions

Background traffic volumes for 2040 are shown in **Figure 4**. The results of the intersection capacity analysis are summarized in **Table 3**. Detailed Synchro reports can be found in **Appendix C**. The results indicate that the study intersections will continue to operate at LOS A in the AM and PM peak hours under 2040 background volumes.

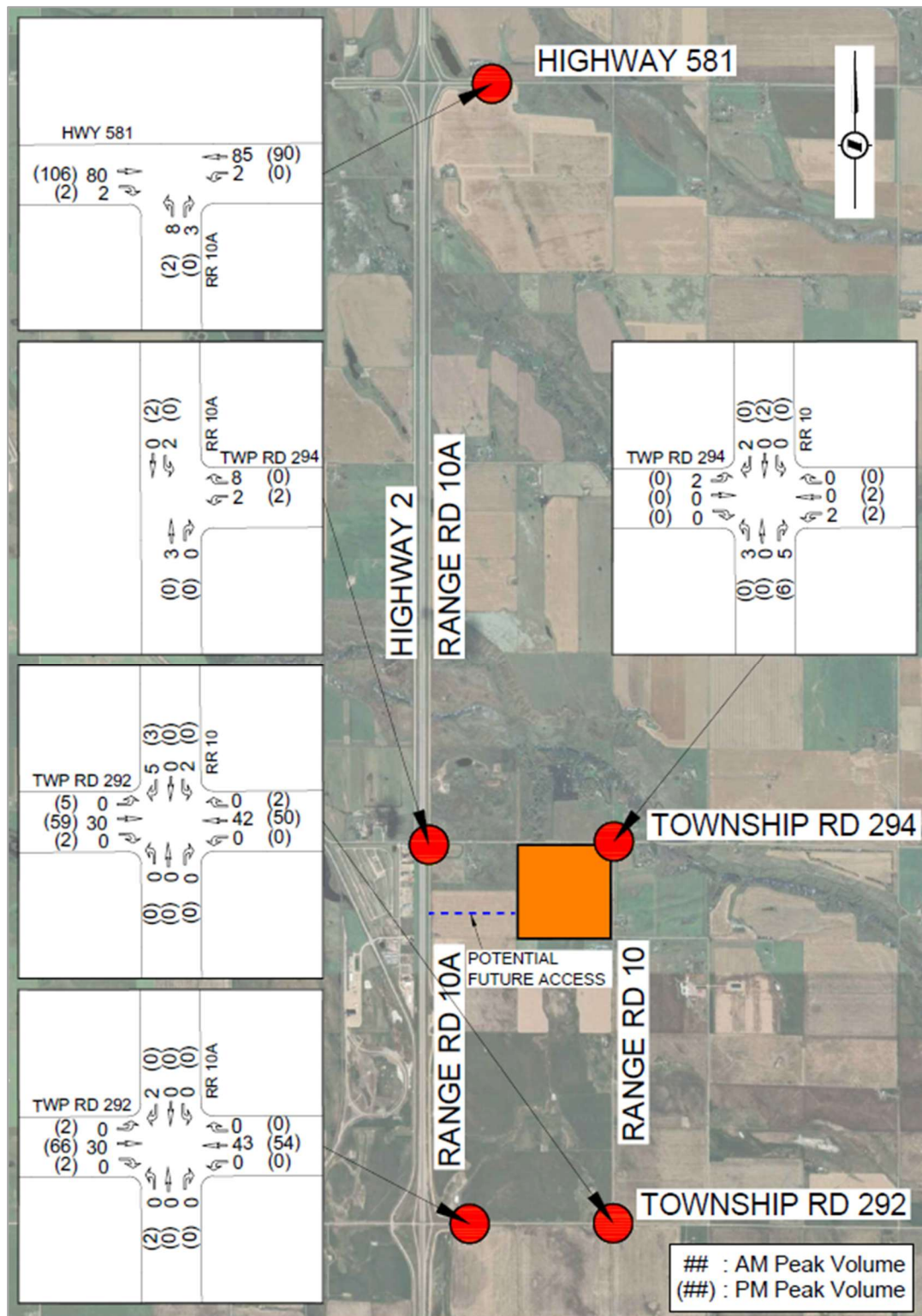


Figure 4: 2040 Background Peak Hour Traffic Volumes

Table 3: 2040 Background Peak Hour Traffic Conditions

Intersection	Movement	AM Peak Hour				PM Peak Hour			
(EW Street / NS Street)		V/C Ratio	LOS	Delay (s)	95 th Queue (veh)	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)
Township Road 292 / Range Road 10	EB LTR	0.00	A	0	0	0.01	A	1	0
	WB LTR	0.00	A	0	0	0.00	A	0	0
	NB LTR	0.01	A	9	0	0.01	A	10	0
	SB LTR	0.02	A	9	0.1	0.02	A	9	0
Township Road 292 / Range Road 10A	EB LTR	0.00	A	1	0	0.01	A	1	0
	WB LTR	0.00	A	0	0	0.00	A	0	0
	NB LTR	0.01	A	9	0	0.02	A	10	0.1
	SB LTR	0.02	A	9	0.1	0.02	A	9	0.1
Township Road 294 / Range Road 10	EB LTR	0.01	A	4	0	0.00	A	2	0
	WB LTR	0.02	A	4	0	0.01	A	3	0
	NB LTR	0.02	A	9	0.1	0.02	A	9	0.1
	SB LTR	0.01	A	9	0.1	0.02	A	9	0.1
Township Road 294 / Range Road 10A	WB LR	0.02	A	9	0.1	0.01	A	9	0
	NB TR	0.00	A	0	0	0.00	A	0	0
	SB LT	0.00	A	5	0	0.00	A	3	0
Highway 581 / Range Road 10A	EB TR	0.00	A	0	0	0.00	A	0	0
	WB LT	0.01	A	1	0	0.00	A	1	0
	NB LR	0.01	A	10	0.1	0.01	A	10	0

DEVELOPMENT TRAFFIC

Proposed Land Use

The proposed development will comprise of mainly light industrial / warehousing and manufacturing land use types. The development is anticipated to be built in four (4) phases.

Trip Generation

Initially, trip generation rates from the 11th Edition of the ITE Trip Generation Manual were considered for use in estimating the trip generation of the site; however the ITE rates are based on studies typically performed in urban and suburban areas, rather than sites in a rural context such as the proposed developments. As a result, ITE rates were not considered appropriate for use in trip generation for the development, as urban / suburban sites typically have a much higher density of land use and therefore generate traffic at a higher rate. In order to determine a

trip generation rate for the proposed development, the nearby Rainbow Industrial Park was selected as a representative site for use in determining a rate.

Land Use / Density (Rainbow Industrial Park)

The Rainbow Industrial Park, located 1km west of the Appin development at 29339 Hwy 2A, has a similar density and geographic context as the proposed development and is expected to have a similar trip generation to the development. The total site is 125.6 (shown in **Figure 5**) acres in size, however there are two lots which are expected to generate very low traffic levels. One of these lots consists primarily of a stormwater retention pond and is expected to generate no traffic; the other lot is the largest lot within the site (79.4 acres) and consists primarily of a practice road course used for large truck driver training. The low volume of vehicles expected to access this lot during the peak hours combined with the large area of the site will result in a very low trip generation rate. Including these lots in the trip generation calculations will result in a very low overall trip generation rate that likely will not be representative of the proposed Appin development; therefore for the purposes of determining a trip generation rate, these lots were excluded from the site area, resulting in an effective land area of 44.2 acres.



Figure 5: Trip Assignment Breakdown

Trip Generation Rate Determination (Rainbow Industrial Park)

A 4-day traffic count was conducted at the entrance to the Rainbow Industrial Park from Wednesday, February 21 to Saturday, February 24, 2024. The highest volumes, which occurred on Thursday, February 22, were used in determining the trip generation of the Rainbow Industrial Park.

The Rainbow Industrial Park traffic count summary and AM / PM peak hour trip generation rate determination is shown in **Table 4** and **Table 5** respectively. The observed trip generation rate was 0.45 trips per acre in the AM peak period and 0.70 trips per acre in the PM peak period.

Table 4: Traffic Count Summary – Rainbow Industrial Park

Observation Date	24 Hours			AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
Wednesday February 21	101	100	201	13	2	15	5	8	13	8	25	33
Thursday February 22	98	95	193	13	7	20	7	12	19	5	26	31
Friday February 23	80	75	155	16	3	19	7	7	14	5	9	14
Saturday February 24	38	39	77	3	2	5	4	10	14	1	1	2

Table 5: Trip Generation Rate – Rainbow Industrial Park

Area (acres)	Weekday AM Peak Hour						Weekday PM Peak Hour					
	Trips In	Trips Out	Total Trips	In (%)	Out (%)	Rate (per acre)	Trips In	Trips Out	Total Trips	In (%)	Out (%)	Rate (per acre)
44.2	13	7	20	65%	35%	0.45	5	26	31	16%	84%	0.70

The trip generation rates determined above were used to determine the trips expected to be generated by each phase of the Appin development. At full build-out, the development will generate 48 trips (17 in / 31 out) in the AM peak period and 75 trips (63 in / 12 out) in the PM peak. The cumulative trip generation after each phase of the development is summarized in **Table 6**. These development trips were used to determine the traffic operation control of the development site access intersection on Township Road 294.

Table 6: Peak Hour Development Trips

	Area (Acres)	Cumulative Area (Acres)	Weekday AM			Weekday PM		
			In	Out	Total	In	Out	Total
Phase 1	26.8	26.8	4	8	12	16	3	19
Phase 2	26.7	53.5	8	16	24	31	6	37
Phase 3	36.4	89.9	14	26	40	53	10	63
Phase 4	17.1	107.0	17	31	48	63	12	75

Trip Distribution and Assignment

The primary site access will be via Township Road 294 and will be located at the northwest corner of the development site (the Road A access shown on **Figure 9**). An emergency access

(labelled B on **Figure 9**) will be located on Range Road 10 but will be for emergency use only. The site trip assignment is based on existing trip distributions. The majority of site trips are expected to access the site via Range Road 10A, as this is the shortest route to Township Road 292 and to Highway 581. The existing turning percentages at the key intersections were used to determine the directional splits. Trip distributions are shown in **Figure 6** which shows the percentage distribution at the study intersections.

A potential future access directly onto Range Road 10A through the adjacent property to the west is being considered. This access would replace the Road A access on Township Road 294 and would be the primary site access. In the event that this access is installed instead of the Road A access, all site traffic would be expected to use Range Road 10A to access either Township Road 292 or Highway 581, with no site traffic using either Range Road 10 or Township Road 294. This would reduce the impact of site traffic on the Range Road 10A / Township Road 294; however, the impacts on the other study intersections would be unchanged. Note that for the purposes of this TIA, this potential access is assumed to not be installed, with all site traffic using the Road A access onto Township Road 294.

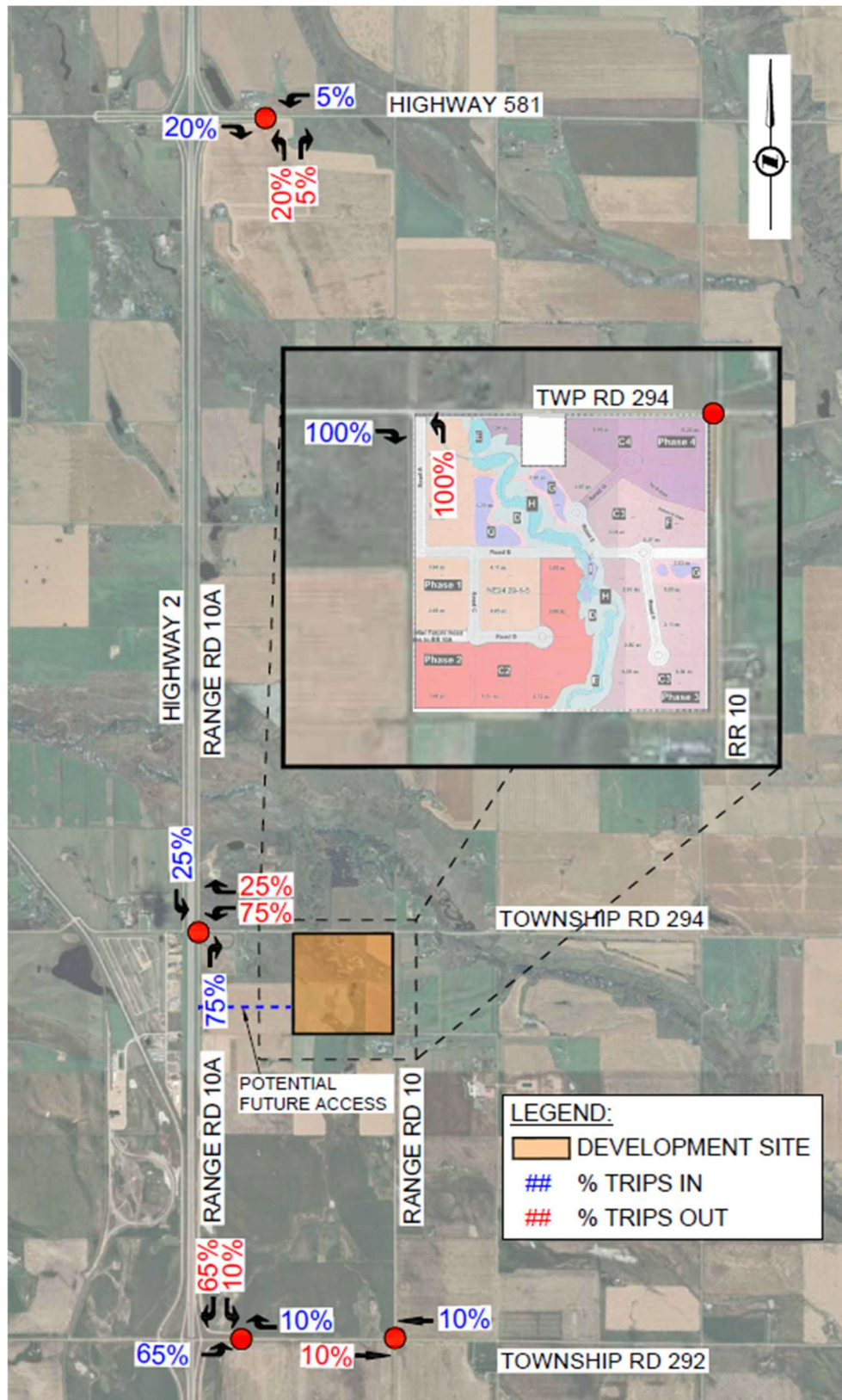


Figure 6: Trip Assignment Breakdown

POST DEVELOPMENT TRAFFIC CONDITIONS

The post development vehicular traffic volumes were determined by superimposing the site generated volumes on the future background traffic volumes. Post development analysis was carried out for the 2030 and 2040 horizon years.

2030 Post Development Traffic Conditions

Post development traffic volumes for 2030 are shown in **Figure 7** and the intersection capacity analysis is summarized in **Table 7**. Synchro reports are provided in **Appendix D**. The study intersections will be operating well with all movements at LOS A in the AM and PM peak hour under 2030 background volumes and with minor increases in delay.

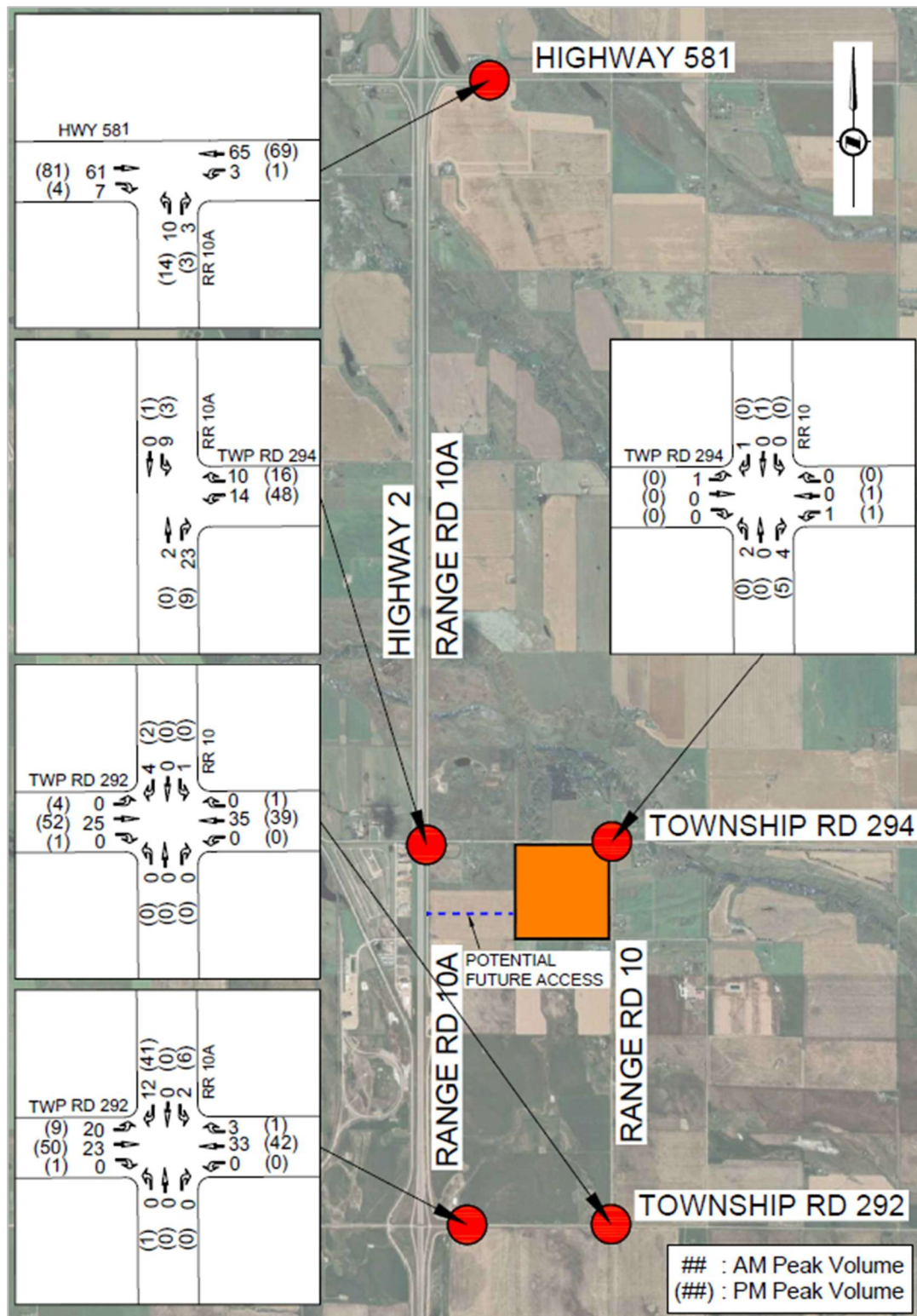


Figure 7: 2030 Peak Hour Post Development Traffic Volumes

Table 7: 2030 Post Development Peak Hour Traffic Conditions

Intersection		AM Peak Hour				PM Peak Hour			
(EW Street / NS Street)	Movement	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)
Township Road 292 / Range Road 10	EB LTR	0.00	A	0	0	0.01	A	1	0
	WB LTR	0.00	A	1	0	0.00	A	1	0
	NB LTR	0.01	A	9	0	0.01	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 292 / Range Road 10A	EB LTR	0.02	A	4	0.1	0.01	A	1	0
	WB LTR	0.00	A	0	0	0.00	A	0	0
	NB LTR	0.02	A	9	0	0.02	A	10	0
	SB LTR	0.03	A	9	0	0.08	A	9	0.2
Township Road 294 / Range Road 10	EB LTR	0.00	A	2	0	0.00	A	2	0
	WB LTR	0.00	A	2	0	0.00	A	2	0
	NB LTR	0.02	A	9	0	0.02	A	9	0
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 294 / Range Road 10A	WB LR	0.03	A	9	0.1	0.09	A	9	0.3
	NB TR	0.00	A	0	0	0.00	A	0	0
	SB LT	0.01	A	6	0	0.00	A	5	0
Highway 581 / Range Road 10A	EB TR	0.00	A	0	0	0.00	A	0	0
	WB LT	0.00	A	0	0	0.00	A	0	0
	NB LR	0.02	A	9	0.1	0.03	A	10	0.1

Road Link Analysis

A road link analysis was conducted on Range Road 10A to determine if modifications / upgrades are required to accommodate post development volumes after each phase of the development. Based on the Rocky View County Servicing Standards, Range Road 10A is currently a Regional Moderate Volume roadway, with a gravel surface and a specified capacity of 500vpd. To support the link analysis, 24-hour traffic counts was conducted on Range Road 10A north of Township Road 292 between February 21 and February 25, 2024. The counts determined an average weekday AADT of 40 vpd and are summarized in **Table 8**.

Table 8: 2024 AADT – Range Road 10A

Road Section	Wed. 02/21/24	Thu. 02/22/24	Fri. 02/23/24	Sat. 02/24/24	Sun. 02/25/24	Average (Weekday)
Range Road 10A (North of Twp Rd 292)	57	36	28	20	18	40

The 2030 Background AADT on Range Road 10A north of Township Road 292 was determined by applying a 2.5% growth factor to the 2024 average weekday AADT (shown in Table 8). The remaining AADT volumes on Range Road 10A after each phase of the development was determined by applying a 10x factor to the PM peak hour volumes. The estimated AADT on Range Road 10A after each phase of the development is shown in **Table 9**.

Table 9: Post Development AADT – Range Road 10A

Road Section	2030 Background AADT (vpd)	Post Development AADT (vpd)			
		Phase 1	Phase 2	Phase 3	Phase 4
Range Road 10A (Hwy 581 – Twp Rd 294)	70	130	175	240	270
Range Road 10A (Twp Rd 294 – Twp Rd 292)	50	170	310	500	590

Based on the Rocky View County Servicing Standards, a Regional Moderate Volume road is appropriate for volumes up to 500vpd, while a Regional Transitional Paved road is appropriate for volumes from 200vpd to 1,000vpd. Based on these standards, the existing road classifications are appropriate for 2030 background conditions as well as post-Phase 1, 2, and 3 volumes. With the addition of Phase 4 traffic, the volumes on Range Road 10A south of Township Road 294 exceed the 500vpd threshold for upgrading to a Regional Transitional Paved road standard prior to construction of Phase 4. As the post development volumes are an estimation, it is recommended to regularly monitor the volumes on Range Road 10A south of Township Road 294 and to upgrade the road to Regional Transitional Paved standard when volumes exceed 500vpd.

2040 Post Development Traffic Conditions

Post development traffic volumes are shown in summarizes the results of the intersection capacity analysis. Detailed Synchro reports can be found in **Appendix D**.

All study intersections continue to operate well under 2040 post development conditions, with all movements at LOS A during both the AM and PM peak hour.

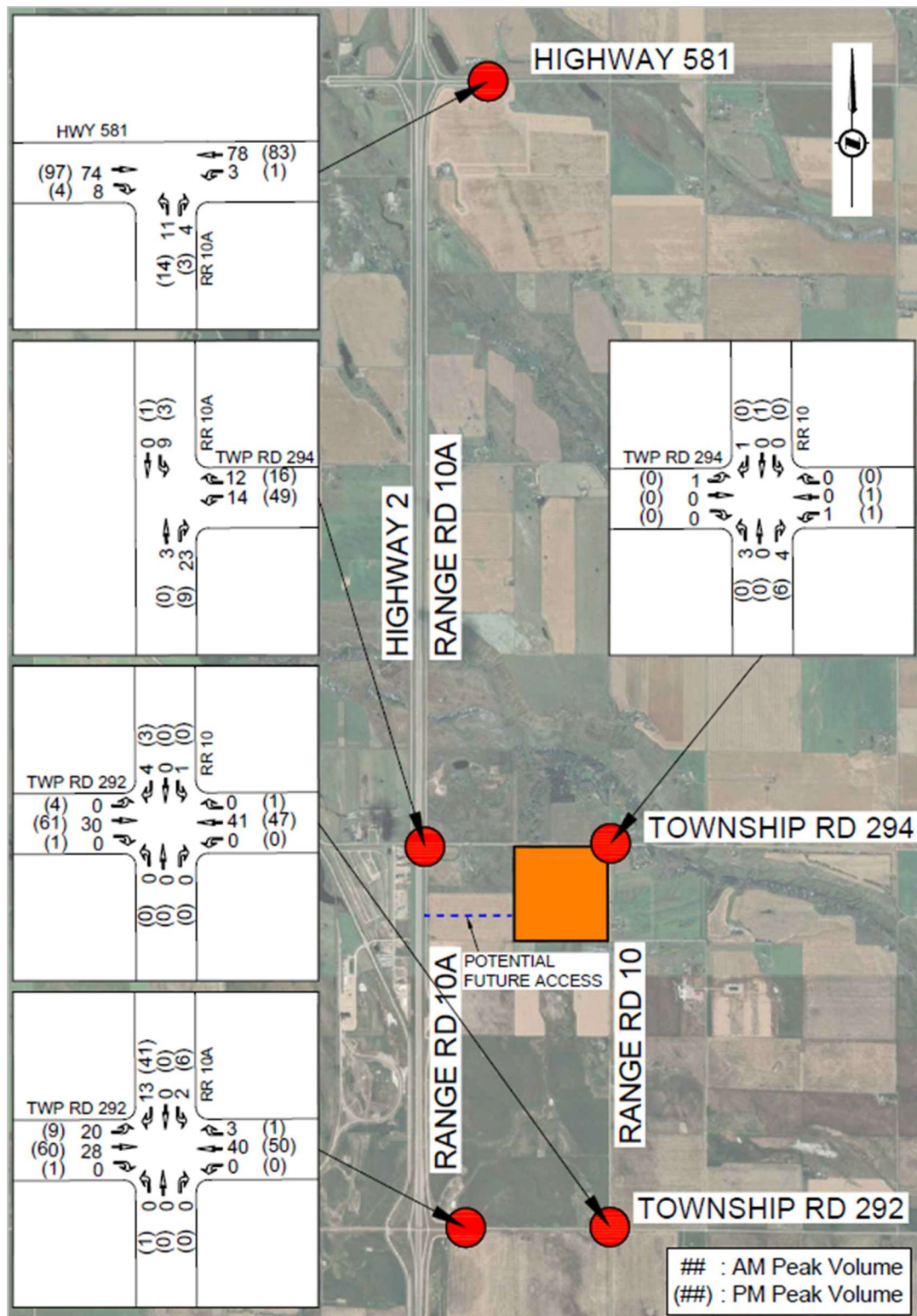


Figure 8: 2040 Peak Hour Post Development Traffic Volumes

Table 10: 2040 Post Development Peak Hour Traffic Conditions

Intersection		AM Peak Hour				PM Peak Hour			
(EW Street / NS Street)	Movement	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)
Township Road 292 / Range Road 10	EB LTR	0.00	A	0	0	0.01	A	1	0
	WB LTR	0.00	A	0	0	0.00	A	0	0
	NB LTR	0.01	A	9	0	0.02	A	10	0
	SB LTR	0.02	A	9	0	0.01	A	9	0
Township Road 292 / Range Road 10A	EB LTR	0.02	A	3	0.1	0.01	A	1	0
	WB LTR	0.00	A	0	0	0.00	A	0	0
	NB LTR	0.02	A	10	0	0.02	A	10	0
	SB LTR	0.03	A	9	0.1	0.08	A	9	0.2
Township Road 294 / Range Road 10	EB LTR	0.00	A	2	0	0.00	A	2	0
	WB LTR	0.00	A	2	0	0.00	A	2	0
	NB LTR	0.02	A	9	0.1	0.02	A	9	0.1
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 294 / Range Road 10A	WB LR	0.04	A	9	0.1	0.10	A	9	0.3
	NB TR	0.00	A	0	0	0.00	A	0	0
	SB LT	0.01	A	6	0	0.00	A	5	0
Highway 581 / Range Road 10A	EB TR	0.00	A	0	0	0.00	A	0	0
	WB LT	0.00	A	0	0	0.00	A	0	0
	NB LR	0.02	A	10	0.1	0.03	A	10	0.1

SITE ACCESS

The primary site access is located at the northwest corner of the site (labelled Access A on **Figure 9**) and will access Township Road 294. As discussed in Section 4.3, a potential future access directly onto Range Road 10A is being considered that would replace the northwest access; however, for the purposes of this TIA, the potential west access is assumed to be not built. A second access via Range Road 10 (labelled Access B on **Figure 9**) will be provided for emergency use only.

The development trips at full build-out were assigned to Access A and superimposed on the existing road network (using 2030 volumes) to determine the appropriate intersection control for the site accesses. The access intersection was analyzed with stop control on the two-lane access road and free movement on Township Road 294. **Table 11** shows a summary of the traffic conditions at full build-out. Detailed Synchro reports can be found in **Appendix E**.

The access operates well under 2030 post development conditions, with all movements at LOS A and no significant queueing issues. The proposed intersection control is adequate for the traffic entering/existing the site.

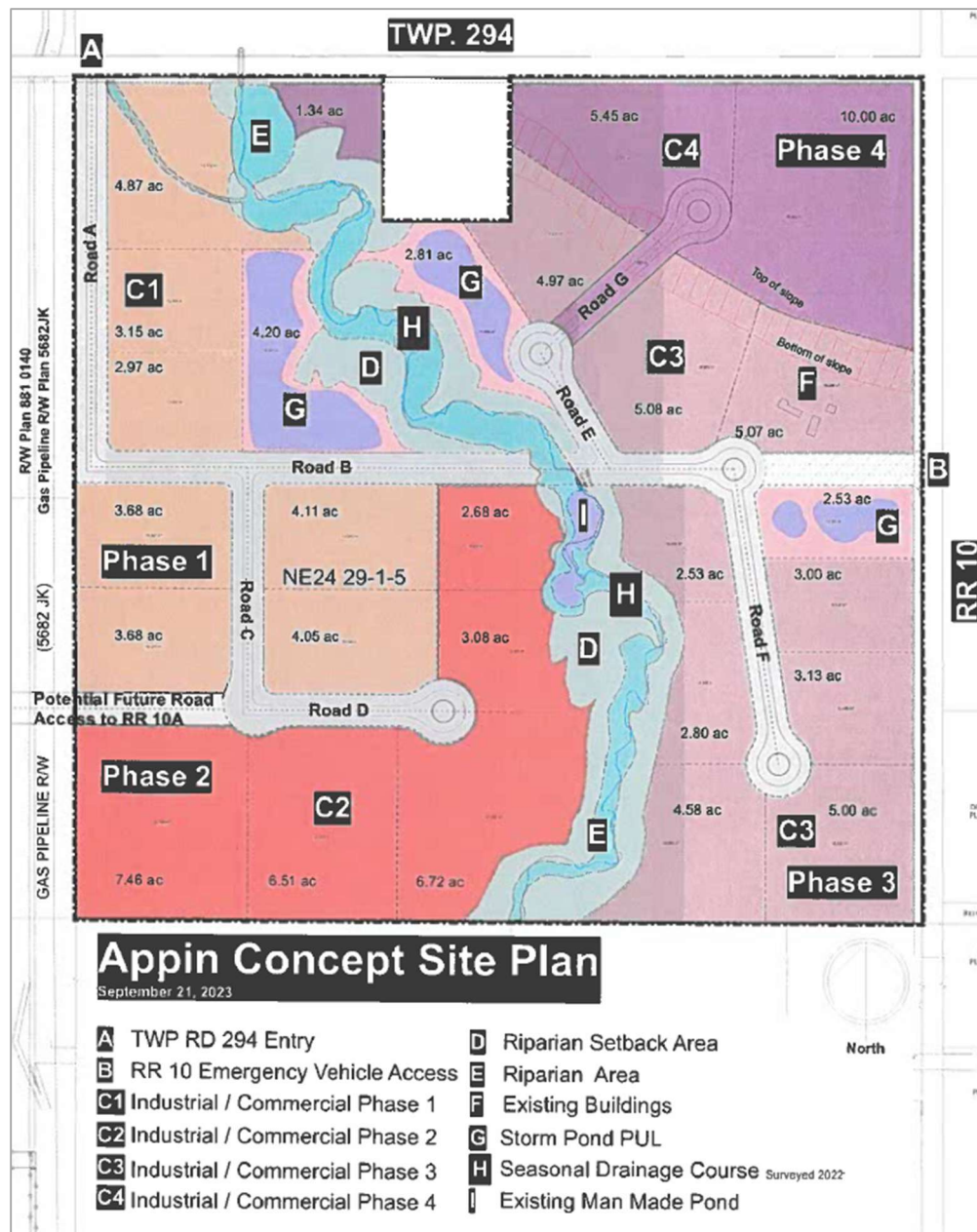


Figure 9: Site Plan

Table 11: Site Access Conditions at Full Build-out (2030)

Intersection		AM Peak Hour				PM Peak Hour			
(EW Street / NS Street)	Movement	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)
Township Road 294 / North Access	EB TR	0.00	A	0	0	0.00	A	0	0
	WB LT	0.00	A	2	0	0.00	A	4	0
	NB LR	0.03	A	9	0.1	0.09	A	9	0.3

Sight Distances

Due to the existing grades on Township Road 294, as part of the TIA WATT looked at the feasibility of the proposed site access. A site visit was conducted on September 12, 2020 reviewed potential access locations on Township Road 294 and on Range Road 10. From the site visit and review of access locations, the primary site access (Access A) is considered feasible from a grade and sight distance perspective regardless of the design speed.

ULTIMATE BUILD-OUT SCENARIO

For the ultimate build-out scenario, the three adjacent sites in NW24-39-1-5 and SW24-29-1-5 (shown in **Figure 10**) were included in the long-term (2040) analysis to determine the impact of site generated traffic on the surrounding traffic network. Two of the sites (the Robert Dedominicis and Asmussen sites) are not expected to change from their existing Agricultural land use, and therefore the ultimate trips to / from these sites are already included in the existing traffic volumes. For the Marcel Realty site, the full build-out trip generation rate was determined using trip generation rates from ITE's Trip Generation Manual (11th Edition). As the specific ultimate land use is not known, the General Light Industrial land use (LUC 110) was used to estimate the ultimate trips to / from the Marcel Realty site, and a FAR of 0.1 was assumed for the ultimate land use density of the site. The ultimate trip generation is summarized in **Table 12**. They equate to 237 additional weekday AM peak hour trips and 209 additional weekday PM peak hour trips.

Table 12: Additional Future Trips Generated by Adjacent Sites

Site	Intensity		Weekday AM				Weekday PM			
	GDA (Acres)	GFA (ksf)	Rate	In	Out	Total	Rate	In	Out	Total
Marcel Realty Inc	73.42	319.8	0.74 / ksf	209	28	237	0.65 / ksf	29	179	209

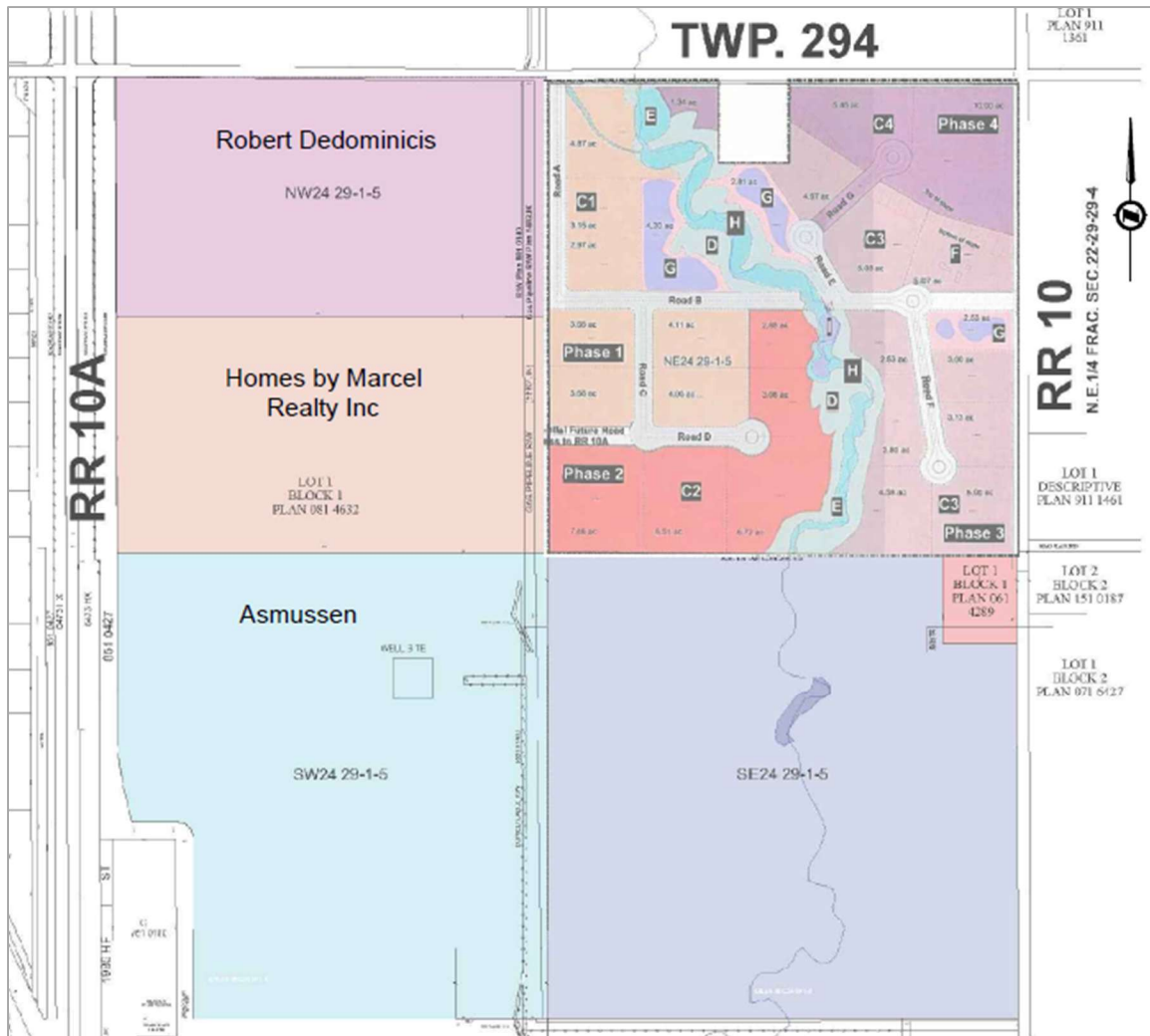


Figure 10: Adjacent Sites

The additional trips were added to the traffic network with the same trip assignment as in **Section 4.3**. An analysis of the traffic conditions with the existing traffic control at the two key intersections was performed. The results are summarized in **Table 13**. Detailed capacity analysis reports can be found in **Appendix F**.

Table 13: Ultimate Build-Out Traffic Conditions (2040)

Intersection		AM Peak Hour				PM Peak Hour			
(EW Street / NS Street)	Movement	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)	V/C Ratio	LOS	Delay (s)	95 th Queue (veh)
Township Road 292 / Range Road 10	EB LTR	0.00	A	0	0	0.01	A	1	0
	WB LTR	0.00	A	0	0	0.00	A	0	0
	NB LTR	0.01	A	9	0	0.02	A	10	0
	SB LTR	0.02	A	9	0	0.01	A	9	0
Township Road 292 / Range Road 10A	EB LTR	0.15	A	7	3.5	0.03	A	3	0.7
	WB LTR	0.00	A	0	0	0.00	A	0	0
	NB LTR	0.03	B	13	0.7	0.02	B	11	0.7
	SB LTR	0.08	B	10	1.4	0.29	B	11	8.4
Township Road 294 / Range Road 10	EB LTR	0.00	A	2	0	0.00	A	2	0
	WB LTR	0.00	A	2	0	0.00	A	2	0
	NB LTR	0.02	A	9	0.7	0.02	A	9	0.7
	SB LTR	0.01	A	9	0	0.01	A	9	0
Township Road 294 / Range Road 10A	WB LR	0.05	A	9	0.7	0.10	A	10	2.1
	NB TR	0.00	A	0	0	0.00	A	0	0
	SB LT	0.01	A	1	0	0.00	A	2	0
Highway 581 / Range Road 10A	EB TR	0.00	A	0	0	0.00	A	0	0
	WB LT	0.01	A	1	0	0.00	A	0	0
	NB LR	0.04	A	10	0.7	0.11	B	10	2.8

Under the 2040 ultimate build-out scenario, all intersections continue to operate well with all movements at LOS A/B during both peak hours. No mitigation measures are necessary to accommodate the future volumes expected under the 2040 ultimate build-out scenario.

CONCLUSION AND RECOMMENDATIONS

At full build-out of Phase 4, the proposed Appin development in the north-east corner of NE24-29-1-5 is expected to generate 48 weekday AM peak hour trips and 75 weekday PM peak hour trips. The majority of these trips will go to / come from Highway 2 via the Township Road 292 interchange south of the site (primarily using Range Road 10A / Township Road 294), with a small portion heading to / coming from Highway 2 via the Highway 581 interchange to the north.

The results of the analysis lead to the following conclusions:

Background:

All of the study intersections operate very well (LOS A) in the long term (2040 horizon) in both the AM and PM peak hours. No intersection upgrades are recommended.

Post Development:

With the existing intersection control at the study intersections, the addition of the development traffic will create minimal increases in delay at the turning movements into and out of the development site. All movements at the study intersections are LOS A under 2030 and 2040 post development conditions in both the AM and PM peak hours.

During construction of Phase 4, the daily volumes on Range Road 10A between Township Roads 292 and 294 are expected to exceed the 500vpd threshold for upgrading Range Road 10A to a paved road. Regular monitoring of the volumes on this section of Range Road 10A is recommended, and the road should be upgraded to a Regional Transitional Paved standard when volumes exceed 500 vpd.

The site access onto Township Road 294 operates well (LOS A) at full build-out with stop-control on the access. Stop-control at the access with free movement on Township Road 294 is appropriate.

Ultimate Build-Out Scenario:

Based on the 2040 ultimate build-out scenario, the study intersections continue to operate well with all movements at LOS A/B in both peak hours. No mitigation measures are recommended at the study intersections.

The **actual network improvements** should be based on the actual traffic volumes related to the development progression in the area.

Dimensions and the ROW for the intersections in the area should be confirmed at the preliminary design stage for each access intersection.



APPENDIX A: SYNCHRO BACKGROUND



SYNCHRO MODELLING SOFTWARE DESCRIPTION

The traffic analysis was completed using Synchro and SimTraffic traffic modelling software. Results were measured in delay, level of service (LOS), 95th percentile queue length and volume to capacity ratio. Synchro is based on the Highway Capacity Manual (HCM) methodology. SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly “seeding” or positioning vehicles travelling throughout the network. The simulation is run five times (five different random seedings of vehicle types, behaviours, and arrivals) to obtain statistical significance of the results.

Levels of Service

Traffic operations are typically described in terms of levels of service, which rates the amount of delay per vehicle for each movement and the entire intersection. Levels of service range from LOS A (representing best operations) to LOS E/F (LOS E being poor operations and LOS F being unpredictable/disruptive operations). LOS E/F are generally unacceptable levels of service under normal everyday conditions. A LOS C or better is considered acceptable operations, while D is considered to be on the threshold between acceptable and unacceptable operations. Highway operations will typically need to operate at LOS C or better for through movements and LOS E or better for other traffic movements with lower order roads.

The hierarchy of criteria for grading an intersection or movement not only includes delay times, but also takes into account traffic control type (stop signs or traffic signal). For example, if a vehicle is delayed for 19 seconds at an unsignalized intersection, it is considered to have an average operation, and would therefore be graded as an LOS C. However, at a signalized intersection, a 19 second delay would be considered a good operation and therefore it would be given an LOS B. The table below indicates the range of delay for LOS for signalized and unsignalized intersections.



Table A1: LOS Criteria, by Intersection Traffic Control

Level of Service (LOS)	Unsignalized Intersection Average Vehicle Delay (sec/veh)	Signalized Intersection Average Vehicle Delay (sec/veh)
A	Less than 10	Less than 10
B	10 to 15	11 to 20
C	16 to 25	21 to 35
D	26 to 35	36 to 55
E	36 to 50	56 to 80
F	More than 51	More than 81



APPENDIX B: 2021 EXISTING TRAFFIC CONDITIONS

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	2	1	3	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	2	1	3	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	4	4	6	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	33	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	19	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	974	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	1000	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	962	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	962	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	988	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	975	1612	-	-	1612	-	-	958				
HCM Lane V/C Ratio	0.014	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	50	1	1	53	5	2
Future Vol, veh/h	50	1	1	53	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	25	25	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	4	4	66	8	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	67
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1535
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1535
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	853	1002	-	-	1535	-
HCM Lane V/C Ratio	0.01	0.003	-	-	0.003	-
HCM Control Delay (s)	9.3	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	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	1	19	1	1	27	1	1	1	1	1	1	1
Future Vol, veh/h	1	19	1	1	27	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	88	25	25	63	25	25	25	25	25	25	25
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	4	22	4	4	43	4	4	4	4	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	26	0	0	89	87	24	89	87	45
Stage 1	-	-	-	-	-	-	32	32	-	53	53	-
Stage 2	-	-	-	-	-	-	57	55	-	36	34	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1541	-	-	1569	-	-	896	803	1052	896	803	1025
Stage 1	-	-	-	-	-	-	984	868	-	960	851	-
Stage 2	-	-	-	-	-	-	955	849	-	980	867	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1569	-	-	885	798	1052	885	798	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	885	798	-	885	798	-
Stage 1	-	-	-	-	-	-	981	865	-	957	848	-
Stage 2	-	-	-	-	-	-	944	846	-	969	864	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.6	9.1	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	900	1541	-	-	1569	-	-	893
HCM Lane V/C Ratio	0.013	0.003	-	-	0.003	-	-	0.013
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	19	1	1	26	1	1	1	1	1	1	3
Future Vol, veh/h	1	19	1	1	26	1	1	1	1	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	21	4	4	38	4	4	4	4	1	4	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	25	0	0	80	77	23	79	77	40
Stage 1	-	-	-	-	-	-	27	27	-	48	48	-
Stage 2	-	-	-	-	-	-	53	50	-	31	29	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1548	-	-	1570	-	-	908	813	1054	910	813	1031
Stage 1	-	-	-	-	-	-	990	873	-	965	855	-
Stage 2	-	-	-	-	-	-	960	853	-	986	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1548	-	-	1570	-	-	896	810	1054	900	810	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	810	-	900	810	-
Stage 1	-	-	-	-	-	-	989	872	-	964	852	-
Stage 2	-	-	-	-	-	-	947	850	-	977	870	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.6			9			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	909	1548	-	-	1570	-	-	926				
HCM Lane V/C Ratio	0.013	0.001	-	-	0.003	-	-	0.012				
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	2	1	1	1
Future Vol, veh/h	1	5	2	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	10	4	2	2	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	11	5	0
Stage 1	5	-	-
Stage 2	6	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1009	1078	-
Stage 1	1018	-	-
Stage 2	1017	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1008	1078	-
Mov Cap-2 Maneuver	1008	-	-
Stage 1	1018	-	-
Stage 2	1016	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1066	1615
HCM Lane V/C Ratio	-	-	0.011	0.001
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	1	4	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	1	1	4	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	2	4	8	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	34	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	20	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	973	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	999	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	959	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	959	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	985	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	989	1612	-	-	1612	-	-	957				
HCM Lane V/C Ratio	0.014	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	66	1	1	56	1	1
Future Vol, veh/h	66	1	1	56	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	25	25	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	4	4	70	2	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	87
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1509
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1509
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	828	976	-	-	1509	-
HCM Lane V/C Ratio	0.002	0.002	-	-	0.003	-
HCM Control Delay (s)	9.4	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	41	1	1	34	1	1	1	1	1	1	1
Future Vol, veh/h	1	41	1	1	34	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	88	25	25	63	25	25	25	25	25	25	25
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	4	47	4	4	54	4	4	4	4	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	51	0	0	125	123	49	125	123	56
Stage 1	-	-	-	-	-	-	57	57	-	64	64	-
Stage 2	-	-	-	-	-	-	68	66	-	61	59	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1536	-	-	849	767	1020	849	767	1011
Stage 1	-	-	-	-	-	-	955	847	-	947	842	-
Stage 2	-	-	-	-	-	-	942	840	-	950	846	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1536	-	-	839	762	1020	839	762	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	839	762	-	839	762	-
Stage 1	-	-	-	-	-	-	952	844	-	944	839	-
Stage 2	-	-	-	-	-	-	931	837	-	939	843	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.5			9.2			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	861	1527	-	-	1536	-	-	859				
HCM Lane V/C Ratio	0.014	0.003	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	9.2	7.4	0	-	7.3	0	-	9.3				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	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	3	37	1	1	31	1	1	1	1	1	1	2
Future Vol, veh/h	3	37	1	1	31	1	1	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	6	41	4	4	46	4	4	4	4	1	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	45	0	0	115	113	43	115	113	48
Stage 1	-	-	-	-	-	-	55	55	-	56	56	-
Stage 2	-	-	-	-	-	-	60	58	-	59	57	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1544	-	-	862	777	1027	862	777	1021
Stage 1	-	-	-	-	-	-	957	849	-	956	848	-
Stage 2	-	-	-	-	-	-	951	847	-	953	847	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1537	-	-	1544	-	-	851	772	1027	851	772	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	851	772	-	851	772	-
Stage 1	-	-	-	-	-	-	953	846	-	952	845	-
Stage 2	-	-	-	-	-	-	940	844	-	941	844	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.5			9.2			9.2		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	871	1537	-	-	1544	-	-	875
HCM Lane V/C Ratio	0.014	0.004	-	-	0.003	-	-	0.011
HCM Control Delay (s)	9.2	7.4	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	1	1	1	1
Future Vol, veh/h	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	2	2	2	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	9	3	0
Stage 1	3	-	-
Stage 2	6	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1011	1081	-
Stage 1	1020	-	-
Stage 2	1017	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1010	1081	-
Mov Cap-2 Maneuver	1010	-	-
Stage 1	1020	-	-
Stage 2	1016	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1044	1618
HCM Lane V/C Ratio	-	-	0.004	0.001
HCM Control Delay (s)	-	-	8.5	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



APPENDIX C: BACKGROUND TRAFFIC CONDITIONS

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	2	1	4	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	2	1	4	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	4	4	8	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	34	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	20	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	973	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	999	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	959	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	959	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	985	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	986	1612	-	-	1612	-	-	957				
HCM Lane V/C Ratio	0.016	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	62	1	1	66	6	2
Future Vol, veh/h	62	1	1	66	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	25	25	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	4	4	83	10	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	82
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1515
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1515
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	983	-	-	1515	-
HCM Lane V/C Ratio	0.012	0.003	-	-	0.003	-
HCM Control Delay (s)	9.5	8.7	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

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	1	24	1	1	34	1	1	1	1	1	1	1
Future Vol, veh/h	1	24	1	1	34	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	88	25	25	63	25	25	25	25	25	25	25
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	4	27	4	4	54	4	4	4	4	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	31	0	0	105	103	29	105	103	56
Stage 1	-	-	-	-	-	-	37	37	-	64	64	-
Stage 2	-	-	-	-	-	-	68	66	-	41	39	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1562	-	-	875	787	1046	875	787	1011
Stage 1	-	-	-	-	-	-	978	864	-	947	842	-
Stage 2	-	-	-	-	-	-	942	840	-	974	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1562	-	-	865	782	1046	865	782	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	865	782	-	865	782	-
Stage 1	-	-	-	-	-	-	975	861	-	944	839	-
Stage 2	-	-	-	-	-	-	931	837	-	963	859	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.5			9.1			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	885	1527	-	-	1562	-	-	876				
HCM Lane V/C Ratio	0.014	0.003	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	9.1	7.4	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

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	1	24	1	1	32	1	1	1	1	1	1	4
Future Vol, veh/h	1	24	1	1	32	1	1	1	1	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	27	4	4	47	4	4	4	4	1	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	31	0	0	96	92	29	94	92	49
Stage 1	-	-	-	-	-	-	33	33	-	57	57	-
Stage 2	-	-	-	-	-	-	63	59	-	37	35	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1562	-	-	887	798	1046	889	798	1020
Stage 1	-	-	-	-	-	-	983	868	-	955	847	-
Stage 2	-	-	-	-	-	-	948	846	-	978	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1562	-	-	874	795	1046	879	795	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	874	795	-	879	795	-
Stage 1	-	-	-	-	-	-	982	867	-	954	844	-
Stage 2	-	-	-	-	-	-	933	843	-	969	865	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.5			9.1			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	893	1536	-	-	1562	-	-	926				
HCM Lane V/C Ratio	0.013	0.001	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	6	2	1	1	1
Future Vol, veh/h	1	6	2	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	4	2	2	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	11	5	0
Stage 1	5	-	-
Stage 2	6	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1009	1078	-
Stage 1	1018	-	-
Stage 2	1017	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1008	1078	-
Mov Cap-2 Maneuver	1008	-	-
Stage 1	1018	-	-
Stage 2	1016	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1067	1615
HCM Lane V/C Ratio	-	-	0.013	0.001
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	1	5	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	2	4	10	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	35	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	21	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	971	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	998	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	955	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	955	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	982	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1000	1612	-	-	1612	-	-	956				
HCM Lane V/C Ratio	0.016	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	82	1	1	70	1	1
Future Vol, veh/h	82	1	1	70	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	25	25	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	4	4	88	2	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	107
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1484
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1484
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	952	-	-	1484	-
HCM Lane V/C Ratio	0.002	0.002	-	-	0.003	-
HCM Control Delay (s)	9.6	8.8	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

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	1	51	1	1	42	1	1	1	1	1	1	1
Future Vol, veh/h	1	51	1	1	42	1	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	88	25	25	63	25	25	25	25	25	25	25
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	4	58	4	4	67	4	4	4	4	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	62	0	0	149	147	60	149	147	69
Stage 1	-	-	-	-	-	-	68	68	-	77	77	-
Stage 2	-	-	-	-	-	-	81	79	-	72	70	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1510	-	-	1522	-	-	819	744	1005	819	744	994
Stage 1	-	-	-	-	-	-	942	838	-	932	831	-
Stage 2	-	-	-	-	-	-	927	829	-	938	837	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1522	-	-	808	740	1005	808	740	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	808	740	-	808	740	-
Stage 1	-	-	-	-	-	-	939	835	-	929	829	-
Stage 2	-	-	-	-	-	-	916	827	-	927	834	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			9.4			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	837	1510	-	-	1522	-	-	834				
HCM Lane V/C Ratio	0.014	0.003	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	9.4	7.4	0	-	7.4	0	-	9.4				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	46	1	1	34	1	1	1	1	1	1	2
Future Vol, veh/h	4	46	1	1	34	1	1	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	8	51	4	4	50	4	4	4	4	1	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	55	0	0	133	131	53	133	131	52
Stage 1	-	-	-	-	-	-	69	69	-	60	60	-
Stage 2	-	-	-	-	-	-	64	62	-	73	71	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1532	-	-	1531	-	-	839	760	1014	839	760	1016
Stage 1	-	-	-	-	-	-	941	837	-	951	845	-
Stage 2	-	-	-	-	-	-	947	843	-	937	836	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1532	-	-	1531	-	-	827	754	1014	827	754	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	754	-	827	754	-
Stage 1	-	-	-	-	-	-	936	833	-	946	842	-
Stage 2	-	-	-	-	-	-	936	840	-	924	832	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.5			9.3			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	852	1532	-	-	1531	-	-	860				
HCM Lane V/C Ratio	0.014	0.005	-	-	0.003	-	-	0.011				
HCM Control Delay (s)	9.3	7.4	0	-	7.4	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	1	1	1	1
Future Vol, veh/h	1	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	2	2	2	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	9	3	0
Stage 1	3	-	-
Stage 2	6	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1011	1081	-
Stage 1	1020	-	-
Stage 2	1017	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1010	1081	-
Mov Cap-2 Maneuver	1010	-	-
Stage 1	1020	-	-
Stage 2	1016	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1044	1618
HCM Lane V/C Ratio	-	-	0.004	0.001
HCM Control Delay (s)	-	-	8.5	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	1	2	1	1	3	1	5	1	1	2
Future Vol, veh/h	2	1	1	2	1	1	3	1	5	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	4	8	4	4	6	4	10	4	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	50	46	6	51	46	6
Stage 1	-	-	-	-	-	-	22	22	-	22	22	-
Stage 2	-	-	-	-	-	-	28	24	-	29	24	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	950	846	1077	948	846	1077
Stage 1	-	-	-	-	-	-	996	877	-	996	877	-
Stage 2	-	-	-	-	-	-	989	875	-	988	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	932	838	1077	929	838	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	932	838	-	929	838	-
Stage 1	-	-	-	-	-	-	991	873	-	991	873	-
Stage 2	-	-	-	-	-	-	972	871	-	969	871	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.6			3.6			8.8			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	976	1612	-	-	1612	-	-	969				
HCM Lane V/C Ratio	0.02	0.005	-	-	0.005	-	-	0.017				
HCM Control Delay (s)	8.8	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	80	2	2	85	8	3
Future Vol, veh/h	80	2	2	85	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	25	25	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	8	8	106	13	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	108
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1483
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1483
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	956	-	-	1483	-
HCM Lane V/C Ratio	0.017	0.005	-	-	0.005	-
HCM Control Delay (s)	9.8	8.8	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

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	1	30	1	1	43	1	1	1	1	1	1	2
Future Vol, veh/h	1	30	1	1	43	1	1	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	88	25	25	63	25	25	25	25	25	25	25
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	4	34	4	4	68	4	4	4	4	4	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	72	0	0	38	0	0	128	124	36	126	124	70
Stage 1	-	-	-	-	-	-	44	44	-	78	78	-
Stage 2	-	-	-	-	-	-	84	80	-	48	46	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1509	-	-	1553	-	-	845	766	1037	848	766	993
Stage 1	-	-	-	-	-	-	970	858	-	931	830	-
Stage 2	-	-	-	-	-	-	924	828	-	965	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1509	-	-	1553	-	-	831	761	1037	838	761	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	831	761	-	838	761	-
Stage 1	-	-	-	-	-	-	967	855	-	928	828	-
Stage 2	-	-	-	-	-	-	909	826	-	954	854	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			9.2			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	862	1509	-	-	1553	-	-	885				
HCM Lane V/C Ratio	0.014	0.003	-	-	0.003	-	-	0.018				
HCM Control Delay (s)	9.2	7.4	0	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(veh)	0	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	30	1	1	42	1	1	1	1	2	1	5
Future Vol, veh/h	1	30	1	1	42	1	1	1	1	2	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	33	4	4	62	4	4	4	4	3	4	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	37	0	0	118	113	35	115	113	64
Stage 1	-	-	-	-	-	-	39	39	-	72	72	-
Stage 2	-	-	-	-	-	-	79	74	-	43	41	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1517	-	-	1554	-	-	858	777	1038	862	777	1000
Stage 1	-	-	-	-	-	-	976	862	-	938	835	-
Stage 2	-	-	-	-	-	-	930	833	-	971	861	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1517	-	-	1554	-	-	843	774	1038	853	774	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	843	774	-	853	774	-
Stage 1	-	-	-	-	-	-	975	861	-	937	832	-
Stage 2	-	-	-	-	-	-	914	831	-	962	860	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			9.2			9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	872	1517	-	-	1554	-	-	911
HCM Lane V/C Ratio	0.014	0.001	-	-	0.003	-	-	0.018
HCM Control Delay (s)	9.2	7.4	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	3	1	2	1
Future Vol, veh/h	2	8	3	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	16	6	2	4	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	17	7	0
Stage 1	7	-	-
Stage 2	10	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1001	1075	-
Stage 1	1016	-	-
Stage 2	1013	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	999	1075	-
Mov Cap-2 Maneuver	999	-	-
Stage 1	1016	-	-
Stage 2	1011	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1059	1612
HCM Lane V/C Ratio	-	-	0.019	0.002
HCM Control Delay (s)	-	-	8.5	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	2	2	1	1	1	6	1	2	1
Future Vol, veh/h	1	1	1	2	2	1	1	1	6	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	8	8	4	2	4	12	4	8	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	8	0	0	46	42	6	48	42	10
Stage 1	-	-	-	-	-	-	14	14	-	26	26	-
Stage 2	-	-	-	-	-	-	32	28	-	22	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1612	-	-	955	850	1077	953	850	1071
Stage 1	-	-	-	-	-	-	1006	884	-	992	874	-
Stage 2	-	-	-	-	-	-	984	872	-	996	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1612	-	-	939	843	1077	933	843	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	843	-	933	843	-
Stage 1	-	-	-	-	-	-	1003	881	-	989	870	-
Stage 2	-	-	-	-	-	-	966	868	-	977	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.9			8.7			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	999	1607	-	-	1612	-	-	914				
HCM Lane V/C Ratio	0.018	0.002	-	-	0.005	-	-	0.018				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile O(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	106	2	1	90	2	1
Future Vol, veh/h	106	2	1	90	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	25	25	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	8	4	113	3	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	141
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1442
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1442
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	733	916	-	-	1442	-
HCM Lane V/C Ratio	0.005	0.002	-	-	0.003	-
HCM Control Delay (s)	9.9	8.9	-	-	7.5	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	66	2	1	54	1	2	1	1	1	1	2
Future Vol, veh/h	2	66	2	1	54	1	2	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	88	25	25	63	25	25	25	25	25	25	25
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	8	75	8	4	86	4	8	4	4	4	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	83	0	0	197	193	79	195	195	88
Stage 1	-	-	-	-	-	-	95	95	-	96	96	-
Stage 2	-	-	-	-	-	-	102	98	-	99	99	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1495	-	-	762	702	981	764	700	970
Stage 1	-	-	-	-	-	-	912	816	-	911	815	-
Stage 2	-	-	-	-	-	-	904	814	-	907	813	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1486	-	-	1495	-	-	748	696	981	753	694	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	748	696	-	753	694	-
Stage 1	-	-	-	-	-	-	907	811	-	906	813	-
Stage 2	-	-	-	-	-	-	889	812	-	893	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	9.7	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	1486	-	-	1495	-	-	828
HCM Lane V/C Ratio	0.021	0.005	-	-	0.003	-	-	0.019
HCM Control Delay (s)	9.7	7.4	0	-	7.4	0	-	9.4
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 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	59	2	1	50	2	1	1	1	1	1	3
Future Vol, veh/h	5	59	2	1	50	2	1	1	1	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	10	66	8	4	74	8	4	4	4	1	4	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	74	0	0	181	180	70	180	180	78
Stage 1	-	-	-	-	-	-	90	90	-	86	86	-
Stage 2	-	-	-	-	-	-	91	90	-	94	94	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1497	-	-	1507	-	-	781	714	993	782	714	983
Stage 1	-	-	-	-	-	-	917	820	-	922	824	-
Stage 2	-	-	-	-	-	-	916	820	-	913	817	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1497	-	-	1507	-	-	767	707	993	769	707	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	767	707	-	769	707	-
Stage 1	-	-	-	-	-	-	911	814	-	916	822	-
Stage 2	-	-	-	-	-	-	903	818	-	899	811	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	9.5	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	805	1497	-	-	1507	-	-	840
HCM Lane V/C Ratio	0.015	0.007	-	-	0.003	-	-	0.013
HCM Control Delay (s)	9.5	7.4	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	1	1	1	2
Future Vol, veh/h	2	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	2	2	2	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	11	3	0
Stage 1	3	-	-
Stage 2	8	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	1009	1081	-
Stage 1	1020	-	-
Stage 2	1015	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1008	1081	-
Mov Cap-2 Maneuver	1008	-	-
Stage 1	1020	-	-
Stage 2	1014	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1031	1618
HCM Lane V/C Ratio	-	-	0.006	0.001
HCM Control Delay (s)	-	-	8.5	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



APPENDIX D: POST DEVELOPMENT TRAFFIC CONDITIONS

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	2	1	4	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	2	1	4	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	4	4	8	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	34	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	20	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	973	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	999	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	959	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	959	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	985	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	986	1612	-	-	1612	-	-	957				
HCM Lane V/C Ratio	0.016	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	61	56	15	65	18	5
Future Vol, veh/h	61	56	15	65	18	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	70	70	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	80	21	81	30	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	156
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1424
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1424
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	985	-	-	1424	-
HCM Lane V/C Ratio	0.039	0.008	-	-	0.015	-
HCM Control Delay (s)	9.8	8.7	-	-	7.6	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	136	109	1	1	52	0	1	1	1	1	1	29
Future Vol, veh/h	136	109	1	1	52	0	1	1	1	1	1	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	88	25	25	63	25	25	25	25	25	25	70
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	194	124	4	4	83	0	4	4	4	4	4	41
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	128	0	0	628	605	126	609	607	83
Stage 1	-	-	-	-	-	-	514	514	-	91	91	-
Stage 2	-	-	-	-	-	-	114	91	-	518	516	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1440	-	-	395	412	924	407	411	976
Stage 1	-	-	-	-	-	-	543	535	-	916	820	-
Stage 2	-	-	-	-	-	-	891	820	-	541	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1495	-	-	1440	-	-	334	353	924	358	352	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	353	-	358	352	-
Stage 1	-	-	-	-	-	-	467	460	-	788	818	-
Stage 2	-	-	-	-	-	-	846	818	-	459	459	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.7			0.3			13.5			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	434	1495	-	-	1440	-	-	761				
HCM Lane V/C Ratio	0.028	0.13	-	-	0.003	-	-	0.065				
HCM Control Delay (s)	13.5	7.8	0	-	7.5	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	1	1	59	1	1	1	1	1	1	4
Future Vol, veh/h	1	29	1	1	59	1	1	1	1	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	32	4	4	87	4	4	4	4	1	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	91	0	0	36	0	0	141	137	34	139	137	89
Stage 1	-	-	-	-	-	-	38	38	-	97	97	-
Stage 2	-	-	-	-	-	-	103	99	-	42	40	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	-	1556	-	-	829	754	1039	831	754	969
Stage 1	-	-	-	-	-	-	977	863	-	910	815	-
Stage 2	-	-	-	-	-	-	903	813	-	972	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1556	-	-	817	751	1039	822	751	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	817	751	-	822	751	-
Stage 1	-	-	-	-	-	-	976	862	-	909	813	-
Stage 2	-	-	-	-	-	-	888	811	-	963	861	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.3			9.3			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	853	1485	-	-	1556	-	-	877				
HCM Lane V/C Ratio	0.014	0.001	-	-	0.003	-	-	0.015				
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	20	2	207	70	1
Future Vol, veh/h	44	20	2	207	70	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	80	70	70	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	29	3	296	100	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	353	151	0
Stage 1	151	-	-
Stage 2	202	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	645	895	-
Stage 1	877	-	-
Stage 2	832	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	594	895	-
Mov Cap-2 Maneuver	594	-	-
Stage 1	877	-	-
Stage 2	766	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	7.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	664	1262
HCM Lane V/C Ratio	-	-	0.138	0.079
HCM Control Delay (s)	-	-	11.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	1	5	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	2	4	10	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	35	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	21	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	971	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	998	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	955	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	955	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	982	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1000	1612	-	-	1612	-	-	956				
HCM Lane V/C Ratio	0.016	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	81	16	4	69	51	13
Future Vol, veh/h	81	16	4	69	51	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	70	25	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	23	16	86	85	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	124
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1463
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1463
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	761	954	-	-	1463	-
HCM Lane V/C Ratio	0.112	0.023	-	-	0.011	-
HCM Control Delay (s)	10.3	8.9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	50	1	1	42	7	1	1	1	25	1	163
Future Vol, veh/h	48	50	1	1	42	7	1	1	1	25	1	163
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	88	25	25	63	70	25	25	25	70	25	70
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	69	57	4	4	67	10	4	4	4	36	4	233
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	61	0	0	396	282	59	281	279	72
Stage 1	-	-	-	-	-	-	197	197	-	80	80	-
Stage 2	-	-	-	-	-	-	199	85	-	201	199	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1503	-	-	1523	-	-	564	627	1007	671	629	990
Stage 1	-	-	-	-	-	-	805	738	-	929	828	-
Stage 2	-	-	-	-	-	-	803	824	-	801	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1503	-	-	1523	-	-	412	595	1007	639	597	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	412	595	-	639	597	-
Stage 1	-	-	-	-	-	-	766	703	-	884	826	-
Stage 2	-	-	-	-	-	-	609	822	-	755	701	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	4		0.4				11.3			10.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	588	1503	-	-	1523	-	-	915				
HCM Lane V/C Ratio	0.02	0.046	-	-	0.003	-	-	0.298				
HCM Control Delay (s)	11.3	7.5	0	-	7.4	0	-	10.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.3				

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	70	1	1	45	1	1	1	1	1	1	2
Future Vol, veh/h	4	70	1	1	45	1	1	1	1	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	8	78	4	4	66	4	4	4	4	1	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	70	0	0	82	0	0	176	174	80	176	174	68
Stage 1	-	-	-	-	-	-	96	96	-	76	76	-
Stage 2	-	-	-	-	-	-	80	78	-	100	98	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1512	-	-	1497	-	-	786	719	980	786	719	995
Stage 1	-	-	-	-	-	-	911	815	-	933	832	-
Stage 2	-	-	-	-	-	-	929	830	-	906	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1512	-	-	1497	-	-	774	713	980	774	713	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	774	713	-	774	713	-
Stage 1	-	-	-	-	-	-	906	810	-	927	830	-
Stage 2	-	-	-	-	-	-	918	828	-	892	809	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.4			9.5			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	808	1512	-	-	1497	-	-	822				
HCM Lane V/C Ratio	0.015	0.005	-	-	0.003	-	-	0.011				
HCM Control Delay (s)	9.5	7.4	0	-	7.4	0	-	9.4				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 9.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	189	63	1	54	18	1
Future Vol, veh/h	189	63	1	54	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	50	70	70	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	270	90	2	77	26	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	95	41	0
Stage 1	41	-	-
Stage 2	54	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	905	1030	-
Stage 1	981	-	-
Stage 2	969	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	890	1030	-
Mov Cap-2 Maneuver	890	-	-
Stage 1	981	-	-
Stage 2	953	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	6.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	921	1519
HCM Lane V/C Ratio	-	-	0.391	0.017
HCM Control Delay (s)	-	-	11.4	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.9	0.1

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	3	1	4	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	3	1	4	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	6	4	8	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	34	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	20	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	973	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	999	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	959	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	959	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	985	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	984	1612	-	-	1612	-	-	957				
HCM Lane V/C Ratio	0.018	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	74	57	15	78	19	6
Future Vol, veh/h	74	57	15	78	19	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	70	70	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	81	21	98	32	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	174
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1403
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1403
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	744	964	-	-	1403	-
HCM Lane V/C Ratio	0.043	0.01	-	-	0.015	-
HCM Control Delay (s)	10.1	8.8	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	179	28	1	1	40	28	1	1	1	6	1	39
Future Vol, veh/h	179	28	1	1	40	28	1	1	1	6	1	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	88	25	25	63	70	25	25	25	70	25	70
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	256	32	4	4	63	40	4	4	4	9	4	56
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	36	0	0	667	657	34	641	639	83
Stage 1	-	-	-	-	-	-	546	546	-	91	91	-
Stage 2	-	-	-	-	-	-	121	111	-	550	548	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1470	-	-	1556	-	-	372	385	1039	388	394	976
Stage 1	-	-	-	-	-	-	522	518	-	916	820	-
Stage 2	-	-	-	-	-	-	883	804	-	519	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1470	-	-	1556	-	-	299	316	1039	330	323	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	316	-	330	323	-
Stage 1	-	-	-	-	-	-	429	426	-	753	818	-
Stage 2	-	-	-	-	-	-	826	802	-	421	425	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	7		0.3				14.2			10.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	402	1470	-	-	1556	-	-	715				
HCM Lane V/C Ratio	0.03	0.174	-	-	0.003	-	-	0.096				
HCM Control Delay (s)	14.2	8	0	-	7.3	0	-	10.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-	-	0.3				

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	34	1	1	66	1	1	1	1	1	1	4
Future Vol, veh/h	1	34	1	1	66	1	1	1	1	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	38	4	4	97	4	4	4	4	1	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	101	0	0	42	0	0	157	153	40	155	153	99
Stage 1	-	-	-	-	-	-	44	44	-	107	107	-
Stage 2	-	-	-	-	-	-	113	109	-	48	46	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1473	-	-	1548	-	-	809	739	1031	812	739	957
Stage 1	-	-	-	-	-	-	970	858	-	898	807	-
Stage 2	-	-	-	-	-	-	892	805	-	965	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1548	-	-	797	736	1031	803	736	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	797	736	-	803	736	-
Stage 1	-	-	-	-	-	-	969	857	-	897	805	-
Stage 2	-	-	-	-	-	-	878	803	-	956	856	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			9.4			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	837	1473	-	-	1548	-	-	863				
HCM Lane V/C Ratio	0.014	0.001	-	-	0.003	-	-	0.015				
HCM Control Delay (s)	9.4	7.4	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	22	3	207	70	1
Future Vol, veh/h	44	22	3	207	70	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	50	70	70	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	31	6	296	100	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	356	154	0
Stage 1	154	-	-
Stage 2	202	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	642	892	-
Stage 1	874	-	-
Stage 2	832	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	591	892	-
Mov Cap-2 Maneuver	591	-	-
Stage 1	874	-	-
Stage 2	765	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	7.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1259
HCM Lane V/C Ratio	-	-	0.142	0.079
HCM Control Delay (s)	-	-	11.3	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	1	6	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	1	1	6	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	2	4	12	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	36	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	22	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	970	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	996	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	953	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	953	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	978	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.6			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1008	1612	-	-	1612	-	-	955				
HCM Lane V/C Ratio	0.018	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.6	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	97	16	4	83	51	13
Future Vol, veh/h	97	16	4	83	51	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	70	70	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	23	6	104	85	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	144
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1438
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1438
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	748	930	-	-	1438	-
HCM Lane V/C Ratio	0.114	0.023	-	-	0.004	-
HCM Control Delay (s)	10.4	9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	60	1	1	50	7	1	1	1	25	1	163
Future Vol, veh/h	48	60	1	1	50	7	1	1	1	25	1	163
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	88	25	25	63	70	25	25	25	70	25	70
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	69	68	4	4	79	10	4	4	4	36	4	233
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	72	0	0	419	305	70	304	302	84
Stage 1	-	-	-	-	-	-	208	208	-	92	92	-
Stage 2	-	-	-	-	-	-	211	97	-	212	210	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1488	-	-	1509	-	-	544	608	993	648	611	975
Stage 1	-	-	-	-	-	-	794	730	-	915	819	-
Stage 2	-	-	-	-	-	-	791	815	-	790	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1488	-	-	1509	-	-	396	577	993	617	580	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	577	-	617	580	-
Stage 1	-	-	-	-	-	-	756	695	-	871	817	-
Stage 2	-	-	-	-	-	-	597	813	-	745	693	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	3.7		0.3				11.5			10.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	570	1488	-	-	1509	-	-	898				
HCM Lane V/C Ratio	0.021	0.046	-	-	0.003	-	-	0.304				
HCM Control Delay (s)	11.5	7.5	0	-	7.4	0	-	10.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.3				

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	80	1	1	53	1	1	1	1	1	1	3
Future Vol, veh/h	4	80	1	1	53	1	1	1	1	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	8	89	4	4	78	4	4	4	4	1	4	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	93	0	0	200	197	91	199	197	80
Stage 1	-	-	-	-	-	-	107	107	-	88	88	-
Stage 2	-	-	-	-	-	-	93	90	-	111	109	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1497	-	-	1483	-	-	759	699	967	760	699	980
Stage 1	-	-	-	-	-	-	898	807	-	920	822	-
Stage 2	-	-	-	-	-	-	914	820	-	894	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1497	-	-	1483	-	-	746	693	967	749	693	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	746	693	-	749	693	-
Stage 1	-	-	-	-	-	-	893	802	-	914	820	-
Stage 2	-	-	-	-	-	-	901	818	-	881	800	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.3			9.7			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	786	1497	-	-	1483	-	-	829				
HCM Lane V/C Ratio	0.015	0.005	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	9.7	7.4	0	-	7.4	0	-	9.4				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 9.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	189	63	1	54	18	1
Future Vol, veh/h	189	63	1	54	18	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	50	70	70	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	270	90	2	77	26	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	95	41	0
Stage 1	41	-	-
Stage 2	54	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	905	1030	-
Stage 1	981	-	-
Stage 2	969	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	890	1030	-
Mov Cap-2 Maneuver	890	-	-
Stage 1	981	-	-
Stage 2	953	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	6.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	921	1519
HCM Lane V/C Ratio	-	-	0.391	0.017
HCM Control Delay (s)	-	-	11.4	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.9	0.1



APPENDIX E: SITE ACCESS TRAFFIC CONDITIONS

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	276	1	3	57	1
Future Vol, veh/h	1	276	1	3	57	1
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	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	394	1	4	81	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	395
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1164
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1164
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	784	-	-	1164	-
HCM Lane V/C Ratio	0.106	-	-	0.001	-
HCM Control Delay (s)	10.1	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection

Int Delay, s/veh 8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	72	1	1	250	1
Future Vol, veh/h	1	72	1	1	250	1
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	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	103	1	1	357	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	104
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1488
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1488
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	951	-	-	1488	-
HCM Lane V/C Ratio	0.377	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0	-



APPENDIX F: ULTIMATE BUILD-OUT TRAFFIC CONDITIONS

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	1	3	1	4	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	3	1	4	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	6	4	8	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	34	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	20	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	973	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	999	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	959	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	959	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	985	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	984	1612	-	-	1612	-	-	957				
HCM Lane V/C Ratio	0.018	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.7	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	74	49	13	78	17	5
Future Vol, veh/h	74	49	13	78	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	70	70	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	70	19	98	28	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	229	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	136	-
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	-	-	1416	-	759	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1416	-	749	964
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	878	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9.7	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	964	-	-	1416	-
HCM Lane V/C Ratio	0.038	0.009	-	-	0.013	-
HCM Control Delay (s)	10	8.8	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	156	28	1	1	40	24	1	1	1	5	1	31
Future Vol, veh/h	156	28	1	1	40	24	1	1	1	5	1	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	88	25	25	63	70	25	25	25	70	25	70
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	223	32	4	4	63	34	4	4	4	7	4	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	36	0	0	592	585	34	572	570	80
Stage 1	-	-	-	-	-	-	480	480	-	88	88	-
Stage 2	-	-	-	-	-	-	112	105	-	484	482	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1556	-	-	418	423	1039	431	431	980
Stage 1	-	-	-	-	-	-	567	554	-	920	822	-
Stage 2	-	-	-	-	-	-	893	808	-	564	553	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1478	-	-	1556	-	-	348	357	1039	375	363	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	357	-	375	363	-
Stage 1	-	-	-	-	-	-	480	469	-	778	820	-
Stage 2	-	-	-	-	-	-	846	806	-	471	468	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	6.8			0.3			13.2			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	452	1478	-	-	1556	-	-	737
HCM Lane V/C Ratio	0.027	0.151	-	-	0.003	-	-	0.075
HCM Control Delay (s)	13.2	7.9	0	-	7.3	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0	-	-	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	1	33	1	1	62	1	1	1	1	1	1	4
Future Vol, veh/h	1	33	1	1	62	1	1	1	1	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	2	37	4	4	91	4	4	4	4	1	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	41	0	0	150	146	39	148	146	93
Stage 1	-	-	-	-	-	-	43	43	-	101	101	-
Stage 2	-	-	-	-	-	-	107	103	-	47	45	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1549	-	-	818	745	1033	820	745	964
Stage 1	-	-	-	-	-	-	971	859	-	905	811	-
Stage 2	-	-	-	-	-	-	898	810	-	967	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1549	-	-	806	742	1033	811	742	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	806	742	-	811	742	-
Stage 1	-	-	-	-	-	-	970	858	-	904	809	-
Stage 2	-	-	-	-	-	-	883	808	-	958	856	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			9.3			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	844	1480	-	-	1549	-	-	870				
HCM Lane V/C Ratio	0.014	0.001	-	-	0.003	-	-	0.015				
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	12	10	23	9	52
Future Vol, veh/h	14	12	10	23	9	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	50	70	70	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	17	20	33	13	104

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	167	37	0
Stage 1	37	-	-
Stage 2	130	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	823	1035	-
Stage 1	985	-	-
Stage 2	896	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	816	1035	-
Mov Cap-2 Maneuver	816	-	-
Stage 1	985	-	-
Stage 2	888	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1553
HCM Lane V/C Ratio	-	-	0.041	0.008
HCM Control Delay (s)	-	-	9.2	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	1	1	1	6	1	1	1
Future Vol, veh/h	1	1	1	1	1	1	1	1	6	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	50	25	50	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	2	4	12	4	4	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	32	30	6	36	30	6
Stage 1	-	-	-	-	-	-	14	14	-	14	14	-
Stage 2	-	-	-	-	-	-	18	16	-	22	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	976	863	1077	970	863	1077
Stage 1	-	-	-	-	-	-	1006	884	-	1006	884	-
Stage 2	-	-	-	-	-	-	1001	882	-	996	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	966	860	1077	953	860	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	966	860	-	953	860	-
Stage 1	-	-	-	-	-	-	1004	882	-	1004	882	-
Stage 2	-	-	-	-	-	-	991	880	-	978	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			2.4			8.6			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1008	1612	-	-	1612	-	-	955				
HCM Lane V/C Ratio	0.018	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	8.6	7.2	0	-	7.2	0	-	8.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	9	2	83	50	12
Future Vol, veh/h	97	9	2	83	50	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	35	0	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	70	70	80	60	60
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	13	3	104	83	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	231	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	110	-
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	-	-	1451	-	757	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	755	930
Mov Cap-2 Maneuver	-	-	-	-	755	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	913	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		10.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	930	-	-	1451	-
HCM Lane V/C Ratio	0.11	0.022	-	-	0.002	-
HCM Control Delay (s)	10.4	9	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-

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	27	60	1	1	50	4	1	1	1	24	1	157
Future Vol, veh/h	27	60	1	1	50	4	1	1	1	24	1	157
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	88	25	25	63	70	25	25	25	70	25	70
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	39	68	4	4	79	6	4	4	4	34	4	224
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	72	0	0	352	241	70	242	240	82
Stage 1	-	-	-	-	-	-	148	148	-	90	90	-
Stage 2	-	-	-	-	-	-	204	93	-	152	150	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1493	-	-	1509	-	-	603	660	993	712	661	978
Stage 1	-	-	-	-	-	-	855	775	-	917	820	-
Stage 2	-	-	-	-	-	-	798	818	-	850	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1493	-	-	1509	-	-	452	640	993	690	641	978
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	640	-	690	641	-
Stage 1	-	-	-	-	-	-	832	754	-	892	818	-
Stage 2	-	-	-	-	-	-	610	816	-	819	752	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0.3			10.9			10.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	627	1493	-	-	1509	-	-	920				
HCM Lane V/C Ratio	0.019	0.026	-	-	0.003	-	-	0.285				
HCM Control Delay (s)	10.9	7.5	0	-	7.4	0	-	10.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.2				

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	79	1	1	50	1	1	1	1	1	1	3
Future Vol, veh/h	4	79	1	1	50	1	1	1	1	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	90	25	25	68	25	25	25	25	75	25	50
Heavy Vehicles, %	5	5	5	5	5	5	2	2	2	2	2	2
Mvmt Flow	8	88	4	4	74	4	4	4	4	1	4	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	92	0	0	195	192	90	194	192	76
Stage 1	-	-	-	-	-	-	106	106	-	84	84	-
Stage 2	-	-	-	-	-	-	89	86	-	110	108	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1502	-	-	1484	-	-	764	703	968	765	703	985
Stage 1	-	-	-	-	-	-	900	807	-	924	825	-
Stage 2	-	-	-	-	-	-	918	824	-	895	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1502	-	-	1484	-	-	751	697	968	754	697	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	751	697	-	754	697	-
Stage 1	-	-	-	-	-	-	895	802	-	918	823	-
Stage 2	-	-	-	-	-	-	905	822	-	882	801	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.4			9.6			9.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	790	1502	-	-	1484	-	-	833				
HCM Lane V/C Ratio	0.015	0.005	-	-	0.003	-	-	0.014				
HCM Control Delay (s)	9.6	7.4	0	-	7.4	0	-	9.4				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	16	45	9	3	8
Future Vol, veh/h	49	16	45	9	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	50	70	70	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	23	90	13	4	16
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	121	97	0	0	103	0
Stage 1	97	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	874	959	-	-	1489	-
Stage 1	927	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	871	959	-	-	1489	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		1.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		891	1489	
HCM Lane V/C Ratio	-	-		0.104	0.003	
HCM Control Delay (s)	-	-		9.5	7.4	
HCM Lane LOS	-	-		A	A	
HCM 95th %tile Q(veh)	-	-		0.3	0	