

Nordic Valley Resort

Prepared for:
Nordic Valley

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UT21-2309

FEHR  PEERS

Table of Contents

| | |
|---|-----------|
| 1. Executive Summary | 1 |
| 1.1 Project Conditions | 1 |
| 1.2 Traffic Conditions..... | 2 |
| 1.2.1 Existing Conditions..... | 2 |
| 1.2.2 Future 2026 Conditions | 2 |
| 1.2.3 Future 2040 Conditions | 2 |
| 1.3 Conclusion | 3 |
| 2. Introduction | 6 |
| 2.1 Purpose..... | 6 |
| 2.2 Scope | 6 |
| 2.3 Analysis Methodology | 8 |
| 3. Existing Conditions | 9 |
| 3.1 Purpose..... | 9 |
| 3.2 Traffic Volumes | 9 |
| 3.3 Level of Service Analysis..... | 10 |
| 3.4 Mitigation Measures..... | 14 |
| 3.5 Roadway Capacity Analysis..... | 15 |
| 4. Project Conditions | 18 |
| 4.1 Purpose..... | 18 |
| 4.2 Project Description..... | 18 |
| 4.3 Trip Generation..... | 19 |
| 4.4 Trip Distribution and Assignment | 20 |
| 5. Future 2026 Background Conditions | 24 |
| 5.1 Purpose..... | 24 |
| 5.2 Traffic Volumes | 24 |
| 5.3 Level of Service Analysis..... | 25 |
| 5.4 Mitigation Measures..... | 29 |
| 5.5 Roadway Capacity Analysis..... | 30 |
| 6. 2026 Plus Project Conditions | 31 |
| 6.1 Purpose..... | 31 |
| 6.2 Traffic Volumes | 31 |

| | |
|--|-----------|
| 6.3 Level of Service Analysis..... | 31 |
| 6.4 Mitigation Measures..... | 38 |
| 6.5 Roadway Capacity Analysis..... | 38 |
| 7. Future 2040 Background Conditions | 40 |
| 7.1 Purpose..... | 40 |
| 7.2 Traffic Volumes | 40 |
| 7.3 Level of Service Analysis..... | 41 |
| 7.4 Mitigation Measures..... | 44 |
| 7.5 Roadway Capacity Analysis..... | 49 |
| 8. Future 2040 Plus Project Conditions..... | 50 |
| 8.1 Purpose..... | 50 |
| 8.2 Traffic Volumes | 50 |
| 8.3 Level of Service Analysis..... | 50 |
| 8.4 Mitigation Measures..... | 50 |
| 8.5 Roadway Capacity Analysis..... | 59 |
| 9. Conclusion..... | 61 |
| Appendix..... | 62 |
| Traffic Counts | 63 |
| Trip Generation Tables | 64 |
| Detailed Level of Service Reports..... | 65 |

List of Figures

| | |
|--|----|
| Figure 1. Project Location..... | 7 |
| Figure 2: Existing Weekday Conditions | 11 |
| Figure 3: Existing Saturday Conditions | 12 |
| Figure 4. Tube Count Locations..... | 16 |
| Figure 5. Project Trip Distribution..... | 22 |
| Figure 6: 2026 Background Weekday Conditions | 26 |
| Figure 7: 2026 Background Saturday Conditions | 27 |
| Figure 8: 2026 Plus Project Weekday Conditions..... | 32 |
| Figure 9: 2026 Plus Project Saturday Conditions..... | 34 |
| Figure 10. 2040 Background Mitigated Weekday Conditions..... | 45 |
| Figure 11. 2040 Background Mitigated Saturday Conditions..... | 46 |
| Figure 12. 2040 Plus Project Mitigated Weekday Conditions | 51 |
| Figure 13. 2040 Plus Project Mitigated Saturday Conditions | 53 |

List of Tables

| | |
|--|----|
| Table 1. Nordic Valley Trip Generation..... | 2 |
| Table 2: Weekday AM and PM Peak Hour Level of Service Summary..... | 4 |
| Table 3: Saturday AM and PM Peak Hour Level of Service Summary..... | 5 |
| Table 4. Level of Service Descriptions | 8 |
| Table 5: Existing 2021 Weekday Background Conditions Level of Service | 13 |
| Table 6: Existing 2021 Saturday Background Conditions Level of Service | 14 |
| Table 7. FDOT Level of Service Thresholds..... | 15 |
| Table 8. Segment Daily Volumes and Level of Service for Existing Conditions..... | 17 |
| Table 10. 5-Year Linear Annual Growth Rates..... | 25 |
| Table 11: 2026 Background Weekday Conditions Level of Service..... | 28 |
| Table 12: 2026 Background Saturday Conditions Level of Service..... | 29 |
| Table 13. Segment Daily Volumes and Level of Service for 2026 Background. | 30 |
| Table 14: 2026 Plus Project Weekday Background Conditions Level of Service..... | 36 |
| Table 15: 2026 Plus Project Saturday Conditions Level of Service | 37 |
| Table 16. Auxiliary Lanes for 2026 Plus Project Conditions..... | 38 |

| | |
|--|----|
| Table 17. Segment Daily Volumes and Level of Service for 2026 Plus Project Conditions..... | 39 |
| Table 18. 19-Year Linear Annual Growth Rates..... | 41 |
| Table 19: 2040 Background Weekday Conditions Level of Service..... | 42 |
| Table 20: 2040 Background Saturday Conditions Level of Service..... | 43 |
| Table 21: 2040 Background Weekday Mitigated Conditions Level of Service..... | 47 |
| Table 22: 2040 Saturday Background Mitigated Conditions Level of Service..... | 48 |
| Table 23. Segment Daily Volumes and Level of Service for 2040 Background. | 49 |
| Table 24: 2040 Plus Project Weekday Conditions Level of Service..... | 55 |
| Table 25: 2040 Plus Project Saturday Conditions Level of Service | 56 |
| Table 28. Auxiliary Lanes for 2040 Plus Project Conditions..... | 59 |
| Table 26: 2040 Plus Project Weekday Mitigated Conditions Level of Service..... | 57 |
| Table 27: 2040 Plus Project Saturday Mitigated Conditions Level of Service | 58 |
| Table 29. Segment Daily Volumes and Level of Service for 2040 Plus Project Conditions..... | 60 |

1. Executive Summary

The purpose of this study is to provide a summary of the transportation conditions and the potential related impacts from the proposed Nordic Valley Resort development located along Nordic Valley Way between Highway 162 and 2700 North in Weber County, Utah. This study analyzes the traffic operations and impacts for background and plus project conditions for the years 2026 and 2040 at the intersections included in **Table 2**.

1.1 Project Conditions

The development consists of six zones. The following land uses are within each zone:

- Zone 1:
 - Condominiums: 16 units
- Zone 2:
 - Multifamily Residential: 89 units
 - Multifamily Residential: 100 units
 - Multifamily Residential: 200 units
 - Retail: 7,600 square feet
 - Retail: 5,700 square feet
 - Restaurant: 4,000 square feet
 - Restaurant: 4,000 square feet
- Zone 3:
 - Multifamily Residential: 20 units
 - Multifamily Residential: 20 units
- Zone 4:
 - Retail: 11,800 square feet
- Zone 5:
 - Multifamily Residential: 50 units
 - Multifamily Residential: 70 units
 - Multifamily Residential: 20 units
 - Multifamily Residential: 24 units
- Zone 6:
 - Condominiums: 55 units
 - Single Family Residential: 19 units
- Zone 6:
 - Condominiums: 52 units
 - Single Family Residential: 28 units

These zones will be developed incrementally in two phases:

- 2026: Zone 2
- 2040: All Zones



Table 1 shows the proposed land uses and the trips generated by the development in each phase.

Table 1. Nordic Valley Trip Generation

| Land Use | Units | | Weekday AM | | Weekday PM | | Saturday Peak | |
|---------------------------|--------|--------|------------|------------|------------|------------|---------------|------------|
| | 2026 | 2040 | 2026 | 2040 | 2026 | 2040 | 2026 | 2040 |
| Condominiums | 0 | 123 | 0 | 16 | 0 | 20 | 0 | 35 |
| Multifamily Residential | 389 | 593 | 34 | 52 | 43 | 65 | 70 | 107 |
| Retail | 13,300 | 25,100 | 94 | 141 | 44 | 78 | 44 | 78 |
| Restaurant | 8,000 | 8,000 | 24 | 24 | 24 | 24 | 28 | 28 |
| Single Family Residential | 0 | 47 | 0 | 7 | 0 | 7 | 0 | 14 |
| Total | | | 152 | 240 | 111 | 194 | 142 | 262 |

Source: Fehr & Peers

1.2 Traffic Conditions

Fehr & Peers analyzed the traffic conditions for 2021, 2026, and 2040.

1.2.1 Existing Conditions

Fehr & Peers analyzed 2021 existing conditions, and this analysis indicates that all study intersections operate at acceptable levels of service. We also analyzed seven roadway segments near and within the study area, and the results of this analysis indicate that all roadway segments operate at acceptable levels of service.

1.2.2 Future 2026 Conditions

Fehr & Peers analyzed 2026 with and without the development. Under both (with and without the development) conditions, all study intersections and roadway segments operate at acceptable levels of service.

1.2.3 Future 2040 Conditions

Fehr & Peers analyzed 2040 with and without the development. Without the development, our analysis indicates that a couple of the study intersections will have deficient intersections due to the growth occurring in the nearby areas. The following locations perform below acceptable levels of service:

- SR-39 / SR-158
- SR-158 / SR-162

Fehr & Peers recommends the following mitigation measures for 2040 without the development:



- SR-158 and SR-39: Add a two-stage left-turn by adding an acceleration lane for southbound-left (SBL) vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

With the full buildout plan for the development, the intersection at SR-158 / SR-162 performs deficiently. Fehr & Peers recommends placing a signal at this location in the future when/if warranted.

1.3 Conclusion

The proposed Nordic Valley development will bring new opportunities to the area surrounding the existing Nordic Valley Resort. The development occurs in an area with an already substantial expected growth rate. The proposed development will have moderate traffic impacts to the surrounding roadways. In 2040, without the development, the background trips may need the addition of several turning lanes to maintain acceptable performance. Fehr & Peers recommends the following mitigations for 2040:

- SR-158 and SR-39: Add a two-stage left-turn by adding an acceleration lane for SBL vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

The project trips are not expected to cause any surrounding intersections to operate at a deficient level in 2026. However, additional mitigations may be necessary to accommodate the additional project trips in 2040. Fehr & Peers recommends placing a signal at SR-158 / SR-162 if/when warranted.

Table 2 and **Table 3** show the level of service results for a weekday and Saturday in winter.



Table 2: Weekday AM and PM Peak Hour Level of Service Summary

| ID | Intersection Location | Period | 2021 | 2026 | 2026 Plus | 2040 | 2040 Plus |
|-----|---|--------|------------------|------------------|------------------|----------------------|-------------------|
| | | | Background | Background | Project | Background Mitigated | Project Mitigated |
| | | | LOS & Sec/Veh | LOS & Sec/Veh | LOS & Sec/Veh | LOS & Sec/Veh | LOS & Sec/Veh |
| 1 | SR-39 & SR-158 | AM | B / 14 | C / 16 | C / 18 | C / 16 | C / 19 |
| | | PM | C / 16 | C / 20 | C / 24 | C / 21 | D / 27 |
| 2 | SR-158 & SR-162/2500 West | AM | B / 14 | C / 15 | C / 18 | C / 23 | B / 11 |
| | | PM | C / 15 | D / 25 | D / 34 | D / 34 | B / 12 |
| 3 | SR-162 & 3300 North | AM | A / 9 | B / 10 | B / 10 | B / 11 | B / 11 |
| | | PM | B / 10 | B / 10 | B / 10 | B / 11 | B / 11 |
| 4 | SR-162 & Nordic Valley Way | AM | B / 10 | B / 10 | B / 11 | B / 11 | B / 13 |
| | | PM | B / 11 | B / 12 | B / 13 | B / 14 | C / 15 |
| 5 | Nordic Valley Way & 4100 North | AM | A / 9 | A / 9 | A / 9 | A / 9 | B / 10 |
| | | PM | B / 10 | B / 11 | B / 11 | B / 13 | C / 15 |
| 6 | 3300 East & 4100 North | AM | B / 11 | B / 12 | B / 13 | C / 15 | C / 17 |
| | | PM | B / 12 | B / 14 | B / 14 | C / 20 | C / 23 |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | B / 10 | B / 10 | B / 10 | B / 11 | B / 11 |
| | | PM | B / 11 | B / 11 | B / 11 | B / 12 | B / 12 |
| 8 | Nordic Valley Way & 3350 North | AM | A / 9 | A / 9 | B / 10 | A / 9 | B / 10 |
| | | PM | B / 10 | B / 10 | B / 10 | B / 10 | B / 10 |
| 9 | Nordic Valley Way & 3300 North | AM | B / 10 | B / 10 | B / 11 | B / 10 | B / 11 |
| | | PM | B / 10 | A / 9 | B / 10 | B / 10 | B / 11 |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | A / 9 | A / 9 | B / 10 | A / 9 | B / 10 |
| | | PM | A / 9 | A / 9 | A / 9 | A / 9 | B / 10 |
| 11 | Nordic Valley Way & Viking Drive/Access 5 | AM | A / 9 | A / 9 | A / 9 | A / 9 | A / 9 |
| | | PM | A / 9 | A / 9 | A / 9 | A / 9 | A / 9 |
| 101 | Access 1 & Nordic Valley Road | AM | N/A | N/A | A / 9 | N/A | A / 9 |
| | | PM | N/A | N/A | A / 9 | N/A | A / 9 |
| 102 | Access 2 & Nordic Valley Road | AM | N/A | N/A | A / 9 | N/A | A / 9 |
| | | PM | N/A | N/A | A / 9 | N/A | A / 9 |
| 103 | Nordic Valley Way & Access 3 | AM | N/A | N/A | N/A | N/A | B / 11 |
| | | PM | N/A | N/A | N/A | N/A | B / 11 |
| 104 | Nordic Valley Way & Access 4 | AM | N/A | N/A | A / 9 | N/A | B / 11 |
| | | PM | N/A | N/A | A / 9 | N/A | B / 10 |
| 106 | Nordic Valley Way & Access 6 | AM | N/A | N/A | N/A | N/A | A / 8 |
| | | PM | N/A | N/A | N/A | N/A | A / 8 |

Source: Fehr & Peers.



Table 3: Saturday AM and PM Peak Hour Level of Service Summary

| ID | Intersection Location | Period | 2021 | 2026 | 2026 Plus | 2040 | 2040 Plus |
|-----|--|--------|------------------|------------------|------------------|-------------------------|----------------------|
| | | | Background | Background | Project | Background Mitigated | Project Mitigated |
| | | | LOS & Sec/Veh | LOS & Sec/Veh | LOS & Sec/Veh | LOS & Sec/Veh | LOS & Sec/Veh |
| 1 | SR-39 & SR-158 | AM | B / 11 | B / 11 | B / 12 | B / 11 | B / 12 |
| | | PM | B / 14 | C / 17 | C / 20 | C / 17 | C / 21 |
| 2 | SR-158 & SR-162/2500 West | AM | B / 10 | B / 10 | B / 11 | B / 13 | B / 10 |
| | | PM | B / 11 | B / 13 | C / 16 | C / 18 | B / 10 |
| 3 | SR-162 & 3300 North | AM | A / 9 | A / 9 | A / 9 | A / 9 | B / 10 |
| | | PM | A / 9 | B / 10 | B / 10 | B / 10 | B / 11 |
| 4 | SR-162 & Nordic Valley Way | AM | B / 10 | B / 10 | B / 10 | B / 10 | B / 11 |
| | | PM | B / 10 | B / 11 | B / 11 | B / 12 | B / 13 |
| 5 | Nordic Valley Way & 4100 North | AM | A / 8 | A / 8 | A / 8 | A / 8 | A / 9 |
| | | PM | A / 9 | B / 10 | B / 10 | B / 11 | B / 13 |
| 6 | 3300 East & 4100 North | AM | B / 10 | B / 11 | B / 12 | B / 13 | C / 15 |
| | | PM | B / 11 | B / 12 | B / 13 | C / 16 | C / 19 |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | B / 10 | B / 10 | B / 10 | B / 10 | B / 11 |
| | | PM | B / 11 | B / 11 | B / 11 | B / 12 | B / 12 |
| 8 | Nordic Valley Way & 3350 North | AM | B / 10 | B / 10 | B / 10 | B / 10 | B / 10 |
| | | PM | A / 9 | B / 10 | B / 10 | B / 10 | B / 10 |
| 9 | Nordic Valley Way & 3300 North | AM | B / 10 | A / 9 | B / 10 | A / 9 | B / 11 |
| | | PM | A / 9 | A / 9 | B / 10 | A / 9 | B / 11 |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | A / 9 | A / 9 | A / 9 | A / 9 | A / 9 |
| | | PM | A / 9 | A / 9 | A / 9 | A / 9 | B / 10 |
| 11 | Nordic Valley Way & Viking Drive/Access 5 | AM | A / 9 | A / 9 | A / 9 | A / 9 | A / 9 |
| | | PM | A / 9 | A / 9 | A / 9 | A / 9 | A / 9 |
| 101 | Access 1 & Nordic Valley Road | AM | N/A | N/A | A / 9 | N/A | A / 9 |
| | | PM | N/A | N/A | A / 9 | N/A | A / 9 |
| 102 | Access 2 & Nordic Valley Road | AM | N/A | N/A | A / 9 | N/A | A / 9 |
| | | PM | N/A | N/A | A / 9 | N/A | A / 9 |
| 103 | Nordic Valley Way & Access 3 | AM | N/A | N/A | N/A | N/A | B / 11 |
| | | PM | N/A | N/A | N/A | N/A | B / 11 |
| 104 | Nordic Valley Way & Access 4 | AM | N/A | N/A | A / 9 | N/A | B / 10 |
| | | PM | N/A | N/A | A / 9 | N/A | B / 11 |
| 106 | Nordic Valley Way & Access 6 | AM | N/A | N/A | N/A | N/A | A / 8 |
| | | PM | N/A | N/A | N/A | N/A | A / 8 |

Source: Fehr & Peers.



2. Introduction

2.1 Purpose

This study provides a summary of the potential transportation-related impacts from the proposed Nordic Valley development located along Nordic Valley Way south of Highway 162 in Weber County, Utah. See **Figure 1** for a project location map.

This study analyzes the traffic operations and impacts for background and plus project conditions for 2026 and 2040 at key intersections described in the Scope section for a weekday and Saturday in winter. The plus project analysis includes project trips generated from the proposed project. Fehr & Peers recommended mitigations (roadway geometry changes or operational improvements), if needed, for each evaluation period.

2.2 Scope

This study analyzes the traffic impacts of intersections near the proposed project site. Impacts are specifically addressed at the following stop-controlled study intersections:

1. SR-39/ SR-158
2. SR-158 / SR-162
3. SR-162 / 3300 North
4. SR-162 / Nordic Valley Way
5. Nordic Valley Way / 4100 North
6. 3300 East / 4100 North
7. 2900 East / Ogden Canyon Road
8. Nordic Valley Way / 3350 North
9. Nordic Valley Way / 3350 North
10. Nordic valley Way / Nordic Valley Road
11. Nordic Valley Way / Viking Drive

In addition to these existing intersections, this study analyzes five proposed site accesses:

12. Two on Nordic Valley Road
13. Three on Nordic Valley Way

Figure 1 also shows the study intersections and project accesses analyzed in this study.



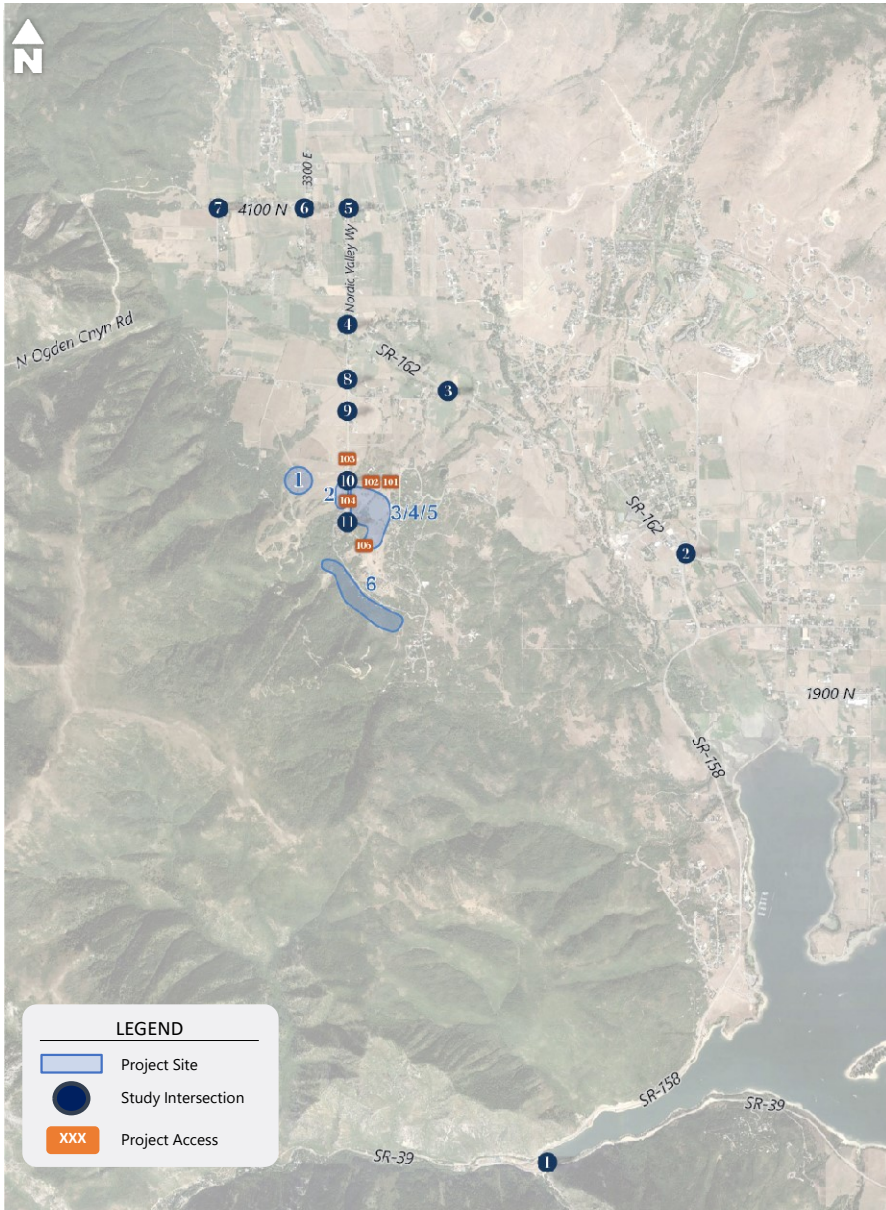



Figure 1
Project Location 

2.3 Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 6th Edition) methodology was used in this study to remain consistent with “state of the practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the worst intersection movement.

Table 4. Level of Service Descriptions

| LOS | Description | Signalized Intersections | Unsignalized Intersections |
|-----|---|-----------------------------------|-----------------------------------|
| | | Avg. Delay (sec/veh) ¹ | Avg. Delay (sec/veh) ² |
| A | <i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream. | < 10 | < 10 |
| B | <i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable. | ≥ 10 to 19 | ≥ 10.0 to 14 |
| C | <i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream | ≥ 20 to 34 | ≥ 15.0 to 24 |
| D | <i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained. | ≥ 35 to 54 | ≥ 25.0 to 34 |
| E | <i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity. | ≥ 55 to 79 | ≥ 35.0 to 49 |
| F | <i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions. | ≥ 80 | ≥ 50 |

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on Highway Capacity Manual 6th Edition.



3. Existing Conditions

3.1 Purpose

The existing conditions analysis examines the pertinent intersections and roadways during the peak travel periods of the day under traffic and geometric conditions during Winter 2021. Through this analysis, Fehr & Peers can identify existing traffic operational deficiencies and recommend potential mitigation measures.

3.2 Traffic Volumes

A data collection firm collected AM and PM traffic counts for a weekday and Saturday in September 2021, and Fehr & Peers processed them to establish a baseline of existing conditions and operations for the area. The AM and PM peak hours in this study are the following:

- Weekday: 8:00-9:00 AM and 4:30-5:30PM
- Saturday: 8:30-9:30 AM and 4:00-5:00PM

The study focuses on the impact of a ski resort-oriented area; therefore, winter conditions are the appropriate conditions to analyze. The traffic counts collected reflect September conditions, and therefore adjustments should be made to reflect winter conditions. Fehr & Peers reviewed the 2019 Utah Department of Transportation (UDOT) Continuous Count Station (CCS) to determine how Weekday and Saturday volumes differed between September 2019 and January/February/March 2019. The only CCS location near the site is along SR-39, which shows higher traffic during September than during the winter months. Therefore, Fehr & Peers did not seasonally adjust the traffic counts. The traffic counts on SR-39 & SR-158 for the weekday AM come from traffic counts previously collected in March for another nearby project. Because these counts were in March, we adjusted them to reflect September conditions to stay consistent with the rest of the traffic counts. We developed an adjustment factor using the CCS along SR-39, which is 1.07.

The traffic counts along Nordic Valley Way are likely lower in September since, other than the ski resort, there are no other large attractions along that road. Fehr & Peers added ski resort traffic to the traffic counts to better reflect winter conditions on Nordic Valley Way as well as all the other roadways and intersections in the study area. Fehr & Peers estimated skier traffic through the following process:

- There are approximately 65,000 skier-days
- The ski resort serves a high number of visitors on Saturdays and holidays between December and March (winter conditions), which equals to about 25 days
- Therefore, per day, the ski resort serves 2,600 people
- According to the 2012/2013 Ski Utah Skier & Snowboarder Survey, the average occupancy was estimated at 3.1



- Using an occupancy rate of 3.0, the total number of vehicles per day is 870
- The tube counts from Snow Basin Road from March 2021 show that the peak hour for a ski resort is between 10-15% of the daily traffic, and therefore for Nordic Valley, we assigned 15% of the daily traffic to the peak hours, which equals 130 vehicles in the peak hour
- Based on the traffic counts on other ski resort areas, the percent of entering and exiting is as follows:
 - AM: 90% entering and 10% exiting
 - PM: 10% entering and 90% exiting
- We distributed the skier traffic using the same proportions described in the Project Conditions section

Figure 2 and **Figure 8** show existing background weekday and Saturday AM/PM peak hour volumes, respectively.

3.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the existing background weekday and Saturday AM and PM peak hour LOS. **Table 3** and **Table 4** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix B for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed site. The results of the level of service analysis indicate that all study intersections operate within acceptable levels of delay during all peak hours.





LEGEND

Stop Sign
 Signalized

Lane Configuration:

 AM (PM) Peak Hour Traffic Volume

 AM (PM) Peak Hour Traffic Volume

Intersection Level of Service (LOS):

AM/PM
 A
 B
 C
 D
 E
 F

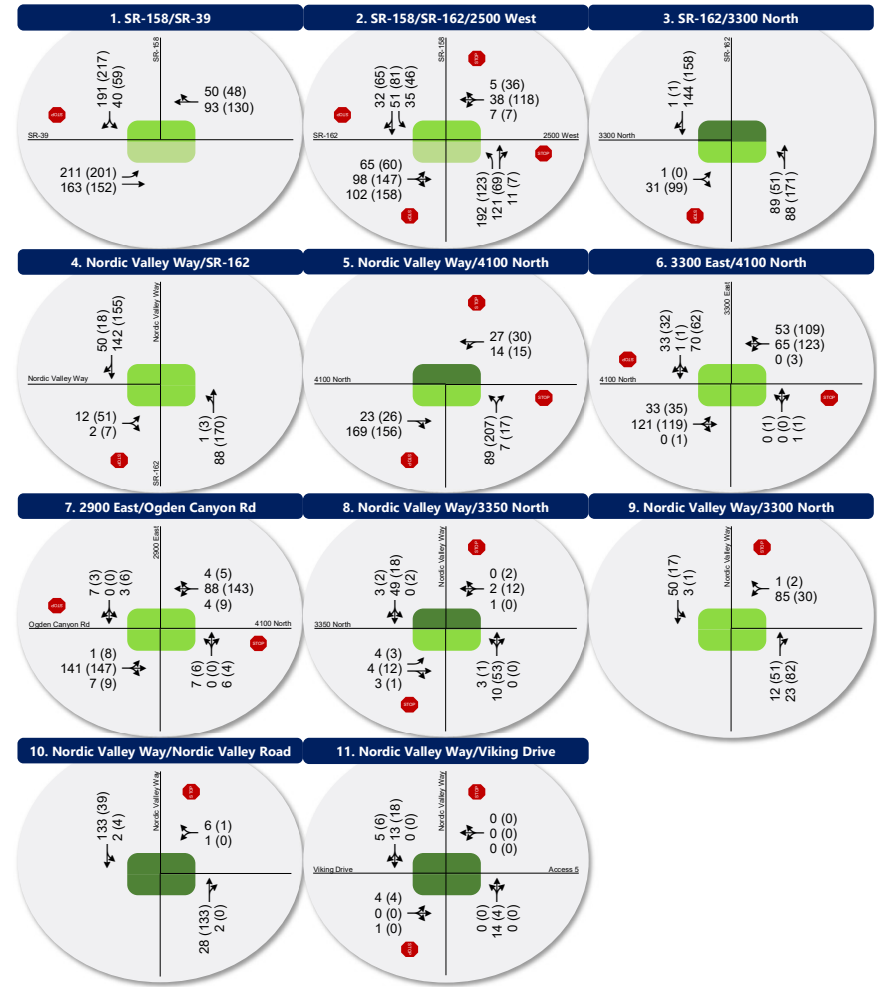
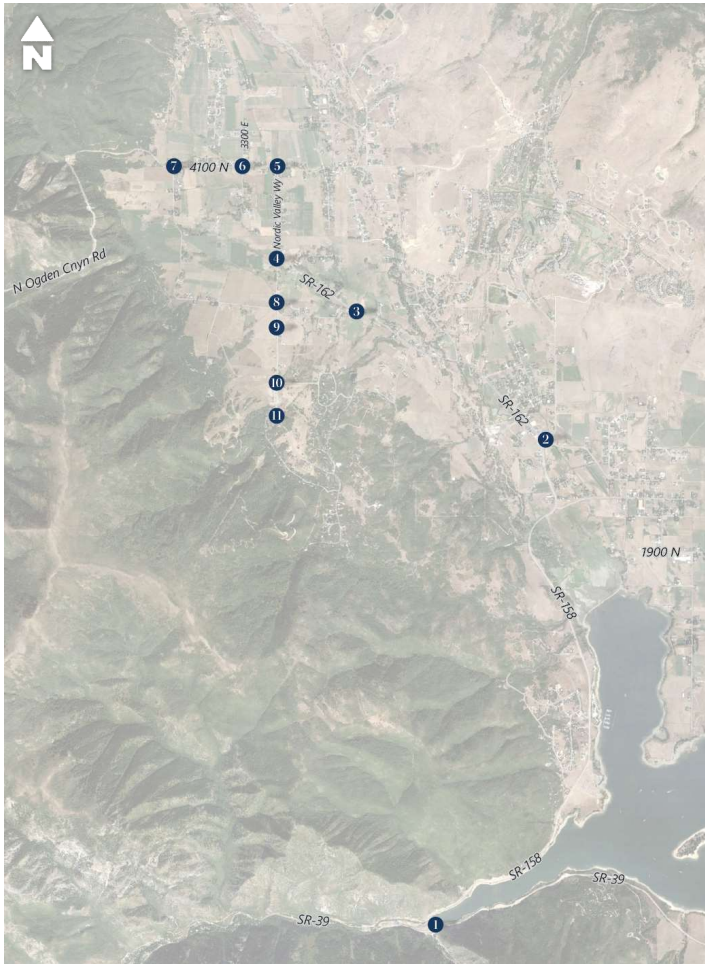


Figure 2
Existing Weekday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

- Left arrow: AM (PM)
- Through arrow: AM (PM)
- Right arrow: AM (PM)

 Peak Hour Traffic Volume

Intersection Level of Service (LOS):

AM/PM
 A
 B
 C
 D
 E
 F

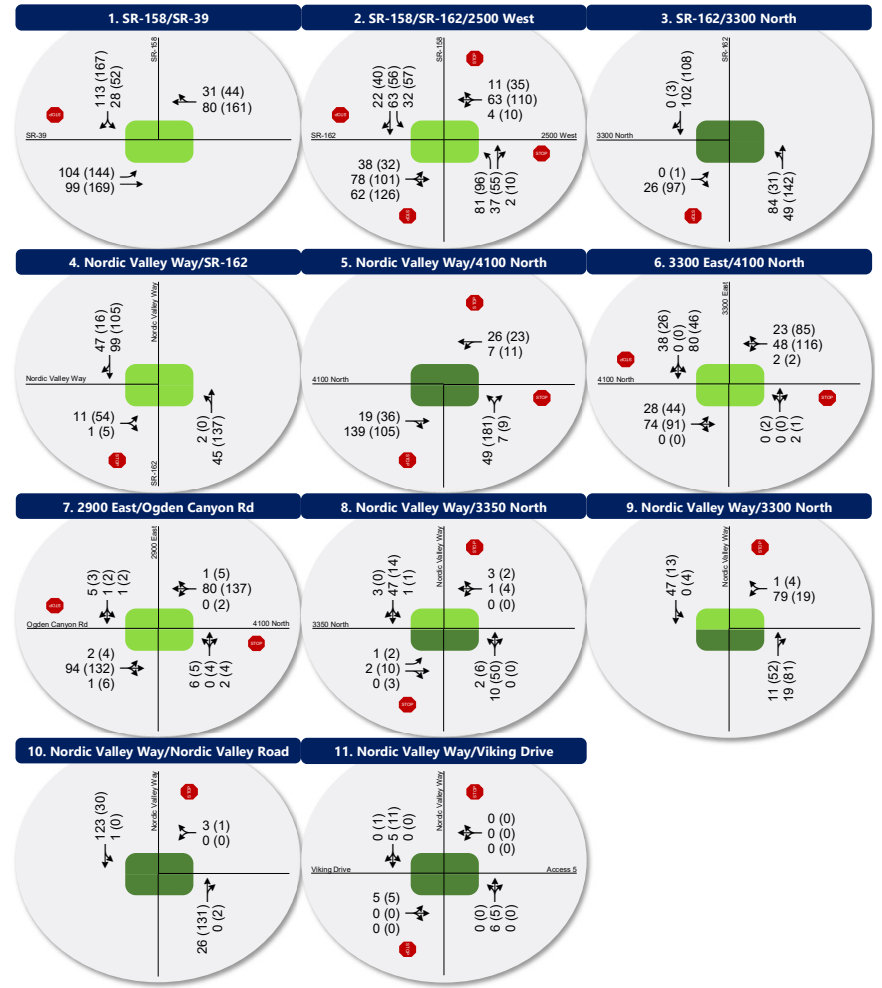


Figure 3
Existing Saturday Winter Conditions

Table 5: Existing 2021 Weekday Background Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 14 | B | - | - |
| | | PM | | SB | 16 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | NBL | 14 | B | - | - |
| | | PM | | EB | 15 | C | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 10 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 9 | A | - | - |
| | | PM | | NB | 10 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | SB | 11 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | WB | 9 | A | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 10 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



Table 6: Existing 2021 Saturday Background Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 11 | B | - | - |
| | | PM | | SB | 14 | B | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | NBL | 10 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 10 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 8 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 10 | B | - | - |
| | | PM | | SB | 11 | B | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | NB | 11 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | EB T/R | 10 | B | - | - |
| | | PM | | EB T/R | 9 | A | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 9 | A | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.

3.4 Mitigation Measures

No mitigation measures are recommended under existing conditions.



3.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for seven two-lane roadway segments in the study area:

1. SR-158 between SR-39 and SR-162
2. 1900 North east of SR-158
3. SR-167 North between SR-158 and Nordic Valley Way
4. SR-167 South between Nordic Valley Way and 4100 North
5. 3300 East north of 4100 North
6. Ogden Canyon Road west of 2900 East
7. Nordic Valley Way between SR-162 and Nordic Valley Road

A data collection firm collected 24-hour tube counts for all seven roadway segments during a weekday and Saturday in September 2021. **Figure 4** shows the tube count locations. Fehr & Peers aggregated the counts to obtain the total volume for a full 24-hour period, shown in **Table 8**. We used the 2020 Florida Department of Transportation (FDOT) Quality/Level of Service Handbook to determine the LOS based on Annual Average Daily Volumes. **Table 7** shows the Rural Undeveloped LOS thresholds for two-lane undivided uninterrupted highways used for this study. To stay consistent with the intersection analysis, Fehr & Peers did not estimate Annual Average Daily Traffic volumes and instead used the September 24-hour tube count plus the estimated skier trips to reflect a peak winter condition.

Table 7. FDOT Level of Service Thresholds.

| Lanes | Median | B | C | D | E |
|--|-----------|-------|-------|--------|--------|
| 2 | Undivided | 4,600 | 8,600 | 14,000 | 28,500 |
| Passing Lane Adjustments | | | | | |
| Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length | | | | | |

Source: FDOT Generalized Annual Average Daily Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population.

Table 8 shows the daily volumes for all the segments analyzed and its corresponding LOS. These results indicate that all roadway segments included in the analysis have acceptable levels of service during both a weekday and Saturday.



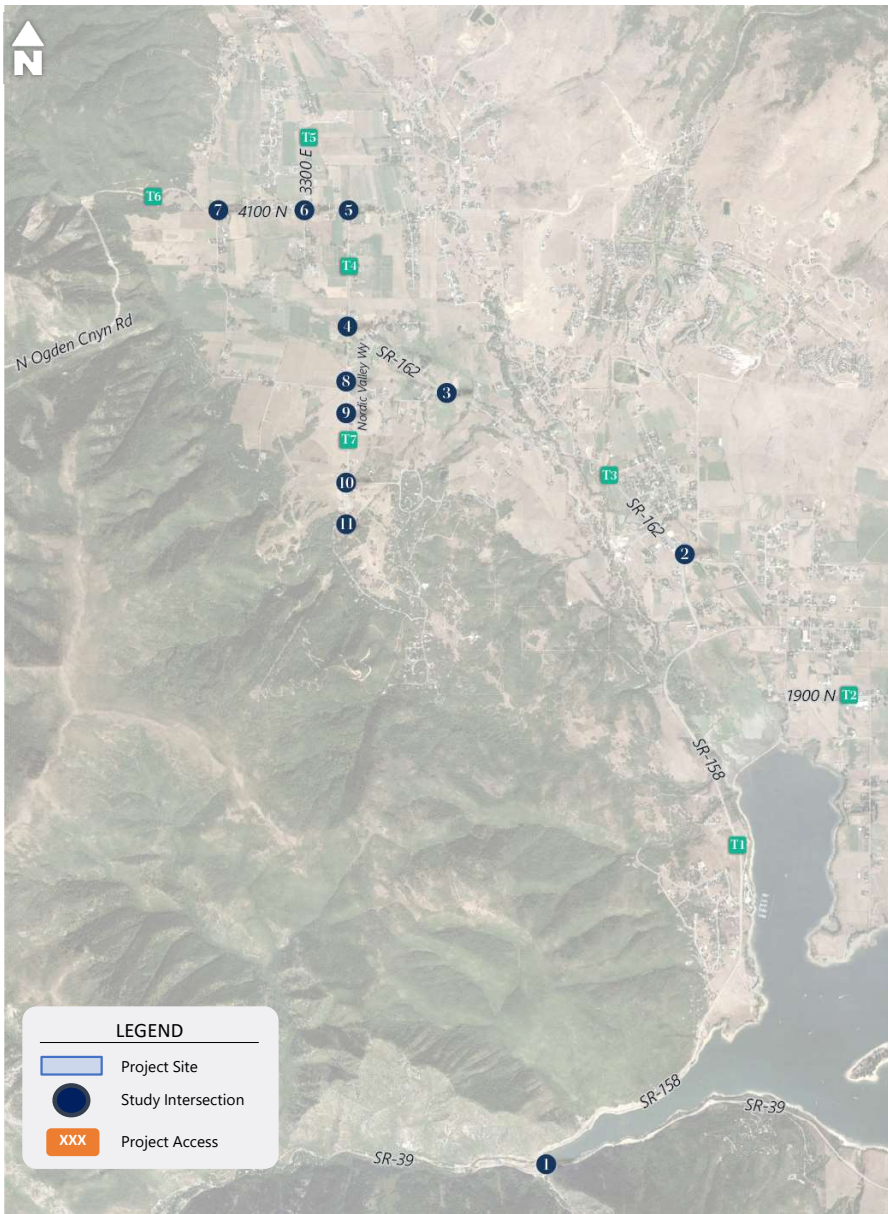



Figure 4
Tube Count Locations 

Table 8. Segment Daily Volumes and Level of Service for Existing Conditions.

| Tube Count | Location | Daily Ski Volume ¹ | Weekday | | | Saturday | | |
|------------|-------------------|-------------------------------|---------------------------|----------------------------------|------------|---------------------------|----------------------------------|------------|
| | | | Daily Volume ² | Daily Winter Volume ³ | Winter LOS | Daily Volume ² | Daily Winter Volume ³ | Winter LOS |
| 1 | SR-158 | 390 | 5,399 | 5,800 | C | 4,493 | 4,900 | C |
| 2 | 1900 North | 174 | 3,568 | 3,750 | B | 3,382 | 3,550 | B |
| 3 | SR-162 South | 254 | 5,510 | 5,750 | C | 4,966 | 5,200 | C |
| 4 | SR-162 North | 306 | 3,427 | 3,750 | B | 3,268 | 3,550 | B |
| 5 | 3300 East | 88 | 2,421 | 2,500 | B | 2,435 | 2,500 | B |
| 6 | Ogden Canyon Road | 218 | 3,015 | 3,250 | B | 3,182 | 3,400 | B |
| 7 | Nordic Valley Way | 870 | 515 | 1,400 | B | 379 | 1,250 | B |

1. Fehr & Peers estimated the daily ski volume through the process described in the Traffic Volumes section and distributed by the same proportions describe in the Project Conditions chapter. We used the same daily traffic for weekday and Saturday.
 2. The daily volumes are the total 24-hour volumes from the tube counts for weekday and Saturday.
 3. The daily winter volumes are the daily ski volumes plus the daily volume, rounded to the nearest 50.
- Source: Fehr & Peers.



4. Project Conditions

4.1 Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction section.

4.2 Project Description

The development consists of six zones. The following land uses are within each zone:

- Zone 1:
 - Condominiums: 16 units
- Zone 2:
 - Multifamily Residential: 89 units
 - Multifamily Residential: 100 units
 - Multifamily Residential: 200 units
 - Retail: 7,600 square feet
 - Retail: 5,700 square feet
 - Restaurant: 4,000 square feet
 - Restaurant: 4,000 square feet
- Zone 3:
 - Multifamily Residential: 20 units
 - Multifamily Residential: 20 units
 - Retail: 11,800 square feet
- Zone 4:
 - Multifamily Residential: 50 units
 - Multifamily Residential: 70 units
 - Multifamily Residential: 20 units
 - Multifamily Residential: 24 units
- Zone 5:
 - Condominiums: 55 units
 - Single Family Residential: 19 units



- Zone 6:
 - Condominiums: 52 units
 - Single Family Residential: 28 units

These zones will be developed incrementally in two phases:

- 2026: Zone 2
- 2040: All Zones

As part of the project, the parking lot for day-ski trips will be moved to Nordic Valley Road, with two accesses on Nordic Valley Road. In the project scenarios, we used this new destination for the winter ski background trips.

4.3 Trip Generation

Fehr & Peers estimated the trip generation for the project using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition with one exception. Since the residential uses will behave more like resort hotels due to the resort nature of the development, Fehr & Peers used resort hotels. The rates for the resort hotel came from a trip generation study on a similar resort from 2007 that estimated residential condominiums would generate 6.1 trips/dwelling unit daily, 0.39 trips/dwelling unit in the AM peak hour, 0.49 trips/dwelling unit in the PM peak hour, and 0.7 trips/dwelling unit in the Saturday peak hour.

Fehr & Peers used the following assumptions for trip generation based on discussions with the project team and engineering judgement:

- Rental versus Private Residential Uses
 - 70% rental and 30% private
- Percent of Areas Developed for Analysis years
 - 2026
 - Zone 2 – 100%
 - 2040
 - Full Build out of all areas
- Occupancy Rates
 - Weekday – All Residential Uses - 75% occupied
 - Saturday – Rental Units – 90% occupied, Private Units – 75% occupied
- External and Internal Trips
 - We assumed that 70% of the trips stayed within the development site and were primarily attracted to the resort area, therefore, we assumed 30% of the trips are external to the development site. Some trips were also assumed to go to or from the areas with mixed uses (i.e. zones 2 and 3)
- Nordic Valley Resort Trip Generation



- Additional growth in resort trips was not assumed to come from outside of the trips generated from the development area.
- Internal Development Area Trips
 - For trips to and from zones 1, 4, 5 and 6 that stay within the development site it was assumed that 80% of those trips would not use a personal vehicle and would instead use available transit or future shuttle services to access the resort area. 20% of the trips were assumed to use a personal vehicle for internal trip making.
 - For trips to and from zones 2 and 3 that stay within the development site it was assumed that no trips would use a personal vehicle and would instead walk, use available transit or future shuttle services to access the resort area.

The net vehicle trips expected to be generated by the proposed development are shown in **Table 9**. Further details about the trip generation calculation are shown in the appendix.

4.4 Trip Distribution and Assignment

The trip distribution and assignment of the development included both external trips (trips generated by the development that leave the development) and internal trips (trips generated by the development that stay within the development). Fehr & Peers used the tube counts collected for this study, knowledge from the area, and engineering judgement to distribute the external project traffic to the roadway network based on the proximity to major streets, roadway network, high population densities, and regional trip attractions.

Overall, the external project-generated trips were distributed to and from these directions, in the corresponding percentages, also shown in Figure 5:

- 35% To/from West via SR-39
- 10% To/from East via SR-39
- 20% To/from East via 1900 North
- 10% To/from North via 3300 East
- 25% To/from West via Ogden Canyon Road

Fehr & Peers applied these proportions to distribute external project-generated traffic to each study area intersection. The Development Master Plan shows multiple access points along Nordic Valley Way, and Fehr & Peers consolidated some of them for simplicity. We analyzed the following accesses:

- Access 101 and 102: access to ski resort parking lot. These accesses only serve skier traffic.
- Access 103: access to Zone 1.
- Access 104: access to Zone 2 and Zone 3
- Access 105 (east leg of Nordic Valley Way & Viking Drive intersection): access to Zone 4
- Access 106: access to Zone 5



Table 9: Nordic Valley Development Internal and External Vehicle Trip Generation

| Land Use | Time Period | 2026 | 2040 |
|----------------|----------------|---------------|-------|
| Zone 1 | Weekday Daily | 0 | 33 |
| | Saturday Daily | 0 | 37 |
| | Weekday AM | 0 | 2 |
| | Weekday PM | 0 | 3 |
| | Saturday Peak | 0 | 4 |
| | Zone 2 | Weekday Daily | 1,374 |
| Saturday Daily | | 1,087 | 1,087 |
| Weekday AM | | 152 | 152 |
| Weekday PM | | 111 | 111 |
| Saturday Peak | | 142 | 142 |
| Zone 3 | Weekday Daily | 0 | 477 |
| | Saturday Daily | 0 | 226 |
| | Weekday AM | 0 | 51 |
| | Weekday PM | 0 | 38 |
| | Saturday Peak | 0 | 41 |
| Zone 4 | Weekday Daily | 0 | 225 |
| | Saturday Daily | 0 | 376 |
| | Weekday AM | 0 | 14 |
| | Weekday PM | 0 | 18 |
| | Saturday Peak | 0 | 30 |
| Zone 5 | Weekday Daily | 0 | 149 |
| | Saturday Daily | 0 | 138 |
| | Weekday AM | 0 | 10 |
| | Weekday PM | 0 | 12 |
| | Saturday Peak | 0 | 20 |
| Zone 6 | Weekday Daily | 0 | 161 |
| | Saturday Daily | 0 | 163 |
| | Weekday AM | 0 | 11 |
| | Weekday PM | 0 | 13 |
| | Saturday Peak | 0 | 25 |
| Total | Weekday Daily | 1,374 | 2,419 |
| | Saturday Daily | 1,087 | 2,027 |
| | Weekday AM | 152 | 240 |
| | Weekday PM | 111 | 195 |
| | Saturday Peak | 142 | 262 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.

2. Percentage of trips entering and exiting the development according to the ITE Trip Generation Manual, 10th Edition.

* The trip generation for residential units came from resort hotel land uses due to the resort nature of the development

Source: Fehr & Peers, 2021.



Fehr & Peers also distributed the trips internal to the development because there are several project access locations and study intersections within the development. We assumed that internal trips to and from zone 1 and zone 6 were attracted to zone 2 given the restaurant and retail uses within that zone. We assumed that internal trips from zone 5 were also attracted to zones 2 and 3 given the retail and restaurant uses, but would use the internal roadway network to access those uses and not use access locations and study intersections to do so. The Appendix includes the resulting external, internal, and total project-generated weekday and Saturday AM and PM peak hour, as well as daily trips.

DRAFT



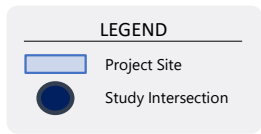
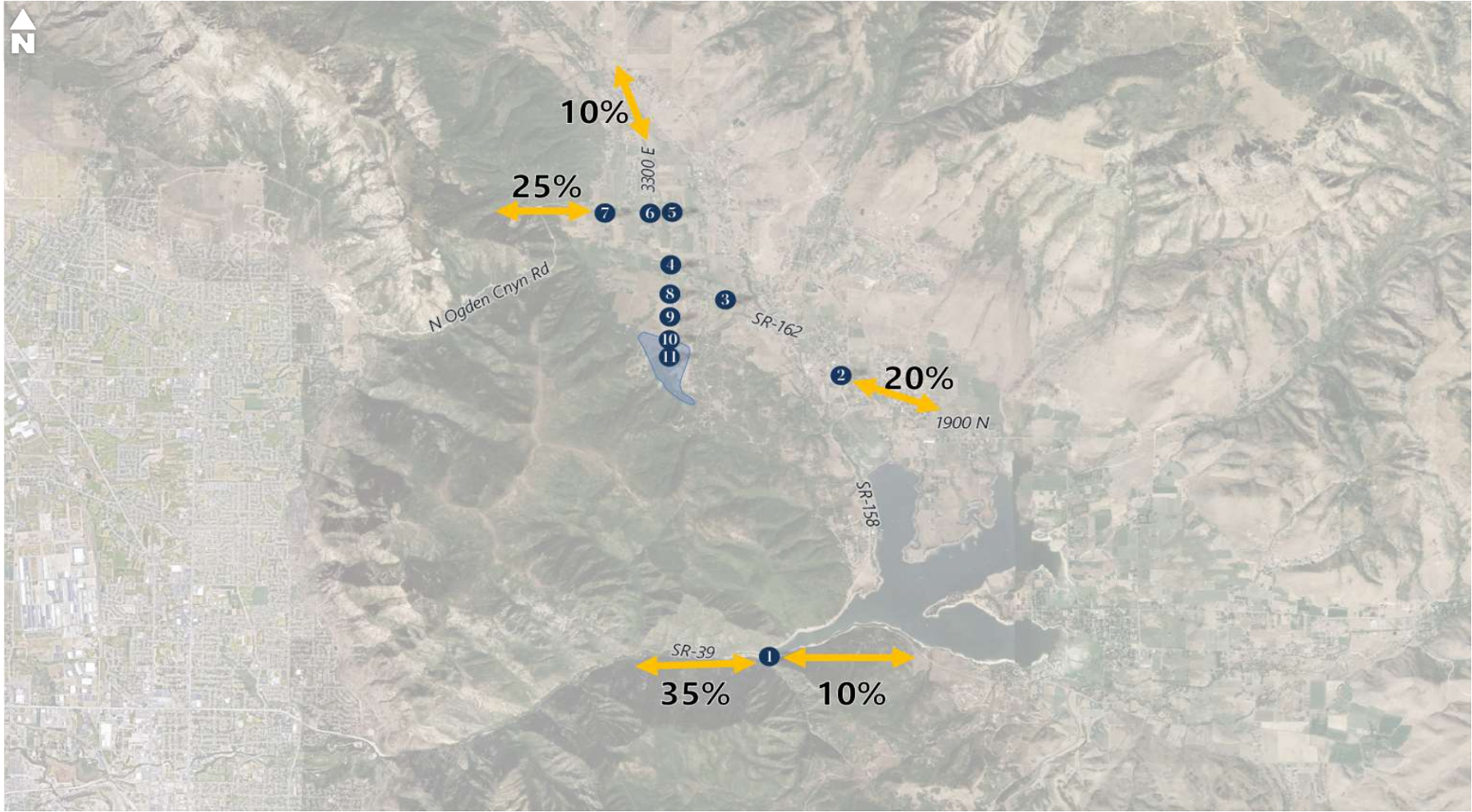


Figure 5
Project Trip Distribution

5. Future 2026 Background Conditions

5.1 Purpose

The purpose of the future 2026 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under 2026 projected traffic volumes. This analysis provides a baseline condition for the year 2026 to determine future project impacts.

5.2 Traffic Volumes

Fehr & Peers reviewed the UDOT historical Annual Average Daily Traffic (AADT) and the estimates from the 2015, 2024, and 2030 Utah Statewide Travel Model (USTM) to inform the future growth in the area. Both sources result in high annual growth rates ranging from 2-10%. Both sources and engineering judgment were used to estimate linear annual growth rates for each segment in the study area. **Table 10** shows the growth rates used in this study. We applied these linear annual growth rates to the traffic counts for this study to obtain the 2026 background volumes. Similar to existing conditions, we added the background and skier traffic to obtain a 2026 background winter condition. Growth rates were not applied to skier traffic and the same skier trips from existing conditions were used for the 2026 background conditions because although growth is expected for the ski resort, this growth is expected to occur within the development (plus project conditions only) and not external to the development. **Figure 6** and **Figure 7** show the projected 2026 background peak hour traffic volumes for weekday and Saturday, respectively.



Table 10. 5-Year Linear Annual Growth Rates

| Roadway Segment | Linear Growth Rate |
|--|--------------------|
| SR-39 | |
| West of SR-158 | 2% |
| East of SR-158 | 3% |
| SR-158 | |
| SR-39 and 2200 N | 2.5% |
| 2200 N and SR-162 | 3% |
| North of SR-162 | 2.5% |
| 2500 West | |
| East of SR-158 | 5% |
| SR-162 | |
| SR-158 and 4100 North | 4% |
| 4100 N / Ogden Canyon | |
| East of Nordic Valley Way to 3300 East | 4% |
| West of 3300 East | 2.5% |
| Nordic Valley Way | |
| South of SR-162 | 2.5% |
| 3300 East | |
| North of 4100 North | 4% |

5.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the existing background weekday and Saturday AM and PM peak hour LOS. **Table 10** and **Table 11** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed site.

The results of the analysis indicate that all study intersections operate within acceptable levels of delay during all peak hours.





LEGEND

Stop Sign
 Signalized

Lane Configuration:

 AM (PM) Peak Hour Traffic Volume

 AM (PM) Peak Hour Traffic Volume

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

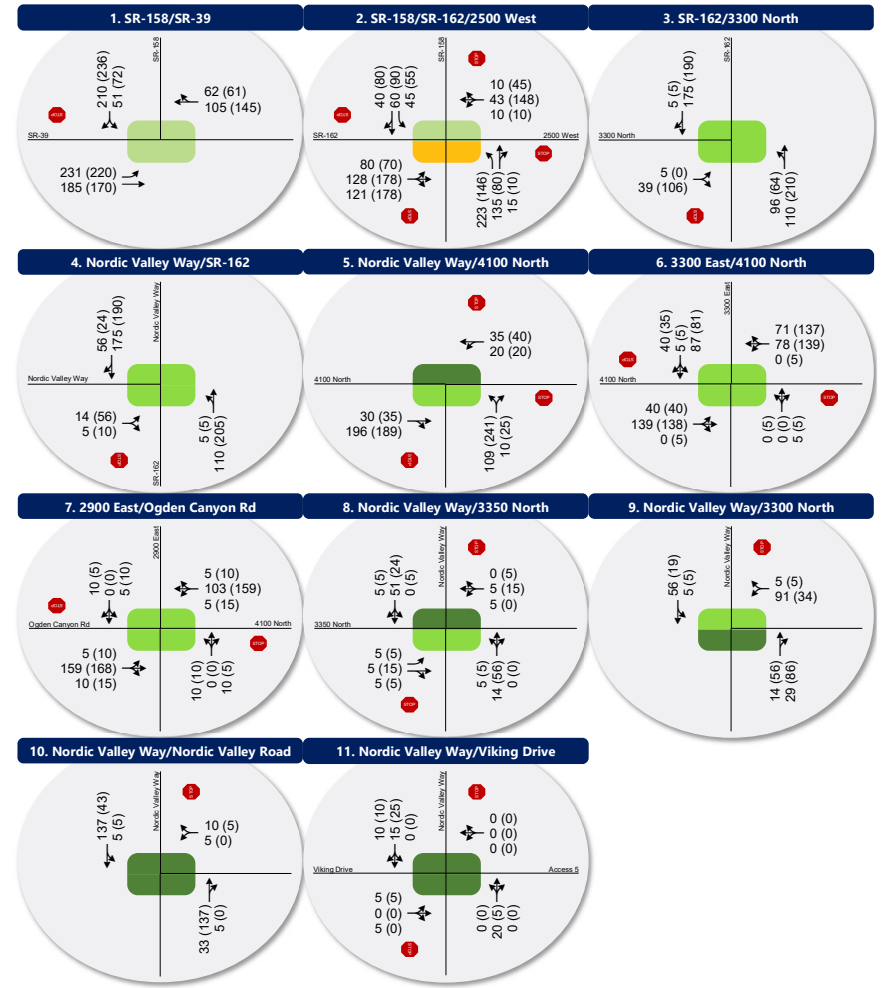


Figure 6
2026 Background Weekday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

 AM (PM) Peak Hour Traffic Volume

 AM (PM) Traffic Volume

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

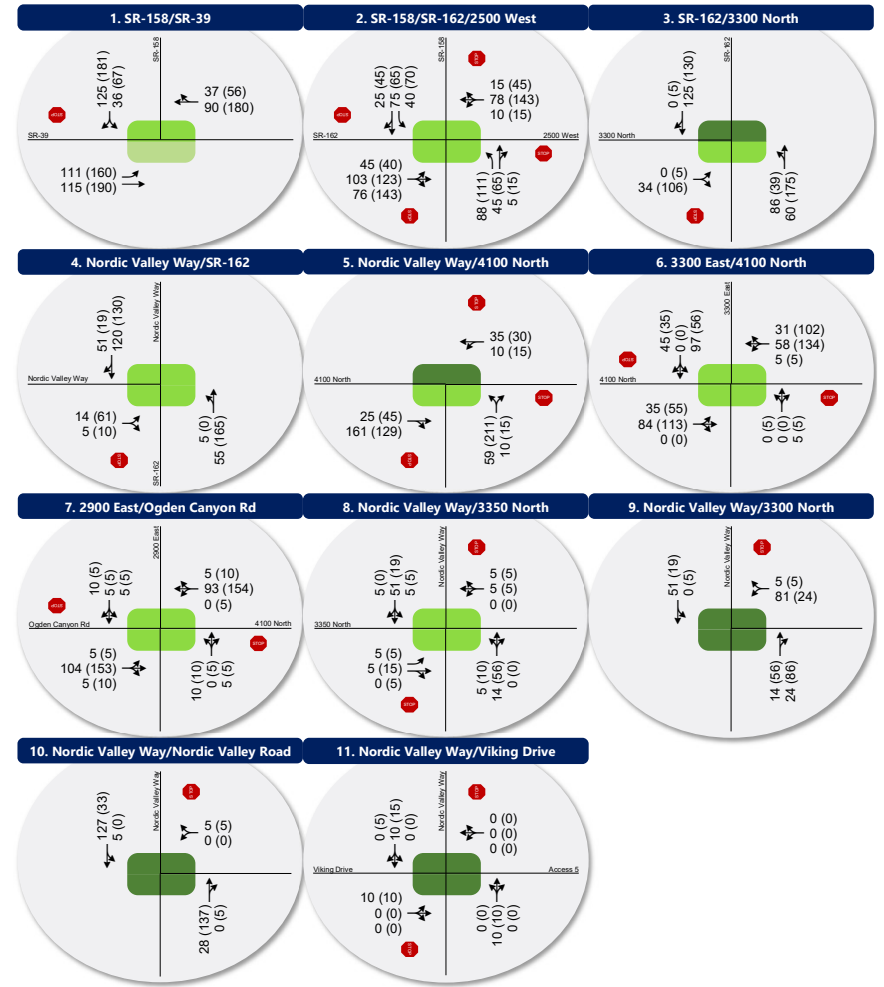


Figure 7
2026 Background Saturday Winter Conditions

Table 11: 2026 Background Weekday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 16 | C | - | - |
| | | PM | | SB | 20 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | EB | 15 | C | - | - |
| | | PM | | EB | 25 | D | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 10 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 12 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 9 | A | - | - |
| | | PM | | NB | 11 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 12 | B | - | - |
| | | PM | | SB | 14 | B | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | NB | 11 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | WB | 9 | A | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 9 | A | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



Table 12: 2026 Background Saturday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 11 | B | - | - |
| | | PM | | SB | 17 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | NBL | 10 | B | - | - |
| | | PM | | EB | 13 | B | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 10 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 8 | A | - | - |
| | | PM | | NB | 10 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | NB | 11 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | EB T/R | 10 | B | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.

5.4 Mitigation Measures

No mitigation measures are recommended under 2026 background conditions.



5.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. Traffic volumes were projected using the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 13** shows the 2026 projected volumes for each segment without the development. These results indicate that all roadway segments perform at acceptable levels of service.

Table 13. Segment Daily Volumes and Level of Service for 2026 Background.

| Tube Count | Location | Daily Ski Volume ¹ | Weekday | | | Saturday | | |
|------------|-------------------|-------------------------------|---------------------------|----------------------------------|------------|---------------------------|----------------------------------|------------|
| | | | Daily Volume ² | Daily Winter Volume ³ | Winter LOS | Daily Volume ² | Daily Winter Volume ³ | Winter LOS |
| 1 | SR-158 | 390 | 6,100 | 6,500 | C | 5,100 | 5,500 | C |
| 2 | 1900 North | 174 | 4,450 | 4,600 | B | 4,250 | 4,400 | B |
| 3 | SR-162 South | 254 | 6,600 | 6,850 | C | 5,950 | 6,200 | C |
| 4 | SR-162 North | 306 | 4,100 | 4,400 | B | 3,900 | 4,200 | B |
| 5 | 3300 East | 88 | 2,900 | 3,000 | B | 2,900 | 3,000 | B |
| 6 | Ogden Canyon Road | 218 | 3,400 | 3,600 | B | 3,600 | 3,800 | B |
| 7 | Nordic Valley Way | 870 | 600 | 1,450 | B | 450 | 1,300 | B |

1. Fehr & Peers used the same ski trips from existing conditions.
2. The daily volumes are the projected 24-hour volumes from the tube counts using the same growth rates to project the intersection traffic for weekday and Saturday, rounded to the nearest 50.
3. The daily winter volumes are the daily ski volumes plus the daily volume, rounded to the nearest 50.

Source: Fehr & Peers.



6. 2026 Plus Project Conditions

6.1 Purpose

The purpose of the 2026 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network. To analyze the impact of the development, Fehr & Peers combined the 2026 background traffic volumes with volumes generated by the development at its peak hours. We compared the analysis results to the results of the background traffic volumes to determine the impact of the proposed project.

6.2 Traffic Volumes

The project-generated traffic for 2026 only includes Zone 2 built with all other zones undeveloped. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road. Fehr & Peers added the project-generated traffic to the background 2026 volumes to yield 2026 plus project weekday and Saturday peak hour volumes as shown in **Figure 8** and **Figure 9**.

6.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the 2026 plus project background weekday and Saturday AM and PM peak hour LOS. **Table 14** and **Table 15** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix C for the detailed LOS report).

The results of the analysis indicate that all study intersections operate within acceptable levels of delay during all peak hours.





LEGEND

Stop Sign
 Signalized

Lane Configuration:

 AM (PM) Peak Hour Traffic Volume

 AM (PM) Traffic Volume

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

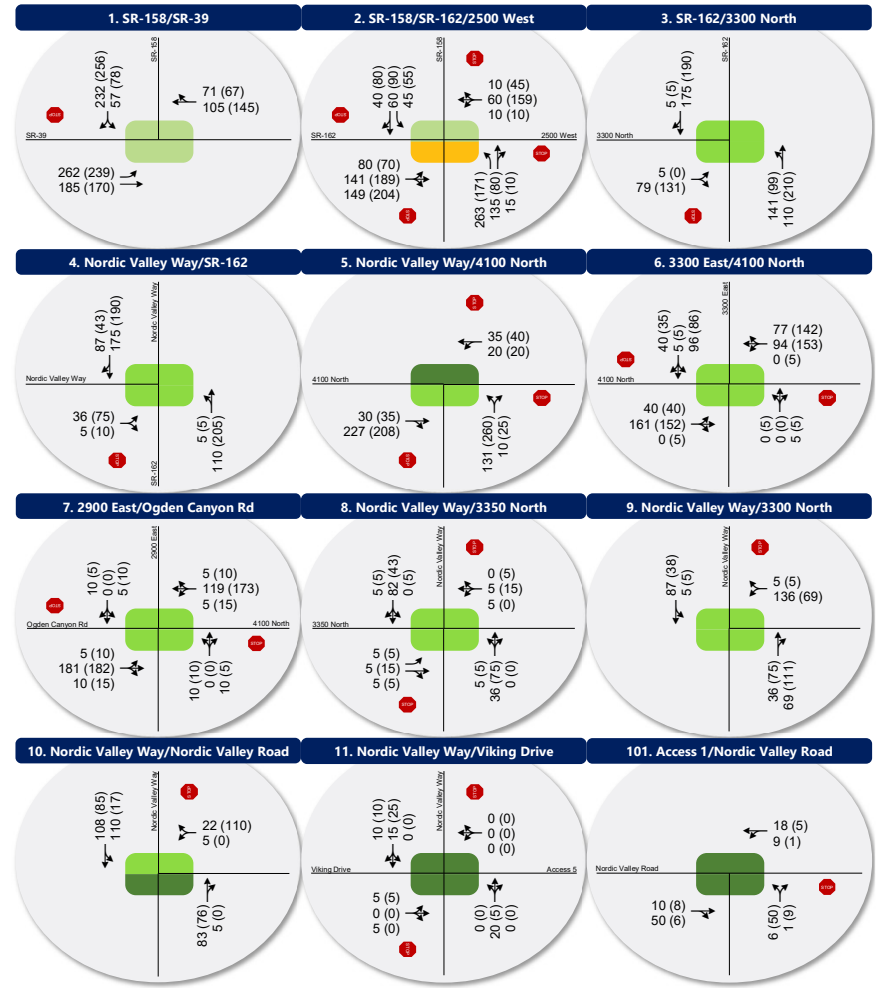


Figure 8a
2026 Plus Project Weekday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

| | | |
|--|---------|-----------|
| | AM (PM) | Peak Hour |
| | AM (PM) | |

Intersection Level of Service (LOS):

| | | | | | | | |
|-----------|-----------|----------|----------|----------|----------|----------|----------|
| AM | PM | A | B | C | D | E | F |
|-----------|-----------|----------|----------|----------|----------|----------|----------|

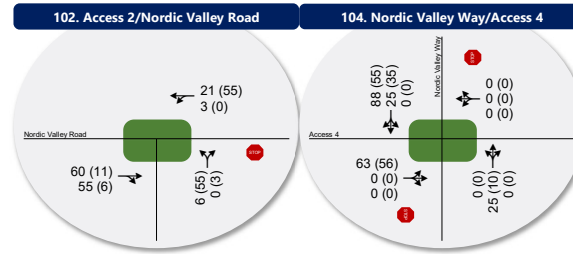


Figure 8b
2026 Plus Project Weekday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

 AM (PM) Peak Hour Traffic Volume

 AM (PM) Traffic Volume

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

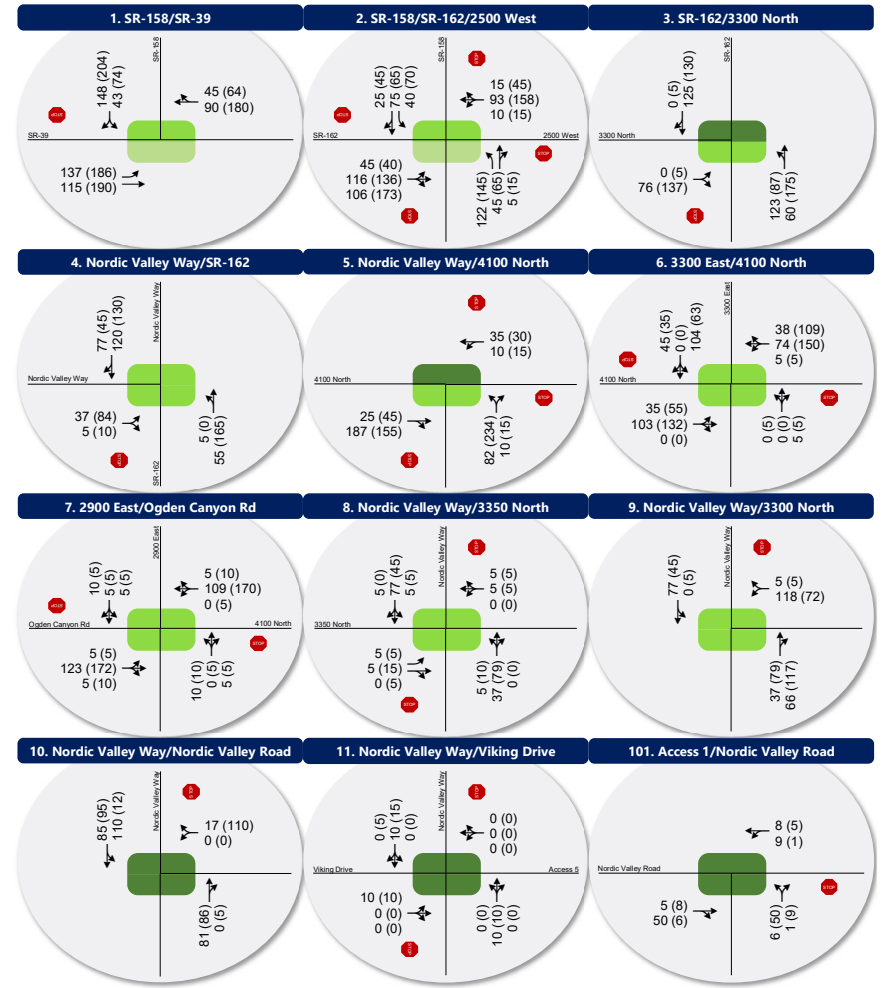


Figure 9a
2026 Plus Project Saturday Winter Conditions

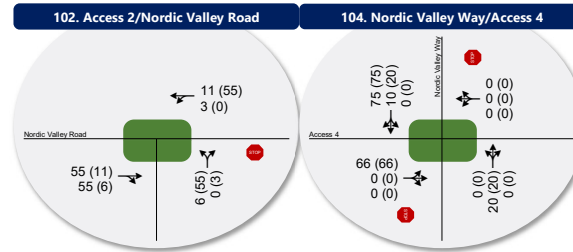
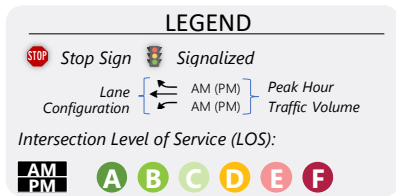


Figure 9b
2026 Plus Project Saturday Winter Conditions

Table 14: 2026 Plus Project Weekday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 18 | C | - | - |
| | | PM | | SB | 24 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | EB | 18 | C | - | - |
| | | PM | | EB | 34 | D | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 10 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 13 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 9 | A | - | - |
| | | PM | | NB | 11 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 13 | B | - | - |
| | | PM | | SB | 14 | B | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | NB | 11 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | WB | 10 | B | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 11 | B | - | - |
| | | PM | | WB | 10 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |
| 101 | Access 1 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 102 | Access 2 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 104 | Nordic Valley Way & Access 4 | AM | EB/WB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



Table 15: 2026 Plus Project Saturday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 12 | B | - | - |
| | | PM | | SB | 20 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | EB | 11 | B | - | - |
| | | PM | | EB | 16 | C | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 10 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 8 | A | - | - |
| | | PM | | NB | 10 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 12 | B | - | - |
| | | PM | | SB | 13 | B | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | NB | 11 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | EB T/R | 10 | B | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 10 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |
| 101 | Access 1 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 102 | Access 2 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 104 | Nordic Valley Way & Access 4 | AM | EB/WB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



6.4 Mitigation Measures

The level of service analysis shows that mitigation measures are not needed under 2026 plus project conditions. However, according to the UDOT Design Standard Drawings, additional turn, acceleration, and deceleration lanes are required. These standards outline the variables that define whether additional auxiliary lanes are needed based on speed of the road and movement volumes. **Table 16** shows the turn lanes needed, length for storage, and length for deceleration, and whether an acceleration lane is needed for the right-turn movements.

Table 16. Auxiliary Lanes for 2026 Plus Project Conditions.

| | Highest Volume | Storage Length (ft) | Deceleration Length (ft) |
|---|----------------|---------------------|--------------------------|
| SR-39 & SR-158 | | | |
| Southbound Left-Turn Lane | 78 | 50 | 265 |
| Southbound Right-Turn Lane ¹ | 256 | N/A | N/A |
| Westbound Right-Turn Lane | 71 | 50 | 265 |
| SR-162 & 3300 North | | | |
| Northbound Left-Turn Lane | 141 | 50 | 325 |
| Eastbound Right-Turn Lane | 137 | N/A | N/A |
| SR-162 & Nordic Valley Way | | | |
| Southbound Right-Turn Lane | 87 | 50 | 325 |
| 3300 East & 4100 North | | | |
| Southbound Left-Turn Lane | 104 | 50 | 325 |
| Southbound Right-Turn Lane | 45 | 50 | 325 |
| Eastbound Left-Turn Lane | 55 | 50 | 215 |
| Westbound Right-Turn Lane | 142 | 50 | 215 |

1. Storage and deceleration length not included because a full lane is already in place. Based on the volumes, acceleration lanes are required.

6.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. We projected the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 17** shows the 2026 projected volumes for each segment with the development. These results indicate that all roadway segments perform at acceptable levels of service.



Table 17. Segment Daily Volumes and Level of Service for 2026 Plus Project Conditions.

| Tube Count | Location | Weekday | | | Saturday | | |
|------------|-------------------|-----------------------------------|---|-------------------------|-----------------------------------|---|-------------------------|
| | | Project Daily Volume ¹ | Daily Winter Plus Project Volume ² | Winter Plus Project LOS | Project Daily Volume ¹ | Daily Winter Plus Project Volume ² | Winter Plus Project LOS |
| 1 | SR-158 | 618 | 7,100 | C | 488 | 6,000 | C |
| 2 | 1900 North | 274 | 4,900 | C | 218 | 4,650 | C |
| 3 | SR-162 South | 892 | 7,750 | C | 706 | 6,900 | C |
| 4 | SR-162 North | 482 | 4,900 | C | 680 | 4,900 | C |
| 5 | 3300 East | 138 | 3,150 | B | 108 | 3,100 | B |
| 6 | Ogden Canyon Road | 344 | 3,950 | B | 272 | 4,100 | B |
| 7 | Nordic Valley Way | 1,374 | 2,750 | B | 1,086 | 2,300 | B |

1. The project daily volumes are the traffic volumes for the proposed development, distributed in the same proportions described in the project conditions.
2. The daily winter plus project volumes are the daily background volumes plus ski volumes plus daily project volumes, rounded to the nearest 50. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road.

Source: Fehr & Peers.



7. Future 2040 Background Conditions

7.1 Purpose

The purpose of the future 2040 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under 2040 projected traffic volumes. This analysis provides a baseline condition for the year 2040 to determine future project impacts.

7.2 Traffic Volumes

Similar to 2026 background conditions, Fehr & Peers used the UDOT historical AADT and the 2015 and 2040 USTM estimates to inform the future growth in the area. The estimates from USTM generally show a steeper growth between 2015 and 2030 and more mild growth between 2015 and 2040; therefore, we used different growth rates for 2040. We used the historical AADT, USTM estimates, and our engineering judgment to estimate linear annual growth rates for each segment in the study area. **Table 18** shows the growth rates used in this study.

As in previous background conditions, we added the background and skier traffic to obtain a 2040 background winter condition. We used the same skier traffic than in existing conditions because although the resort expect significant skier growth (triple today's visitation), they also expect most of this growth to come from the surrounding development. Therefore, the skier trips external to the site in the future will be similar to today. **Figure 10** and **Figure 11** show the projected 2040 background peak hour traffic volumes for weekday and Saturday, respectively.



Table 18. 19-Year Linear Annual Growth Rates

| Roadway Segment | Linear Growth Rate |
|--|--------------------|
| SR-39 | |
| West of SR-158 | 2% |
| East of SR-158 | 1.5% |
| SR-158 | |
| SR-39 and 2200 N | 2% |
| 2200 N and SR-162 | 2% |
| North of SR-162 | 2.5% |
| 2500 West | |
| East of SR-158 | 5% |
| SR-162 | |
| SR-158 and 4100 North | 3.5% |
| 4100 N / Ogden Canyon | |
| East of Nordic Valley Way to 3300 East | 3% |
| West of 3300 East | 2% |
| Nordic Valley Way | |
| South of SR-162 | 2% |
| 3300 East | |
| North of 4100 North | 5% |

7.3 Level of Service Analysis

The HCM 6 delay thresholds provided in the introduction were used to compute the LOS at each study intersection for each future 2040 background peak hour LOS. **Table 19** and **Table 20** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix B for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed site.

The results of the analysis indicate that by 2040, the following intersections will operate below acceptable levels of delay:

- SR-39 and SR-158 during the weekday PM peak
- SR-158 and SR-162 during the weekday PM peak



Table 19: 2040 Background Weekday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|----------|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 21 | C | - | - |
| | | PM | | SB | 37 | E | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | EB | 32 | D | - | - |
| | | PM | | EB | 136 | F | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 14 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 9 | A | - | - |
| | | PM | | NB | 13 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 15 | C | - | - |
| | | PM | | SB | 20 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | WB | 9 | A | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 10 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.



Table 20: 2040 Background Saturday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 12 | B | - | - |
| | | PM | | SB | 22 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | EB | 14 | B | - | - |
| | | PM | | EB | 33 | D | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 10 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 12 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 8 | A | - | - |
| | | PM | | NB | 11 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 13 | B | - | - |
| | | PM | | SB | 16 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | NB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | EB T/R | 10 | B | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
 5. LOS highlighted in **bold** indicate a deficient LOS.
- Source: Fehr & Peers.



7.4 Mitigation Measures

The 2040 background analysis indicate that mitigations will be needed if the expected growth occurs. Fehr & Peers recommends the following mitigations:

- SR-158 and SR-39: add a two-stage left-turn by adding an acceleration lane for SBL vehicles.
- SR-158 and SR-162: add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

Table 21 and **Table 22** report the results of the 2040 background mitigated conditions. These results indicate that all intersections operate at acceptable levels of service.

Although not reflected in the volumes, close to Nordic Valley Ski Resort is the Snowbasin Resort. With the addition of the Snowbasin development traffic, the treatment for SR-158/SR-39 may be different. We recommend close coordination between both ski resorts to identify the appropriate mitigations that accounts for both developments.



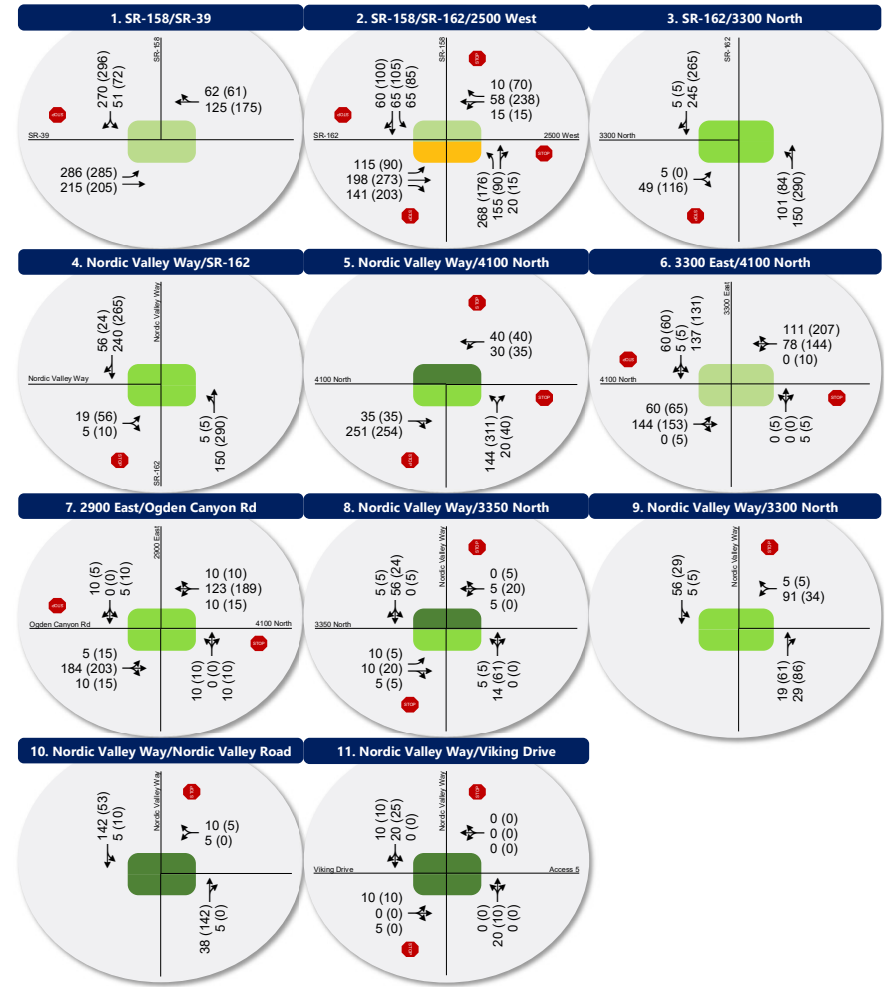
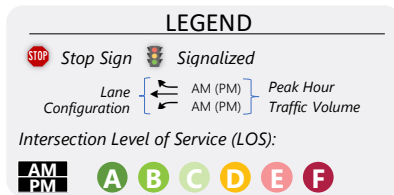


Figure 10
2040 Background Mitigated Weekday Winter Conditions



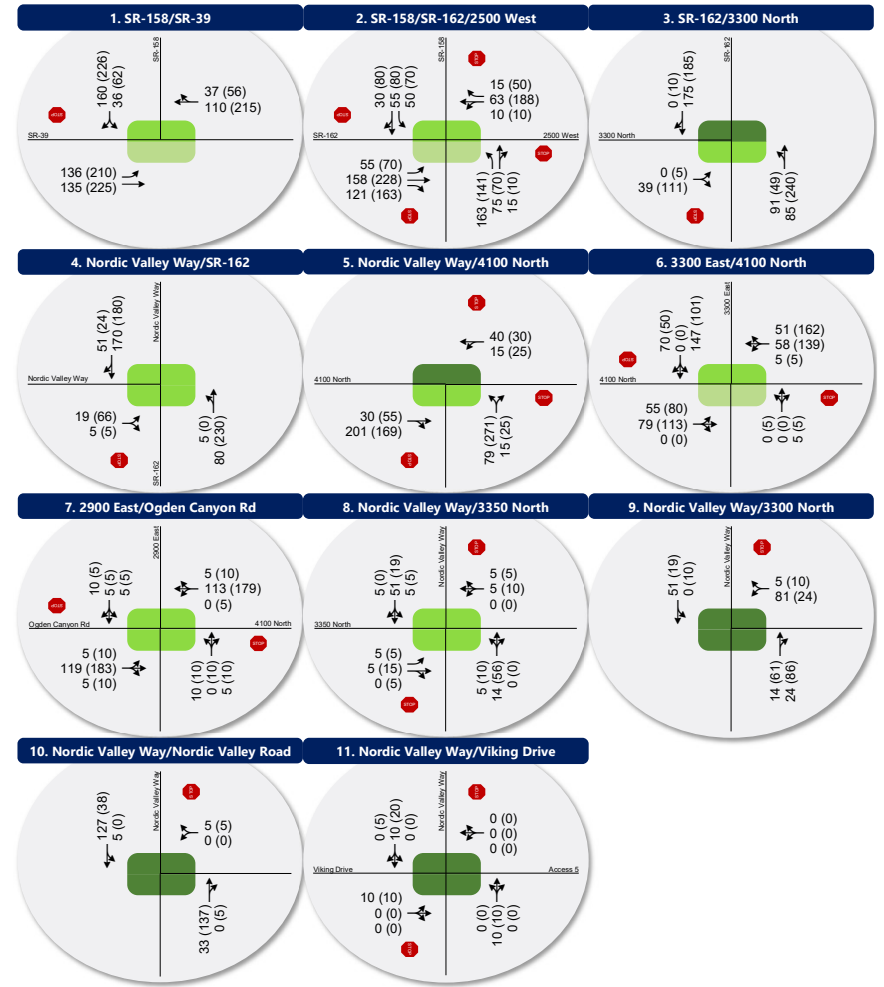
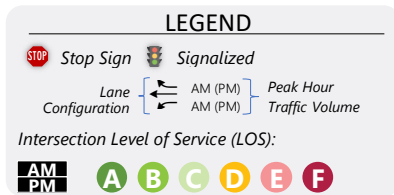


Figure 11
2040 Background Mitigated Saturday Winter Conditions



Table 21: 2040 Background Weekday Mitigated Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 16 | C | - | - |
| | | PM | | SB | 21 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | NBL | 23 | C | - | - |
| | | PM | | WB L/T | 34 | D | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 14 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 9 | A | - | - |
| | | PM | | NB | 13 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 15 | C | - | - |
| | | PM | | SB | 20 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | WB | 9 | A | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 10 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
 5. The new full interchange added directly south of Highway 30 / SR-167
- Source: Fehr & Peers.



Table 22: 2040 Saturday Background Mitigated Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 11 | B | - | - |
| | | PM | | SB | 17 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | NBL | 13 | B | - | - |
| | | PM | | EBT | 18 | C | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 10 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 12 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 8 | A | - | - |
| | | PM | | NB | 11 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 13 | B | - | - |
| | | PM | | SB | 16 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 10 | B | - | - |
| | | PM | | NB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | EB T/R | 10 | B | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 9 | A | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
 3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
 4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
- Source: Fehr & Peers.



7.5 Roadway Capacity Analysis

As in previous conditions, Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. We projected the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 23** shows the 2040 projected volumes for each segment without the development. These results indicate that all roadway segments perform at acceptable levels of service.

Table 23. Segment Daily Volumes and Level of Service for 2040 Background.

| Tube Count | Location | Daily Ski Volume ¹ | Weekday | | | Saturday | | |
|------------|-------------------|-------------------------------|---------------------------|----------------------------------|------------|---------------------------|----------------------------------|------------|
| | | | Daily Volume ² | Daily Winter Volume ³ | Winter LOS | Daily Volume ² | Daily Winter Volume ³ | Winter LOS |
| 1 | SR-158 | 390 | 7,450 | 7,850 | C | 6,200 | 6,600 | C |
| 2 | 1900 North | 174 | 6,950 | 7,100 | B | 6,600 | 6,750 | C |
| 3 | SR-162 South | 254 | 9,200 | 9,450 | C | 8,300 | 8,550 | C |
| 4 | SR-162 North | 306 | 5,700 | 6,000 | B | 5,450 | 5,750 | C |
| 5 | 3300 East | 88 | 4,700 | 4,800 | B | 4,750 | 4,850 | C |
| 6 | Ogden Canyon Road | 218 | 4,150 | 4,350 | B | 4,400 | 4,600 | B |
| 7 | Nordic Valley Way | 870 | 700 | 1,550 | B | 500 | 1,350 | B |

1. Fehr & Peers used the same ski trips from existing conditions.
2. The daily volumes are the projected 24-hour volumes from the tube counts using the same growth rates to project the intersection traffic for weekday and Saturday, rounded to the nearest 50.
3. The daily winter volumes are the daily ski volumes plus the daily volume, rounded to the nearest 50.

Source: Fehr & Peers.



8. Future 2040 Plus Project Conditions

8.1 Purpose

The purpose of the 2040 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network. To analyze the impact of the development, Fehr & Peers combined the 2040 background traffic volumes with volumes generated by the development at its peak hours. We compared the analysis results to the results of the background traffic volumes to determine the impact of the proposed project.

8.2 Traffic Volumes

The project-generated traffic for 2040 includes trips from all zones. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road. Fehr & Peers added the full buildout project-generated traffic to the background 2040 volumes to yield 2040 plus project weekday and Saturday peak hour volumes as shown in **Figure 12** and **Figure 13**.

8.3 Level of Service Analysis

Fehr & Peers used the HCM 6 delay thresholds provided in the introduction to compute the LOS at each study intersection for the 2040 plus buildout weekday and Saturday AM and PM peak hour LOS. This analysis includes the following mitigations outlined under the future 2040 background conditions:

- SR-158 and SR-39: Add a two-stage left-turn by adding an additional receiving lane for SBL vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

Table 24 and **Table 25** report the results of the weekday and Saturday level of service analysis, respectively (see Appendix B for the detailed LOS report). These results indicate that intersection of SR-158 and SR-162 will operate below acceptable levels of delay.

8.4 Mitigation Measures

The analysis results indicate that with the full buildout, the intersection at SR-158 / SR-162 performs at deficient levels of service. To mitigate it, Fehr & Peers recommends the placing a signal when warranted.

Table 26 and **Table 27** report the results of the 2040 plus buildout mitigated conditions. These results indicate that all intersections operate at acceptable levels of service with the recommended mitigations.



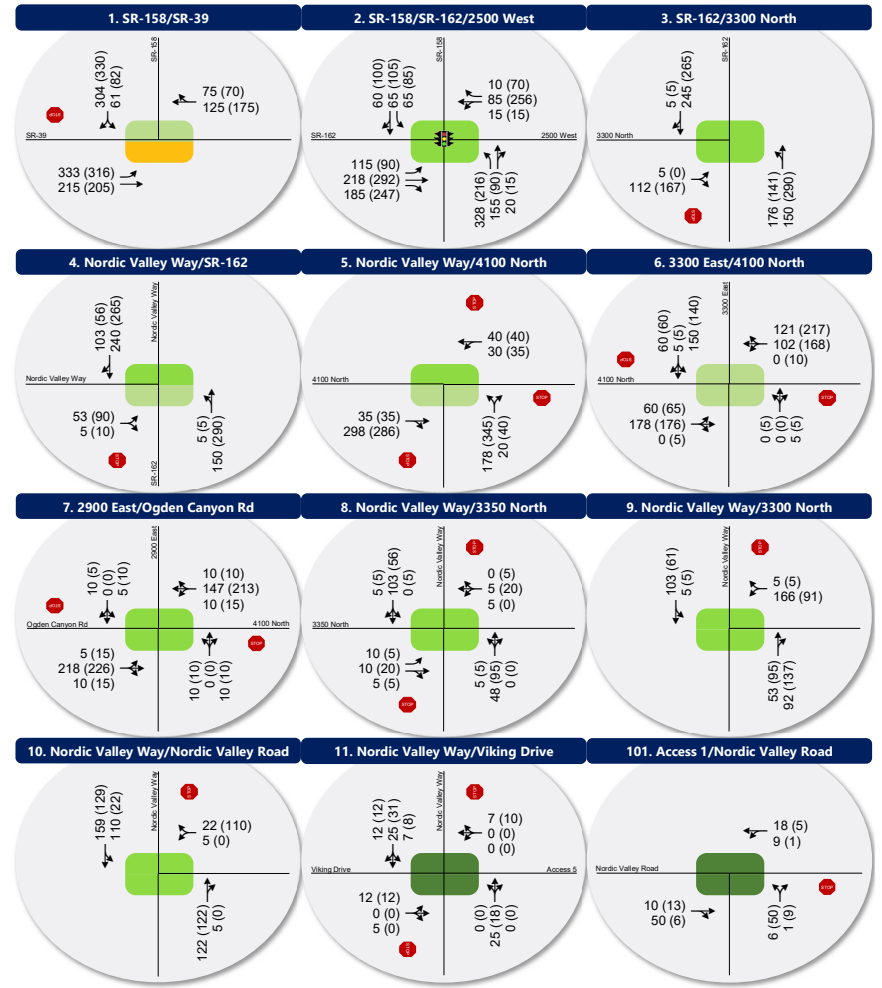
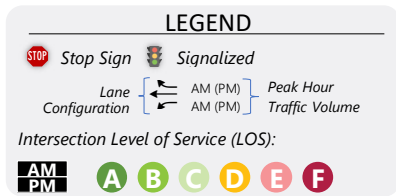
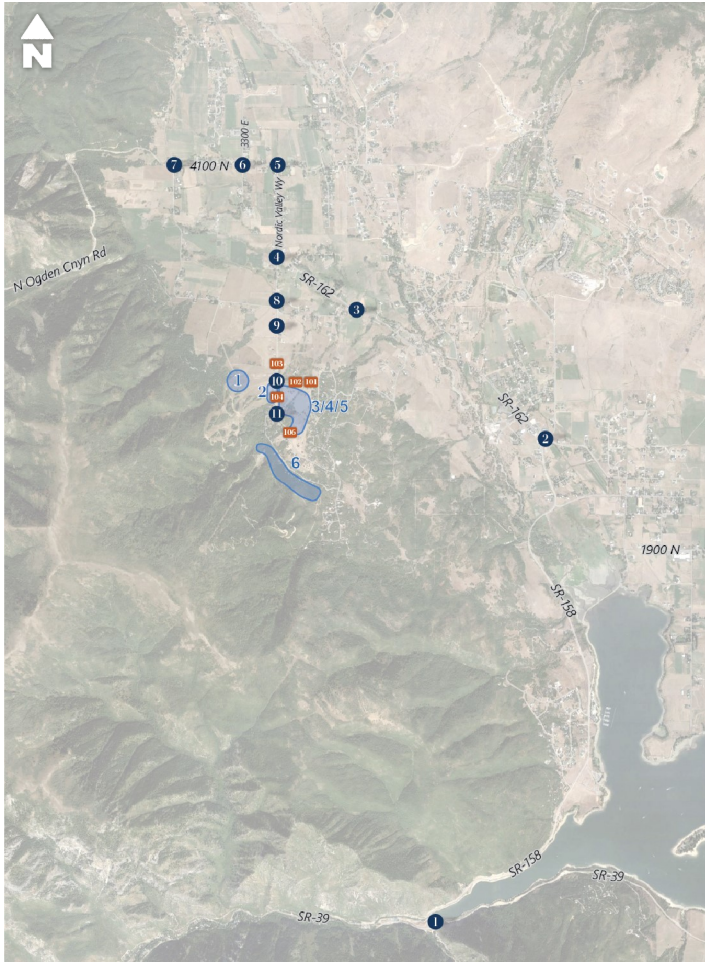


Figure 12a
2040 Plus Project Mitigated Weekday Winter Conditions

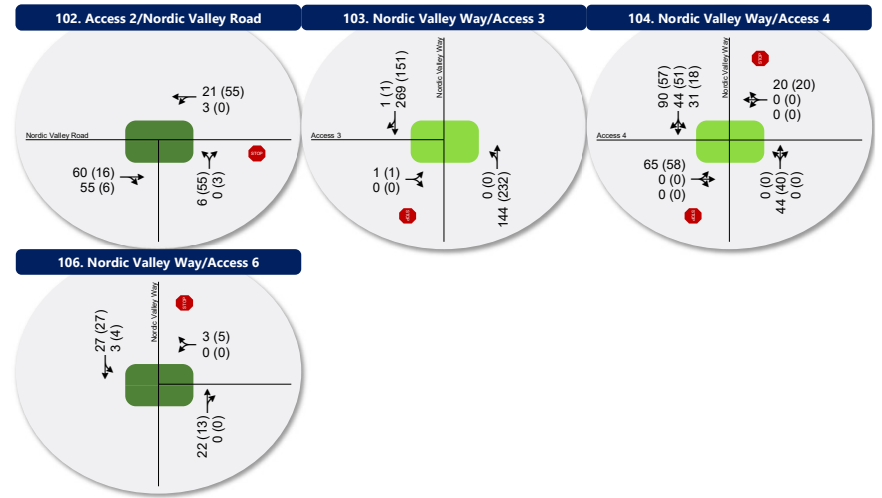
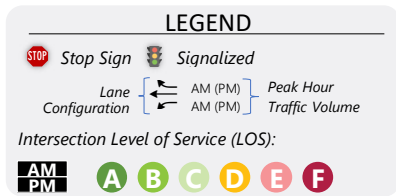
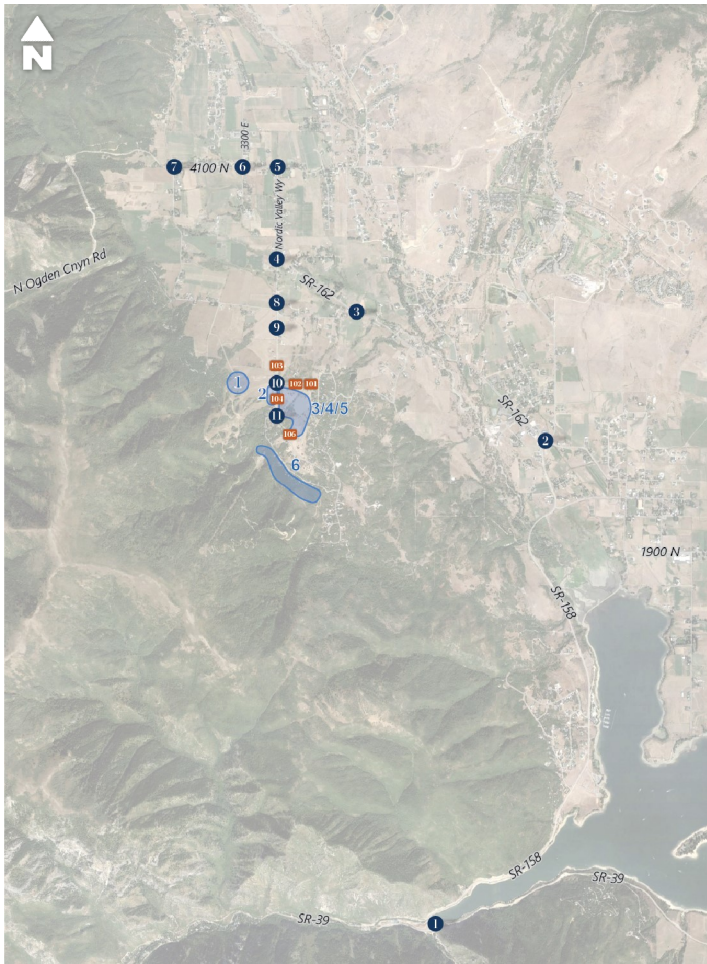


Figure 12b
2040 Plus Project Mitigated Weekday Winter Conditions

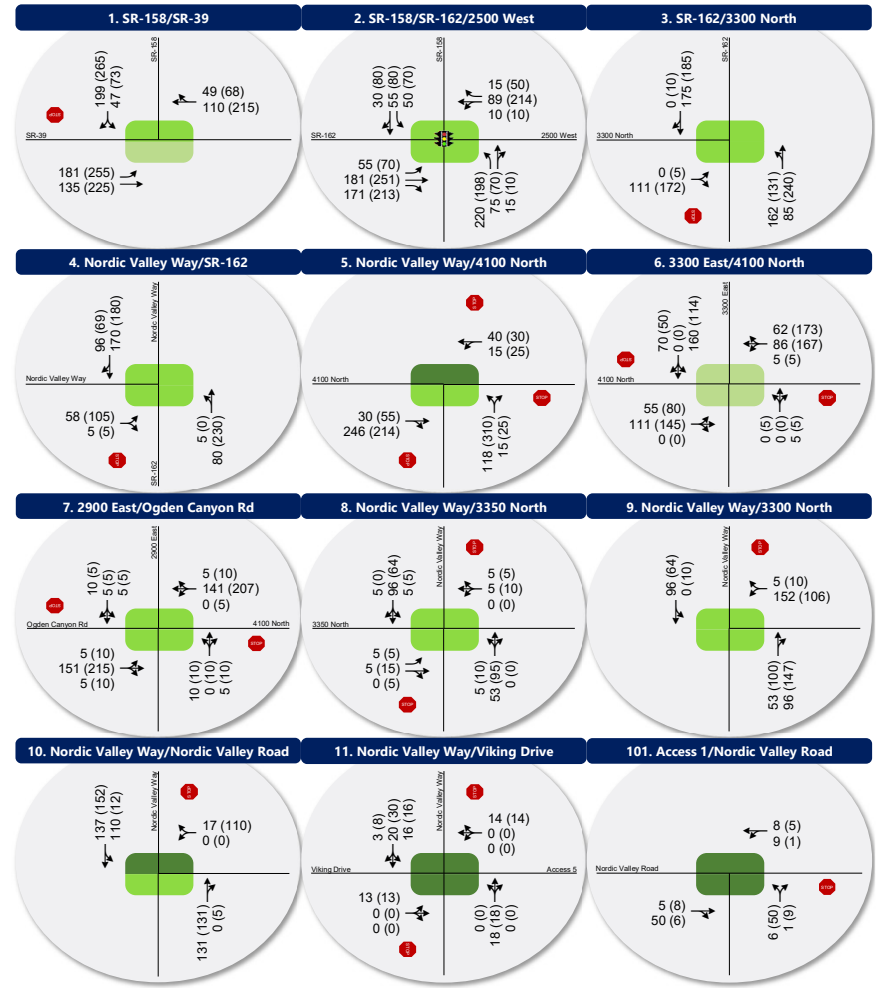
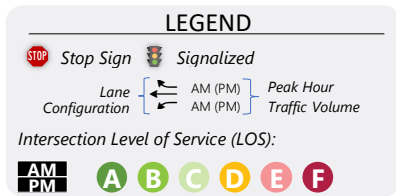
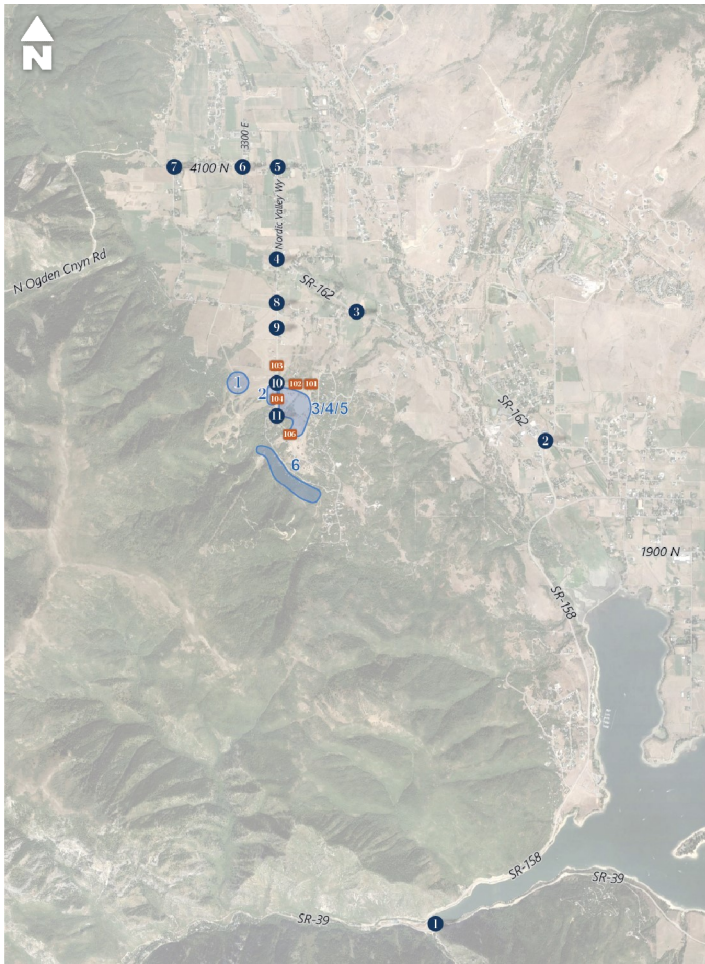
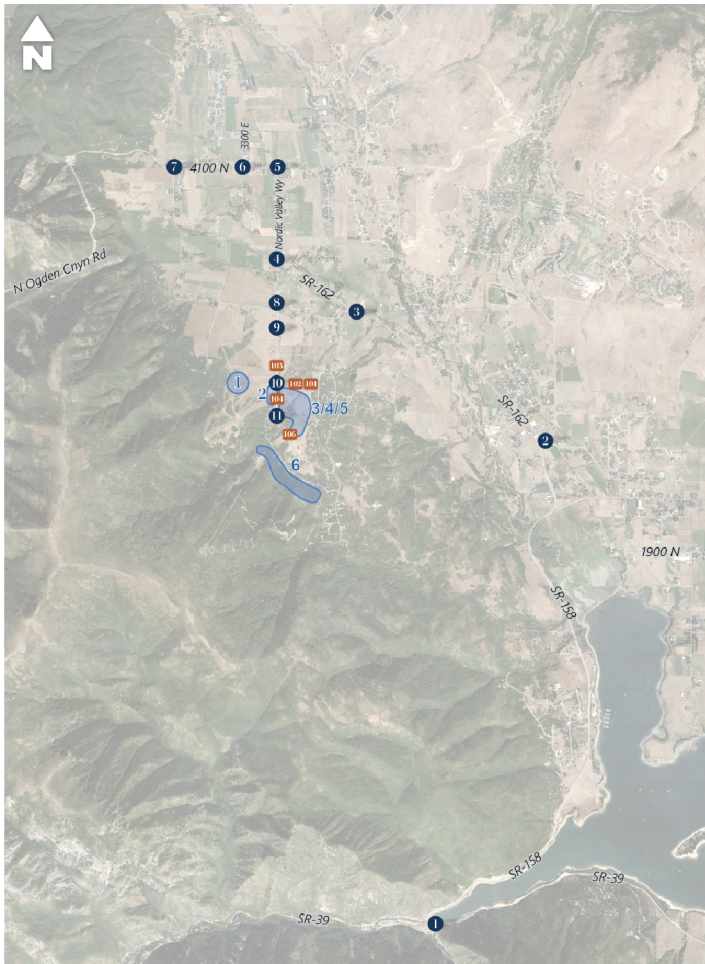


Figure 13a
2040 Plus Project Mitigated Saturday Winter Conditions



LEGEND

Stop Sign
 Signalized

Lane Configuration:

- AM (PM) Peak Hour
- AM (PM) Traffic Volume

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

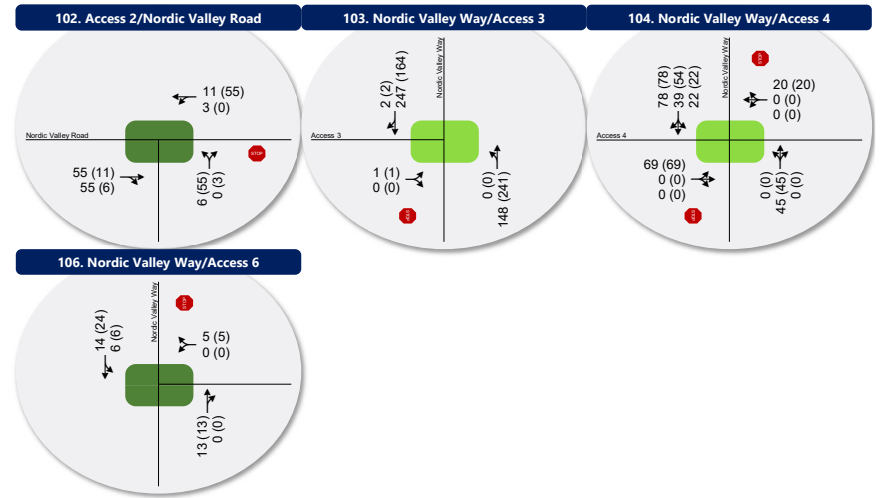


Figure 13b
2040 Plus Project Mitigated Saturday Winter Conditions

Table 24: 2040 Plus Project Weekday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|----------|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 19 | C | - | - |
| | | PM | | SB | 27 | D | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | NBL | 38 | E | - | - |
| | | PM | | WB L/T | 49 | E | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 13 | B | - | - |
| | | PM | | EB | 15 | C | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 10 | B | - | - |
| | | PM | | NB | 15 | C | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 17 | C | - | - |
| | | PM | | SB | 23 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | WB | 10 | B | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 11 | B | - | - |
| | | PM | | WB | 11 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 10 | B | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |
| 101 | Access 1 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 102 | Access 2 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 103 | Nordic Valley Way & Access 3 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 104 | Nordic Valley Way & Access 4 | AM | EB/WB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 10 | B | - | - |
| 106 | Nordic Valley Way & Access 6 | AM | WB Stop | WB | 8 | A | - | - |
| | | PM | | WB | 8 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
5. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



Table 25: 2040 Plus Project Saturday Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 12 | B | - | - |
| | | PM | | SB | 21 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | NBL | 17 | C | - | - |
| | | PM | | WB L/T | 24 | C | - | - |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 10 | A | - | - |
| | | PM | | EB | 11 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 13 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 9 | A | - | - |
| | | PM | | NB | 13 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 15 | C | - | - |
| | | PM | | SB | 19 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | EB T/R | 10 | B | - | - |
| | | PM | | EB L | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 11 | B | - | - |
| | | PM | | WB | 11 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 10 | B | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |
| 101 | Access 1 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 102 | Access 2 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 103 | Nordic Valley Way & Access 3 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 104 | Nordic Valley Way & Access 4 | AM | EB/WB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 106 | Nordic Valley Way & Access 6 | AM | WB Stop | WB | 8 | A | - | - |
| | | PM | | WB | 8 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.

4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



Table 26: 2040 Plus Project Weekday Mitigated Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 19 | C | - | - |
| | | PM | | SB | 27 | D | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | - | - | - | 11 | B |
| | | PM | | - | - | - | 12 | B |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 13 | B | - | - |
| | | PM | | EB | 15 | C | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 10 | B | - | - |
| | | PM | | NB | 15 | C | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 17 | C | - | - |
| | | PM | | SB | 23 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | WB | 10 | B | - | - |
| | | PM | | EB T/R | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 11 | B | - | - |
| | | PM | | WB | 11 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 10 | B | - | - |
| | | PM | | WB | 10 | B | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |
| 101 | Access 1 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 102 | Access 2 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 103 | Nordic Valley Way & Access 3 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 104 | Nordic Valley Way & Access 4 | AM | EB/WB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 10 | B | - | - |
| 106 | Nordic Valley Way & Access 6 | AM | WB Stop | WB | 8 | A | - | - |
| | | PM | | WB | 8 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. In the Synchro models, the northbound Nordic Valley Way approach is the eastbound approach, and the westbound SR-162 approach is the northbound approach. Fehr & Peers made this change to better reflect the stop control at Nordic Valley Way.
5. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



Table 27: 2040 Plus Project Saturday Mitigated Conditions Level of Service

| Intersection | | | | Worst Movement ¹ | | | Overall Intersection ² | |
|--------------|---|--------|--------------|-----------------------------|---------------|-----|-----------------------------------|-----|
| ID | Location | Period | Control | Movement ³ | Delay Sec/Veh | LOS | Avg. Delay Sec/Veh | LOS |
| 1 | SR-39 & SR-158 | AM | SB Stop | SB | 12 | B | - | - |
| | | PM | | SB | 21 | C | - | - |
| 2 | SR-158 & SR-162/2500 West | AM | All-Way Stop | - | - | - | 10 | B |
| | | PM | | - | - | - | 10 | B |
| 3 | 3300 North & SR-162 | AM | EB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 4 | SR-162 & Nordic Valley Way ⁴ | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 13 | B | - | - |
| 5 | Nordic Valley Way & 4100 North | AM | All-Way Stop | NB | 9 | A | - | - |
| | | PM | | NB | 13 | B | - | - |
| 6 | 3300 East & 4100 North | AM | NB/SB Stop | SB | 15 | C | - | - |
| | | PM | | SB | 19 | C | - | - |
| 7 | 2900 East & Ogden Canyon Rd/4100 North | AM | NB/SB Stop | NB | 11 | B | - | - |
| | | PM | | SB | 12 | B | - | - |
| 8 | Nordic Valley Way & 3350 North | AM | EB/WB Stop | EB T/R | 10 | B | - | - |
| | | PM | | EB L | 10 | B | - | - |
| 9 | Nordic Valley Way & 3300 North | AM | WB Stop | WB | 11 | B | - | - |
| | | PM | | WB | 11 | B | - | - |
| 10 | Nordic Valley Way & Nordic Valley Road | AM | WB Stop | WB | 9 | A | - | - |
| | | PM | | WB | 10 | B | - | - |
| 11 | Nordic Valley Way & Viking Drive | AM | EB Stop | EB | 9 | A | - | - |
| | | PM | | EB | 9 | A | - | - |
| 101 | Access 1 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 102 | Access 2 & Nordic Valley Road | AM | NB Stop | NB | 9 | A | - | - |
| | | PM | | NB | 9 | A | - | - |
| 103 | Nordic Valley Way & Access 3 | AM | EB Stop | EB | 11 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 104 | Nordic Valley Way & Access 4 | AM | EB/WB Stop | EB | 10 | B | - | - |
| | | PM | | EB | 11 | B | - | - |
| 106 | Nordic Valley Way & Access 6 | AM | WB Stop | WB | 8 | A | - | - |
| | | PM | | WB | 8 | A | - | - |

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.

4. LOS highlighted in **bold** indicate a deficient LOS.

Source: Fehr & Peers.



In addition to the recommended mitigations, additional auxiliary lanes are required based on the UDOT Design Standard Drawings. These standards outline the variables that define whether a turn lane, acceleration, or deceleration lane is required, which include speed of the road and movement volumes.

Table 28 shows the turn lanes, length for storage, and length for deceleration, and whether an acceleration lane is needed for the right-turn movements for state roads. This analysis was not performed for non-state roads.

Table 28. Auxiliary Lanes for 2040 Plus Project Conditions.

| | Highest Volume | Storage Length (ft) | Deceleration Length (ft) | Total Length (ft) |
|---|----------------|---------------------|--------------------------|-------------------|
| SR-39 & SR-158 | | | | |
| Southbound Left-Turn Lane | 82 | 50 | 265 | 315 |
| Southbound Right-Turn Lane ¹ | 330 | N/A | N/A | N/A |
| Westbound Right-Turn Lane | 75 | 50 | 265 | 315 |
| SR-162 & 3300 North | | | | |
| Northbound Left-Turn Lane | 176 | 50 | 325 | 375 |
| Eastbound Right-Turn Lane | 172 | N/A | N/A | N/A |
| SR-162 & Nordic Valley Way | | | | |
| Southbound Right-Turn Lane | 103 | 50 | 325 | 375 |
| 3300 East & 4100 North | | | | |
| Southbound Left-Turn Lane | 160 | 50 | 325 | 375 |
| Southbound Right-Turn Lane | 70 | 50 | 325 | 375 |
| Eastbound Left-Turn Lane | 80 | 50 | 215 | 265 |
| Westbound Right-Turn Lane | 217 | 50 | 215 | 265 |

1. Storage and deceleration length not included because a full lane is already in place. Based on the volumes, acceleration lanes are required.

8.5 Roadway Capacity Analysis

Fehr & Peers performed a roadway capacity analysis for the same seven roadway segments outlined in the existing conditions using the LOS thresholds shown previously in **Table 7**. We projected the 24-hour traffic counts for each segment using the same growth rates to project the intersection traffic. **Table 29** shows the 2026 projected volumes for each segment without the development. These results indicate that all roadway segments perform at acceptable levels of service.



Table 29. Segment Daily Volumes and Level of Service for 2040 Plus Project Conditions.

| Tube Count | Location | Weekday | | | Saturday | | |
|------------|-------------------|-----------------------------------|---|-------------------------|-----------------------------------|---|-------------------------|
| | | Project Daily Volume ¹ | Daily Winter Plus Project Volume ² | Winter Plus Project LOS | Project Daily Volume ¹ | Daily Winter Plus Project Volume ² | Winter Plus Project LOS |
| 1 | SR-158 | 1,042 | 8,900 | D | 808 | 7,400 | C |
| 2 | 1900 North | 462 | 7,600 | C | 362 | 7,150 | C |
| 3 | SR-162 South | 1,504 | 10,950 | D | 1,170 | 9,700 | D |
| 4 | SR-162 North | 808 | 6,800 | C | 630 | 6,400 | C |
| 5 | 3300 East | 230 | 5,000 | C | 180 | 5,000 | C |
| 6 | Ogden Canyon Road | 578 | 4,950 | C | 450 | 5,050 | C |
| 7 | Nordic Valley Way | 2,312 | 3,800 | B | 1,800 | 3,100 | B |

1. The project daily volumes are the traffic volumes for the proposed development, distributed in the same proportions described in the project conditions.
2. The daily winter plus project volumes are the daily background volumes plus ski volumes plus daily project volumes, rounded to the nearest 50. The ski trips in the plus project assume the daily ski parking lot moved to Nordic Valley Road as well as 10% of skier trips assumed to come from/go to east along Nordic Valley Road.

Source: Fehr & Peers.



9. Conclusion

The proposed Nordic Valley development will bring new opportunities to the area surrounding the existing Nordic Valley Resort. The development occurs in an area with an already substantial expected growth rate. Additionally, the proposed development will have moderate traffic impacts to the surrounding roadways. In 2040, without the development, the background trips may need the addition of several turning lanes to maintain acceptable performance. Fehr & Peers recommends the following mitigations for 2040:

- SR-158 and SR-39: Add a two-stage left-turn by adding an acceleration lane for SBL vehicles.
- SR-158 and SR-162: Add an additional left-turn lane and right-turn lane for the eastbound approach and a separate right-turn lane for the westbound approach.

The project trips are not expected to cause any surrounding intersections to operate at a deficient level in 2026. However, additional mitigations may be necessary to accommodate the additional project trips in 2040. Fehr & Peers recommends placing a signal at SR-158 / SR-162 when warranted.



Appendix

Traffic Counts

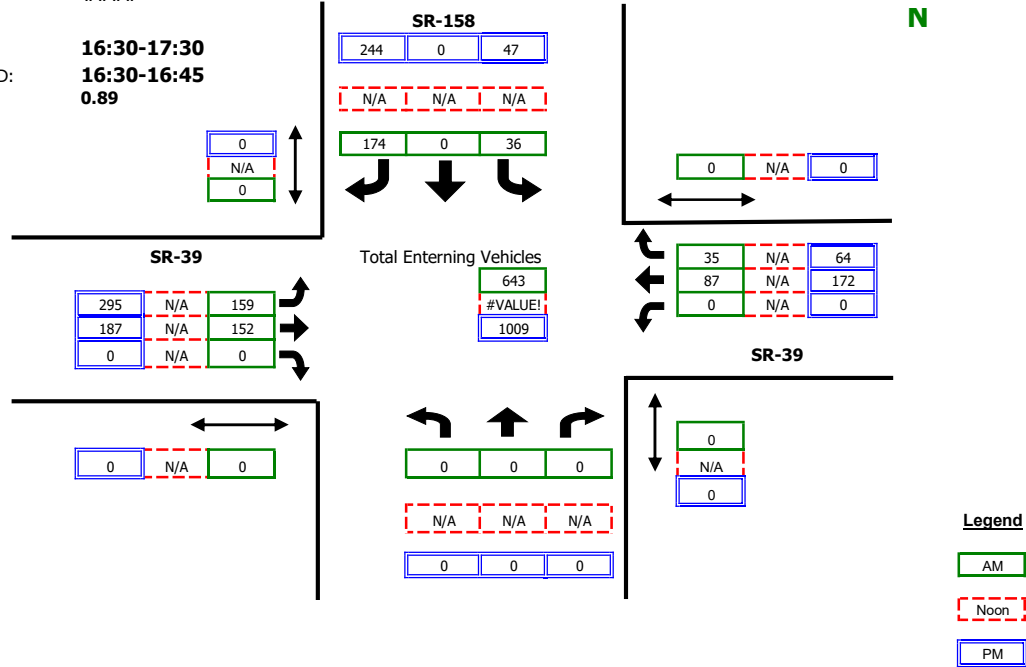
Intersection Turning Movement Summary

| | | | |
|-----------------------|---------------------|----------------------------------|---------------------|
| Intersection: | SR-158/SR-39 | Date: | 3-18-21, Thu |
| North/South: | SR-158 | Day of Week Adjustment: | 100.0% |
| East/West: | SR-39 | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Huntsville | Adjustment Station #: | |
| Project Title: | Snowbasin | Growth Rate: | 0.0% |
| Project No: | UT21-2268 | Number of Years: | 0 |
| Weather: | | | |

AM PEAK HOUR PERIOD: **8:45-9:45**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.88**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.89**



| RAW COUNT SUMMARIES | SR-158 Northbound | | | | SR-158 Southbound | | | | SR-39 Eastbound | | | | SR-39 Westbound | | | |
|---------------------|-------------------|------|-------|------|-------------------|------|-------|------|-----------------|------|-------|------|-----------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |

| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 3 | 0 | 42 | 0 | 53 | 26 | 0 | 0 | 0 | 29 | 4 | 0 | 157 |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 4 | 0 | 47 | 0 | 45 | 21 | 0 | 0 | 0 | 21 | 4 | 0 | 142 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 10 | 0 | 56 | 0 | 44 | 31 | 0 | 0 | 0 | 20 | 2 | 0 | 163 |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 8 | 0 | 44 | 0 | 52 | 35 | 0 | 0 | 0 | 25 | 7 | 0 | 171 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 14 | 0 | 41 | 0 | 39 | 37 | 0 | 0 | 0 | 16 | 7 | 0 | 154 |
| 9:00-9:15 | 0 | 0 | 0 | 0 | 5 | 0 | 37 | 0 | 36 | 34 | 0 | 0 | 0 | 19 | 4 | 0 | 135 |
| 9:15-9:30 | 0 | 0 | 0 | 0 | 12 | 0 | 49 | 0 | 45 | 39 | 0 | 0 | 0 | 24 | 13 | 0 | 182 |
| 9:30-9:45 | 0 | 0 | 0 | 0 | 5 | 0 | 47 | 0 | 39 | 42 | 0 | 0 | 0 | 28 | 11 | 0 | 172 |

| NOON PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45-14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 11 | 0 | 67 | 0 | 57 | 45 | 0 | 0 | 0 | 49 | 6 | 0 | 235 |
| 15:45-16:00 | 0 | 0 | 0 | 0 | 11 | 0 | 69 | 0 | 58 | 33 | 0 | 0 | 0 | 36 | 10 | 0 | 217 |
| 16:00-16:15 | 0 | 0 | 0 | 0 | 7 | 0 | 49 | 0 | 56 | 31 | 0 | 0 | 0 | 39 | 11 | 0 | 193 |
| 16:15-16:30 | 0 | 0 | 0 | 0 | 10 | 0 | 62 | 0 | 75 | 34 | 0 | 0 | 0 | 50 | 13 | 0 | 244 |
| 16:30-16:45 | 0 | 0 | 0 | 0 | 10 | 0 | 62 | 0 | 78 | 41 | 0 | 0 | 0 | 56 | 35 | 0 | 282 |
| 16:45-17:00 | 0 | 0 | 0 | 0 | 12 | 0 | 56 | 0 | 67 | 42 | 0 | 0 | 0 | 42 | 11 | 0 | 230 |
| 17:00-17:15 | 0 | 0 | 0 | 0 | 11 | 0 | 55 | 0 | 55 | 55 | 0 | 0 | 0 | 41 | 10 | 0 | 227 |
| 17:15-17:30 | 0 | 0 | 0 | 0 | 14 | 0 | 71 | 0 | 95 | 49 | 0 | 0 | 0 | 33 | 8 | 0 | 270 |

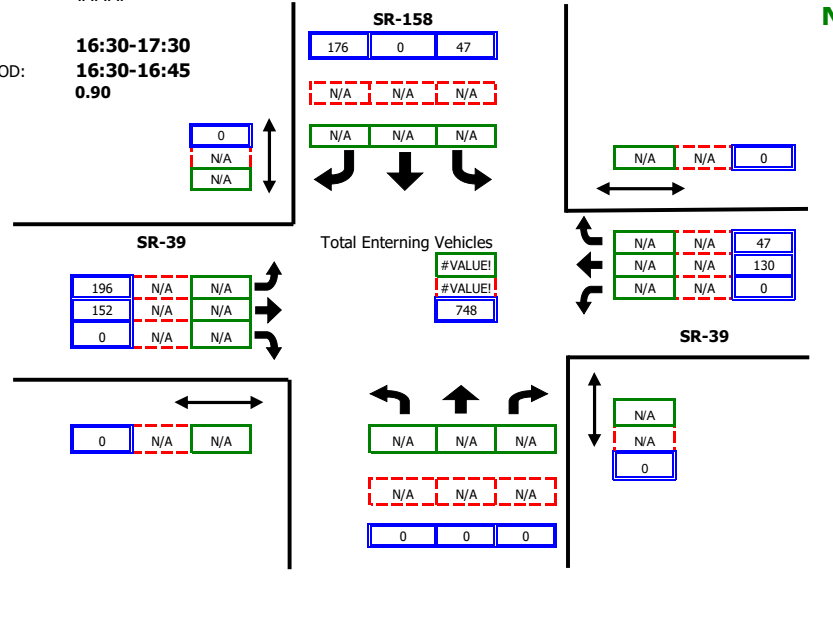
Intersection Turning Movement Summary

| | | | |
|-----------------------|---------------------|----------------------------------|-------------|
| Intersection: | SR-158/SR-39 | Date: | 9-9-21, Thu |
| | North/South: SR-158 | Day of Week Adjustment: | 100.0% |
| | East/West: SR-39 | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD:
 AM PEAK 15 MINUTE PERIOD:
 AM PHF: #####

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: #####

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.90**



| RAW COUNT SUMMARIES | SR-158 Northbound | | | | SR-158 Southbound | | | | SR-39 Eastbound | | | | SR-39 Westbound | | | |
|---------------------|-------------------|------|-------|------|-------------------|------|-------|------|-----------------|------|-------|------|-----------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 196 | N/A | N/A | | 176 | 0 | 47 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| | 152 | N/A | N/A | | N/A | N/A | N/A | | N/A | N/A | N/A | | N/A | N/A | N/A | |
| | 0 | N/A | N/A | | N/A | N/A | N/A | | 0 | 0 | 0 | | 0 | 0 | 0 | |

| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00-9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15-9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| NOON PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|---|----|---|----|----|---|---|---|----|----|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 9 | 0 | 46 | 0 | 36 | 26 | 0 | 0 | 0 | 45 | 8 | 0 | 170 |
| 15:45-14:00 | 0 | 0 | 0 | 0 | 9 | 0 | 37 | 0 | 50 | 43 | 0 | 0 | 0 | 30 | 15 | 0 | 184 |

| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 9 | 0 | 46 | 0 | 36 | 26 | 0 | 0 | 0 | 45 | 8 | 0 | 170 |
| 15:45-16:00 | 0 | 0 | 0 | 0 | 9 | 0 | 37 | 0 | 50 | 43 | 0 | 0 | 0 | 30 | 15 | 0 | 184 |
| 16:00-16:15 | 0 | 0 | 0 | 0 | 15 | 0 | 49 | 0 | 35 | 36 | 0 | 0 | 0 | 31 | 17 | 0 | 183 |
| 16:15-16:30 | 0 | 0 | 0 | 0 | 9 | 0 | 49 | 0 | 38 | 32 | 0 | 0 | 0 | 34 | 16 | 0 | 178 |
| 16:30-16:45 | 0 | 0 | 0 | 0 | 16 | 0 | 55 | 0 | 55 | 40 | 0 | 0 | 0 | 33 | 9 | 0 | 208 |
| 16:45-17:00 | 0 | 0 | 0 | 0 | 14 | 0 | 42 | 0 | 29 | 31 | 0 | 0 | 0 | 30 | 11 | 0 | 157 |
| 17:00-17:15 | 0 | 0 | 0 | 0 | 7 | 0 | 34 | 0 | 56 | 34 | 0 | 0 | 0 | 36 | 13 | 0 | 180 |
| 17:15-17:30 | 0 | 0 | 0 | 0 | 10 | 0 | 45 | 0 | 56 | 47 | 0 | 0 | 0 | 31 | 14 | 0 | 203 |
| 17:30-17:45 | 0 | 0 | 0 | 0 | 15 | 0 | 42 | 0 | 52 | 58 | 0 | 0 | 0 | 33 | 16 | 0 | 216 |
| 17:45-18:00 | 0 | 0 | 0 | 0 | 11 | 0 | 24 | 0 | 50 | 49 | 0 | 0 | 0 | 28 | 8 | 0 | 170 |

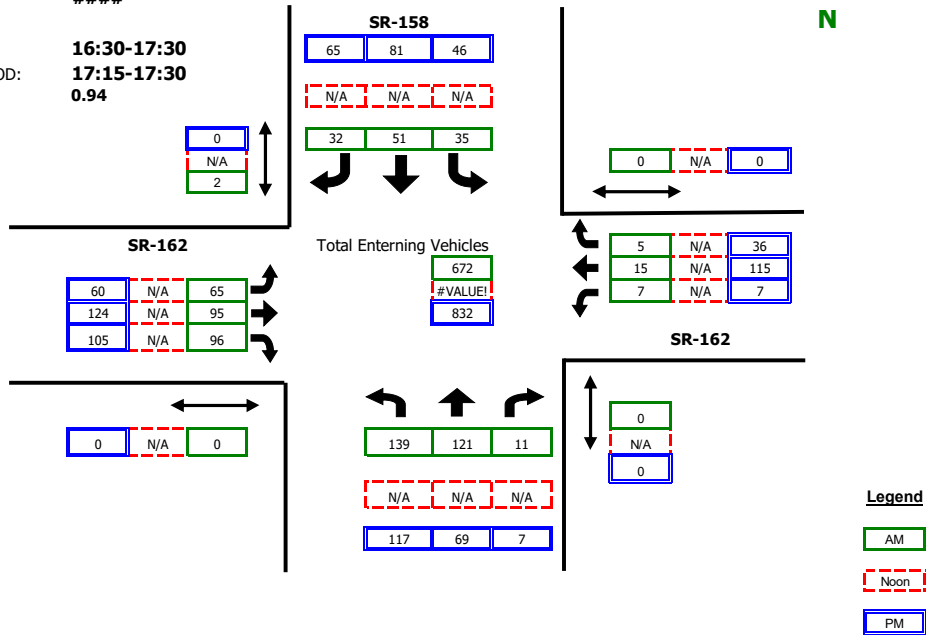
Intersection Turning Movement Summary

| | | | |
|-----------------------|---------------|----------------------------------|-------------|
| Intersection: | SR-158/SR-162 | Date: | 9-9-21, Thu |
| North/South: | SR-158 | Day of Week Adjustment: | 100.0% |
| East/West: | SR-162 | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.81**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:15-17:30**
 PM PHF: **0.94**



| RAW COUNT SUMMARIES | SR-158 Northbound | | | | SR-158 Southbound | | | | SR-162 Eastbound | | | | SR-162 Westbound | | | |
|---------------------|-------------------|------|-------|------|-------------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|----|----|---|---|----|----|----|---|----|----|----|---|---|----|---|---|-------|
| 7:00-7:15 | 10 | 11 | 1 | 0 | 2 | 31 | 9 | 2 | 12 | 10 | 22 | 0 | 2 | 12 | 6 | 0 | 128 |
| 7:15-7:30 | 8 | 9 | 0 | 0 | 6 | 23 | 7 | 0 | 8 | 11 | 44 | 0 | 1 | 25 | 5 | 0 | 147 |
| 7:30-7:45 | 21 | 21 | 1 | 0 | 6 | 12 | 10 | 3 | 10 | 24 | 29 | 2 | 2 | 30 | 6 | 0 | 172 |
| 7:45-8:00 | 25 | 27 | 1 | 0 | 9 | 18 | 12 | 0 | 28 | 20 | 21 | 0 | 1 | 26 | 7 | 0 | 195 |
| 8:00-8:15 | 18 | 27 | 6 | 0 | 5 | 11 | 4 | 0 | 16 | 23 | 19 | 0 | 2 | 4 | 2 | 0 | 137 |
| 8:15-8:30 | 17 | 29 | 3 | 0 | 4 | 20 | 6 | 0 | 20 | 13 | 28 | 0 | 3 | 1 | 0 | 0 | 144 |
| 8:30-8:45 | 34 | 28 | 2 | 0 | 22 | 12 | 8 | 1 | 12 | 36 | 24 | 0 | 2 | 2 | 2 | 0 | 184 |
| 8:45-9:00 | 70 | 37 | 0 | 0 | 4 | 8 | 14 | 1 | 17 | 23 | 25 | 0 | 0 | 8 | 1 | 0 | 207 |
| 9:00-9:15 | 25 | 22 | 6 | 0 | 6 | 19 | 9 | 0 | 12 | 27 | 29 | 0 | 2 | 3 | 2 | 0 | 162 |
| 9:15-9:30 | 25 | 24 | 1 | 0 | 5 | 17 | 8 | 1 | 11 | 16 | 43 | 0 | 0 | 2 | 0 | 0 | 152 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|----|---|---|----|----|----|---|----|----|----|---|---|----|----|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 23 | 21 | 0 | 0 | 14 | 23 | 17 | 0 | 10 | 22 | 17 | 0 | 5 | 22 | 13 | 0 | 187 |
| 15:45-14:00 | 22 | 22 | 4 | 0 | 9 | 27 | 7 | 0 | 14 | 27 | 17 | 0 | 2 | 26 | 21 | 0 | 198 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|----|---|---|----|----|----|---|----|----|----|---|---|----|----|---|-------|
| 15:30-15:45 | 23 | 21 | 0 | 0 | 14 | 23 | 17 | 0 | 10 | 22 | 17 | 0 | 5 | 22 | 13 | 0 | 187 |
| 15:45-16:00 | 22 | 22 | 4 | 0 | 9 | 27 | 7 | 0 | 14 | 27 | 17 | 0 | 2 | 26 | 21 | 0 | 198 |
| 16:00-16:15 | 30 | 9 | 2 | 0 | 14 | 25 | 25 | 0 | 16 | 30 | 32 | 0 | 3 | 38 | 18 | 0 | 242 |
| 16:15-16:30 | 33 | 21 | 0 | 0 | 11 | 24 | 15 | 0 | 14 | 26 | 34 | 0 | 1 | 28 | 11 | 0 | 218 |
| 16:30-16:45 | 25 | 12 | 2 | 0 | 11 | 18 | 14 | 0 | 18 | 35 | 36 | 0 | 0 | 33 | 10 | 0 | 214 |
| 16:45-17:00 | 28 | 24 | 2 | 0 | 11 | 13 | 19 | 0 | 11 | 33 | 27 | 0 | 1 | 29 | 9 | 0 | 207 |
| 17:00-17:15 | 23 | 10 | 1 | 0 | 8 | 27 | 15 | 0 | 13 | 27 | 19 | 0 | 4 | 31 | 11 | 0 | 189 |
| 17:15-17:30 | 41 | 23 | 2 | 0 | 16 | 23 | 17 | 0 | 18 | 29 | 23 | 0 | 2 | 22 | 6 | 0 | 222 |
| 17:30-17:45 | 28 | 25 | 1 | 0 | 11 | 22 | 15 | 1 | 12 | 25 | 20 | 0 | 0 | 19 | 6 | 0 | 184 |
| 17:45-18:00 | 30 | 17 | 5 | 0 | 18 | 13 | 8 | 0 | 12 | 31 | 10 | 0 | 2 | 22 | 12 | 0 | 180 |

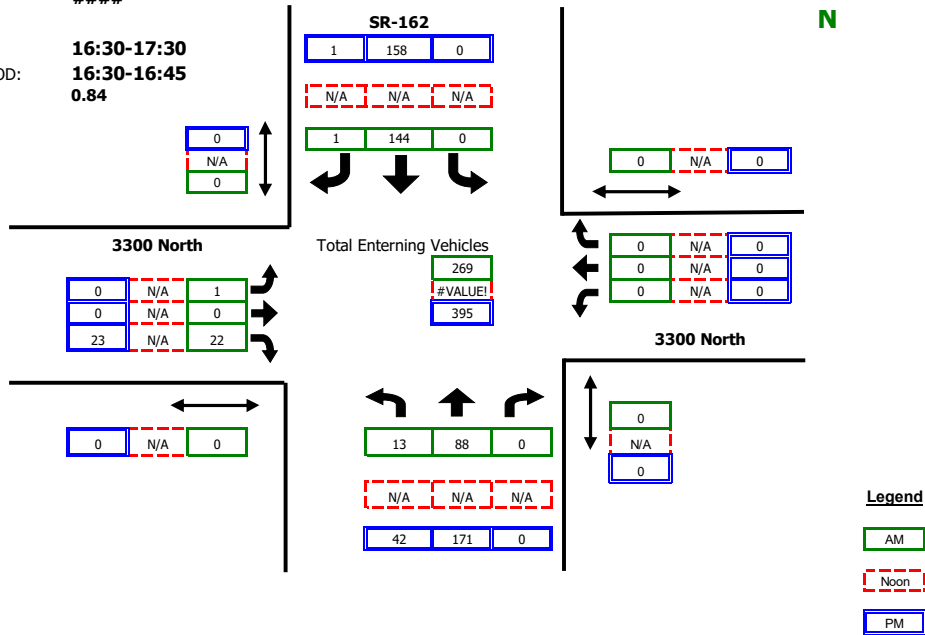
Intersection Turning Movement Summary

| | | | |
|-----------------------|-------------------|----------------------------------|-------------|
| Intersection: | SR-162/3300 North | Date: | 9-9-21, Thu |
| North/South: | SR-162 | Day of Week Adjustment: | 100.0% |
| East/West: | 3300 North | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.87**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.84**



| RAW COUNT SUMMARIES | SR-162 Northbound | | | | SR-162 Southbound | | | | 3300 North Eastbound | | | | 3300 North Westbound | | | | |
|---------------------|-------------------|------|-------|------|-------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| | 0 | N/A | 1 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | |
| | 23 | N/A | 22 | | 42 | 171 | 0 | | 13 | 88 | 0 | | 0 | N/A | 0 | | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|----|---|---|---|----|---|---|---|---|----|---|---|---|---|---|-------|
| 7:00-7:15 | 4 | 21 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 44 |
| 7:15-7:30 | 5 | 27 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 68 |
| 7:30-7:45 | 4 | 22 | 0 | 0 | 0 | 35 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 70 |
| 7:45-8:00 | 8 | 25 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 70 |
| 8:00-8:15 | 3 | 24 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 61 |
| 8:15-8:30 | 4 | 19 | 0 | 0 | 0 | 37 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 71 |
| 8:30-8:45 | 2 | 17 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 60 |
| 8:45-9:00 | 4 | 28 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 77 |
| 9:00-9:15 | 2 | 17 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 44 |
| 9:15-9:30 | 5 | 16 | 1 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 53 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|----|---|---|---|----|---|---|---|---|----|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 9 | 37 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 83 |
| 15:45-14:00 | 7 | 34 | 0 | 0 | 2 | 42 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 2 | 0 | 100 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|----|---|---|---|----|---|---|---|---|----|---|---|---|---|---|-------|
| 15:30-15:45 | 9 | 37 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 83 |
| 15:45-16:00 | 7 | 34 | 0 | 0 | 2 | 42 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 2 | 0 | 100 |
| 16:00-16:15 | 8 | 38 | 0 | 0 | 1 | 38 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 96 |
| 16:15-16:30 | 5 | 40 | 0 | 0 | 0 | 31 | 1 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 84 |
| 16:30-16:45 | 14 | 52 | 0 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 118 |
| 16:45-17:00 | 12 | 28 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 78 |
| 17:00-17:15 | 9 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 99 |
| 17:15-17:30 | 7 | 41 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 100 |
| 17:30-17:45 | 3 | 36 | 0 | 0 | 0 | 32 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 80 |
| 17:45-18:00 | 8 | 32 | 0 | 0 | 0 | 29 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 75 |

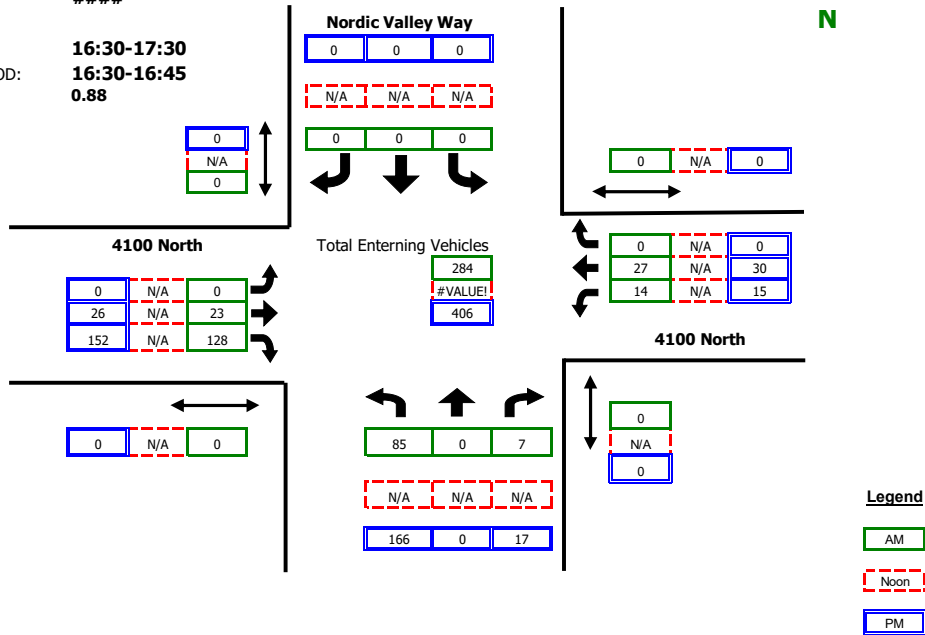
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|-------------|
| Intersection: | Nordic Valley Way/4100 North North/South: Nordic Valley Way East/West: 4100 North | Date: | 9-9-21, Thu |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.83**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.88**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | 4100 North Eastbound | | | | 4100 North Westbound | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 0 | N/A | 0 | | 0 | 0 | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 26 | N/A | 23 | | 85 | 0 | 7 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 152 | N/A | 128 | | 166 | 0 | 17 | | 0 | N/A | 0 | | 0 | N/A | 0 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|----|---|---|---|---|---|---|---|---|---|----|---|---|----|---|---|-------|
| 7:00-7:15 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 3 | 11 | 0 | 0 | 53 |
| 7:15-7:30 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 2 | 12 | 0 | 0 | 69 |
| 7:30-7:45 | 28 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 31 | 0 | 6 | 11 | 0 | 0 | 81 |
| 7:45-8:00 | 19 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 0 | 1 | 8 | 0 | 0 | 65 |
| 8:00-8:15 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 0 | 2 | 4 | 0 | 0 | 61 |
| 8:15-8:30 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 33 | 0 | 5 | 7 | 0 | 0 | 73 |
| 8:30-8:45 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 0 | 2 | 10 | 0 | 0 | 64 |
| 8:45-9:00 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 39 | 0 | 5 | 6 | 0 | 0 | 86 |
| 9:00-9:15 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 2 | 4 | 0 | 0 | 52 |
| 9:15-9:30 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 18 | 0 | 3 | 4 | 0 | 0 | 47 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|---|---|---|---|---|---|---|---|----|----|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 37 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 0 | 3 | 8 | 0 | 0 | 86 |
| 15:45-14:00 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 45 | 0 | 3 | 4 | 0 | 0 | 90 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|---|---|---|---|---|---|---|---|----|----|---|---|----|---|---|-------|
| 15:30-15:45 | 37 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 0 | 3 | 8 | 0 | 0 | 86 |
| 15:45-16:00 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 45 | 0 | 3 | 4 | 0 | 0 | 90 |
| 16:00-16:15 | 33 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 33 | 0 | 1 | 5 | 0 | 0 | 82 |
| 16:15-16:30 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 38 | 0 | 3 | 10 | 0 | 0 | 92 |
| 16:30-16:45 | 49 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 39 | 0 | 5 | 11 | 0 | 0 | 116 |
| 16:45-17:00 | 32 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 31 | 0 | 7 | 5 | 0 | 0 | 85 |
| 17:00-17:15 | 44 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 40 | 0 | 2 | 7 | 0 | 0 | 102 |
| 17:15-17:30 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 42 | 0 | 1 | 7 | 0 | 0 | 103 |
| 17:30-17:45 | 37 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 31 | 0 | 2 | 4 | 0 | 0 | 88 |
| 17:45-18:00 | 27 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 32 | 0 | 4 | 4 | 0 | 0 | 80 |

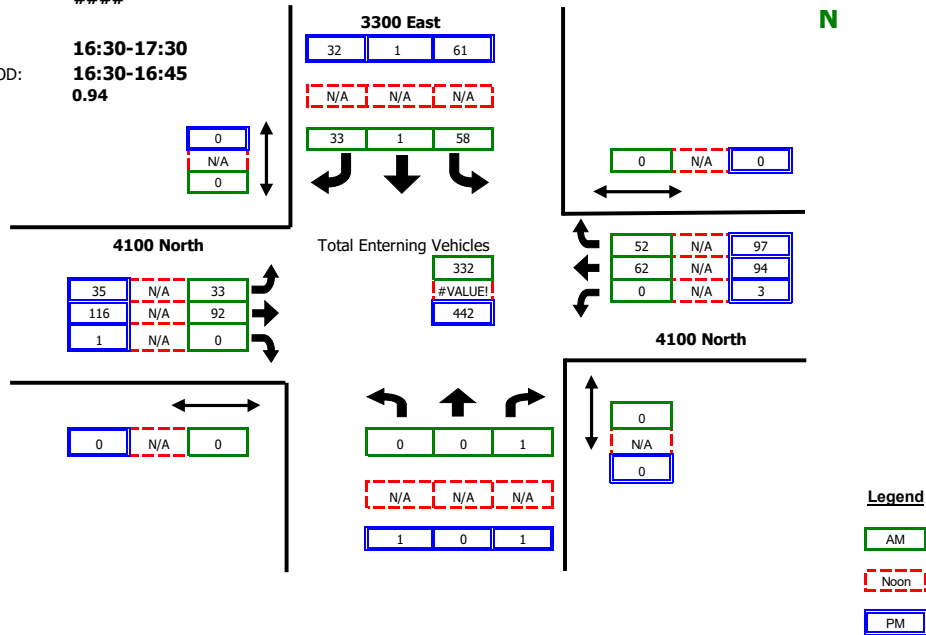
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|-------------|
| Intersection: | 3300 East/4100 North North/South: 3300 East East/West: 4100 North | Date: | 9-9-21, Thu |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.87**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.94**



| RAW COUNT SUMMARIES | 3300 East Northbound | | | | 3300 East Southbound | | | | 4100 North Eastbound | | | | 4100 North Westbound | | | |
|---------------------|----------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| 7:00-7:15 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 1 | 11 | 0 | 0 | 0 | 24 | 9 | 0 | 67 |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 16 | 0 | 18 | 0 | 2 | 10 | 1 | 0 | 0 | 39 | 4 | 0 | 90 |
| 7:30-7:45 | 0 | 0 | 4 | 0 | 18 | 1 | 13 | 0 | 2 | 12 | 0 | 0 | 0 | 30 | 10 | 0 | 90 |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 4 | 19 | 0 | 0 | 1 | 18 | 7 | 0 | 70 |
| 8:00-8:15 | 0 | 0 | 1 | 0 | 9 | 1 | 12 | 0 | 5 | 22 | 0 | 0 | 0 | 16 | 14 | 0 | 80 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 20 | 0 | 2 | 0 | 10 | 17 | 0 | 0 | 0 | 17 | 10 | 0 | 76 |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 13 | 0 | 8 | 0 | 13 | 22 | 0 | 0 | 0 | 12 | 13 | 0 | 81 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 0 | 5 | 31 | 0 | 0 | 0 | 17 | 15 | 0 | 95 |
| 9:00-9:15 | 1 | 0 | 0 | 0 | 13 | 0 | 6 | 0 | 4 | 13 | 0 | 0 | 0 | 14 | 9 | 0 | 60 |
| 9:15-9:30 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 8 | 13 | 0 | 0 | 0 | 5 | 10 | 0 | 48 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|----|---|---|---|---|----|---|---|---|----|----|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 1 | 0 | 1 | 0 | 10 | 0 | 3 | 0 | 7 | 25 | 1 | 1 | 0 | 28 | 17 | 0 | 93 |
| 15:45-14:00 | 0 | 0 | 1 | 0 | 20 | 0 | 4 | 0 | 6 | 33 | 0 | 0 | 1 | 13 | 12 | 0 | 90 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| 15:30-15:45 | 1 | 0 | 1 | 0 | 10 | 0 | 3 | 0 | 7 | 25 | 1 | 1 | 0 | 28 | 17 | 0 | 93 |
| 15:45-16:00 | 0 | 0 | 1 | 0 | 20 | 0 | 4 | 0 | 6 | 33 | 0 | 0 | 1 | 13 | 12 | 0 | 90 |
| 16:00-16:15 | 0 | 0 | 0 | 0 | 21 | 1 | 9 | 0 | 11 | 18 | 0 | 0 | 2 | 24 | 13 | 0 | 99 |
| 16:15-16:30 | 0 | 0 | 1 | 0 | 20 | 0 | 6 | 0 | 8 | 23 | 0 | 0 | 0 | 19 | 22 | 0 | 99 |
| 16:30-16:45 | 0 | 0 | 0 | 0 | 18 | 0 | 5 | 0 | 5 | 28 | 1 | 0 | 0 | 29 | 32 | 0 | 118 |
| 16:45-17:00 | 0 | 0 | 0 | 0 | 17 | 0 | 6 | 0 | 8 | 22 | 0 | 0 | 1 | 16 | 19 | 0 | 89 |
| 17:00-17:15 | 1 | 0 | 0 | 0 | 13 | 0 | 12 | 0 | 10 | 29 | 0 | 0 | 1 | 27 | 24 | 0 | 117 |
| 17:15-17:30 | 0 | 0 | 1 | 0 | 13 | 1 | 9 | 0 | 12 | 37 | 0 | 0 | 1 | 22 | 22 | 0 | 118 |
| 17:30-17:45 | 0 | 0 | 1 | 0 | 18 | 0 | 3 | 0 | 10 | 25 | 0 | 0 | 0 | 22 | 22 | 0 | 101 |
| 17:45-18:00 | 0 | 1 | 0 | 0 | 18 | 0 | 3 | 0 | 19 | 25 | 3 | 0 | 0 | 12 | 16 | 0 | 97 |

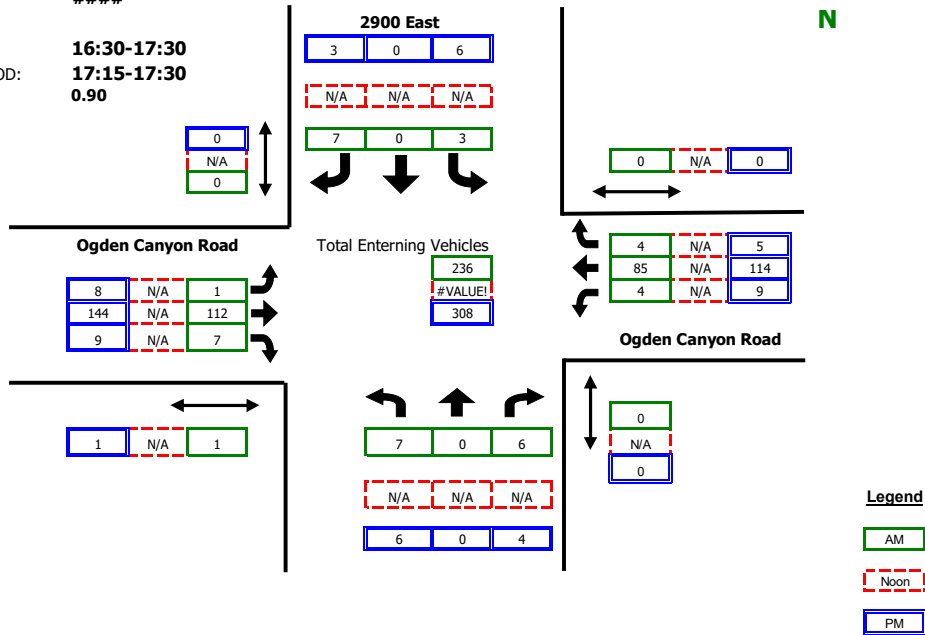
Intersection Turning Movement Summary

| | | | |
|-----------------------|------------------------------|----------------------------------|-------------|
| Intersection: | 2900 East/Ogden Canyon Road | Date: | 9-9-21, Thu |
| | North/South: 2900 East | Day of Week Adjustment: | 100.0% |
| | East/West: Ogden Canyon Road | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **17:15-17:30**
 PM PHF: **0.90**



| RAW COUNT SUMMARIES | 2900 East Northbound | | | | 2900 East Southbound | | | | Ogden Canyon Road Eastbound | | | | Ogden Canyon Road Westbound | | | |
|---------------------|----------------------|------|-------|------|----------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|---|-------|
| 7:00-7:15 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 0 | 38 | 1 | 0 | 57 |
| 7:15-7:30 | 5 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 2 | 52 | 1 | 0 | 75 |
| 7:30-7:45 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 40 | 1 | 0 | 58 |
| 7:45-8:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 1 | 0 | 2 | 25 | 1 | 0 | 51 |
| 8:00-8:15 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 25 | 2 | 0 | 1 | 25 | 2 | 0 | 61 |
| 8:15-8:30 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 2 | 0 | 0 | 17 | 0 | 0 | 44 |
| 8:30-8:45 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 33 | 2 | 0 | 2 | 16 | 0 | 0 | 57 |
| 8:45-9:00 | 4 | 0 | 2 | 0 | 1 | 0 | 4 | 0 | 0 | 32 | 1 | 1 | 1 | 27 | 2 | 0 | 74 |
| 9:00-9:15 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 16 | 2 | 0 | 0 | 19 | 1 | 0 | 44 |
| 9:15-9:30 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 17 | 2 | 0 | 0 | 4 | 1 | 0 | 27 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 0 | 3 | 27 | 1 | 0 | 65 |
| 15:45-14:00 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 38 | 5 | 0 | 2 | 17 | 0 | 0 | 66 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|---|-------|
| 15:30-15:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 0 | 3 | 27 | 1 | 0 | 65 |
| 15:45-16:00 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 38 | 5 | 0 | 2 | 17 | 0 | 0 | 66 |
| 16:00-16:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 32 | 1 | 0 | 0 | 33 | 0 | 0 | 70 |
| 16:15-16:30 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 25 | 2 | 0 | 1 | 20 | 2 | 0 | 57 |
| 16:30-16:45 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 35 | 2 | 1 | 1 | 30 | 1 | 0 | 77 |
| 16:45-17:00 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 25 | 4 | 0 | 1 | 23 | 0 | 0 | 61 |
| 17:00-17:15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 1 | 0 | 2 | 36 | 1 | 0 | 84 |
| 17:15-17:30 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 46 | 2 | 0 | 5 | 25 | 3 | 0 | 86 |
| 17:30-17:45 | 2 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 2 | 36 | 0 | 0 | 1 | 23 | 0 | 0 | 70 |
| 17:45-18:00 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 36 | 1 | 0 | 0 | 11 | 1 | 0 | 55 |

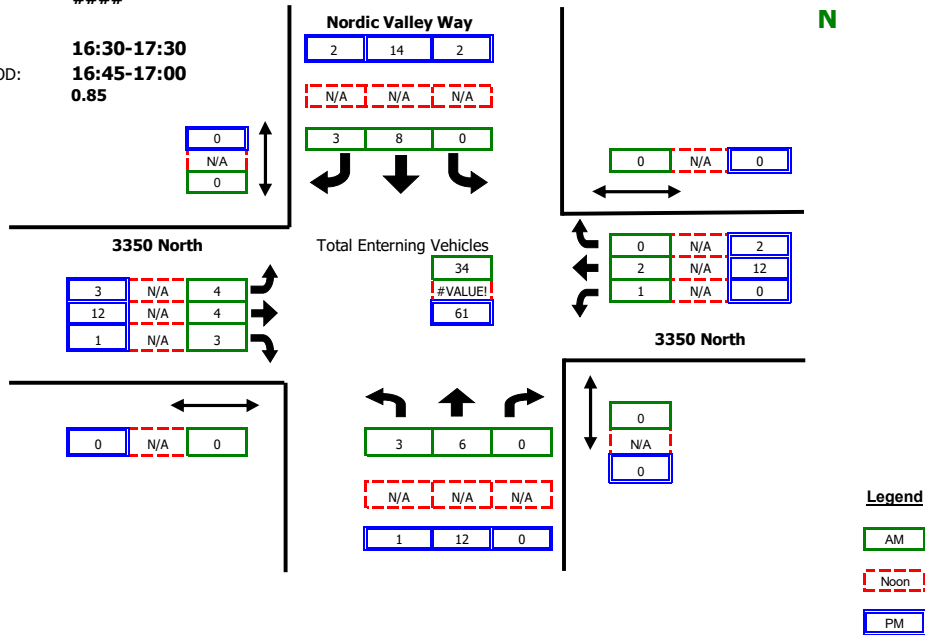
Intersection Turning Movement Summary

| | | | |
|-----------------------|------------------------------|----------------------------------|-------------|
| Intersection: | Nordic Valley Way/3350 North | Date: | 9-9-21, Thu |
| North/South: | Nordic Valley Way | Day of Week Adjustment: | 100.0% |
| East/West: | 3350 North | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
 AM PHF: **0.85**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.85**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | 3350 North Eastbound | | | | 3350 North Westbound | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 7:00-7:15 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 13 |
| 7:15-7:30 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 12 |
| 7:30-7:45 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:45-8:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 8:00-8:15 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 10 |
| 8:15-8:30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 8:30-8:45 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 8:45-9:00 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 9:00-9:15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 9:15-9:30 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 20 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 1 | 0 | 14 |
| 15:45-14:00 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 13 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 15:30-15:45 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 2 | 1 | 0 | 14 |
| 15:45-16:00 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 13 |
| 16:00-16:15 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 8 |
| 16:15-16:30 | 2 | 1 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 17 |
| 16:30-16:45 | 1 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 14 |
| 16:45-17:00 | 0 | 6 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 18 |
| 17:00-17:15 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 12 |
| 17:15-17:30 | 0 | 1 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 0 | 17 |
| 17:30-17:45 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |
| 17:45-18:00 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 15 |

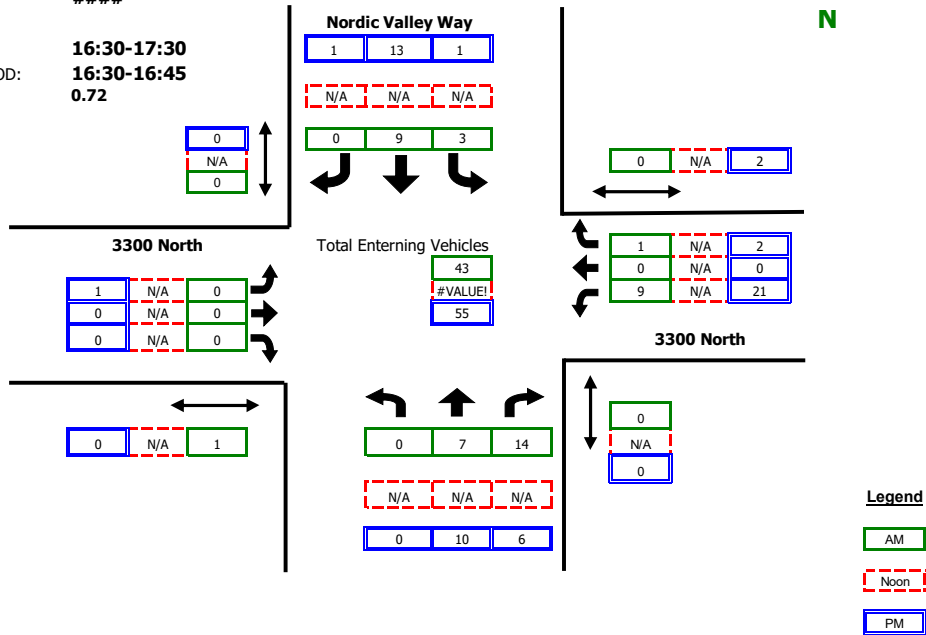
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|-------------|
| Intersection: | Nordic Valley Way/3300 North North/South: Nordic Valley Way East/West: 3300 North | Date: | 9-9-21, Thu |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
 AM PHF: **0.72**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.72**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | 3300 North Eastbound | | | | 3300 North Westbound | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 1 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 1 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 7:00-7:15 | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 11 |
| 7:15-7:30 | 0 | 7 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 14 |
| 7:30-7:45 | 0 | 2 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 7:45-8:00 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 12 |
| 8:00-8:15 | 0 | 2 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 15 |
| 8:15-8:30 | 0 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 |
| 8:30-8:45 | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| 8:45-9:00 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 9 |
| 9:00-9:15 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 8 |
| 9:15-9:30 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 12 |
| 15:45-14:00 | 0 | 1 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 14 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 15:30-15:45 | 0 | 2 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 12 |
| 15:45-16:00 | 0 | 1 | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 14 |
| 16:00-16:15 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 0 | 14 |
| 16:15-16:30 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 13 |
| 16:30-16:45 | 0 | 4 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 19 |
| 16:45-17:00 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 15 |
| 17:00-17:15 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 9 |
| 17:15-17:30 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 12 |
| 17:30-17:45 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 17:45-18:00 | 0 | 4 | 1 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 17 |

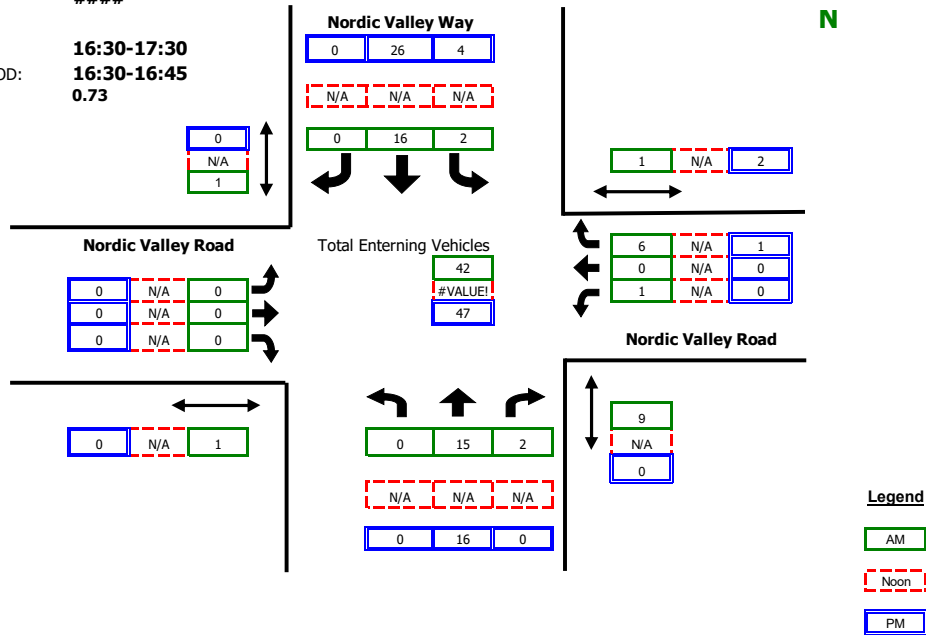
Intersection Turning Movement Summary

| | | | |
|-----------------------|--------------------------------------|----------------------------------|-------------|
| Intersection: | Nordic Valley Way/Nordic Valley Road | Date: | 9-9-21, Thu |
| North/South: | Nordic Valley Way | Day of Week Adjustment: | 100.0% |
| East/West: | Nordic Valley Road | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
 AM PHF: **0.70**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:30-17:30**
 PM PEAK 15 MINUTE PERIOD: **16:30-16:45**
 PM PHF: **0.73**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | Nordic Valley Road Eastbound | | | | Nordic Valley Road Westbound | | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|------------------------------|------|-------|------|------------------------------|------|-------|------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 7:00-7:15 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 |
| 7:15-7:30 | 0 | 3 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 13 |
| 7:30-7:45 | 0 | 5 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 7:45-8:00 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 11 |
| 8:00-8:15 | 0 | 6 | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 15 |
| 8:15-8:30 | 0 | 4 | 2 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 14 |
| 8:30-8:45 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 |
| 9:00-9:15 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 9:15-9:30 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 4 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 10 |
| 15:45-14:00 | 0 | 5 | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 15:30-15:45 | 0 | 4 | 0 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 10 |
| 15:45-16:00 | 0 | 5 | 1 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| 16:00-16:15 | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15-16:30 | 0 | 1 | 2 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 |
| 16:30-16:45 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45-17:00 | 0 | 6 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| 17:00-17:15 | 0 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 7 |
| 17:15-17:30 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 17:30-17:45 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 17:45-18:00 | 0 | 4 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |

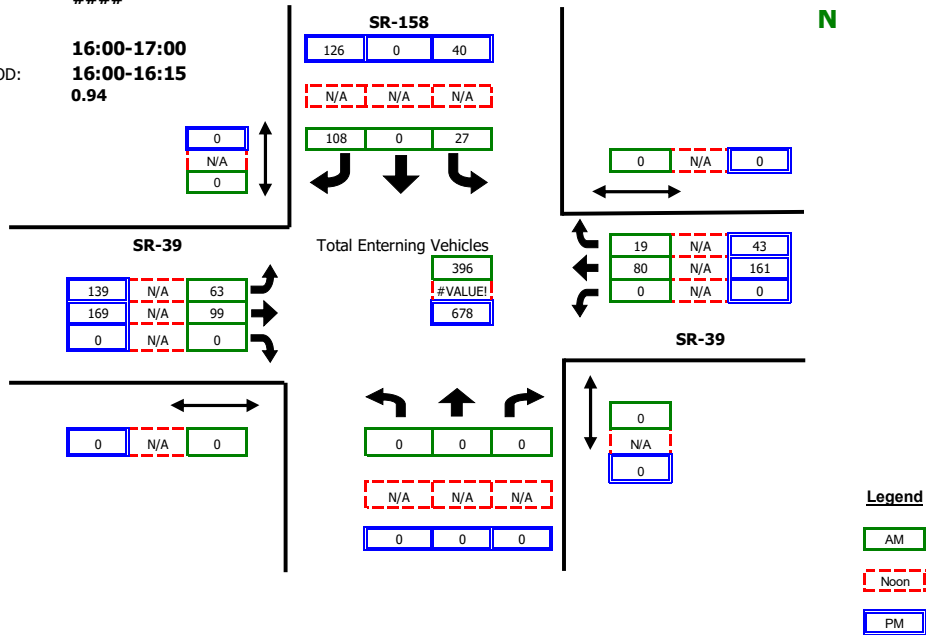
Intersection Turning Movement Summary

| | | | |
|-----------------------|---------------|----------------------------------|--------------|
| Intersection: | SR-158/SR-39 | Date: | 9-11-21, Sat |
| North/South: | SR-158 | Day of Week Adjustment: | 100.0% |
| East/West: | SR-39 | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.90**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.94**



| RAW COUNT SUMMARIES | SR-158 Northbound | | | | SR-158 Southbound | | | | SR-39 Eastbound | | | | SR-39 Westbound | | | |
|---------------------|-------------------|------|-------|------|-------------------|------|-------|------|-----------------|------|-------|------|-----------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 0 | N/A | 63 | | 139 | N/A | 63 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 99 | | 169 | N/A | 99 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|----|---|----|----|---|---|---|----|---|---|-------|
| 7:00-7:15 | 0 | 0 | 0 | 0 | 6 | 0 | 15 | 0 | 4 | 27 | 0 | 0 | 0 | 8 | 2 | 0 | 62 |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 4 | 0 | 15 | 0 | 9 | 20 | 0 | 0 | 0 | 13 | 5 | 0 | 66 |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 0 | 13 | 35 | 0 | 0 | 0 | 15 | 0 | 0 | 90 |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 5 | 0 | 12 | 0 | 10 | 26 | 0 | 0 | 0 | 17 | 6 | 0 | 76 |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 0 | 15 | 20 | 0 | 0 | 0 | 14 | 6 | 0 | 77 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 7 | 0 | 37 | 0 | 21 | 20 | 0 | 0 | 0 | 28 | 4 | 0 | 117 |
| 8:30-8:45 | 0 | 0 | 0 | 0 | 7 | 0 | 29 | 0 | 18 | 19 | 0 | 0 | 0 | 24 | 4 | 0 | 101 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 9 | 0 | 34 | 0 | 16 | 25 | 0 | 0 | 0 | 19 | 7 | 0 | 110 |
| 9:00-9:15 | 0 | 0 | 0 | 0 | 6 | 0 | 22 | 0 | 14 | 31 | 0 | 0 | 0 | 17 | 1 | 0 | 91 |
| 9:15-9:30 | 0 | 0 | 0 | 0 | 5 | 0 | 23 | 0 | 15 | 24 | 0 | 0 | 0 | 20 | 7 | 0 | 94 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 10 | 0 | 39 | 0 | 40 | 42 | 0 | 0 | 0 | 36 | 9 | 0 | 176 |
| 15:45-14:00 | 0 | 0 | 0 | 0 | 13 | 0 | 27 | 0 | 39 | 58 | 0 | 0 | 0 | 40 | 13 | 0 | 190 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| 15:00-15:15 | 0 | 0 | 0 | 0 | 10 | 0 | 39 | 0 | 40 | 42 | 0 | 0 | 0 | 36 | 9 | 0 | 176 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 13 | 0 | 27 | 0 | 39 | 58 | 0 | 0 | 0 | 40 | 13 | 0 | 190 |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 7 | 0 | 26 | 0 | 35 | 62 | 0 | 0 | 0 | 51 | 15 | 0 | 196 |
| 15:45-16:00 | 0 | 0 | 0 | 0 | 11 | 0 | 25 | 0 | 41 | 42 | 0 | 0 | 0 | 42 | 11 | 0 | 172 |
| 16:00-16:15 | 0 | 0 | 0 | 0 | 11 | 0 | 33 | 0 | 39 | 43 | 0 | 0 | 0 | 42 | 13 | 0 | 181 |
| 16:15-16:30 | 0 | 0 | 0 | 0 | 10 | 0 | 31 | 0 | 26 | 55 | 0 | 0 | 0 | 44 | 7 | 0 | 173 |
| 16:30-16:45 | 0 | 0 | 0 | 0 | 11 | 0 | 36 | 0 | 36 | 44 | 0 | 0 | 0 | 37 | 12 | 0 | 176 |
| 16:45-17:00 | 0 | 0 | 0 | 0 | 8 | 0 | 26 | 0 | 38 | 27 | 0 | 0 | 0 | 38 | 11 | 0 | 148 |
| 17:00-17:15 | 0 | 0 | 0 | 0 | 9 | 0 | 28 | 0 | 37 | 44 | 0 | 0 | 0 | 51 | 16 | 0 | 185 |
| 17:15-17:30 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 0 | 31 | 47 | 0 | 0 | 0 | 57 | 5 | 0 | 167 |

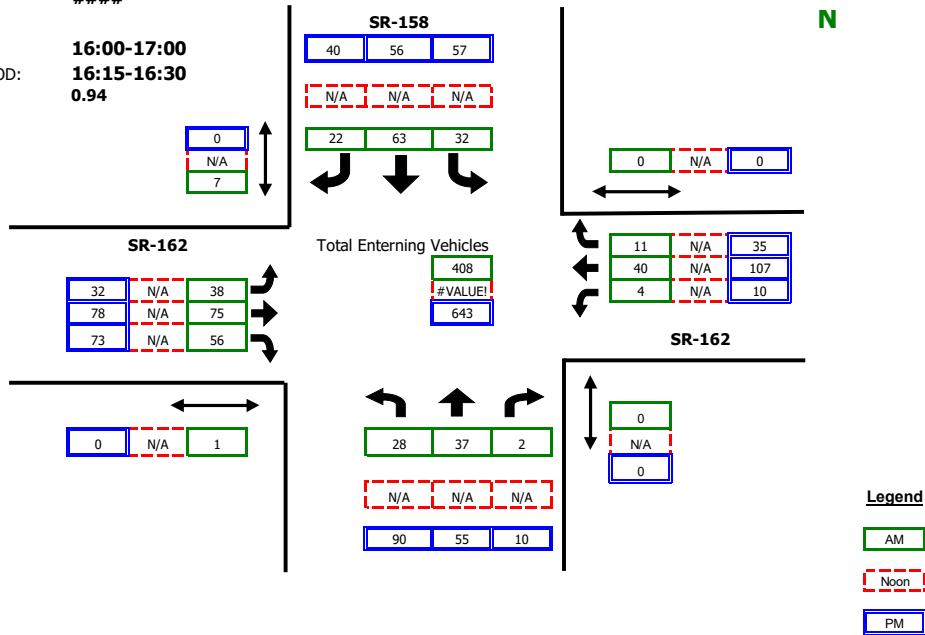
Intersection Turning Movement Summary

| | | | |
|-----------------------|---------------|----------------------------------|--------------|
| Intersection: | SR-158/SR-162 | Date: | 9-11-21, Sat |
| North/South: | SR-158 | Day of Week Adjustment: | 100.0% |
| East/West: | SR-162 | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.94**



| RAW COUNT SUMMARIES | SR-158 Northbound | | | | SR-158 Southbound | | | | SR-162 Eastbound | | | | SR-162 Westbound | | | | |
|---------------------|-------------------|------|-------|------|-------------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|----|----|---|---|----|----|---|---|----|----|----|---|---|----|---|---|-------|
| 7:00-7:15 | 0 | 5 | 2 | 0 | 2 | 2 | 4 | 1 | 1 | 8 | 8 | 1 | 0 | 9 | 3 | 0 | 44 |
| 7:15-7:30 | 3 | 6 | 0 | 0 | 2 | 7 | 4 | 2 | 4 | 11 | 7 | 0 | 2 | 8 | 5 | 0 | 59 |
| 7:30-7:45 | 2 | 5 | 1 | 0 | 1 | 11 | 3 | 0 | 2 | 16 | 12 | 0 | 0 | 3 | 4 | 0 | 60 |
| 7:45-8:00 | 5 | 3 | 2 | 0 | 2 | 3 | 4 | 0 | 3 | 7 | 8 | 0 | 0 | 7 | 0 | 0 | 44 |
| 8:00-8:15 | 13 | 10 | 1 | 0 | 2 | 8 | 9 | 0 | 1 | 7 | 12 | 0 | 0 | 5 | 7 | 0 | 75 |
| 8:15-8:30 | 10 | 10 | 0 | 0 | 7 | 18 | 3 | 1 | 2 | 8 | 20 | 0 | 1 | 8 | 3 | 0 | 90 |
| 8:30-8:45 | 9 | 8 | 0 | 0 | 3 | 17 | 8 | 1 | 12 | 17 | 12 | 0 | 0 | 8 | 1 | 0 | 95 |
| 8:45-9:00 | 10 | 11 | 2 | 0 | 13 | 17 | 9 | 1 | 8 | 29 | 18 | 1 | 3 | 4 | 3 | 0 | 127 |
| 9:00-9:15 | 5 | 7 | 0 | 0 | 11 | 15 | 3 | 2 | 8 | 13 | 11 | 0 | 0 | 11 | 6 | 0 | 90 |
| 9:15-9:30 | 4 | 11 | 0 | 0 | 5 | 14 | 2 | 3 | 10 | 16 | 15 | 0 | 1 | 17 | 1 | 0 | 96 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|----|---|---|----|----|---|---|----|----|----|---|---|----|----|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 21 | 20 | 4 | 0 | 3 | 11 | 6 | 0 | 10 | 22 | 19 | 0 | 3 | 15 | 9 | 0 | 143 |
| 15:45-14:00 | 29 | 10 | 2 | 0 | 10 | 13 | 6 | 0 | 6 | 14 | 19 | 0 | 4 | 15 | 17 | 0 | 145 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|----|---|---|----|----|----|---|----|----|----|---|---|----|----|---|-------|
| 15:00-15:15 | 21 | 20 | 4 | 0 | 3 | 11 | 6 | 0 | 10 | 22 | 19 | 0 | 3 | 15 | 9 | 0 | 143 |
| 15:15-15:30 | 29 | 10 | 2 | 0 | 10 | 13 | 6 | 0 | 6 | 14 | 19 | 0 | 4 | 15 | 17 | 0 | 145 |
| 15:30-15:45 | 24 | 18 | 2 | 0 | 16 | 12 | 6 | 1 | 12 | 13 | 9 | 0 | 6 | 19 | 6 | 1 | 143 |
| 15:45-16:00 | 22 | 16 | 4 | 0 | 15 | 8 | 11 | 2 | 9 | 36 | 15 | 2 | 4 | 25 | 7 | 0 | 172 |
| 16:00-16:15 | 22 | 16 | 4 | 0 | 12 | 16 | 12 | 0 | 4 | 14 | 24 | 0 | 1 | 22 | 6 | 0 | 153 |
| 16:15-16:30 | 23 | 12 | 0 | 0 | 20 | 17 | 8 | 0 | 8 | 24 | 13 | 0 | 2 | 33 | 11 | 0 | 171 |
| 16:30-16:45 | 26 | 9 | 2 | 0 | 11 | 13 | 9 | 0 | 15 | 15 | 14 | 0 | 4 | 33 | 7 | 0 | 158 |
| 16:45-17:00 | 19 | 18 | 4 | 0 | 14 | 10 | 11 | 0 | 5 | 25 | 22 | 0 | 3 | 19 | 11 | 0 | 161 |
| 17:00-17:15 | 19 | 17 | 4 | 0 | 8 | 9 | 10 | 0 | 7 | 19 | 16 | 0 | 6 | 27 | 7 | 0 | 149 |
| 17:15-17:30 | 29 | 16 | 2 | 0 | 10 | 10 | 12 | 0 | 9 | 14 | 10 | 0 | 3 | 17 | 8 | 0 | 140 |

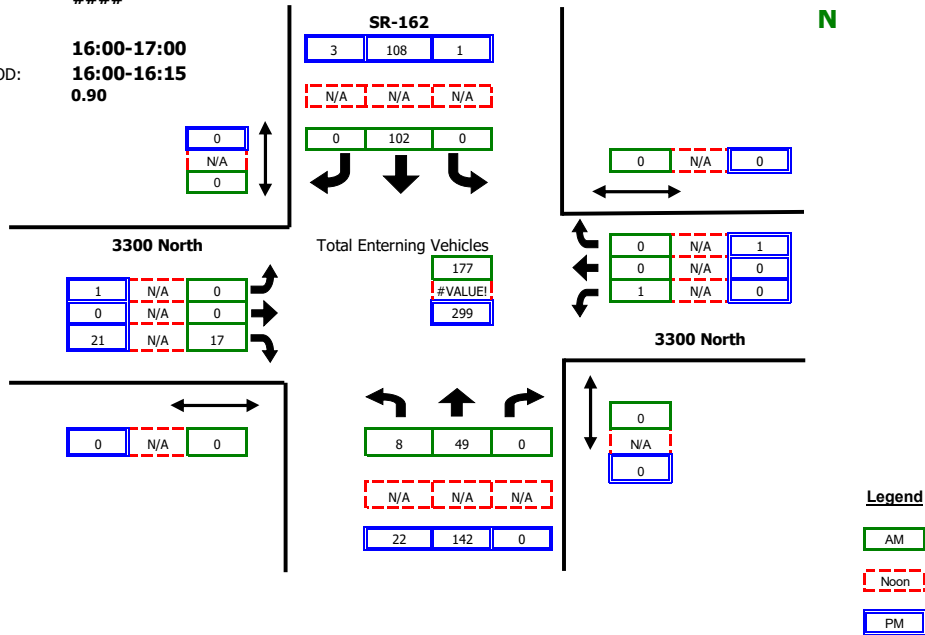
Intersection Turning Movement Summary

| | | | |
|-----------------------|-------------------|----------------------------------|--------------|
| Intersection: | SR-162/3300 North | Date: | 9-11-21, Sat |
| North/South: | SR-162 | Day of Week Adjustment: | 100.0% |
| East/West: | 3300 North | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.82**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.90**



| RAW COUNT SUMMARIES | SR-162 Northbound | | | | SR-162 Southbound | | | | 3300 North Eastbound | | | | 3300 North Westbound | | | |
|---------------------|-------------------|------|-------|------|-------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |

| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|---|----|---|---|---|----|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00-7:15 | 0 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:15-7:30 | 2 | 8 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:30-7:45 | 1 | 7 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 7:45-8:00 | 2 | 7 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 28 |
| 8:00-8:15 | 2 | 15 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 33 |
| 8:15-8:30 | 1 | 18 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 47 |
| 8:30-8:45 | 2 | 14 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 43 |
| 8:45-9:00 | 2 | 11 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 46 |
| 9:00-9:15 | 1 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 34 |
| 9:15-9:30 | 3 | 10 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 54 |

| NOON PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|--------------------|---|----|---|---|---|----|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 5 | 26 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 64 |
| 15:45-14:00 | 3 | 35 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 67 |

| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|----|----|---|---|---|----|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 15:00-15:15 | 5 | 26 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 64 |
| 15:15-15:30 | 3 | 35 | 0 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 67 |
| 15:30-15:45 | 8 | 21 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 53 |
| 15:45-16:00 | 4 | 27 | 0 | 0 | 1 | 38 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 77 |
| 16:00-16:15 | 6 | 43 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 83 |
| 16:15-16:30 | 7 | 35 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:30-16:45 | 2 | 29 | 0 | 0 | 0 | 26 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 61 |
| 16:45-17:00 | 7 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 82 |
| 17:00-17:15 | 11 | 19 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:15-17:30 | 4 | 28 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 53 |

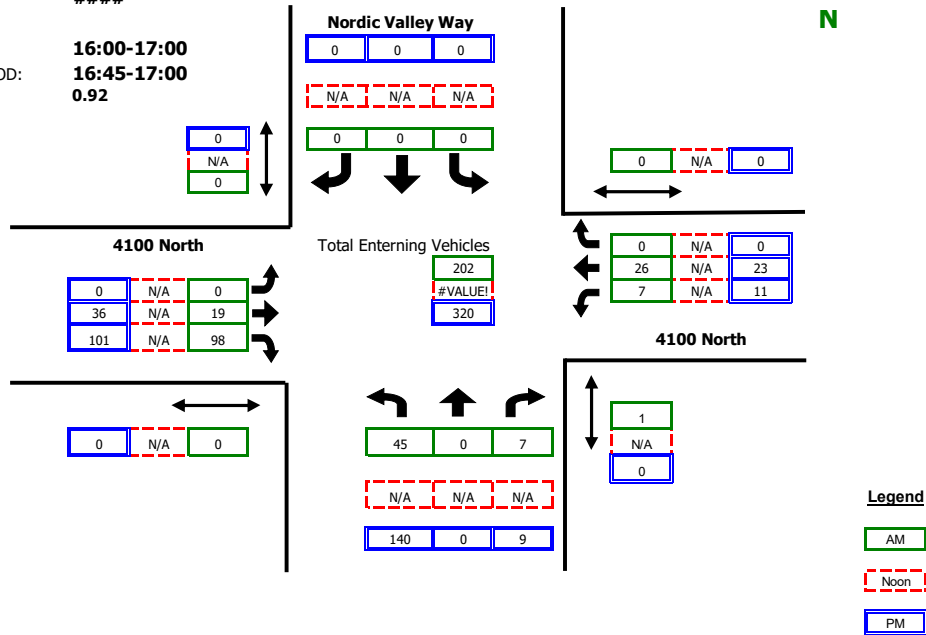
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|--------------|
| Intersection: | Nordic Valley Way/4100 North North/South: Nordic Valley Way East/West: 4100 North | Date: | 9-11-21, Sat |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.92**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.92**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | 4100 North Eastbound | | | | 4100 North Westbound | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 36 | N/A | 19 | | 36 | N/A | 19 | | 36 | N/A | 19 | | 36 | N/A | 19 | |
| | 101 | N/A | 98 | | 101 | N/A | 98 | | 101 | N/A | 98 | | 101 | N/A | 98 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|----|---|---|---|---|---|---|---|---|---|----|---|---|----|---|---|-------|
| 7:00-7:15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 3 | 0 | 0 | 20 |
| 7:15-7:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 1 | 0 | 0 | 17 |
| 7:30-7:45 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 0 | 1 | 11 | 0 | 0 | 44 |
| 7:45-8:00 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 2 | 6 | 0 | 0 | 30 |
| 8:00-8:15 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 2 | 8 | 0 | 0 | 37 |
| 8:15-8:30 | 16 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 4 | 6 | 0 | 0 | 51 |
| 8:30-8:45 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17 | 0 | 2 | 8 | 0 | 0 | 45 |
| 8:45-9:00 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 27 | 0 | 3 | 5 | 0 | 0 | 54 |
| 9:00-9:15 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 23 | 0 | 0 | 5 | 0 | 0 | 48 |
| 9:15-9:30 | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 2 | 8 | 0 | 0 | 55 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|---|---|---|---|---|---|---|---|---|----|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 27 | 0 | 5 | 4 | 0 | 0 | 72 |
| 15:45-14:00 | 26 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 26 | 0 | 3 | 7 | 0 | 0 | 79 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|----|---|---|---|---|---|---|---|---|----|----|---|---|----|---|---|-------|
| 15:00-15:15 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 27 | 0 | 5 | 4 | 0 | 0 | 72 |
| 15:15-15:30 | 26 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 26 | 0 | 3 | 7 | 0 | 0 | 79 |
| 15:30-15:45 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 25 | 0 | 7 | 10 | 0 | 0 | 77 |
| 15:45-16:00 | 21 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 27 | 0 | 3 | 6 | 0 | 0 | 72 |
| 16:00-16:15 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 0 | 0 | 9 | 0 | 0 | 81 |
| 16:15-16:30 | 41 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 20 | 0 | 4 | 7 | 0 | 0 | 83 |
| 16:30-16:45 | 29 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 23 | 0 | 3 | 2 | 0 | 0 | 69 |
| 16:45-17:00 | 30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 34 | 0 | 4 | 5 | 0 | 0 | 87 |
| 17:00-17:15 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 25 | 0 | 2 | 6 | 0 | 0 | 63 |
| 17:15-17:30 | 29 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14 | 0 | 2 | 4 | 0 | 0 | 61 |

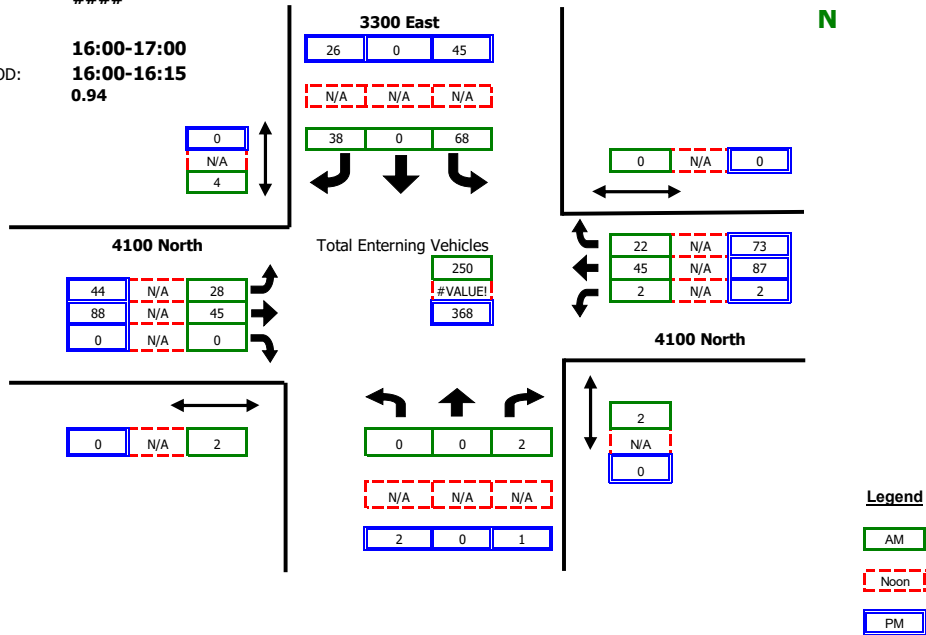
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|--------------|
| Intersection: | 3300 East/4100 North North/South: 3300 East East/West: 4100 North | Date: | 9-11-21, Sat |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.95**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.94**



| RAW COUNT SUMMARIES | 3300 East Northbound | | | | 3300 East Southbound | | | | 4100 North Eastbound | | | | 4100 North Westbound | | | |
|---------------------|----------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15-7:30 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 27 |
| 7:30-7:45 | 0 | 0 | 1 | 0 | 9 | 0 | 9 | 0 | 4 | 9 | 0 | 0 | 1 | 14 | 6 | 0 | 53 |
| 7:45-8:00 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 3 | 10 | 1 | 0 | 0 | 7 | 8 | 0 | 40 |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 0 | 5 | 7 | 0 | 0 | 0 | 14 | 10 | 0 | 49 |
| 8:15-8:30 | 0 | 0 | 1 | 0 | 5 | 0 | 3 | 0 | 2 | 11 | 1 | 0 | 0 | 13 | 8 | 0 | 44 |
| 8:30-8:45 | 0 | 0 | 1 | 2 | 10 | 0 | 13 | 0 | 10 | 11 | 0 | 2 | 1 | 9 | 7 | 0 | 62 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 21 | 0 | 9 | 2 | 8 | 11 | 0 | 0 | 0 | 10 | 6 | 0 | 65 |
| 9:00-9:15 | 0 | 0 | 1 | 0 | 15 | 0 | 7 | 2 | 3 | 14 | 0 | 0 | 1 | 11 | 5 | 0 | 57 |
| 9:15-9:30 | 0 | 0 | 0 | 0 | 22 | 0 | 9 | 0 | 7 | 9 | 0 | 0 | 0 | 15 | 4 | 0 | 66 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 1 | 0 | 0 | 7 | 0 | 10 | 0 | 14 | 28 | 1 | 0 | 0 | 17 | 15 | 0 | 93 |
| 15:45-14:00 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 7 | 23 | 0 | 0 | 0 | 16 | 14 | 0 | 74 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|----|---|----|---|----|----|---|---|---|----|----|---|-------|
| 15:00-15:15 | 0 | 1 | 0 | 0 | 7 | 0 | 10 | 0 | 14 | 28 | 1 | 0 | 0 | 17 | 15 | 0 | 93 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 7 | 23 | 0 | 0 | 0 | 16 | 14 | 0 | 74 |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 12 | 0 | 6 | 0 | 14 | 21 | 0 | 0 | 0 | 15 | 19 | 0 | 87 |
| 15:45-16:00 | 0 | 0 | 0 | 0 | 15 | 0 | 7 | 0 | 12 | 22 | 0 | 0 | 0 | 18 | 11 | 0 | 85 |
| 16:00-16:15 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 0 | 12 | 19 | 0 | 0 | 0 | 27 | 21 | 0 | 98 |
| 16:15-16:30 | 2 | 0 | 0 | 0 | 11 | 0 | 7 | 0 | 12 | 17 | 0 | 0 | 1 | 22 | 24 | 0 | 96 |
| 16:30-16:45 | 0 | 0 | 1 | 0 | 12 | 0 | 4 | 0 | 9 | 18 | 0 | 0 | 1 | 20 | 13 | 0 | 78 |
| 16:45-17:00 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 0 | 11 | 34 | 0 | 0 | 0 | 18 | 15 | 0 | 96 |
| 17:00-17:15 | 1 | 0 | 1 | 0 | 17 | 0 | 7 | 0 | 8 | 16 | 0 | 0 | 0 | 14 | 9 | 0 | 73 |
| 17:15-17:30 | 0 | 0 | 0 | 1 | 7 | 0 | 3 | 0 | 8 | 12 | 0 | 0 | 1 | 15 | 17 | 0 | 63 |

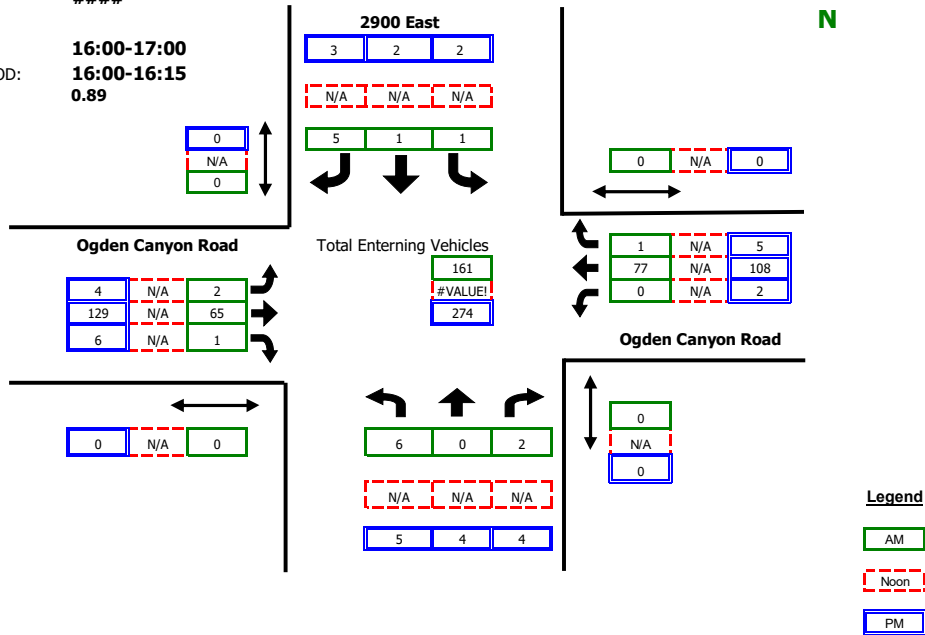
Intersection Turning Movement Summary

| | | | |
|-----------------------|------------------------------|----------------------------------|--------------|
| Intersection: | 2900 East/Ogden Canyon Road | Date: | 9-11-21, Sat |
| | North/South: 2900 East | Day of Week Adjustment: | 100.0% |
| | East/West: Ogden Canyon Road | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.86**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.89**



| RAW COUNT SUMMARIES | 2900 East Northbound | | | | 2900 East Southbound | | | | Ogden Canyon Road Eastbound | | | | Ogden Canyon Road Westbound | | | |
|---------------------|----------------------|------|-------|------|----------------------|------|-------|------|-----------------------------|------|-------|------|-----------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 0 | N/A | 2 | | 4 | N/A | 2 | | 0 | N/A | 0 | | 1 | N/A | 5 | |
| | 129 | N/A | 65 | | 129 | N/A | 65 | | 77 | N/A | 108 | | 0 | N/A | 2 | |
| | 6 | N/A | 1 | | 6 | N/A | 1 | | 0 | N/A | 0 | | 0 | N/A | 0 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|---|-------|
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15-7:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 8 | 0 | 0 | 25 |
| 7:30-7:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 22 | 0 | 0 | 36 |
| 7:45-8:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 31 |
| 8:00-8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 24 | 1 | 0 | 35 |
| 8:15-8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 32 |
| 8:30-8:45 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 20 | 1 | 0 | 0 | 20 | 1 | 0 | 47 |
| 8:45-9:00 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 15 | 0 | 0 | 0 | 18 | 0 | 0 | 38 |
| 9:00-9:15 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 14 | 0 | 0 | 35 |
| 9:15-9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 25 | 0 | 0 | 41 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 37 | 2 | 0 | 1 | 27 | 0 | 0 | 74 |
| 15:45-14:00 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 29 | 2 | 0 | 2 | 18 | 1 | 0 | 59 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|---|-------|
| 15:00-15:15 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 37 | 2 | 0 | 1 | 27 | 0 | 0 | 74 |
| 15:15-15:30 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 29 | 2 | 0 | 2 | 18 | 1 | 0 | 59 |
| 15:30-15:45 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 30 | 0 | 0 | 0 | 19 | 0 | 0 | 56 |
| 15:45-16:00 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 1 | 20 | 1 | 0 | 58 |
| 16:00-16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 35 | 2 | 0 | 0 | 35 | 1 | 0 | 77 |
| 16:15-16:30 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 27 | 2 | 0 | 2 | 26 | 2 | 0 | 67 |
| 16:30-16:45 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 26 | 0 | 0 | 0 | 24 | 1 | 0 | 56 |
| 16:45-17:00 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 41 | 2 | 0 | 0 | 23 | 1 | 0 | 74 |
| 17:00-17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 26 | 0 | 0 | 2 | 19 | 2 | 0 | 52 |
| 17:15-17:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 19 | 0 | 0 | 43 |

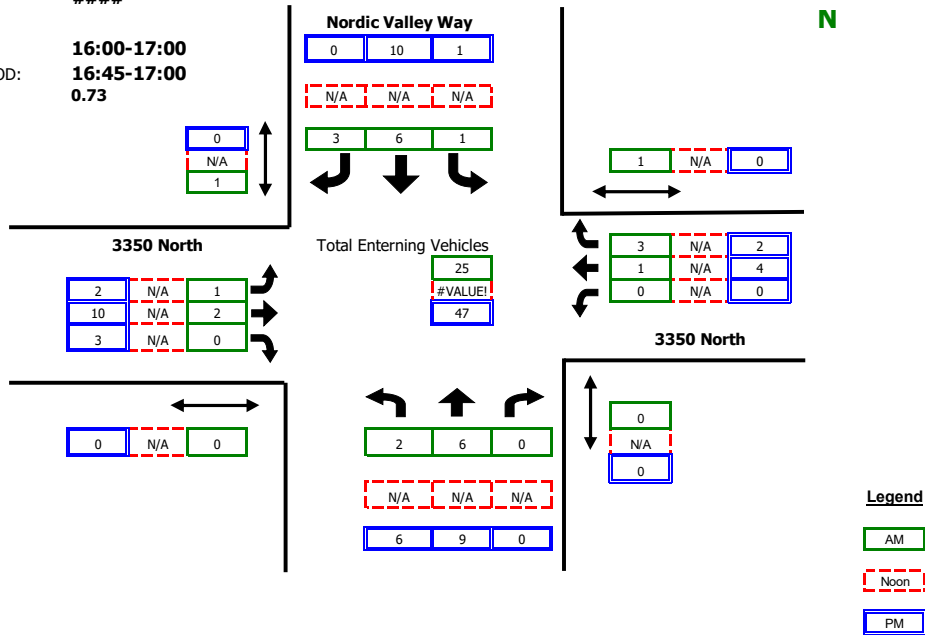
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|--------------|
| Intersection: | Nordic Valley Way/3350 North North/South: Nordic Valley Way East/West: 3350 North | Date: | 9-11-21, Sat |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.78**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
 PM PHF: **0.73**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | 3350 North Eastbound | | | | 3350 North Westbound | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 0 | 10 | 1 | | N/A | N/A | N/A | | 3 | 6 | 1 | | 1 | N/A | 0 | |
| | 2 | N/A | 1 | | 2 | N/A | 2 | | 0 | N/A | 0 | | 3 | N/A | 2 | |
| | 10 | N/A | 2 | | 10 | N/A | 2 | | 1 | N/A | 4 | | 1 | N/A | 4 | |
| | 3 | N/A | 0 | | 3 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 2 | 6 | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | N/A | N/A | N/A | | 6 | 9 | 0 | | 0 | N/A | 0 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15-7:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:30-7:45 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7:45-8:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 8:00-8:15 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 8:15-8:30 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30-8:45 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 8:45-9:00 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 9:00-9:15 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 9:15-9:30 | 0 | 2 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 15:45-14:00 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 15:15-15:30 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| 15:30-15:45 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 13 |
| 15:45-16:00 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 9 |
| 16:00-16:15 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:15-16:30 | 2 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 13 |
| 16:30-16:45 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| 16:45-17:00 | 2 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 2 | 1 | 0 | 16 |
| 17:00-17:15 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 7 |
| 17:15-17:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 8 |

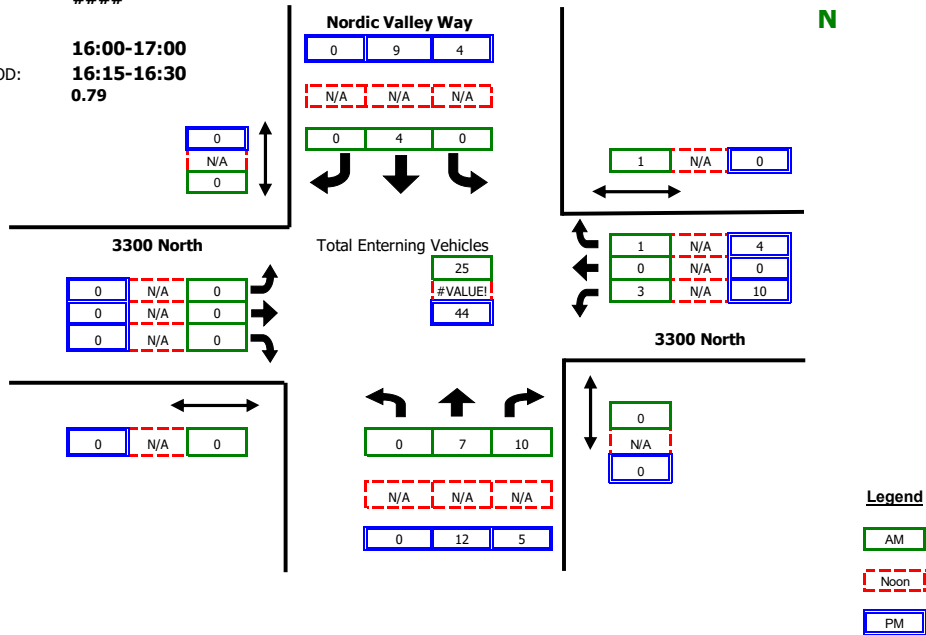
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|--------------|
| Intersection: | Nordic Valley Way/3300 North North/South: Nordic Valley Way East/West: 3300 North | Date: | 9-11-21, Sat |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.69**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.79**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | 3300 North Eastbound | | | | 3300 North Westbound | | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|--|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| | 0 | 9 | 4 | | N/A | N/A | N/A | | 0 | 4 | 0 | | 1 | N/A | 0 | | |
| | 0 | N/A | 0 | | 0 | 4 | 0 | | 1 | N/A | 4 | | 1 | N/A | 0 | | |
| | 0 | 0 | | | 0 | 7 | 10 | | 0 | N/A | 0 | | 3 | N/A | 10 | | |
| | 0 | N/A | 0 | | N/A | N/A | N/A | | 0 | 12 | 5 | | 0 | | | | |
| | 0 | 0 | | | 0 | 12 | 5 | | 0 | | | | 0 | | | | |
| | 0 | 0 | | | 0 | 0 | | | 0 | | | | 0 | | | | |

| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15-7:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 7:30-7:45 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:45-8:00 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 8:00-8:15 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 8:15-8:30 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 |
| 8:30-8:45 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 |
| 8:45-9:00 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:00-9:15 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| 9:15-9:30 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 |

| NOON PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 |
| 15:45-14:00 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
|------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 15:00-15:15 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 |
| 15:15-15:30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15:30-15:45 | 0 | 1 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 14 |
| 15:45-16:00 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 11 |
| 16:00-16:15 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 11 |
| 16:15-16:30 | 0 | 6 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 14 |
| 16:30-16:45 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| 16:45-17:00 | 0 | 3 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 12 |
| 17:00-17:15 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 9 |
| 17:15-17:30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 6 |

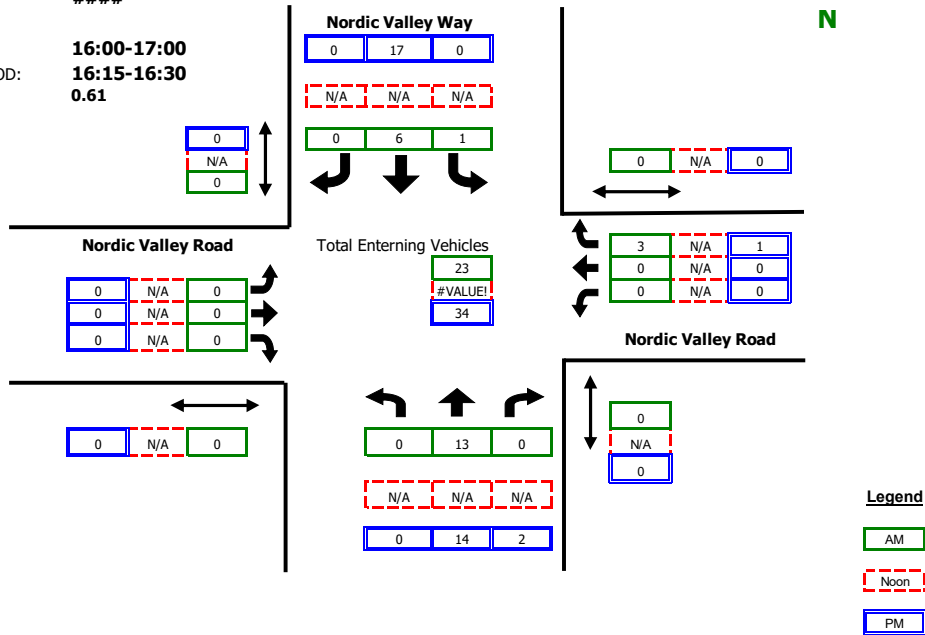
Intersection Turning Movement Summary

| | | | |
|-----------------------|--------------------------------------|----------------------------------|--------------|
| Intersection: | Nordic Valley Way/Nordic Valley Road | Date: | 9-11-21, Sat |
| North/South: | Nordic Valley Way | Day of Week Adjustment: | 100.0% |
| East/West: | Nordic Valley Road | Month of Year Adjustment: | 100.0% |
| Jurisdiction: | Weber County | Adjustment Station #: | |
| Project Title: | Nordic Valley | Growth Rate: | 0.0% |
| Project No: | UT21-2309 | Number of Years: | 0 |
| Weather: | Clear | | |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.64**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.61**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | Nordic Valley Road Eastbound | | | | Nordic Valley Road Westbound | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|------------------------------|------|-------|------|------------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 0 | 17 | 0 | | 0 | 6 | 1 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| 7:30-7:45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | |
| 7:45-8:00 | 0 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 8:00-8:15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 8:15-8:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | |
| 8:30-8:45 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | |
| 8:45-9:00 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | |
| 9:00-9:15 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 9:15-9:30 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 15:45-14:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|-------|
| 15:00-15:15 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 15:15-15:30 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 |
| 15:30-15:45 | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 8 |
| 15:45-16:00 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 8 |
| 16:00-16:15 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 |
| 16:15-16:30 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 |
| 16:30-16:45 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 16:45-17:00 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 11 |
| 17:00-17:15 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 8 |
| 17:15-17:30 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 6 |

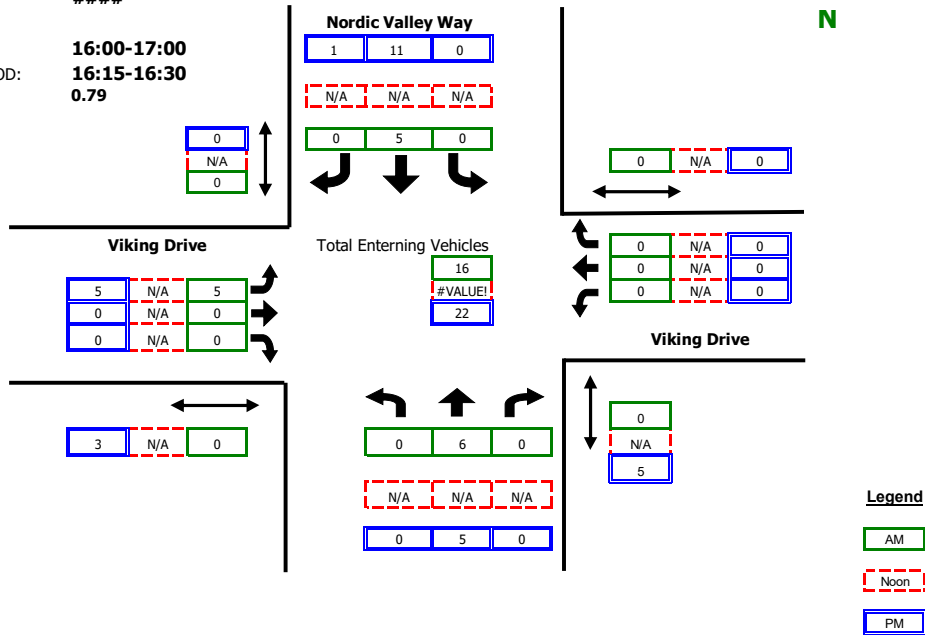
Intersection Turning Movement Summary

| | | | |
|-----------------------|---|----------------------------------|--------------|
| Intersection: | Nordic Valley Way/Viking Drive North/South: Nordic Valley Way East/West: Viking Drive | Date: | 9-11-21, Sat |
| Jurisdiction: | Weber County | Day of Week Adjustment: | 100.0% |
| Project Title: | Nordic Valley | Month of Year Adjustment: | 100.0% |
| Project No: | UT21-2309 | Adjustment Station #: | |
| Weather: | Clear | Growth Rate: | 0.0% |
| | | Number of Years: | 0 |

AM PEAK HOUR PERIOD: **8:30-9:30**
 AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
 AM PHF: **0.80**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.79**



| RAW COUNT SUMMARIES | Nordic Valley Way Northbound | | | | Nordic Valley Way Southbound | | | | Viking Drive Eastbound | | | | Viking Drive Westbound | | | |
|---------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|------------------------|------|-------|------|------------------------|------|-------|------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 | N/A | 5 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | | 0 | N/A | 0 | |
| | 3 | N/A | 0 | | 0 | 6 | 0 | | 0 | 5 | 0 | | 0 | 5 | 0 | |

AM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 7:00-7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15-7:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30-7:45 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45-8:00 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:00-8:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15-8:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:30-8:45 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45-9:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:00-9:15 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:15-9:30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

NOON PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 14:00-14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15-14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30-14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45-15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15-15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30-15:45 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:45-14:00 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |

PM PERIOD COUNTS

| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 15:00-15:15 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:15-15:30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 15:30-15:45 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:45-16:00 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 16:00-16:15 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:15-16:30 | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| 16:30-16:45 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45-17:00 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00-17:15 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:15-17:30 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |

Trip Generation Tables

**TABLE 1
Nordic Valley
Trip Generation AM Peak (Stay In Development)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | AM Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New AM Trips | % Stay in Development | Taking a Vehicle/Not Taking Another Mode | % BO 2026 ⁶ | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|--------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|--------------|-----------------------|--|------------------------|---------|----------|-----------|----------|----------|-----------|----------|
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | Dwelling Units | 6 | 50% | 50% | 25% | 0% | 0% | 2 | 2 | 4 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | | | | | 6 | | | | | | 2 | 2 | 4 | | | | | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | Dwelling Units | 35 | 50% | 50% | 25% | 0% | 0% | 13 | 13 | 26 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail | 820 | 7.6 | ksf | 156 | 62% | 38% | 0% | 0% | 0% | 96 | 59 | 155 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail | 820 | 5.7 | ksf | 155 | 62% | 38% | 0% | 0% | 0% | 96 | 59 | 155 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential | Park City Custom | 100 | Dwelling Units | 39 | 50% | 50% | 25% | 0% | 0% | 15 | 15 | 30 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | ksf | 40 | 55% | 45% | 0% | 0% | 0% | 22 | 18 | 40 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential | Park City Custom | 200 | Dwelling Units | 78 | 50% | 50% | 25% | 0% | 0% | 29 | 29 | 58 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | ksf | 40 | 55% | 45% | 0% | 0% | 0% | 22 | 18 | 40 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ski School | | | ksf | | | | 0% | 0% | 0% | 0 | 0 | 0 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 541 | | | | | | 293 | 211 | 504 | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 8 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 8 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 158 | 62% | 38% | 0% | 0% | 0% | 98 | 60 | 158 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 173 | | | | | | 104 | 66 | 170 | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | Dwelling Units | 20 | 50% | 50% | 25% | 0% | 0% | 7 | 7 | 14 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential | Park City Custom | 70 | Dwelling Units | 27 | 50% | 50% | 25% | 0% | 0% | 10 | 10 | 20 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential | Park City Custom | 20 | Dwelling Units | 8 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential | Park City Custom | 24 | Dwelling Units | 9 | 50% | 50% | 25% | 0% | 0% | 4 | 4 | 8 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 64 | | | | | | 24 | 24 | 48 | | | | | 4 | 0 | 0 | 0 | 0 | 0 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | Dwelling Units | 21 | 50% | 50% | 25% | 0% | 0% | 8 | 8 | 16 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | Single Family Cabin | Park City Custom | 19 | Dwelling Units | 7 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | | | | | 29 | | | | | | 11 | 11 | 22 | | | | | 0 | 0 | 0 | 2 | 2 | 3 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | Dwelling Units | 20 | 50% | 50% | 25% | 0% | 0% | 8 | 8 | 16 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | Mountain Chalets | Park City Custom | 28 | Dwelling Units | 11 | 50% | 50% | 25% | 0% | 0% | 4 | 4 | 8 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | | | | | 31 | | | | | | 12 | 12 | 24 | | | | | 0 | 0 | 0 | 2 | 2 | 3 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

TABLE 2
Nordic Valley
Trip Generation PM Peak (Stay In Development)

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | PM Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New PM Trips | % Stay in Development | Taking a Vehicle/Not Taking Another Mode | % BO 2026 | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|--------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|--------------|-----------------------|--|-----------|---------|----------|-----------|----------|----------|-----------|----------|
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | Dwelling Units | 8 | 43% | 57% | 25% | 0% | 0% | 3 | 3 | 6 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | | | | | 8 | | | | | | 3 | 3 | 6 | | | | | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | Dwelling Units | 44 | 43% | 57% | 25% | 0% | 0% | 14 | 19 | 33 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail | 820 | 7.6 | ksf | 81 | 48% | 52% | 0% | 0% | 0% | 39 | 42 | 81 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail | 820 | 5.7 | ksf | 65 | 48% | 52% | 0% | 0% | 0% | 31 | 34 | 65 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential | Park City Custom | 100 | Dwelling Units | 49 | 43% | 57% | 25% | 0% | 0% | 16 | 21 | 37 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | ksf | 40 | 62% | 38% | 0% | 0% | 0% | 25 | 15 | 40 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential | Park City Custom | 200 | Dwelling Units | 98 | 43% | 57% | 25% | 0% | 0% | 32 | 42 | 74 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | ksf | 40 | 62% | 38% | 0% | 0% | 0% | 25 | 15 | 40 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ski School | | | ksf | 0 | 0% | 0% | 0% | 0% | 0% | 0 | 0 | 0 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 416 | | | | | | 182 | 188 | 370 | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 10 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 10 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 112 | 48% | 52% | 0% | 0% | 0% | 54 | 58 | 112 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 131 | | | | | | 60 | 66 | 126 | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | Dwelling Units | 25 | 43% | 57% | 25% | 0% | 0% | 8 | 10 | 18 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential | Park City Custom | 70 | Dwelling Units | 34 | 43% | 57% | 25% | 0% | 0% | 11 | 15 | 26 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential | Park City Custom | 20 | Dwelling Units | 10 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential | Park City Custom | 24 | Dwelling Units | 12 | 43% | 57% | 25% | 0% | 0% | 4 | 5 | 9 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 80 | | | | | | 26 | 34 | 60 | | | | | 4 | 0 | 0 | 0 | 0 | 0 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | Dwelling Units | 27 | 43% | 57% | 25% | 0% | 0% | 9 | 12 | 21 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 2 | 3 |
| | Single Family Cabin | Park City Custom | 19 | Dwelling Units | 9 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | | | | | 36 | | | | | | 12 | 16 | 28 | | | | | 0 | 0 | 0 | 2 | 2 | 4 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | Dwelling Units | 25 | 43% | 57% | 25% | 0% | 0% | 8 | 11 | 19 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 2 | 3 |
| | Mountain Chalets | Park City Custom | 28 | Dwelling Units | 14 | 43% | 57% | 25% | 0% | 0% | 4 | 6 | 10 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | | | | | 39 | | | | | | 12 | 17 | 29 | | | | | 0 | 0 | 0 | 2 | 2 | 4 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

**TABLE 3
Nordic Valley
Trip Generation Daily (Stay In Development)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | Daily Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New Daily Trips | % Stay in Development | Taking a Vehicle/Not Taking Another Mode | % BO 2026 ⁶ | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|---------------------------------------|--------------------------------|-----------------|----------------|---|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|-----------------|-----------------------|--|------------------------|---------|----------|-----------|----------|----------|-----------|----------|
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | Dwelling Units | 98 | 50% | 50% | 25% | 0% | 0% | 37 | 37 | 74 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 5 | 5 | 10 |
| Total | | | | | 98 | | | | | | 37 | 37 | 74 | | | | | 0 | 0 | 0 | 5 | 5 | 10 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | Dwelling Units | 543 | 50% | 50% | 25% | 0% | 0% | 204 | 204 | 408 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail (Shopping Center Average Rate) | 820 | 7.6 | ksf | 1,042 | 50% | 50% | 0% | 0% | 0% | 521 | 521 | 1,042 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail (Shopping Center Average Rate) | 820 | 5.7 | ksf | 859 | 50% | 50% | 0% | 0% | 0% | 430 | 430 | 860 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential | Park City Custom | 100 | Dwelling Units | 610 | 50% | 50% | 25% | 0% | 0% | 229 | 229 | 458 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | ksf | 449 | 50% | 50% | 0% | 0% | 0% | 224 | 224 | 448 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential | Park City Custom | 200 | Dwelling Units | 1,220 | 50% | 50% | 25% | 0% | 0% | 458 | 458 | 916 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | ksf | 449 | 50% | 50% | 0% | 0% | 0% | 224 | 224 | 448 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ski School | | | ksf | | | | 0% | 0% | 0% | 0 | 0 | 0 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 5172 | | | | | | 2290 | 2290 | 4580 | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 122 | 50% | 50% | 25% | 0% | 0% | 46 | 46 | 92 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 122 | 50% | 50% | 25% | 0% | 0% | 46 | 46 | 92 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 1,406 | 50% | 50% | 0% | 0% | 0% | 703 | 703 | 1,406 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 1,650 | | | | | | 795 | 795 | 1,590 | | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | Dwelling Units | 305 | 50% | 50% | 25% | 0% | 0% | 114 | 114 | 228 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential | Park City Custom | 70 | Dwelling Units | 427 | 50% | 50% | 25% | 0% | 0% | 160 | 160 | 320 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential | Park City Custom | 20 | Dwelling Units | 122 | 50% | 50% | 25% | 0% | 0% | 46 | 46 | 92 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential | Park City Custom | 24 | Dwelling Units | 146 | 50% | 50% | 25% | 0% | 0% | 55 | 55 | 110 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 1,000 | | | | | | 375 | 375 | 750 | | | | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | Dwelling Units | 336 | 50% | 50% | 25% | 0% | 0% | 126 | 126 | 252 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 18 | 18 | 35 |
| | Single Family Cabin | Park City Custom | 19 | Dwelling Units | 116 | 50% | 50% | 25% | 0% | 0% | 43 | 43 | 86 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 6 | 6 | 12 |
| Total | | | | | 451 | | | | | | 169 | 169 | 338 | | | | | 0 | 0 | 0 | 24 | 24 | 47 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | Dwelling Units | 317 | 50% | 50% | 25% | 0% | 0% | 119 | 119 | 238 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 17 | 17 | 33 |
| | Mountain Chalets | Park City Custom | 28 | Dwelling Units | 171 | 50% | 50% | 25% | 0% | 0% | 64 | 64 | 128 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 9 | 9 | 18 |
| Total | | | | | 488 | | | | | | 183 | 183 | 366 | | | | | 0 | 0 | 0 | 26 | 26 | 51 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

TABLE 4
Nordic Valley
Trip Generation Saturday Peak (Stay In Development)

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | Sat PK Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New Sat PK Trips | % Stay in Development | Taking a Vehicle/Not Taking Another Mode | % BO 2026% | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|---------------------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|------------------|-----------------------|--|------------|----------|----------|-----------|----------|----------|-----------|----------|
| 1 (Dev Legend O) | 3-Story Condos (private) | Park City Custom | 5 | Dwelling Units | 3 | 54% | 46% | 25% | 0% | 0% | 1 | 1 | 2 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Condos (rental) | Park City Custom | 11 | Dwelling Units | 8 | 54% | 46% | 10% | 0% | 0% | 4 | 3 | 7 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 0 | 1 |
| | Total | | | | 11 | | | | | | | 5 | 4 | 9 | | | | 0 | 0 | 0 | 1 | 1 | 1 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential (private) | Park City Custom | 27 | Dwelling Units | 19 | 54% | 46% | 25% | 0% | 0% | 8 | 6 | 14 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (rental) | Park City Custom | 62 | Dwelling Units | 44 | 54% | 46% | 10% | 0% | 0% | 21 | 18 | 39 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail (Shopping Center Average Rate) | 820 | 7.6 | Dwelling Units | 81 | 52% | 48% | 0% | 0% | 0% | 42 | 39 | 81 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail (Shopping Center Average Rate) | 820 | 5.7 | Dwelling Units | 65 | 52% | 48% | 0% | 0% | 0% | 34 | 31 | 65 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (private) | Park City Custom | 30 | Dwelling Units | 21 | 54% | 46% | 25% | 0% | 0% | 9 | 7 | 16 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (rental) | Park City Custom | 70 | Dwelling Units | 49 | 54% | 46% | 10% | 0% | 0% | 24 | 20 | 44 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | Dwelling Units | 45 | 51% | 49% | 0% | 0% | 0% | 23 | 22 | 45 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (private) | Park City Custom | 60 | Dwelling Units | 42 | 54% | 46% | 25% | 0% | 0% | 17 | 14 | 31 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (rental) | Park City Custom | 140 | Dwelling Units | 98 | 54% | 46% | 10% | 0% | 0% | 48 | 41 | 89 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | Dwelling Units | 45 | 51% | 49% | 0% | 0% | 0% | 23 | 22 | 45 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ski School | | | | Dwelling Units | | | | 0% | 0% | 0 | 0 | 0 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 507 | | | | | | 249 | 220 | 469 | | | | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3 (Dev Legend G, L, R) | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 10 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 10 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 114 | 52% | 48% | 0% | 0% | 0% | 59 | 55 | 114 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 142 | | | | | | 73 | 65 | 138 | | | | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential (private) | Park City Custom | 15 | Dwelling Units | 11 | 54% | 46% | 25% | 0% | 0% | 4 | 4 | 8 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (rental) | Park City Custom | 35 | Dwelling Units | 25 | 54% | 46% | 10% | 0% | 0% | 12 | 10 | 22 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential (private) | Park City Custom | 21 | Dwelling Units | 15 | 54% | 46% | 25% | 0% | 0% | 6 | 5 | 11 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential (rental) | Park City Custom | 49 | Dwelling Units | 34 | 54% | 46% | 10% | 0% | 0% | 17 | 14 | 31 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 10 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (private) | Park City Custom | 7 | Dwelling Units | 5 | 54% | 46% | 25% | 0% | 0% | 2 | 2 | 4 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (rental) | Park City Custom | 17 | Dwelling Units | 12 | 54% | 46% | 10% | 0% | 0% | 6 | 5 | 11 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 115 | | | | | | 54 | 45 | 99 | | | | 8 | 0 | 0 | 0 | 0 | 0 | |
| 5 (Dev Legend M, N) | 3-Story Condos (private) | Park City Custom | 17 | Dwelling Units | 12 | 54% | 46% | 25% | 0% | 0% | 5 | 4 | 9 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 1 |
| | 3-Story Condos (rental) | Park City Custom | 39 | Dwelling Units | 27 | 54% | 46% | 10% | 0% | 0% | 13 | 11 | 24 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 3 |
| | Single Family Cabin (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Single Family Cabin (rental) | Park City Custom | 13 | Dwelling Units | 9 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | | | | | 42 | | | | | | 20 | 16 | 36 | | | | 0 | 0 | 0 | 3 | 2 | 5 | |
| 6 (Dev Legend Q, R) | 3-Story Condos (private) | Park City Custom | 16 | Dwelling Units | 11 | 54% | 46% | 0% | 0% | 0% | 6 | 5 | 11 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | 3-Story Condos (rental) | Park City Custom | 36 | Dwelling Units | 25 | 54% | 46% | 0% | 0% | 0% | 14 | 12 | 26 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 4 |
| | Mountain Chalets (private) | Park City Custom | 8 | Dwelling Units | 6 | 54% | 46% | 0% | 0% | 0% | 3 | 3 | 6 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 1 |
| | Mountain Chalets (rental) | Park City Custom | 20 | Dwelling Units | 14 | 54% | 46% | 0% | 0% | 0% | 7 | 6 | 13 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | | | | | 42 | | | | | | 23 | 20 | 43 | | | | 0 | 0 | 0 | 3 | 3 | 6 | |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

TABLE 5
Nordic Valley
Trip Generation Saturday Daily (Stay In Development)

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | Sat DY Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | Sat DY Trips | % Stay in Development | Taking a Vehicle/Not Taking Another Mode | % BO 2026% | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|---------------------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|--------------|-----------------------|--|------------|----------|----------|-----------|-----------|-----------|-----------|-----------|
| 1 (Dev Legend O) | 3-Story Condos (private) | Park City Custom | 5 | Dwelling Units | 29 | 50% | 50% | 25% | 0% | 0% | 11 | 11 | 22 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 1.54 | 1.54 | 3.08 |
| | 3-Story Condos (rental) | Park City Custom | 11 | Dwelling Units | 68 | 50% | 50% | 10% | 0% | 0% | 31 | 31 | 62 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 4.34 | 4.34 | 8.68 |
| | Total | | | | 29 | | | | | | 11 | 11 | 22 | | | | | 0 | 0 | 0 | 6 | 6 | 12 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential (private) | Park City Custom | 27 | Dwelling Units | 163 | 50% | 50% | 25% | 0% | 0% | 61 | 61 | 122 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (rental) | Park City Custom | 62 | Dwelling Units | 380 | 50% | 50% | 10% | 0% | 0% | 171 | 171 | 342 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail (Shopping Center Average Rate) | 820 | 7.6 | Dwelling Units | 351 | 50% | 50% | 0% | 0% | 0% | 175 | 175 | 350 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Retail (Shopping Center Average Rate) | 820 | 5.7 | Dwelling Units | 264 | 50% | 50% | 0% | 0% | 0% | 132 | 132 | 264 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (private) | Park City Custom | 30 | Dwelling Units | 183 | 50% | 50% | 25% | 0% | 0% | 69 | 69 | 138 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (rental) | Park City Custom | 70 | Dwelling Units | 427 | 50% | 50% | 10% | 0% | 0% | 192 | 192 | 384 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | Dwelling Units | 490 | 50% | 50% | 0% | 0% | 0% | 245 | 245 | 490 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (private) | Park City Custom | 60 | Dwelling Units | 366 | 50% | 50% | 25% | 0% | 0% | 137 | 137 | 274 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5-Story Residential (rental) | Park City Custom | 140 | Dwelling Units | 854 | 50% | 50% | 10% | 0% | 0% | 384 | 384 | 768 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Restaurant | 932 | 4 | Dwelling Units | 490 | 50% | 50% | 0% | 0% | 0% | 245 | 245 | 490 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ski School | | | | Dwelling Units | | | | 0% | 0% | 0% | 0 | 0 | 0 | 70% | 0% | 100% | 100% | 0 | 0 | 0 | 0 | 0 |
| | Total | | | | 3966 | | | | | | | 1811 | 1811 | 3622 | | | | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 (Dev Legend G, L, R) | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 37 | 50% | 50% | 25% | 0% | 0% | 14 | 14 | 28 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 85 | 50% | 50% | 10% | 0% | 0% | 38 | 38 | 76 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 37 | 50% | 50% | 25% | 0% | 0% | 14 | 14 | 28 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 85 | 50% | 50% | 10% | 0% | 0% | 38 | 38 | 76 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 544 | 50% | 50% | 0% | 0% | 0% | 272 | 272 | 544 | 70% | 0% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | 788 | | | | | | | 376 | 376 | 752 | | | | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential (private) | Park City Custom | 15 | Dwelling Units | 92 | 50% | 50% | 25% | 0% | 0% | 34 | 34 | 68 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 5 | 5 | 10 |
| | 3-Story Residential (rental) | Park City Custom | 35 | Dwelling Units | 214 | 50% | 50% | 10% | 0% | 0% | 96 | 96 | 192 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 13 | 13 | 27 |
| | 4-Story Residential (private) | Park City Custom | 21 | Dwelling Units | 128 | 50% | 50% | 25% | 0% | 0% | 48 | 48 | 96 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 7 | 7 | 13 |
| | 4-Story Residential (rental) | Park City Custom | 49 | Dwelling Units | 299 | 50% | 50% | 10% | 0% | 0% | 135 | 135 | 270 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 19 | 19 | 38 |
| | 4-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 37 | 50% | 50% | 25% | 0% | 0% | 14 | 14 | 28 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 4 |
| | 4-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 85 | 50% | 50% | 10% | 0% | 0% | 38 | 38 | 76 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 5 | 5 | 11 |
| | 3-Story Residential (private) | Park City Custom | 7 | Dwelling Units | 44 | 50% | 50% | 25% | 0% | 0% | 16 | 16 | 32 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 4 |
| | 3-Story Residential (rental) | Park City Custom | 17 | Dwelling Units | 102 | 50% | 50% | 10% | 0% | 0% | 46 | 46 | 92 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 6 | 6 | 13 |
| | Total | | | | 1,000 | | | | | | | 427 | 427 | 854 | | | | 8 | 0 | 0 | 0 | 60 | 60 |
| 5 (Dev Legend M, N) | 3-Story Condos (private) | Park City Custom | 17 | Dwelling Units | 101 | 50% | 50% | 25% | 0% | 0% | 38 | 38 | 76 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 5 | 5 | 11 |
| | 3-Story Condos (rental) | Park City Custom | 39 | Dwelling Units | 235 | 50% | 50% | 10% | 0% | 0% | 106 | 106 | 212 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 15 | 15 | 30 |
| | Single Family Cabin (private) | Park City Custom | 6 | Dwelling Units | 35 | 50% | 50% | 25% | 0% | 0% | 13 | 13 | 26 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 4 |
| | Single Family Cabin (rental) | Park City Custom | 13 | Dwelling Units | 81 | 50% | 50% | 10% | 0% | 0% | 37 | 37 | 74 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 5 | 5 | 10 |
| Total | | | | 370 | | | | | | | 157 | 157 | 314 | | | | 0 | 0 | 0 | 22 | 22 | 44 | |
| 6 (Dev Legend Q, R) | 3-Story Condos (private) | Park City Custom | 16 | Dwelling Units | 95 | 50% | 50% | 0% | 0% | 0% | 48 | 48 | 96 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 7 | 7 | 13 |
| | 3-Story Condos (rental) | Park City Custom | 36 | Dwelling Units | 222 | 50% | 50% | 0% | 0% | 0% | 111 | 111 | 222 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 16 | 16 | 31 |
| | Mountain Chalets (private) | Park City Custom | 8 | Dwelling Units | 51 | 50% | 50% | 0% | 0% | 0% | 26 | 26 | 52 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 4 | 4 | 7 |
| | Mountain Chalets (rental) | Park City Custom | 20 | Dwelling Units | 120 | 50% | 50% | 0% | 0% | 0% | 60 | 60 | 120 | 70% | 20% | 0% | 100% | 0 | 0 | 0 | 8 | 8 | 17 |
| Total | | | | 368 | | | | | | | 185 | 185 | 370 | | | | 0 | 0 | 0 | 26 | 26 | 52 | |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
70% Update this value for % Leaving Development

**TABLE 6
Nordic Valley
Trip Generation AM Peak (External to Development)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | AM Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New AM Trips | % Leaving Development | % BO 2026 | % BO 2040 | 2026 ENT | 2026 TOT | 2040 ENT | 2040 TOT | | |
|-------------------------------|--------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|--------------|-----------------------|-----------|-----------|------------|------------|------------|------------|-----------|------------|
| 1 (Dev Legend O) | 3-Story Condos | ark City Custon | 16 | Dwelling Units | 6 | 50% | 50% | 25% | 0% | 0% | 2 | 2 | 4 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | | | | | 6 | | | | | | 2 | 2 | 4 | | | | 0 | 0 | 0 | 1 | 1 | 1 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | ark City Custon | 89 | Dwelling Units | 35 | 50% | 50% | 25% | 0% | 0% | 13 | 13 | 26 | 30% | 100% | 100% | 4 | 4 | 8 | 4 | 4 | 8 |
| | Retail | 820 | 7.6 | ksf | 156 | 62% | 38% | 0% | 0% | 0% | 96 | 59 | 155 | 30% | 100% | 100% | 29 | 18 | 47 | 29 | 18 | 47 |
| | Retail | 820 | 5.7 | ksf | 155 | 62% | 38% | 0% | 0% | 0% | 96 | 59 | 155 | 30% | 100% | 100% | 29 | 18 | 47 | 29 | 18 | 47 |
| | 5-Story Residential | ark City Custon | 100 | Dwelling Units | 39 | 50% | 50% | 25% | 0% | 0% | 15 | 15 | 30 | 30% | 100% | 100% | 5 | 5 | 9 | 5 | 5 | 9 |
| | Restaurant | 932 | 4 | ksf | 40 | 55% | 45% | 0% | 0% | 0% | 22 | 18 | 40 | 30% | 100% | 100% | 7 | 5 | 12 | 7 | 5 | 12 |
| | 5-Story Residential | ark City Custon | 200 | Dwelling Units | 78 | 50% | 50% | 25% | 0% | 0% | 29 | 29 | 58 | 30% | 100% | 100% | 9 | 9 | 17 | 9 | 9 | 17 |
| | Restaurant | 932 | 4 | ksf | 40 | 55% | 45% | 0% | 0% | 0% | 22 | 18 | 40 | 30% | 100% | 100% | 7 | 5 | 12 | 7 | 5 | 12 |
| | Ski School | | | ksf | | | | 0% | 0% | 0% | 0 | 0 | 0 | 30% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 541 | | | | | | 293 | 211 | 504 | | | | 88 | 63 | 151 | 88 | 63 | 151 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | ark City Custon | 20 | Dwelling Units | 8 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | 3-Story Residential | ark City Custon | 20 | Dwelling Units | 8 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 158 | 62% | 38% | 0% | 0% | 0% | 98 | 60 | 158 | 30% | 0% | 100% | 0 | 0 | 0 | 29 | 18 | 47 |
| Total | | | | | 173 | | | | | | 104 | 66 | 170 | | | | 0 | 0 | 0 | 31 | 20 | 51 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | ark City Custon | 50 | Dwelling Units | 20 | 50% | 50% | 25% | 0% | 0% | 7 | 7 | 14 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 4 |
| | 4-Story Residential | ark City Custon | 70 | Dwelling Units | 27 | 50% | 50% | 25% | 0% | 0% | 10 | 10 | 20 | 30% | 0% | 100% | 0 | 0 | 0 | 3 | 3 | 6 |
| | 4-Story Residential | ark City Custon | 20 | Dwelling Units | 8 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | 3-Story Residential | ark City Custon | 24 | Dwelling Units | 9 | 50% | 50% | 25% | 0% | 0% | 4 | 4 | 8 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | | | | | 64 | | | | | | 24 | 24 | 48 | | | | 0 | 0 | 0 | 7 | 7 | 14 |
| 5 (Dev Legend M, N) | 3-Story Condos | ark City Custon | 55 | Dwelling Units | 21 | 50% | 50% | 25% | 0% | 0% | 8 | 8 | 16 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 5 |
| | Single Family Cabin | ark City Custon | 19 | Dwelling Units | 7 | 50% | 50% | 25% | 0% | 0% | 3 | 3 | 6 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | | | | | 29 | | | | | | 11 | 11 | 22 | | | | 0 | 0 | 0 | 3 | 3 | 7 |
| 6 (Dev Legend Q, R) | 3-Story Condos | ark City Custon | 52 | Dwelling Units | 20 | 50% | 50% | 25% | 0% | 0% | 8 | 8 | 16 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 5 |
| | Mountain Chalets | ark City Custon | 28 | Dwelling Units | 11 | 50% | 50% | 25% | 0% | 0% | 4 | 4 | 8 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | | | | | 31 | | | | | | 12 | 12 | 24 | | | | 0 | 0 | 0 | 4 | 4 | 7 |
| | | | | | | | | | | | | | | | 88 | 63 | 151 | 134 | 98 | 232 | | |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

| | | | | | | | |
|---|-----|--------|--------|-------|-------|-------|-------|
| 1 | 35% | 30.765 | 22.155 | 52.92 | 46.83 | 34.23 | 81.06 |
| 2 | 10% | 8.79 | 6.33 | 15.12 | 13.38 | 9.78 | 23.16 |
| 3 | 20% | 17.58 | 12.66 | 30.24 | 26.76 | 19.56 | 46.32 |
| 4 | 10% | 8.79 | 6.33 | 15.12 | 13.38 | 9.78 | 23.16 |
| 5 | 25% | 21.975 | 15.825 | 37.8 | 33.45 | 24.45 | 57.9 |

**TABLE 7
Nordic Valley
Trip Generation PM Peak (External to Development)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | PM Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New PM Trips | % Leaving Development | % BO 2026 ⁶ | BO 2026 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|--------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|--------------|-----------------------|------------------------|---------|-----------|-----------|------------|-----------|-----------|------------|
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | Dwelling Units | 8 | 43% | 57% | 25% | 0% | 0% | 3 | 3 | 6 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | | | | | 8 | | | | | | 3 | 3 | 6 | | | | 0 | 0 | 0 | 1 | 1 | 2 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | Dwelling Units | 44 | 43% | 57% | 25% | 0% | 0% | 14 | 19 | 33 | 30% | 100% | 100% | 4 | 6 | 10 | 4 | 6 | 10 |
| | Retail | 820 | 7.6 | ksf | 81 | 48% | 52% | 0% | 0% | 0% | 39 | 42 | 81 | 30% | 100% | 100% | 12 | 13 | 24 | 12 | 13 | 24 |
| | Retail | 820 | 5.7 | ksf | 65 | 48% | 52% | 0% | 0% | 0% | 31 | 34 | 65 | 30% | 100% | 100% | 9 | 10 | 20 | 9 | 10 | 20 |
| | 5-Story Residential | Park City Custom | 100 | Dwelling Units | 49 | 43% | 57% | 25% | 0% | 0% | 16 | 21 | 37 | 30% | 100% | 100% | 5 | 6 | 11 | 5 | 6 | 11 |
| | Restaurant | 932 | 4 | ksf | 40 | 62% | 38% | 0% | 0% | 0% | 25 | 15 | 40 | 30% | 100% | 100% | 8 | 5 | 12 | 8 | 5 | 12 |
| | 5-Story Residential | Park City Custom | 200 | Dwelling Units | 98 | 43% | 57% | 25% | 0% | 0% | 32 | 42 | 74 | 30% | 100% | 100% | 10 | 13 | 22 | 10 | 13 | 22 |
| | Restaurant | 932 | 4 | ksf | 40 | 62% | 38% | 0% | 0% | 0% | 25 | 15 | 40 | 30% | 100% | 100% | 8 | 5 | 12 | 8 | 5 | 12 |
| | Ski School | | | ksf | | | | 0% | 0% | 0% | 0 | 0 | 0 | 30% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 416 | | | | | | 182 | 188 | 370 | | | | 55 | 56 | 111 | 55 | 56 | 111 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 10 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 10 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 112 | 48% | 52% | 0% | 0% | 0% | 54 | 58 | 112 | 30% | 0% | 100% | 0 | 0 | 0 | 16 | 17 | 34 |
| Total | | | | | 131 | | | | | | 60 | 66 | 126 | | | | 0 | 0 | 0 | 18 | 20 | 38 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | Dwelling Units | 25 | 43% | 57% | 25% | 0% | 0% | 8 | 10 | 18 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 3 | 5 |
| | 4-Story Residential | Park City Custom | 70 | Dwelling Units | 34 | 43% | 57% | 25% | 0% | 0% | 11 | 15 | 26 | 30% | 0% | 100% | 0 | 0 | 0 | 3 | 5 | 8 |
| | 4-Story Residential | Park City Custom | 20 | Dwelling Units | 10 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | 3-Story Residential | Park City Custom | 24 | Dwelling Units | 12 | 43% | 57% | 25% | 0% | 0% | 4 | 5 | 9 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 2 | 3 |
| Total | | | | | 80 | | | | | | 26 | 34 | 60 | | | | 0 | 0 | 0 | 8 | 10 | 18 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | Dwelling Units | 27 | 43% | 57% | 25% | 0% | 0% | 9 | 12 | 21 | 30% | 0% | 100% | 0 | 0 | 0 | 3 | 4 | 6 |
| | Single Family Cabin | Park City Custom | 19 | Dwelling Units | 9 | 43% | 57% | 25% | 0% | 0% | 3 | 4 | 7 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | | | | | 36 | | | | | | 12 | 16 | 28 | | | | 0 | 0 | 0 | 4 | 5 | 8 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | Dwelling Units | 25 | 43% | 57% | 25% | 0% | 0% | 8 | 11 | 19 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 3 | 6 |
| | Mountain Chalets | Park City Custom | 28 | Dwelling Units | 14 | 43% | 57% | 25% | 0% | 0% | 4 | 6 | 10 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 2 | 3 |
| Total | | | | | 39 | | | | | | 12 | 17 | 29 | | | | 0 | 0 | 0 | 4 | 5 | 9 |
| Total | | | | | | | | | | | 55 | 56 | 111 | | | | 55 | 56 | 111 | 89 | 97 | 186 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

| | | | | | | | |
|---|-----|----|----|-------|--------|-------|--------|
| 1 | 35% | 19 | 20 | 38.85 | 30.975 | 34.02 | 64.995 |
| 2 | 10% | 6 | 6 | 11.1 | 8.85 | 9.72 | 18.57 |
| 3 | 20% | 11 | 11 | 22.2 | 17.7 | 19.44 | 37.14 |
| 4 | 10% | 5 | 5 | 11.1 | 8.85 | 9.72 | 18.57 |
| 5 | 25% | 14 | 14 | 27.75 | 22.125 | 24.3 | 46.425 |

**TABLE 8
Nordic Valley
Trip Generation Daily (External to Development)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | Daily Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New Daily Trips | % Leaving Development | % BO 2026 | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|---------------------------------------|--------------------------------|-----------------|----------------|---|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|-----------------|-----------------------|-----------|---------|----------|-----------|----------|----------|-----------|----------|
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | Dwelling Units | 98 | 50% | 50% | 25% | 0% | 0% | 37 | 37 | 74 | 30% | 0% | 100% | 0 | 0 | 0 | 11 | 11 | 22 |
| Total | | | | | 98 | | | | | | 37 | 37 | 74 | | | | 0 | 0 | 0 | 11 | 11 | 22 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | Dwelling Units | 543 | 50% | 50% | 25% | 0% | 0% | 204 | 204 | 408 | 30% | 100% | 100% | 61 | 61 | 122 | 61 | 61 | 122 |
| | Retail (Shopping Center Average Rate) | 820 | 7.6 | ksf | 1,042 | 50% | 50% | 0% | 0% | 0% | 521 | 521 | 1,042 | 30% | 100% | 100% | 156 | 156 | 313 | 156 | 156 | 313 |
| | Retail (Shopping Center Average Rate) | 820 | 5.7 | ksf | 859 | 50% | 50% | 0% | 0% | 0% | 430 | 430 | 860 | 30% | 100% | 100% | 129 | 129 | 258 | 129 | 129 | 258 |
| | 5-Story Residential | Park City Custom | 100 | Dwelling Units | 610 | 50% | 50% | 25% | 0% | 0% | 229 | 229 | 458 | 30% | 100% | 100% | 69 | 69 | 137 | 69 | 69 | 137 |
| | Restaurant | 932 | 4 | ksf | 449 | 50% | 50% | 0% | 0% | 0% | 224 | 224 | 448 | 30% | 100% | 100% | 67 | 67 | 134 | 67 | 67 | 134 |
| | 5-Story Residential | Park City Custom | 200 | Dwelling Units | 1,220 | 50% | 50% | 25% | 0% | 0% | 458 | 458 | 916 | 30% | 100% | 100% | 137 | 137 | 275 | 137 | 137 | 275 |
| | Restaurant | 932 | 4 | ksf | 449 | 50% | 50% | 0% | 0% | 0% | 224 | 224 | 448 | 30% | 100% | 100% | 67 | 67 | 134 | 67 | 67 | 134 |
| | Ski School | | | ksf | | | | 0% | 0% | 0% | 0 | 0 | 0 | 30% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 5172 | | | | | | 2290 | 2290 | 4580 | | | | 687 | 687 | 1374 | 687 | 687 | 1374 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 122 | 50% | 50% | 25% | 0% | 0% | 46 | 46 | 92 | 30% | 0% | 100% | 0 | 0 | 0 | 14 | 14 | 28 |
| | 3-Story Residential | Park City Custom | 20 | Dwelling Units | 122 | 50% | 50% | 25% | 0% | 0% | 46 | 46 | 92 | 30% | 0% | 100% | 0 | 0 | 0 | 14 | 14 | 28 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 1,406 | 50% | 50% | 0% | 0% | 0% | 703 | 703 | 1,406 | 30% | 0% | 100% | 0 | 0 | 0 | 211 | 211 | 422 |
| Total | | | | | 1,650 | | | | | | 795 | 795 | 1,590 | | | | 0 | 0 | 0 | 239 | 239 | 477 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | Dwelling Units | 305 | 50% | 50% | 25% | 0% | 0% | 114 | 114 | 228 | 30% | 0% | 100% | 0 | 0 | 0 | 34 | 34 | 68 |
| | 4-Story Residential | Park City Custom | 70 | Dwelling Units | 427 | 50% | 50% | 25% | 0% | 0% | 160 | 160 | 320 | 30% | 0% | 100% | 0 | 0 | 0 | 48 | 48 | 96 |
| | 4-Story Residential | Park City Custom | 20 | Dwelling Units | 122 | 50% | 50% | 25% | 0% | 0% | 46 | 46 | 92 | 30% | 0% | 100% | 0 | 0 | 0 | 14 | 14 | 28 |
| | 3-Story Residential | Park City Custom | 24 | Dwelling Units | 146 | 50% | 50% | 25% | 0% | 0% | 55 | 55 | 110 | 30% | 0% | 100% | 0 | 0 | 0 | 17 | 17 | 33 |
| Total | | | | | 1,000 | | | | | | 375 | 375 | 750 | | | | 0 | 0 | 0 | 113 | 113 | 225 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | Dwelling Units | 336 | 50% | 50% | 25% | 0% | 0% | 126 | 126 | 252 | 30% | 0% | 100% | 0 | 0 | 0 | 38 | 38 | 76 |
| | Single Family Cabin | Park City Custom | 19 | Dwelling Units | 116 | 50% | 50% | 25% | 0% | 0% | 43 | 43 | 86 | 30% | 0% | 100% | 0 | 0 | 0 | 13 | 13 | 26 |
| Total | | | | | 451 | | | | | | 169 | 169 | 338 | | | | 0 | 0 | 0 | 51 | 51 | 101 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | Dwelling Units | 317 | 50% | 50% | 25% | 0% | 0% | 119 | 119 | 238 | 30% | 0% | 100% | 0 | 0 | 0 | 36 | 36 | 71 |
| | Mountain Chalets | Park City Custom | 28 | Dwelling Units | 171 | 50% | 50% | 25% | 0% | 0% | 64 | 64 | 128 | 30% | 0% | 100% | 0 | 0 | 0 | 19 | 19 | 38 |
| Total | | | | | 488 | | | | | | 183 | 183 | 366 | | | | 0 | 0 | 0 | 55 | 55 | 110 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

**TABLE 9
Nordic Valley
Trip Generation Saturday Peak (External to Development)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | Sat PK Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | New Sat PK Trips | % Leaving Development | % BO 2026 ⁶ | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|---------------------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|------------------|-----------------------|------------------------|-----------|------------|------------|------------|------------|-----------|------------|
| 1 (Dev Legend O) | 3-Story Condos (private) | Park City Custom | 5 | Dwelling Units | 3 | 54% | 46% | 25% | 0% | 0% | 1 | 1 | 2 | 30% | 0% | 100% | 0 | 0 | 0 | 0 | 0 | 1 |
| | 3-Story Condos (rental) | Park City Custom | 11 | Dwelling Units | 8 | 54% | 46% | 10% | 0% | 0% | 4 | 3 | 7 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | Total | | | | | 11 | | | | | 5 | 4 | 9 | | | | 0 | 0 | 0 | 2 | 1 | 3 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential (private) | Park City Custom | 27 | Dwelling Units | 19 | 54% | 46% | 25% | 0% | 0% | 8 | 6 | 14 | 30% | 100% | 100% | 2 | 2 | 4 | 2 | 2 | 4 |
| | 5-Story Residential (rental) | Park City Custom | 62 | Dwelling Units | 44 | 54% | 46% | 10% | 0% | 0% | 21 | 18 | 39 | 30% | 100% | 100% | 6 | 5 | 12 | 6 | 5 | 12 |
| | Retail (Shopping Center Average Rate) | 820 | 7.6 | Dwelling Units | 81 | 52% | 48% | 0% | 0% | 0% | 42 | 39 | 81 | 30% | 100% | 100% | 13 | 12 | 24 | 13 | 12 | 24 |
| | Retail (Shopping Center Average Rate) | 820 | 5.7 | Dwelling Units | 65 | 52% | 48% | 0% | 0% | 0% | 34 | 31 | 65 | 30% | 100% | 100% | 10 | 9 | 20 | 10 | 9 | 20 |
| | 5-Story Residential (private) | Park City Custom | 30 | Dwelling Units | 21 | 54% | 46% | 25% | 0% | 0% | 9 | 7 | 16 | 30% | 100% | 100% | 3 | 2 | 5 | 3 | 2 | 5 |
| | 5-Story Residential (rental) | Park City Custom | 70 | Dwelling Units | 49 | 54% | 46% | 10% | 0% | 0% | 24 | 20 | 44 | 30% | 100% | 100% | 7 | 6 | 13 | 7 | 6 | 13 |
| | Restaurant | 932 | 4 | Dwelling Units | 45 | 51% | 49% | 0% | 0% | 0% | 23 | 22 | 45 | 30% | 100% | 100% | 7 | 7 | 14 | 7 | 7 | 14 |
| | 5-Story Residential (private) | Park City Custom | 60 | Dwelling Units | 42 | 54% | 46% | 25% | 0% | 0% | 17 | 14 | 31 | 30% | 100% | 100% | 5 | 4 | 9 | 5 | 4 | 9 |
| | 5-Story Residential (rental) | Park City Custom | 140 | Dwelling Units | 98 | 54% | 46% | 10% | 0% | 0% | 48 | 41 | 89 | 30% | 100% | 100% | 14 | 12 | 27 | 14 | 12 | 27 |
| | Restaurant | 932 | 4 | Dwelling Units | 45 | 51% | 49% | 0% | 0% | 0% | 23 | 22 | 45 | 30% | 100% | 100% | 7 | 7 | 14 | 7 | 7 | 14 |
| | Ski School | | | | Dwelling Units | | | | 0% | 0% | 0% | 0 | 0 | 0 | 30% | 100% | 100% | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 507 | | | | | | 249 | 220 | 469 | | | | 75 | 66 | 141 | 75 | 66 | 141 |
| 3 (Dev Legend G, L, R) | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 0 | 1 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 10 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 1 | 3 |
| | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 0 | 1 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 10 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 1 | 3 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 114 | 52% | 48% | 0% | 0% | 0% | 59 | 55 | 114 | 30% | 0% | 100% | 0 | 0 | 0 | 18 | 17 | 34 |
| Total | | | | | 142 | | | | | | 73 | 65 | 138 | | | | 0 | 0 | 0 | 22 | 20 | 41 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential (private) | Park City Custom | 15 | Dwelling Units | 11 | 54% | 46% | 25% | 0% | 0% | 4 | 4 | 8 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | 3-Story Residential (rental) | Park City Custom | 35 | Dwelling Units | 25 | 54% | 46% | 10% | 0% | 0% | 12 | 10 | 22 | 30% | 0% | 100% | 0 | 0 | 0 | 4 | 3 | 7 |
| | 4-Story Residential (private) | Park City Custom | 21 | Dwelling Units | 15 | 54% | 46% | 25% | 0% | 0% | 6 | 5 | 11 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 3 |
| | 4-Story Residential (rental) | Park City Custom | 49 | Dwelling Units | 34 | 54% | 46% | 10% | 0% | 0% | 17 | 14 | 31 | 30% | 0% | 100% | 0 | 0 | 0 | 5 | 4 | 9 |
| | 4-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 0 | 1 |
| | 4-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 10 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 1 | 3 |
| | 3-Story Residential (private) | Park City Custom | 7 | Dwelling Units | 5 | 54% | 46% | 25% | 0% | 0% | 2 | 2 | 4 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 1 |
| | 3-Story Residential (rental) | Park City Custom | 17 | Dwelling Units | 12 | 54% | 46% | 10% | 0% | 0% | 6 | 5 | 11 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 3 |
| | Total | | | | | 115 | | | | | | 54 | 45 | 99 | | | | 0 | 0 | 0 | 16 | 14 |
| 5 (Dev Legend M, N) | 3-Story Condos (private) | Park City Custom | 17 | Dwelling Units | 12 | 54% | 46% | 25% | 0% | 0% | 5 | 4 | 9 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 1 | 3 |
| | 3-Story Condos (rental) | Park City Custom | 39 | Dwelling Units | 27 | 54% | 46% | 10% | 0% | 0% | 13 | 11 | 24 | 30% | 0% | 100% | 0 | 0 | 0 | 4 | 3 | 7 |
| | Single Family Cabin (private) | Park City Custom | 6 | Dwelling Units | 4 | 54% | 46% | 25% | 0% | 0% | 2 | 1 | 3 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 0 | 1 |
| | Single Family Cabin (rental) | Park City Custom | 13 | Dwelling Units | 9 | 54% | 46% | 10% | 0% | 0% | 5 | 4 | 9 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 1 | 3 |
| Total | | | | | 42 | | | | | | 20 | 16 | 36 | | | | 0 | 0 | 0 | 6 | 5 | 11 |
| 6 (Dev Legend Q, R) | 3-Story Condos (private) | Park City Custom | 16 | Dwelling Units | 11 | 54% | 46% | 0% | 0% | 0% | 6 | 5 | 11 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 3 |
| | 3-Story Condos (rental) | Park City Custom | 36 | Dwelling Units | 25 | 54% | 46% | 0% | 0% | 0% | 14 | 12 | 26 | 30% | 0% | 100% | 0 | 0 | 0 | 4 | 4 | 8 |
| | Mountain Chalets (private) | Park City Custom | 8 | Dwelling Units | 6 | 54% | 46% | 0% | 0% | 0% | 3 | 3 | 6 | 30% | 0% | 100% | 0 | 0 | 0 | 1 | 1 | 2 |
| | Mountain Chalets (rental) | Park City Custom | 20 | Dwelling Units | 14 | 54% | 46% | 0% | 0% | 0% | 7 | 6 | 13 | 30% | 0% | 100% | 0 | 0 | 0 | 2 | 2 | 4 |
| Total | | | | | 42 | | | | | | 23 | 20 | 43 | | | | 0 | 0 | 0 | 7 | 6 | 13 |
| | | | | | | | | | | | | | | | 75 | 66 | 141 | 127 | 111 | 238 | | |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

| | | | | | | | |
|---|-----|----|----|--------|-------|-------|-------|
| 1 | 35% | 26 | 23 | 49.245 | 44.52 | 38.85 | 83.37 |
| 2 | 10% | 8 | 7 | 14.07 | 12.72 | 11.1 | 23.82 |
| 3 | 20% | 15 | 13 | 28.14 | 25.44 | 22.2 | 47.64 |
| 4 | 10% | 7 | 7 | 14.07 | 12.72 | 11.1 | 23.82 |
| 5 | 25% | 19 | 16 | 35.175 | 31.8 | 27.75 | 59.55 |

**TABLE 10
Nordic Valley
Trip Generation Saturday Daily (External to Development)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | Unit Type | Sat DY Trip Generation 10th ^{1,2} | % Entering ³ | % Exiting ³ | % Un-Occupied | % Pass-By ⁴ | % Internal Capture ⁵ | Trips Entering | Trips Exiting | Sat DY Trips | % Leaving Development | % BO 2026 ⁶ | BO 2040 | 2026 ENT | 2026 EXIT | 2026 TOT | 2040 ENT | 2040 EXIT | 2040 TOT |
|-------------------------------|---------------------------------------|--------------------------------|-----------------|----------------|--|-------------------------|------------------------|---------------|------------------------|---------------------------------|----------------|---------------|--------------|-----------------------|------------------------|---------|------------|------------|-------------|------------|------------|-------------|
| 1 (Dev Legend O) | 3-Story Condos (private) | Park City Custom | 5 | Dwelling Units | 29 | 50% | 50% | 25% | 0% | 0% | 11 | 11 | 22 | 30% | 0% | 100% | 0 | 0 | 0 | 3.3 | 3.3 | 6.6 |
| | 3-Story Condos (rental) | Park City Custom | 11 | Dwelling Units | 68 | 50% | 50% | 10% | 0% | 0% | 31 | 31 | 62 | 30% | 0% | 100% | 0 | 0 | 0 | 9.3 | 9.3 | 18.6 |
| | Total | | | | 98 | | | | | | 42 | 42 | 84 | | | | 0 | 0 | 0 | 13 | 13 | 25 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential (private) | Park City Custom | 27 | Dwelling Units | 163 | 50% | 50% | 25% | 0% | 0% | 61 | 61 | 122 | 30% | 100% | 100% | 18 | 18 | 37 | 18 | 18 | 37 |
| | 5-Story Residential (rental) | Park City Custom | 62 | Dwelling Units | 380 | 50% | 50% | 10% | 0% | 0% | 171 | 171 | 342 | 30% | 100% | 100% | 51 | 51 | 103 | 51 | 51 | 103 |
| | Retail (Shopping Center Average Rate) | 820 | 7.6 | Dwelling Units | 351 | 50% | 50% | 0% | 0% | 0% | 175 | 175 | 350 | 30% | 100% | 100% | 53 | 53 | 105 | 53 | 53 | 105 |
| | Retail (Shopping Center Average Rate) | 820 | 5.7 | Dwelling Units | 264 | 50% | 50% | 0% | 0% | 0% | 132 | 132 | 264 | 30% | 100% | 100% | 40 | 40 | 79 | 40 | 40 | 79 |
| | 5-Story Residential (private) | Park City Custom | 30 | Dwelling Units | 183 | 50% | 50% | 25% | 0% | 0% | 69 | 69 | 138 | 30% | 100% | 100% | 21 | 21 | 41 | 21 | 21 | 41 |
| | 5-Story Residential (rental) | Park City Custom | 70 | Dwelling Units | 427 | 50% | 50% | 10% | 0% | 0% | 192 | 192 | 384 | 30% | 100% | 100% | 58 | 58 | 115 | 58 | 58 | 115 |
| | Restaurant | 932 | 4 | Dwelling Units | 490 | 50% | 50% | 0% | 0% | 0% | 245 | 245 | 490 | 30% | 100% | 100% | 74 | 74 | 147 | 74 | 74 | 147 |
| | 5-Story Residential (private) | Park City Custom | 60 | Dwelling Units | 366 | 50% | 50% | 25% | 0% | 0% | 137 | 137 | 274 | 30% | 100% | 100% | 41 | 41 | 82 | 41 | 41 | 82 |
| | 5-Story Residential (rental) | Park City Custom | 140 | Dwelling Units | 854 | 50% | 50% | 10% | 0% | 0% | 384 | 384 | 768 | 30% | 100% | 100% | 115 | 115 | 230 | 115 | 115 | 230 |
| | Restaurant | 932 | 4 | Dwelling Units | 490 | 50% | 50% | 0% | 0% | 0% | 245 | 245 | 490 | 30% | 100% | 100% | 74 | 74 | 147 | 74 | 74 | 147 |
| Ski School | | | | Dwelling Units | | | | 0% | 0% | 0% | 0 | 0 | 0 | 30% | 100% | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | | 3986 | | | | | | 1811 | 1811 | 3622 | | | | 543 | 543 | 1087 | 543 | 543 | 1087 |
| 3 (Dev Legend G, L, R) | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 37 | 50% | 50% | 25% | 0% | 0% | 14 | 14 | 28 | 30% | 0% | 100% | 0 | 0 | 0 | 4 | 4 | 8 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 85 | 50% | 50% | 10% | 0% | 0% | 38 | 38 | 76 | 30% | 0% | 100% | 0 | 0 | 0 | 11 | 11 | 23 |
| | 3-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 37 | 50% | 50% | 25% | 0% | 0% | 14 | 14 | 28 | 30% | 0% | 100% | 0 | 0 | 0 | 4 | 4 | 8 |
| | 3-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 85 | 50% | 50% | 10% | 0% | 0% | 38 | 38 | 76 | 30% | 0% | 100% | 0 | 0 | 0 | 11 | 11 | 23 |
| | Nordic Street Commercial | 820 | 11.8 | ksf | 544 | 50% | 50% | 0% | 0% | 0% | 272 | 272 | 544 | 30% | 0% | 100% | 0 | 0 | 0 | 82 | 82 | 163 |
| Total | | | | | 788 | | | | | | 376 | 376 | 752 | | | | 0 | 0 | 0 | 113 | 113 | 226 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential (private) | Park City Custom | 15 | Dwelling Units | 92 | 50% | 50% | 25% | 0% | 0% | 34 | 34 | 68 | 30% | 0% | 100% | 0 | 0 | 0 | 10 | 10 | 20 |
| | 3-Story Residential (rental) | Park City Custom | 35 | Dwelling Units | 214 | 50% | 50% | 10% | 0% | 0% | 96 | 96 | 192 | 30% | 0% | 100% | 0 | 0 | 0 | 29 | 29 | 58 |
| | 4-Story Residential (private) | Park City Custom | 21 | Dwelling Units | 128 | 50% | 50% | 25% | 0% | 0% | 48 | 48 | 96 | 30% | 0% | 100% | 0 | 0 | 0 | 14 | 14 | 29 |
| | 4-Story Residential (rental) | Park City Custom | 49 | Dwelling Units | 299 | 50% | 50% | 10% | 0% | 0% | 135 | 135 | 270 | 30% | 0% | 100% | 0 | 0 | 0 | 41 | 41 | 81 |
| | 4-Story Residential (private) | Park City Custom | 6 | Dwelling Units | 37 | 50% | 50% | 25% | 0% | 0% | 14 | 14 | 28 | 30% | 0% | 100% | 0 | 0 | 0 | 4 | 4 | 8 |
| | 4-Story Residential (rental) | Park City Custom | 14 | Dwelling Units | 85 | 50% | 50% | 10% | 0% | 0% | 38 | 38 | 76 | 30% | 0% | 100% | 0 | 0 | 0 | 11 | 11 | 23 |
| | 3-Story Residential (private) | Park City Custom | 7 | Dwelling Units | 44 | 50% | 50% | 25% | 0% | 0% | 16 | 16 | 32 | 30% | 0% | 100% | 0 | 0 | 0 | 5 | 5 | 10 |
| | 3-Story Residential (rental) | Park City Custom | 17 | Dwelling Units | 102 | 50% | 50% | 10% | 0% | 0% | 46 | 46 | 92 | 30% | 0% | 100% | 0 | 0 | 0 | 14 | 14 | 28 |
| Total | | | | | 1,000 | | | | | | 427 | 427 | 854 | | | | 0 | 0 | 0 | 128 | 128 | 256 |
| 5 (Dev Legend M, N) | 3-Story Condos (private) | Park City Custom | 17 | Dwelling Units | 101 | 50% | 50% | 25% | 0% | 0% | 38 | 38 | 76 | 30% | 0% | 100% | 0 | 0 | 0 | 11 | 11 | 23 |
| | 3-Story Condos (rental) | Park City Custom | 39 | Dwelling Units | 235 | 50% | 50% | 10% | 0% | 0% | 106 | 106 | 212 | 30% | 0% | 100% | 0 | 0 | 0 | 32 | 32 | 64 |
| | Single Family Cabin (private) | Park City Custom | 6 | Dwelling Units | 35 | 50% | 50% | 25% | 0% | 0% | 13 | 13 | 26 | 30% | 0% | 100% | 0 | 0 | 0 | 4 | 4 | 8 |
| | Single Family Cabin (rental) | Park City Custom | 13 | Dwelling Units | 81 | 50% | 50% | 10% | 0% | 0% | 37 | 37 | 74 | 30% | 0% | 100% | 0 | 0 | 0 | 11 | 11 | 22 |
| Total | | | | | 370 | | | | | | 157 | 157 | 314 | | | | 0 | 0 | 0 | 47 | 47 | 94 |
| 6 (Dev Legend Q, R) | 3-Story Condos (private) | Park City Custom | 16 | Dwelling Units | 95 | 50% | 50% | 0% | 0% | 0% | 48 | 48 | 96 | 30% | 0% | 100% | 0 | 0 | 0 | 14 | 14 | 29 |
| | 3-Story Condos (rental) | Park City Custom | 36 | Dwelling Units | 222 | 50% | 50% | 0% | 0% | 0% | 111 | 111 | 222 | 30% | 0% | 100% | 0 | 0 | 0 | 33 | 33 | 67 |
| | Mountain Chalets (private) | Park City Custom | 8 | Dwelling Units | 51 | 50% | 50% | 0% | 0% | 0% | 26 | 26 | 52 | 30% | 0% | 100% | 0 | 0 | 0 | 8 | 8 | 16 |
| | Mountain Chalets (rental) | Park City Custom | 20 | Dwelling Units | 120 | 50% | 50% | 0% | 0% | 0% | 60 | 60 | 120 | 30% | 0% | 100% | 0 | 0 | 0 | 18 | 18 | 36 |
| Total | | | | | 368 | | | | | | 185 | 185 | 370 | | | | 0 | 0 | 0 | 56 | 56 | 111 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by residential uses based on Snow Park Village study by Fehr & Peers.
3. Percentage of trips Entering and Exiting the development according to the ITE Trip Generation Manual, 10th Edition.
4. Percentage of Pass-by trips according to the ITE Trip Generation Manual, 10th Edition.
5. Internal capture calculated using guidelines in the ITE Trip Generation Handbook 3rd Edition, 2017.

Key
Update Cells highlighted in yellow
30% Update this value for % Leaving Development

**TABLE 11
Nordic Valley
Trip Generation AM Peak (Combined Internal & External)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | 2026 | | | 2040 | | |
|-------------------------------|--------------------------|--------------------------------|-----------------|----------------|----------------|-------------|----------------|----------------|-------------|
| | | | | External Trips | Internal Trips | Total Trips | External Trips | Internal Trips | Total Trips |
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | 0 | 0 | 0 | 1 | 1 | 2 |
| Total | | | | 0 | 0 | 0 | 1 | 1 | 2 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | 8 | 0 | 8 | 8 | 0 | 8 |
| | Retail | 820 | 7.6 | 47 | 0 | 47 | 47 | 0 | 47 |
| | Retail | 820 | 5.7 | 47 | 0 | 47 | 47 | 0 | 47 |
| | 5-Story Residential | Park City Custom | 100 | 9 | 0 | 9 | 9 | 0 | 9 |
| | Restaurant | 932 | 4 | 12 | 0 | 12 | 12 | 0 | 12 |
| | 5-Story Residential | Park City Custom | 200 | 17 | 0 | 17 | 17 | 0 | 17 |
| | Restaurant | 932 | 4 | 12 | 0 | 12 | 12 | 0 | 12 |
| | Ski School | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | 151 | 0 | 151 | 151 | 0 | 151 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 2 | 0 | 2 |
| | 3-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Nordic Street Commercial | 820 | 11.8 | 0 | 0 | 0 | 47 | 0 | 47 |
| Total | | | | 0 | 0 | 0 | 51 | 0 | 51 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | 0 | 0 | 0 | 4 | 0 | 4 |
| | 4-Story Residential | Park City Custom | 70 | 0 | 0 | 0 | 6 | 0 | 6 |
| | 4-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 2 | 0 | 2 |
| | 3-Story Residential | Park City Custom | 24 | 0 | 0 | 0 | 2 | 0 | 2 |
| Total | | | | 0 | 0 | 0 | 14 | 0 | 14 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | 0 | 0 | 0 | 5 | 2 | 7 |
| | Single Family Cabin | Park City Custom | 19 | 0 | 0 | 0 | 2 | 1 | 3 |
| Total | | | | 0 | 0 | 0 | 7 | 3 | 10 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | 0 | 0 | 0 | 5 | 2 | 7 |
| | Mountain Chalets | Park City Custom | 28 | 0 | 0 | 0 | 2 | 1 | 4 |
| Total | | | | 0 | 0 | 0 | 7 | 3 | 11 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.

2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

TABLE 12
Nordic Valley
Trip Generation PM Peak (Combined Internal & External)

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | 2026 | | | 2040 | | |
|-------------------------------|--------------------------|--------------------------------|-----------------|----------------|----------------|-------------|----------------|----------------|-------------|
| | | | | External Trips | Internal Trips | Total Trips | External Trips | Internal Trips | Total Trips |
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | 0 | 0 | 0 | 2 | 1 | 3 |
| | Total | | | 0 | 0 | 0 | 2 | 1 | 3 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | 10 | 0 | 10 | 10 | 0 | 10 |
| | Retail | 820 | 7.6 | 24 | 0 | 24 | 24 | 0 | 24 |
| | Retail | 820 | 5.7 | 20 | 0 | 20 | 20 | 0 | 20 |
| | 5-Story Residential | Park City Custom | 100 | 11 | 0 | 11 | 11 | 0 | 11 |
| | Restaurant | 932 | 4 | 12 | 0 | 12 | 12 | 0 | 12 |
| | 5-Story Residential | Park City Custom | 200 | 22 | 0 | 22 | 22 | 0 | 22 |
| | Restaurant | 932 | 4 | 12 | 0 | 12 | 12 | 0 | 12 |
| | Ski School | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | 111 | 0 | 111 | 111 | 0 | 111 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 2 | 0 | 2 |
| | 3-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 2 | 0 | 2 |
| | Nordic Street Commercial | 820 | 11.8 | 0 | 0 | 0 | 34 | 0 | 34 |
| Total | | | | 0 | 0 | 0 | 38 | 0 | 38 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | 0 | 0 | 0 | 5 | 0 | 5 |
| | 4-Story Residential | Park City Custom | 70 | 0 | 0 | 0 | 8 | 0 | 8 |
| | 4-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 2 | 0 | 2 |
| | 3-Story Residential | Park City Custom | 24 | 0 | 0 | 0 | 3 | 0 | 3 |
| Total | | | | 0 | 0 | 0 | 18 | 0 | 18 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | 0 | 0 | 0 | 6 | 3 | 9 |
| | Single Family Cabin | Park City Custom | 19 | 0 | 0 | 0 | 2 | 1 | 3 |
| Total | | | | 0 | 0 | 0 | 8 | 4 | 12 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | 0 | 0 | 0 | 6 | 3 | 8 |
| | Mountain Chalets | Park City Custom | 28 | 0 | 0 | 0 | 3 | 1 | 4 |
| Total | | | | 0 | 0 | 0 | 9 | 4 | 13 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.

2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

**TABLE 13
Nordic Valley
Trip Generation Daily (Combined Internal & External)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | 2026 | | | 2040 | | |
|-------------------------------|--------------------------|--------------------------------|-----------------|----------------|----------------|-------------|----------------|----------------|-------------|
| | | | | External Trips | Internal Trips | Total Trips | External Trips | Internal Trips | Total Trips |
| 1 (Dev Legend O) | 3-Story Condos | Park City Custom | 16 | 0 | 0 | 0 | 22 | 10 | 33 |
| Total | | | | 0 | 0 | 0 | 22 | 10 | 33 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential | Park City Custom | 89 | 122 | 0 | 122 | 122 | 0 | 122 |
| | Retail | 820 | 7.6 | 313 | 0 | 313 | 313 | 0 | 313 |
| | Retail | 820 | 5.7 | 258 | 0 | 258 | 258 | 0 | 258 |
| | 5-Story Residential | Park City Custom | 100 | 137 | 0 | 137 | 137 | 0 | 137 |
| | Restaurant | 932 | 4 | 134 | 0 | 134 | 134 | 0 | 134 |
| | 5-Story Residential | Park City Custom | 200 | 275 | 0 | 275 | 275 | 0 | 275 |
| | Restaurant | 932 | 4 | 134 | 0 | 134 | 134 | 0 | 134 |
| | Ski School | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | 1374 | 0 | 1374 | 1374 | 0 | 1374 |
| 3 (Dev Legend G, L, R) | 3-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 28 | 0 | 28 |
| | 3-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 28 | 0 | 28 |
| | Nordic Street Commercial | 820 | 11.8 | 0 | 0 | 0 | 422 | 0 | 422 |
| Total | | | | 0 | 0 | 0 | 477 | 0 | 477 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential | Park City Custom | 50 | 0 | 0 | 0 | 68 | 0 | 68 |
| | 4-Story Residential | Park City Custom | 70 | 0 | 0 | 0 | 96 | 0 | 96 |
| | 4-Story Residential | Park City Custom | 20 | 0 | 0 | 0 | 28 | 0 | 28 |
| | 3-Story Residential | Park City Custom | 24 | 0 | 0 | 0 | 33 | 0 | 33 |
| Total | | | | 0 | 0 | 0 | 225 | 0 | 225 |
| 5 (Dev Legend M, N) | 3-Story Condos | Park City Custom | 55 | 0 | 0 | 0 | 76 | 35 | 111 |
| | Single Family Cabin | Park City Custom | 19 | 0 | 0 | 0 | 26 | 12 | 38 |
| Total | | | | 0 | 0 | 0 | 101 | 47 | 149 |
| 6 (Dev Legend Q, R) | 3-Story Condos | Park City Custom | 52 | 0 | 0 | 0 | 71 | 33 | 105 |
| | Mountain Chalets | Park City Custom | 28 | 0 | 0 | 0 | 38 | 18 | 56 |
| Total | | | | 0 | 0 | 0 | 110 | 51 | 161 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

**TABLE 14
Nordic Valley
Trip Generation Saturday Peak (Combined Internal & External)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | 2026 | | | 2040 | | |
|-------------------------------|-------------------------------|--------------------------------|-----------------|----------------|----------------|-------------|----------------|----------------|-------------|
| | | | | External Trips | Internal Trips | Total Trips | External Trips | Internal Trips | Total Trips |
| 1 (Dev Legend O) | 3-Story Condos (private) | Park City Custom | 5 | 0 | 0 | 0 | 1 | 0 | 0.9 |
| | 3-Story Condos (rental) | Park City Custom | 11 | 0 | 0 | 0 | 2 | 1 | 3.1 |
| | Total | | | 0 | 0 | 0 | 3 | 1 | 4 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential (private) | Park City Custom | 27 | 4 | 0 | 4 | 4 | 0 | 4 |
| | 5-Story Residential (rental) | Park City Custom | 62 | 12 | 0 | 12 | 12 | 0 | 12 |
| | Retail (Shopping Center Ave | 820 | 7.6 | 24 | 0 | 24 | 24 | 0 | 24 |
| | Retail (Shopping Center Ave | 820 | 5.7 | 20 | 0 | 20 | 20 | 0 | 20 |
| | 5-Story Residential (private) | Park City Custom | 30 | 5 | 0 | 5 | 5 | 0 | 5 |
| | 5-Story Residential (rental) | Park City Custom | 70 | 13 | 0 | 13 | 13 | 0 | 13 |
| | Restaurant | 932 | 4 | 14 | 0 | 14 | 14 | 0 | 14 |
| | 5-Story Residential (private) | Park City Custom | 60 | 9 | 0 | 9 | 9 | 0 | 9 |
| | 5-Story Residential (rental) | Park City Custom | 140 | 27 | 0 | 27 | 27 | 0 | 27 |
| | Restaurant | 932 | 4 | 14 | 0 | 14 | 14 | 0 | 14 |
| | Ski School | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | 141 | 0 | 141 | 141 | 0 | 141 |
| 3 (Dev Legend G, L, R) | 3-Story Residential (private) | Park City Custom | 6 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 3-Story Residential (rental) | Park City Custom | 14 | 0 | 0 | 0 | 3 | 0 | 3 |
| | 3-Story Residential (private) | Park City Custom | 6 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 3-Story Residential (rental) | Park City Custom | 14 | 0 | 0 | 0 | 3 | 0 | 3 |
| | Nordic Street Commercial | 820 | 11.8 | 0 | 0 | 0 | 34 | 0 | 34 |
| Total | | | | 0 | 0 | 0 | 41 | 0 | 41 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential (private) | Park City Custom | 15 | 0 | 0 | 0 | 2 | 0 | 2 |
| | 3-Story Residential (rental) | Park City Custom | 35 | 0 | 0 | 0 | 7 | 0 | 7 |
| | 4-Story Residential (private) | Park City Custom | 21 | 0 | 0 | 0 | 3 | 0 | 3 |
| | 4-Story Residential (rental) | Park City Custom | 49 | 0 | 0 | 0 | 9 | 0 | 9 |
| | 4-Story Residential (private) | Park City Custom | 6 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 4-Story Residential (rental) | Park City Custom | 14 | 0 | 0 | 0 | 3 | 0 | 3 |
| | 3-Story Residential (private) | Park City Custom | 7 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 3-Story Residential (rental) | Park City Custom | 17 | 0 | 0 | 0 | 3 | 0 | 3 |
| Total | | | | 0 | 0 | 0 | 30 | 0 | 30 |
| 5 (Dev Legend M, N) | 3-Story Condos (private) | Park City Custom | 17 | 0 | 0 | 0 | 3 | 1 | 4 |
| | 3-Story Condos (rental) | Park City Custom | 39 | 0 | 0 | 0 | 7 | 3 | 11 |
| | Single Family Cabin (private) | Park City Custom | 6 | 0 | 0 | 0 | 1 | 0 | 1 |
| | Single Family Cabin (rental) | Park City Custom | 13 | 0 | 0 | 0 | 3 | 1 | 4 |
| Total | | | | 0 | 0 | 0 | 14 | 6 | 20 |
| 6 (Dev Legend Q, R) | 3-Story Condos (private) | Park City Custom | 16 | 0 | 0 | 0 | 3 | 2 | 5 |
| | 3-Story Condos (rental) | Park City Custom | 36 | 0 | 0 | 0 | 8 | 4 | 11 |
| | Mountain Chalets (private) | Park City Custom | 8 | 0 | 0 | 0 | 2 | 1 | 3 |
| | Mountain Chalets (rental) | Park City Custom | 20 | 0 | 0 | 0 | 4 | 2 | 6 |
| Total | | | | 0 | 0 | 0 | 17 | 8 | 25 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

**TABLE 15
Nordic Valley
Trip Generation Saturday Daily (Combined Internal & External)**

| Zone | Land Use ^{1,2} | ITE Land Use Code ¹ | Number of Units | 2026 | | | 2040 | | |
|-------------------------------|-------------------------------|--------------------------------|-----------------|----------------|----------------|-------------|----------------|----------------|-------------|
| | | | | External Trips | Internal Trips | Total Trips | External Trips | Internal Trips | Total Trips |
| 1 (Dev Legend O) | 3-Story Condos (private) | Park City Custom | 5 | 0 | 0 | 0 | 7 | 3 | 10 |
| | 3-Story Condos (rental) | Park City Custom | 11 | 0 | 0 | 0 | 19 | 9 | 27 |
| | Total | | | 0 | 0 | 0 | 25 | 12 | 37 |
| 2 (Dev Legend A,B,C,D,E,F) | 5-Story Residential (private) | Park City Custom | 27 | 37 | 0 | 37 | 37 | 0 | 37 |
| | 5-Story Residential (rental) | Park City Custom | 62 | 103 | 0 | 103 | 103 | 0 | 103 |
| | Retail (Shopping Center Ave | 820 | 7.6 | 105 | 0 | 105 | 105 | 0 | 105 |
| | Retail (Shopping Center Ave | 820 | 5.7 | 79 | 0 | 79 | 79 | 0 | 79 |
| | 5-Story Residential (private) | Park City Custom | 30 | 41 | 0 | 41 | 41 | 0 | 41 |
| | 5-Story Residential (rental) | Park City Custom | 70 | 115 | 0 | 115 | 115 | 0 | 115 |
| | Restaurant | 932 | 4 | 147 | 0 | 147 | 147 | 0 | 147 |
| | 5-Story Residential (private) | Park City Custom | 60 | 82 | 0 | 82 | 82 | 0 | 82 |
| | 5-Story Residential (rental) | Park City Custom | 140 | 230 | 0 | 230 | 230 | 0 | 230 |
| | Restaurant | 932 | 4 | 147 | 0 | 147 | 147 | 0 | 147 |
| | Ski School | | | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | | | 1087 | 0 | 1087 | 1087 | 0 | 1087 |
| 3 (Dev Legend G, L, R) | 3-Story Residential (private) | Park City Custom | 6 | 0 | 0 | 0 | 8 | 0 | 8 |
| | 3-Story Residential (rental) | Park City Custom | 14 | 0 | 0 | 0 | 23 | 0 | 23 |
| | 3-Story Residential (private) | Park City Custom | 6 | 0 | 0 | 0 | 8 | 0 | 8 |
| | 3-Story Residential (rental) | Park City Custom | 14 | 0 | 0 | 0 | 23 | 0 | 23 |
| | Nordic Street Commercial | 820 | 11.8 | 0 | 0 | 0 | 163 | 0 | 163 |
| Total | | | | 0 | 0 | 0 | 226 | 0 | 226 |
| 4 (Dev Legend H, I, J, K) | 3-Story Residential (private) | Park City Custom | 15 | 0 | 0 | 0 | 20 | 10 | 30 |
| | 3-Story Residential (rental) | Park City Custom | 35 | 0 | 0 | 0 | 58 | 27 | 84 |
| | 4-Story Residential (private) | Park City Custom | 21 | 0 | 0 | 0 | 29 | 13 | 42 |
| | 4-Story Residential (rental) | Park City Custom | 49 | 0 | 0 | 0 | 81 | 38 | 119 |
| | 4-Story Residential (private) | Park City Custom | 6 | 0 | 0 | 0 | 8 | 4 | 12 |
| | 4-Story Residential (rental) | Park City Custom | 14 | 0 | 0 | 0 | 23 | 11 | 33 |
| | 3-Story Residential (private) | Park City Custom | 7 | 0 | 0 | 0 | 10 | 4 | 14 |
| | 3-Story Residential (rental) | Park City Custom | 17 | 0 | 0 | 0 | 28 | 13 | 40 |
| Total | | | | 0 | 0 | 0 | 256 | 120 | 376 |
| 5 (Dev Legend M, N) | 3-Story Condos (private) | Park City Custom | 17 | 0 | 0 | 0 | 23 | 11 | 33 |
| | 3-Story Condos (rental) | Park City Custom | 39 | 0 | 0 | 0 | 64 | 30 | 93 |
| | Single Family Cabin (private) | Park City Custom | 6 | 0 | 0 | 0 | 8 | 4 | 11 |
| | Single Family Cabin (rental) | Park City Custom | 13 | 0 | 0 | 0 | 22 | 10 | 33 |
| Total | | | | 0 | 0 | 0 | 94 | 44 | 138 |
| 6 (Dev Legend Q, R) | 3-Story Condos (private) | Park City Custom | 16 | 0 | 0 | 0 | 29 | 13 | 42 |
| | 3-Story Condos (rental) | Park City Custom | 36 | 0 | 0 | 0 | 67 | 31 | 98 |
| | Mountain Chalets (private) | Park City Custom | 8 | 0 | 0 | 0 | 16 | 7 | 23 |
| | Mountain Chalets (rental) | Park City Custom | 20 | 0 | 0 | 0 | 36 | 17 | 53 |
| Total | | | | 0 | 0 | 0 | 111 | 52 | 163 |

1. Traffic Generated by the development according to the ITE Trip Generation Manual, 10th Edition.
2. Traffic Generated by Resort Hotels based on Snow Park Village study by Fehr & Peers.

TABLE 16
Nordic Valley
All Trip Generation (Combined Internal & External)

| Land Use | Time Period | 2026 | 2040 |
|----------|----------------|-------|-------|
| Zone 1 | Weekday Daily | 0 | 33 |
| | Saturday Daily | 0 | 37 |
| | Weekday AM | 0 | 2 |
| | Weekday PM | 0 | 3 |
| | Saturday Peak | 0 | 4 |
| Zone 2 | Weekday Daily | 1,374 | 1,374 |
| | Saturday Daily | 1,087 | 1,087 |
| | Weekday AM | 152 | 152 |
| | Weekday PM | 111 | 111 |
| | Saturday Peak | 142 | 142 |
| Zone 3 | Weekday Daily | 0 | 477 |
| | Saturday Daily | 0 | 226 |
| | Weekday AM | 0 | 51 |
| | Weekday PM | 0 | 38 |
| | Saturday Peak | 0 | 41 |
| Zone 4 | Weekday Daily | 0 | 225 |
| | Saturday Daily | 0 | 376 |
| | Weekday AM | 0 | 14 |
| | Weekday PM | 0 | 18 |
| | Saturday Peak | 0 | 30 |
| Zone 5 | Weekday Daily | 0 | 149 |
| | Saturday Daily | 0 | 138 |
| | Weekday AM | 0 | 10 |
| | Weekday PM | 0 | 12 |
| | Saturday Peak | 0 | 20 |
| Zone 6 | Weekday Daily | 0 | 161 |
| | Saturday Daily | 0 | 163 |
| | Weekday AM | 0 | 11 |
| | Weekday PM | 0 | 13 |
| | Saturday Peak | 0 | 25 |
| Total | Weekday Daily | 1,374 | 2,419 |
| | Saturday Daily | 1,087 | 2,027 |
| | Weekday AM | 152 | 240 |
| | Weekday PM | 111 | 195 |
| | Saturday Peak | 142 | 262 |

Detailed Level of Service Reports

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 211 | 163 | 93 | 50 | 40 | 191 |
| Future Vol, veh/h | 211 | 163 | 93 | 50 | 40 | 191 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 240 | 185 | 106 | 57 | 45 | 217 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 163 | 0 | - | 0 | 800 135 |
| Stage 1 | - | - | - | - | 135 - |
| Stage 2 | - | - | - | - | 665 - |
| 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 | - | - | - | 354 914 |
| Stage 1 | - | - | - | - | 891 - |
| Stage 2 | - | - | - | - | 511 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1416 | - | - | - | 294 914 |
| Mov Cap-2 Maneuver | - | - | - | - | 294 - |
| Stage 1 | - | - | - | - | 740 - |
| Stage 2 | - | - | - | - | 511 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.5 | 0 | 13.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1416 | - | - | - | 670 |
| HCM Lane V/C Ratio | 0.169 | - | - | - | 0.392 |
| HCM Control Delay (s) | 8.1 | - | - | - | 13.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 1.9 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 12.1 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 65 | 98 | 102 | 7 | 38 | 5 | 192 | 121 | 11 | 35 | 51 | 32 |
| Future Vol, veh/h | 65 | 98 | 102 | 7 | 38 | 5 | 192 | 121 | 11 | 35 | 51 | 32 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 80 | 121 | 126 | 9 | 47 | 6 | 237 | 149 | 14 | 43 | 63 | 40 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|-----|------|----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 13.2 | 9.7 | 12.4 | 10 |
| HCM LOS | B | A | B | A |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 25% | 14% | 100% | 0% |
| Vol Thru, % | 0% | 92% | 37% | 76% | 0% | 61% |
| Vol Right, % | 0% | 8% | 38% | 10% | 0% | 39% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 192 | 132 | 265 | 50 | 35 | 83 |
| LT Vol | 192 | 0 | 65 | 7 | 35 | 0 |
| Through Vol | 0 | 121 | 98 | 38 | 0 | 51 |
| RT Vol | 0 | 11 | 102 | 5 | 0 | 32 |
| Lane Flow Rate | 237 | 163 | 327 | 62 | 43 | 102 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.42 | 0.263 | 0.483 | 0.102 | 0.081 | 0.17 |
| Departure Headway (Hd) | 6.376 | 5.81 | 5.316 | 5.962 | 6.757 | 5.974 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 564 | 619 | 677 | 599 | 530 | 599 |
| Service Time | 4.109 | 3.543 | 3.351 | 4.013 | 4.501 | 3.717 |
| HCM Lane V/C Ratio | 0.42 | 0.263 | 0.483 | 0.104 | 0.081 | 0.17 |
| HCM Control Delay | 13.7 | 10.6 | 13.2 | 9.7 | 10.1 | 9.9 |
| HCM Lane LOS | B | B | B | A | B | A |
| HCM 95th-tile Q | 2.1 | 1.1 | 2.6 | 0.3 | 0.3 | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 1 | 31 | 89 | 88 | 144 | 1 |
| Future Vol, veh/h | 1 | 31 | 89 | 88 | 144 | 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 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 36 | 102 | 101 | 166 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 472 | 167 | 167 | 0 | - | 0 |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 305 | - | - | - | - | - |
| 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 | 551 | 877 | 1411 | - | - | - |
| Stage 1 | 863 | - | - | - | - | - |
| Stage 2 | 748 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 509 | 877 | 1411 | - | - | - |
| Mov Cap-2 Maneuver | 509 | - | - | - | - | - |
| Stage 1 | 797 | - | - | - | - | - |
| Stage 2 | 748 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.4 | 3.9 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1411 | - | 858 | - | - |
| HCM Lane V/C Ratio | 0.073 | - | 0.043 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.1 | - | - |




| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 12 | 2 | 1 | 88 | 142 | 50 |
| Future Vol, veh/h | 12 | 2 | 1 | 88 | 142 | 50 |
| 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 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 2 | 1 | 102 | 165 | 58 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 298 | 194 | 223 | 0 | - | 0 |
| Stage 1 | 194 | - | - | - | - | - |
| Stage 2 | 104 | - | - | - | - | - |
| 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 | 693 | 847 | 1346 | - | - | - |
| Stage 1 | 839 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 692 | 847 | 1346 | - | - | - |
| Mov Cap-2 Maneuver | 692 | - | - | - | - | - |
| Stage 1 | 838 | - | - | - | - | - |
| Stage 2 | 920 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.2 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1346 | - | 711 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.023 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.1 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|---|------|------|---|---|------|
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 23 | 169 | 14 | 27 | 89 | 7 |
| Future Vol, veh/h | 23 | 169 | 14 | 27 | 89 | 7 |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 204 | 17 | 33 | 107 | 8 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 7.9 | 7.8 | 8.5 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 93% | 0% | 34% |
| Vol Thru, % | 0% | 12% | 66% |
| Vol Right, % | 7% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 96 | 192 | 41 |
| LT Vol | 89 | 0 | 14 |
| Through Vol | 0 | 23 | 27 |
| RT Vol | 7 | 169 | 0 |
| Lane Flow Rate | 116 | 231 | 49 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.15 | 0.241 | 0.062 |
| Departure Headway (Hd) | 4.658 | 3.746 | 4.5 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 775 | 962 | 798 |
| Service Time | 2.658 | 1.756 | 2.515 |
| HCM Lane V/C Ratio | 0.15 | 0.24 | 0.061 |
| HCM Control Delay | 8.5 | 7.9 | 7.8 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.5 | 0.9 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 33 | 121 | 0 | 0 | 65 | 53 | 0 | 0 | 1 | 70 | 1 | 33 |
| Future Vol, veh/h | 33 | 121 | 0 | 0 | 65 | 53 | 0 | 0 | 1 | 70 | 1 | 33 |
| 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 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 139 | 0 | 0 | 75 | 61 | 0 | 0 | 1 | 80 | 1 | 38 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 136 | 0 | 0 | 139 | 0 | 0 | 340 | 351 | 139 | 322 | 321 | 106 |
| Stage 1 | - | - | - | - | - | - | 215 | 215 | - | 106 | 106 | - |
| Stage 2 | - | - | - | - | - | - | 125 | 136 | - | 216 | 215 | - |
| 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 | 1448 | - | - | 1445 | - | - | 614 | 573 | 909 | 631 | 596 | 948 |
| Stage 1 | - | - | - | - | - | - | 787 | 725 | - | 900 | 807 | - |
| Stage 2 | - | - | - | - | - | - | 879 | 784 | - | 786 | 725 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1448 | - | - | 1445 | - | - | 576 | 557 | 909 | 616 | 579 | 948 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 576 | 557 | - | 616 | 579 | - |
| Stage 1 | - | - | - | - | - | - | 765 | 705 | - | 875 | 807 | - |
| Stage 2 | - | - | - | - | - | - | 843 | 784 | - | 763 | 705 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|------|
| HCM Control Delay, s | 1.6 | 0 | 9 | 11.3 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 909 | 1448 | - | - | 1445 | - | - | 693 |
| HCM Lane V/C Ratio | 0.001 | 0.026 | - | - | - | - | - | 0.172 |
| HCM Control Delay (s) | 9 | 7.6 | 0 | - | 0 | - | - | 11.3 |
| HCM Lane LOS | A | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.6 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 141 | 7 | 4 | 88 | 4 | 7 | 0 | 6 | 3 | 0 | 7 |
| Future Vol, veh/h | 1 | 141 | 7 | 4 | 88 | 4 | 7 | 0 | 6 | 3 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 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 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 176 | 9 | 5 | 110 | 5 | 9 | 0 | 8 | 4 | 0 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 115 | 0 | 0 | 186 | 0 | 0 | 311 | 309 | 182 | 310 | 311 | 113 |
| Stage 1 | - | - | - | - | - | - | 184 | 184 | - | 123 | 123 | - |
| Stage 2 | - | - | - | - | - | - | 127 | 125 | - | 187 | 188 | - |
| 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 | 1474 | - | - | 1388 | - | - | 642 | 605 | 861 | 642 | 604 | 940 |
| Stage 1 | - | - | - | - | - | - | 818 | 747 | - | 881 | 794 | - |
| Stage 2 | - | - | - | - | - | - | 877 | 792 | - | 815 | 745 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1474 | - | - | 1387 | - | - | 633 | 601 | 860 | 634 | 600 | 940 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 633 | 601 | - | 634 | 600 | - |
| Stage 1 | - | - | - | - | - | - | 816 | 746 | - | 880 | 791 | - |
| Stage 2 | - | - | - | - | - | - | 865 | 789 | - | 807 | 744 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|-----|--|------|--|-----|--|
| HCM Control Delay, s | 0 | | 0.3 | | 10.1 | | 9.5 | |
| HCM LOS | | | | | B | | A | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 721 | 1474 | - | - | 1387 | - | - | 821 |
| HCM Lane V/C Ratio | 0.023 | 0.001 | - | - | 0.004 | - | - | 0.015 |
| HCM Control Delay (s) | 10.1 | 7.4 | 0 | - | 7.6 | 0 | - | 9.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 4 | 3 | 1 | 2 | 0 | 3 | 10 | 0 | 0 | 49 | 3 |
| Future Vol, veh/h | 4 | 4 | 3 | 1 | 2 | 0 | 3 | 10 | 0 | 0 | 49 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 4 | 1 | 2 | 0 | 4 | 12 | 0 | 0 | 58 | 4 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 81 | 80 | 60 | 85 | 82 | 12 | 62 | 0 | 0 | 12 | 0 | 0 |
| Stage 1 | 60 | 60 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 21 | 20 | - | 65 | 62 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 907 | 810 | 1005 | 901 | 808 | 1069 | 1541 | - | - | 1607 | - | - |
| Stage 1 | 951 | 845 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 998 | 879 | - | 946 | 843 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 902 | 808 | 1005 | 892 | 806 | 1069 | 1541 | - | - | 1607 | - | - |
| Mov Cap-2 Maneuver | 902 | 808 | - | 892 | 806 | - | - | - | - | - | - | - |
| Stage 1 | 948 | 845 | - | 996 | 876 | - | - | - | - | - | - | - |
| Stage 2 | 992 | 876 | - | 937 | 843 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|----|--|
| HCM Control Delay, s | 9.1 | | 9.3 | | 1.7 | | 0 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1541 | - | - | 902 | 882 | 833 | 1607 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.005 | 0.009 | 0.004 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9 | 9.1 | 9.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 85 | 1 | 12 | 23 | 3 | 50 |
| Future Vol, veh/h | 85 | 1 | 12 | 23 | 3 | 50 |
| Conflicting Peds, #/hr | 1 | 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 | 72 | 72 | 72 | 72 | 72 | 72 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 118 | 1 | 17 | 32 | 4 | 69 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 111 | 33 | 0 | 0 | 49 |
| Stage 1 | 33 | - | - | - | - |
| Stage 2 | 78 | - | - | - | - |
| 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 | 886 | 1041 | - | - | 1558 |
| Stage 1 | 989 | - | - | - | - |
| Stage 2 | 945 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 882 | 1041 | - | - | 1558 |
| Mov Cap-2 Maneuver | 882 | - | - | - | - |
| Stage 1 | 989 | - | - | - | - |
| Stage 2 | 941 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.7 | 0 | 0.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 884 | 1558 |
| HCM Lane V/C Ratio | - | - | 0.135 | 0.003 |
| HCM Control Delay (s) | - | - | 9.7 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 6 | 28 | 2 | 2 | 133 |
| Future Vol, veh/h | 1 | 6 | 28 | 2 | 2 | 133 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 9 | 9 | 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 | 70 | 70 | 70 | 70 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 9 | 40 | 3 | 3 | 190 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 248 | 52 | 0 | 0 | 52 | 0 |
| Stage 1 | 51 | - | - | - | - | - |
| Stage 2 | 197 | - | - | - | - | - |
| 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 | 740 | 1016 | - | - | 1554 | - |
| Stage 1 | 971 | - | - | - | - | - |
| Stage 2 | 836 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 731 | 1006 | - | - | 1541 | - |
| Mov Cap-2 Maneuver | 731 | - | - | - | - | - |
| Stage 1 | 962 | - | - | - | - | - |
| Stage 2 | 833 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.8 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 955 | 1541 |
| HCM Lane V/C Ratio | - | - | 0.01 | 0.002 |
| HCM Control Delay (s) | - | - | 8.8 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 5 |
| Future Vol, veh/h | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 17 | 6 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 40 | 40 | 26 | 43 | 43 | 18 | 25 | 0 | 0 | 18 | 0 | 0 |
| Stage 1 | 22 | 22 | - | 18 | 18 | - | - | - | - | - | - | - |
| Stage 2 | 18 | 18 | - | 25 | 25 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 964 | 852 | 1050 | 960 | 849 | 1061 | 1589 | - | - | 1599 | - | - |
| Stage 1 | 996 | 877 | - | 1001 | 880 | - | - | - | - | - | - | - |
| Stage 2 | 1001 | 880 | - | 993 | 874 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 962 | 850 | 1044 | 955 | 847 | 1061 | 1586 | - | - | 1599 | - | - |
| Mov Cap-2 Maneuver | 962 | 850 | - | 955 | 847 | - | - | - | - | - | - | - |
| Stage 1 | 994 | 875 | - | 1001 | 880 | - | - | - | - | - | - | - |
| Stage 2 | 1001 | 880 | - | 988 | 872 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1586 | - | - | 977 | - | 1599 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.007 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 201 | 152 | 130 | 48 | 59 | 217 |
| Future Vol, veh/h | 201 | 152 | 130 | 48 | 59 | 217 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 223 | 169 | 144 | 53 | 66 | 241 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 197 | 0 | - | 0 | 786 171 |
| Stage 1 | - | - | - | - | 171 - |
| Stage 2 | - | - | - | - | 615 - |
| 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 | 1376 | - | - | - | 361 873 |
| Stage 1 | - | - | - | - | 859 - |
| Stage 2 | - | - | - | - | 539 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1376 | - | - | - | 303 873 |
| Mov Cap-2 Maneuver | - | - | - | - | 303 - |
| Stage 1 | - | - | - | - | 720 - |
| Stage 2 | - | - | - | - | 539 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.6 | 0 | 16.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1376 | - | - | - | 623 |
| HCM Lane V/C Ratio | 0.162 | - | - | - | 0.492 |
| HCM Control Delay (s) | 8.1 | - | - | - | 16.2 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 2.7 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 12.7 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↵ | ↵ | | ↵ | ↵ | |
| Traffic Vol, veh/h | 60 | 147 | 158 | 7 | 118 | 36 | 123 | 69 | 7 | 46 | 81 | 65 |
| Future Vol, veh/h | 60 | 147 | 158 | 7 | 118 | 36 | 123 | 69 | 7 | 46 | 81 | 65 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 64 | 156 | 168 | 7 | 126 | 38 | 131 | 73 | 7 | 49 | 86 | 69 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|----|------|------|----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 15 | 10.9 | 11.4 | 11 |
| HCM LOS | B | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 16% | 4% | 100% | 0% |
| Vol Thru, % | 0% | 91% | 40% | 73% | 0% | 55% |
| Vol Right, % | 0% | 9% | 43% | 22% | 0% | 45% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 123 | 76 | 365 | 161 | 46 | 146 |
| LT Vol | 123 | 0 | 60 | 7 | 46 | 0 |
| Through Vol | 0 | 69 | 147 | 118 | 0 | 81 |
| RT Vol | 0 | 7 | 158 | 36 | 0 | 65 |
| Lane Flow Rate | 131 | 81 | 388 | 171 | 49 | 155 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.252 | 0.143 | 0.566 | 0.272 | 0.095 | 0.265 |
| Departure Headway (Hd) | 6.945 | 6.369 | 5.25 | 5.713 | 6.978 | 6.149 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 516 | 561 | 683 | 625 | 512 | 581 |
| Service Time | 4.709 | 4.133 | 3.302 | 3.778 | 4.743 | 3.914 |
| HCM Lane V/C Ratio | 0.254 | 0.144 | 0.568 | 0.274 | 0.096 | 0.267 |
| HCM Control Delay | 12.1 | 10.2 | 15 | 10.9 | 10.5 | 11.1 |
| HCM Lane LOS | B | B | B | B | B | B |
| HCM 95th-tile Q | 1 | 0.5 | 3.6 | 1.1 | 0.3 | 1.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 0 | 99 | 51 | 171 | 158 | 1 |
| Future Vol, veh/h | 0 | 99 | 51 | 171 | 158 | 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 | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 118 | 61 | 204 | 188 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 515 | 189 | 189 | 0 | - | 0 |
| Stage 1 | 189 | - | - | - | - | - |
| Stage 2 | 326 | - | - | - | - | - |
| 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 | 520 | 853 | 1385 | - | - | - |
| Stage 1 | 843 | - | - | - | - | - |
| Stage 2 | 731 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 494 | 853 | 1385 | - | - | - |
| Mov Cap-2 Maneuver | 494 | - | - | - | - | - |
| Stage 1 | 801 | - | - | - | - | - |
| Stage 2 | 731 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.9 | 1.8 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1385 | - | 853 | - | - |
| HCM Lane V/C Ratio | 0.044 | - | 0.138 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 51 | 7 | 3 | 170 | 155 | 18 |
| Future Vol, veh/h | 51 | 7 | 3 | 170 | 155 | 18 |
| 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 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 59 | 8 | 3 | 195 | 178 | 21 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 390 | 189 | 199 | 0 | - | 0 |
| Stage 1 | 189 | - | - | - | - | - |
| Stage 2 | 201 | - | - | - | - | - |
| 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 | 614 | 853 | 1373 | - | - | - |
| Stage 1 | 843 | - | - | - | - | - |
| Stage 2 | 833 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 613 | 853 | 1373 | - | - | - |
| Mov Cap-2 Maneuver | 613 | - | - | - | - | - |
| Stage 1 | 841 | - | - | - | - | - |
| Stage 2 | 833 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.3 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1373 | - | 635 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.105 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 11.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.1 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 26 | 156 | 15 | 30 | 207 | 17 |
| Future Vol, veh/h | 26 | 156 | 15 | 30 | 207 | 17 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 177 | 17 | 34 | 235 | 19 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.4 | 8.2 | 9.9 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 92% | 0% | 33% |
| Vol Thru, % | 0% | 14% | 67% |
| Vol Right, % | 8% | 86% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 224 | 182 | 45 |
| LT Vol | 207 | 0 | 15 |
| Through Vol | 0 | 26 | 30 |
| RT Vol | 17 | 156 | 0 |
| Lane Flow Rate | 255 | 207 | 51 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.327 | 0.236 | 0.069 |
| Departure Headway (Hd) | 4.63 | 4.11 | 4.848 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 776 | 875 | 739 |
| Service Time | 2.659 | 2.128 | 2.876 |
| HCM Lane V/C Ratio | 0.329 | 0.237 | 0.069 |
| HCM Control Delay | 9.9 | 8.4 | 8.2 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 1.4 | 0.9 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 35 | 119 | 1 | 3 | 123 | 109 | 1 | 0 | 1 | 62 | 1 | 32 |
| Future Vol, veh/h | 35 | 119 | 1 | 3 | 123 | 109 | 1 | 0 | 1 | 62 | 1 | 32 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 127 | 1 | 3 | 131 | 116 | 1 | 0 | 1 | 66 | 1 | 34 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 247 | 0 | 0 | 128 | 0 | 0 | 415 | 455 | 128 | 397 | 397 | 189 |
| Stage 1 | - | - | - | - | - | - | 202 | 202 | - | 195 | 195 | - |
| Stage 2 | - | - | - | - | - | - | 213 | 253 | - | 202 | 202 | - |
| 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 | 1319 | - | - | 1458 | - | - | 548 | 501 | 922 | 563 | 540 | 853 |
| Stage 1 | - | - | - | - | - | - | 800 | 734 | - | 807 | 739 | - |
| Stage 2 | - | - | - | - | - | - | 789 | 698 | - | 800 | 734 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1319 | - | - | 1458 | - | - | 512 | 485 | 922 | 548 | 523 | 853 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 512 | 485 | - | 548 | 523 | - |
| Stage 1 | - | - | - | - | - | - | 776 | 712 | - | 783 | 738 | - |
| Stage 2 | - | - | - | - | - | - | 755 | 697 | - | 775 | 712 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.8 | | | 0.1 | | | 10.5 | | | 11.9 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 658 | 1319 | - | - | 1458 | - | - | 623 |
| HCM Lane V/C Ratio | 0.003 | 0.028 | - | - | 0.002 | - | - | 0.162 |
| HCM Control Delay (s) | 10.5 | 7.8 | 0 | - | 7.5 | 0 | - | 11.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.6 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 147 | 9 | 9 | 143 | 5 | 6 | 0 | 4 | 6 | 0 | 3 |
| Future Vol, veh/h | 8 | 147 | 9 | 9 | 143 | 5 | 6 | 0 | 4 | 6 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 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 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 163 | 10 | 10 | 159 | 6 | 7 | 0 | 4 | 7 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 165 | 0 | 0 | 174 | 0 | 0 | 371 | 372 | 169 | 370 | 374 | 162 |
| Stage 1 | - | - | - | - | - | - | 187 | 187 | - | 182 | 182 | - |
| Stage 2 | - | - | - | - | - | - | 184 | 185 | - | 188 | 192 | - |
| 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 | 1413 | - | - | 1403 | - | - | 586 | 558 | 875 | 587 | 557 | 883 |
| Stage 1 | - | - | - | - | - | - | 815 | 745 | - | 820 | 749 | - |
| Stage 2 | - | - | - | - | - | - | 818 | 747 | - | 814 | 742 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1413 | - | - | 1402 | - | - | 577 | 549 | 874 | 578 | 548 | 883 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 577 | 549 | - | 578 | 548 | - |
| Stage 1 | - | - | - | - | - | - | 808 | 739 | - | 814 | 743 | - |
| Stage 2 | - | - | - | - | - | - | 808 | 741 | - | 804 | 736 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.4 | | | 0.4 | | | 10.5 | | | 10.6 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 668 | 1413 | - | - | 1402 | - | - | 653 |
| HCM Lane V/C Ratio | 0.017 | 0.006 | - | - | 0.007 | - | - | 0.015 |
| HCM Control Delay (s) | 10.5 | 7.6 | 0 | - | 7.6 | 0 | - | 10.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 12 | 1 | 0 | 12 | 2 | 1 | 53 | 0 | 2 | 18 | 2 |
| Future Vol, veh/h | 3 | 12 | 1 | 0 | 12 | 2 | 1 | 53 | 0 | 2 | 18 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 14 | 1 | 0 | 14 | 2 | 1 | 62 | 0 | 2 | 21 | 2 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 98 | 90 | 22 | 98 | 91 | 62 | 23 | 0 | 0 | 62 | 0 | 0 |
| Stage 1 | 26 | 26 | - | 64 | 64 | - | - | - | - | - | - | - |
| Stage 2 | 72 | 64 | - | 34 | 27 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 884 | 800 | 1055 | 884 | 799 | 1003 | 1592 | - | - | 1541 | - | - |
| Stage 1 | 992 | 874 | - | 947 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 938 | 842 | - | 982 | 873 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 869 | 798 | 1055 | 870 | 797 | 1003 | 1592 | - | - | 1541 | - | - |
| Mov Cap-2 Maneuver | 869 | 798 | - | 870 | 797 | - | - | - | - | - | - | - |
| Stage 1 | 991 | 873 | - | 946 | 841 | - | - | - | - | - | - | - |
| Stage 2 | 919 | 841 | - | 964 | 872 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.4 | | 9.5 | | 0.1 | | 0.7 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1592 | - | - | 869 | 813 | 821 | 1541 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.004 | 0.019 | 0.02 | 0.002 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.2 | 9.5 | 9.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 2 | 51 | 82 | 1 | 17 |
| Future Vol, veh/h | 30 | 2 | 51 | 82 | 1 | 17 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 72 | 72 | 72 | 72 | 72 | 72 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 42 | 3 | 71 | 114 | 1 | 24 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 154 | 130 | 0 | 0 | 185 |
| Stage 1 | 128 | - | - | - | - |
| Stage 2 | 26 | - | - | - | - |
| 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 | 838 | 920 | - | - | 1390 |
| Stage 1 | 898 | - | - | - | - |
| Stage 2 | 997 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 837 | 918 | - | - | 1390 |
| Mov Cap-2 Maneuver | 837 | - | - | - | - |
| Stage 1 | 898 | - | - | - | - |
| Stage 2 | 996 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.5 | 0 | 0.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 842 | 1390 |
| HCM Lane V/C Ratio | - | - | 0.053 | 0.001 |
| HCM Control Delay (s) | - | - | 9.5 | 7.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 133 | 0 | 4 | 39 |
| Future Vol, veh/h | 0 | 1 | 133 | 0 | 4 | 39 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1 | 182 | 0 | 5 | 53 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 245 | 184 | 0 | 0 | 182 | 0 |
| Stage 1 | 182 | - | - | - | - | - |
| Stage 2 | 63 | - | - | - | - | - |
| 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 | 743 | 858 | - | - | 1393 | - |
| Stage 1 | 849 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 740 | 856 | - | - | 1393 | - |
| Mov Cap-2 Maneuver | 740 | - | - | - | - | - |
| Stage 1 | 849 | - | - | - | - | - |
| Stage 2 | 956 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.2 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 856 | 1393 |
| HCM Lane V/C Ratio | - | - | 0.002 | 0.004 |
| HCM Control Delay (s) | - | - | 9.2 | 7.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 18 | 6 |
| Future Vol, veh/h | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 18 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 23 | 8 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 32 | 32 | 29 | 34 | 36 | 5 | 31 | 0 | 0 | 5 | 0 | 0 |
| Stage 1 | 27 | 27 | - | 5 | 5 | - | - | - | - | - | - | - |
| Stage 2 | 5 | 5 | - | 29 | 31 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 976 | 861 | 1046 | 973 | 856 | 1078 | 1582 | - | - | 1616 | - | - |
| Stage 1 | 990 | 873 | - | 1017 | 892 | - | - | - | - | - | - | - |
| Stage 2 | 1017 | 892 | - | 988 | 869 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 976 | 861 | 1044 | 971 | 856 | 1078 | 1582 | - | - | 1616 | - | - |
| Mov Cap-2 Maneuver | 976 | 861 | - | 971 | 856 | - | - | - | - | - | - | - |
| Stage 1 | 990 | 873 | - | 1017 | 892 | - | - | - | - | - | - | - |
| Stage 2 | 1017 | 892 | - | 986 | 869 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1582 | - | - | 976 | - | 1616 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.005 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

Intersection

Int Delay, s/veh 5

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 104 | 99 | 80 | 31 | 28 | 113 |
| Future Vol, veh/h | 104 | 99 | 80 | 31 | 28 | 113 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 116 | 110 | 89 | 34 | 31 | 126 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 123 | 0 | - | 0 | 448 106 |
| Stage 1 | - | - | - | - | 106 - |
| Stage 2 | - | - | - | - | 342 - |
| 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 | 1464 | - | - | - | 568 948 |
| Stage 1 | - | - | - | - | 918 - |
| Stage 2 | - | - | - | - | 719 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1464 | - | - | - | 523 948 |
| Mov Cap-2 Maneuver | - | - | - | - | 523 - |
| Stage 1 | - | - | - | - | 845 - |
| Stage 2 | - | - | - | - | 719 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.9 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1464 | - | - | - | 816 |
| HCM Lane V/C Ratio | 0.079 | - | - | - | 0.192 |
| HCM Control Delay (s) | 7.7 | - | - | - | 10.5 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 0.7 |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.3 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 38 | 78 | 62 | 4 | 63 | 11 | 81 | 37 | 2 | 32 | 63 | 22 |
| Future Vol, veh/h | 38 | 78 | 62 | 4 | 63 | 11 | 81 | 37 | 2 | 32 | 63 | 22 |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 98 | 78 | 5 | 79 | 14 | 101 | 46 | 3 | 40 | 79 | 28 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 9.6 | 8.7 | 9.5 | 9.1 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 21% | 5% | 100% | 0% |
| Vol Thru, % | 0% | 95% | 44% | 81% | 0% | 74% |
| Vol Right, % | 0% | 5% | 35% | 14% | 0% | 26% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 81 | 39 | 178 | 78 | 32 | 85 |
| LT Vol | 81 | 0 | 38 | 4 | 32 | 0 |
| Through Vol | 0 | 37 | 78 | 63 | 0 | 63 |
| RT Vol | 0 | 2 | 62 | 11 | 0 | 22 |
| Lane Flow Rate | 101 | 49 | 222 | 98 | 40 | 106 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.168 | 0.073 | 0.289 | 0.133 | 0.066 | 0.156 |
| Departure Headway (Hd) | 5.966 | 5.425 | 4.675 | 4.923 | 5.982 | 5.294 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 597 | 656 | 765 | 723 | 595 | 673 |
| Service Time | 3.739 | 3.197 | 2.723 | 2.984 | 3.755 | 3.066 |
| HCM Lane V/C Ratio | 0.169 | 0.075 | 0.29 | 0.136 | 0.067 | 0.158 |
| HCM Control Delay | 10 | 8.6 | 9.6 | 8.7 | 9.2 | 9.1 |
| HCM Lane LOS | A | A | A | A | A | A |
| HCM 95th-tile Q | 0.6 | 0.2 | 1.2 | 0.5 | 0.2 | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 26 | 84 | 49 | 102 | 0 |
| Future Vol, veh/h | 0 | 26 | 84 | 49 | 102 | 0 |
| 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 | 82 | 82 | 82 | 82 | 82 | 82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 32 | 102 | 60 | 124 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 388 | 124 | 124 | 0 | - | 0 |
| Stage 1 | 124 | - | - | - | - | - |
| Stage 2 | 264 | - | - | - | - | - |
| 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 | 616 | 927 | 1463 | - | - | - |
| Stage 1 | 902 | - | - | - | - | - |
| Stage 2 | 780 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 572 | 927 | 1463 | - | - | - |
| Mov Cap-2 Maneuver | 572 | - | - | - | - | - |
| Stage 1 | 837 | - | - | - | - | - |
| Stage 2 | 780 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 9 | 4.8 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1463 | - | 927 | - | - |
| HCM Lane V/C Ratio | 0.07 | - | 0.034 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 1 | 2 | 45 | 99 | 47 |
| Future Vol, veh/h | 11 | 1 | 2 | 45 | 99 | 47 |
| 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 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 1 | 3 | 58 | 127 | 60 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 221 | 157 | 187 | 0 | - | 0 |
| Stage 1 | 157 | - | - | - | - | - |
| Stage 2 | 64 | - | - | - | - | - |
| 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 | 767 | 889 | 1387 | - | - | - |
| Stage 1 | 871 | - | - | - | - | - |
| Stage 2 | 959 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 765 | 889 | 1387 | - | - | - |
| Mov Cap-2 Maneuver | 765 | - | - | - | - | - |
| Stage 1 | 869 | - | - | - | - | - |
| Stage 2 | 959 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.7 | 0.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1387 | - | 774 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.02 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.4 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↻ | | | ↻ | ↻ | |
| Traffic Vol, veh/h | 19 | 139 | 7 | 26 | 49 | 7 |
| Future Vol, veh/h | 19 | 139 | 7 | 26 | 49 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 151 | 8 | 28 | 53 | 8 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 7.3 | 7.5 | 7.8 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 88% | 0% | 21% |
| Vol Thru, % | 0% | 12% | 79% |
| Vol Right, % | 12% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 56 | 158 | 33 |
| LT Vol | 49 | 0 | 7 |
| Through Vol | 0 | 19 | 26 |
| RT Vol | 7 | 139 | 0 |
| Lane Flow Rate | 61 | 172 | 36 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.074 | 0.169 | 0.042 |
| Departure Headway (Hd) | 4.392 | 3.539 | 4.214 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 811 | 1006 | 844 |
| Service Time | 2.442 | 1.587 | 2.269 |
| HCM Lane V/C Ratio | 0.075 | 0.171 | 0.043 |
| HCM Control Delay | 7.8 | 7.3 | 7.5 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.2 | 0.6 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 28 | 74 | 0 | 2 | 48 | 23 | 0 | 0 | 2 | 80 | 0 | 38 |
| Future Vol, veh/h | 28 | 74 | 0 | 2 | 48 | 23 | 0 | 0 | 2 | 80 | 0 | 38 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 78 | 0 | 2 | 51 | 24 | 0 | 0 | 2 | 84 | 0 | 40 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 75 | 0 | 0 | 80 | 0 | 0 | 229 | 217 | 82 | 206 | 205 | 67 |
| Stage 1 | - | - | - | - | - | - | 138 | 138 | - | 67 | 67 | - |
| Stage 2 | - | - | - | - | - | - | 91 | 79 | - | 139 | 138 | - |
| 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 | 1524 | - | - | 1518 | - | - | 726 | 681 | 978 | 752 | 691 | 997 |
| Stage 1 | - | - | - | - | - | - | 865 | 782 | - | 943 | 839 | - |
| Stage 2 | - | - | - | - | - | - | 916 | 829 | - | 864 | 782 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1524 | - | - | 1515 | - | - | 682 | 665 | 974 | 737 | 675 | 993 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 682 | 665 | - | 737 | 675 | - |
| Stage 1 | - | - | - | - | - | - | 846 | 765 | - | 924 | 838 | - |
| Stage 2 | - | - | - | - | - | - | 875 | 828 | - | 843 | 765 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|-----|--|--|-----|--|--|------|--|--|
| HCM Control Delay, s | 2 | | | 0.2 | | | 8.7 | | | 10.3 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 974 | 1524 | - | - | 1515 | - | - | 804 |
| HCM Lane V/C Ratio | 0.002 | 0.019 | - | - | 0.001 | - | - | 0.154 |
| HCM Control Delay (s) | 8.7 | 7.4 | 0 | - | 7.4 | 0 | - | 10.3 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 94 | 1 | 0 | 80 | 1 | 6 | 0 | 2 | 1 | 1 | 5 |
| Future Vol, veh/h | 2 | 94 | 1 | 0 | 80 | 1 | 6 | 0 | 2 | 1 | 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 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 109 | 1 | 0 | 93 | 1 | 7 | 0 | 2 | 1 | 1 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 94 | 0 | 0 | 110 | 0 | 0 | 211 | 208 | 110 | 209 | 208 | 94 |
| Stage 1 | - | - | - | - | - | - | 114 | 114 | - | 94 | 94 | - |
| Stage 2 | - | - | - | - | - | - | 97 | 94 | - | 115 | 114 | - |
| 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 | 1500 | - | - | 1480 | - | - | 746 | 689 | 943 | 748 | 689 | 963 |
| Stage 1 | - | - | - | - | - | - | 891 | 801 | - | 913 | 817 | - |
| Stage 2 | - | - | - | - | - | - | 910 | 817 | - | 890 | 801 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1500 | - | - | 1480 | - | - | 740 | 688 | 943 | 746 | 688 | 963 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 740 | 688 | - | 746 | 688 | - |
| Stage 1 | - | - | - | - | - | - | 890 | 800 | - | 912 | 817 | - |
| Stage 2 | - | - | - | - | - | - | 903 | 817 | - | 887 | 800 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|-----|
| HCM Control Delay, s | 0.2 | 0 | 9.7 | 9.1 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 782 | 1500 | - | - | 1480 | - | - | 877 |
| HCM Lane V/C Ratio | 0.012 | 0.002 | - | - | - | - | - | 0.009 |
| HCM Control Delay (s) | 9.7 | 7.4 | 0 | - | 0 | - | - | 9.1 |
| HCM Lane LOS | A | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 2 | 0 | 0 | 1 | 3 | 2 | 10 | 0 | 1 | 47 | 3 |
| Future Vol, veh/h | 1 | 2 | 0 | 0 | 1 | 3 | 2 | 10 | 0 | 1 | 47 | 3 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 | 78 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 3 | 0 | 0 | 1 | 4 | 3 | 13 | 0 | 1 | 60 | 4 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 88 | 84 | 63 | 85 | 86 | 14 | 65 | 0 | 0 | 13 | 0 | 0 |
| Stage 1 | 65 | 65 | - | 19 | 19 | - | - | - | - | - | - | - |
| Stage 2 | 23 | 19 | - | 66 | 67 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 897 | 806 | 1002 | 901 | 804 | 1066 | 1537 | - | - | 1606 | - | - |
| Stage 1 | 946 | 841 | - | 1000 | 880 | - | - | - | - | - | - | - |
| Stage 2 | 995 | 880 | - | 945 | 839 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 889 | 803 | 1001 | 896 | 801 | 1065 | 1536 | - | - | 1606 | - | - |
| Mov Cap-2 Maneuver | 889 | 803 | - | 896 | 801 | - | - | - | - | - | - | - |
| Stage 1 | 943 | 839 | - | 998 | 878 | - | - | - | - | - | - | - |
| Stage 2 | 987 | 878 | - | 941 | 837 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 9.4 | 8.7 | 1.2 | 0.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1536 | - | - | 889 | 803 | 984 | 1606 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.001 | 0.003 | 0.005 | 0.001 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.5 | 8.7 | 7.2 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 79 | 1 | 11 | 19 | 0 | 47 |
| Future Vol, veh/h | 79 | 1 | 11 | 19 | 0 | 47 |
| Conflicting Peds, #/hr | 0 | 1 | 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 | 69 | 69 | 69 | 69 | 69 | 69 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 114 | 1 | 16 | 28 | 0 | 68 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 98 | 31 | 0 | 0 | 44 |
| Stage 1 | 30 | - | - | - | - |
| Stage 2 | 68 | - | - | - | - |
| 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 | 901 | 1043 | - | - | 1564 |
| Stage 1 | 993 | - | - | - | - |
| Stage 2 | 955 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 901 | 1042 | - | - | 1564 |
| Mov Cap-2 Maneuver | 901 | - | - | - | - |
| Stage 1 | 993 | - | - | - | - |
| Stage 2 | 955 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.6 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 903 | 1564 |
| HCM Lane V/C Ratio | - | - | 0.128 | - |
| HCM Control Delay (s) | - | - | 9.6 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 26 | 0 | 1 | 123 |
| Future Vol, veh/h | 0 | 3 | 26 | 0 | 1 | 123 |
| 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 | 64 | 64 | 64 | 64 | 64 | 64 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 41 | 0 | 2 | 192 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 237 | 41 | 0 | 0 | 41 | 0 |
| Stage 1 | 41 | - | - | - | - | - |
| Stage 2 | 196 | - | - | - | - | - |
| 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 | 751 | 1030 | - | - | 1568 | - |
| Stage 1 | 981 | - | - | - | - | - |
| Stage 2 | 837 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 750 | 1030 | - | - | 1568 | - |
| Mov Cap-2 Maneuver | 750 | - | - | - | - | - |
| Stage 1 | 981 | - | - | - | - | - |
| Stage 2 | 836 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.5 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1030 | 1568 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.001 |
| HCM Control Delay (s) | - | - | 8.5 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 5 | 0 |
| Future Vol, veh/h | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 5 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 6 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 14 | 14 | 6 | 14 | 14 | 8 | 6 | 0 | 0 | 8 | 0 | 0 |
| Stage 1 | 6 | 6 | - | 8 | 8 | - | - | - | - | - | - | - |
| Stage 2 | 8 | 8 | - | 6 | 6 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1002 | 880 | 1077 | 1002 | 880 | 1074 | 1615 | - | - | 1612 | - | - |
| Stage 1 | 1016 | 891 | - | 1013 | 889 | - | - | - | - | - | - | - |
| Stage 2 | 1013 | 889 | - | 1016 | 891 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1002 | 880 | 1077 | 1002 | 880 | 1074 | 1615 | - | - | 1612 | - | - |
| Mov Cap-2 Maneuver | 1002 | 880 | - | 1002 | 880 | - | - | - | - | - | - | - |
| Stage 1 | 1016 | 891 | - | 1013 | 889 | - | - | - | - | - | - | - |
| Stage 2 | 1013 | 889 | - | 1016 | 891 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.6 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1615 | - | - | 1002 | - | 1612 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.006 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.6 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

Intersection

Int Delay, s/veh 5.6

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 144 | 169 | 161 | 44 | 52 | 167 |
| Future Vol, veh/h | 144 | 169 | 161 | 44 | 52 | 167 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 153 | 180 | 171 | 47 | 55 | 178 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 218 | 0 | 0 |
| 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 | 1352 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 1352 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.7 | 0 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1352 | - | - | - | 647 |
| HCM Lane V/C Ratio | 0.113 | - | - | - | 0.36 |
| HCM Control Delay (s) | 8 | - | - | - | 13.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 1.6 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.2 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 32 | 101 | 126 | 10 | 110 | 35 | 96 | 55 | 10 | 57 | 56 | 40 |
| Future Vol, veh/h | 32 | 101 | 126 | 10 | 110 | 35 | 96 | 55 | 10 | 57 | 56 | 40 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 107 | 134 | 11 | 117 | 37 | 102 | 59 | 11 | 61 | 60 | 43 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|-----|------|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 10.8 | 9.8 | 10.1 | 9.7 |
| HCM LOS | B | A | B | A |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 12% | 6% | 100% | 0% |
| Vol Thru, % | 0% | 85% | 39% | 71% | 0% | 58% |
| Vol Right, % | 0% | 15% | 49% | 23% | 0% | 42% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 96 | 65 | 259 | 155 | 57 | 96 |
| LT Vol | 96 | 0 | 32 | 10 | 57 | 0 |
| Through Vol | 0 | 55 | 101 | 110 | 0 | 56 |
| RT Vol | 0 | 10 | 126 | 35 | 0 | 40 |
| Lane Flow Rate | 102 | 69 | 276 | 165 | 61 | 102 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.182 | 0.112 | 0.374 | 0.238 | 0.109 | 0.16 |
| Departure Headway (Hd) | 6.425 | 5.808 | 4.891 | 5.19 | 6.448 | 5.645 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 559 | 617 | 738 | 694 | 556 | 635 |
| Service Time | 4.158 | 3.541 | 2.898 | 3.199 | 4.182 | 3.378 |
| HCM Lane V/C Ratio | 0.182 | 0.112 | 0.374 | 0.238 | 0.11 | 0.161 |
| HCM Control Delay | 10.6 | 9.3 | 10.8 | 9.8 | 10 | 9.5 |
| HCM Lane LOS | B | A | B | A | A | A |
| HCM 95th-tile Q | 0.7 | 0.4 | 1.7 | 0.9 | 0.4 | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 97 | 31 | 142 | 108 | 3 |
| Future Vol, veh/h | 1 | 97 | 31 | 142 | 108 | 3 |
| 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 108 | 34 | 158 | 120 | 3 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 348 | 122 | 123 | 0 | - | 0 |
| Stage 1 | 122 | - | - | - | - | - |
| Stage 2 | 226 | - | - | - | - | - |
| 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 | 649 | 929 | 1464 | - | - | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 812 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 633 | 929 | 1464 | - | - | - |
| Mov Cap-2 Maneuver | 633 | - | - | - | - | - |
| Stage 1 | 880 | - | - | - | - | - |
| Stage 2 | 812 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.4 | 1.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1464 | - | 925 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | 0.118 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.4 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | Y | Y | |
| Traffic Vol, veh/h | 54 | 5 | 0 | 137 | 105 | 16 |
| Future Vol, veh/h | 54 | 5 | 0 | 137 | 105 | 16 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 59 | 5 | 0 | 149 | 114 | 17 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 272 | 123 | 131 | 0 | 0 |
| Stage 1 | 123 | - | - | - | - |
| Stage 2 | 149 | - | - | - | - |
| 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 | 717 | 928 | 1454 | - | - |
| Stage 1 | 902 | - | - | - | - |
| Stage 2 | 879 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 717 | 928 | 1454 | - | - |
| Mov Cap-2 Maneuver | 717 | - | - | - | - |
| Stage 1 | 902 | - | - | - | - |
| Stage 2 | 879 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1454 | - | 731 | - | - |
| HCM Lane V/C Ratio | - | - | 0.088 | - | - |
| HCM Control Delay (s) | 0 | - | 10.4 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.5 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 36 | 105 | 11 | 23 | 181 | 9 |
| Future Vol, veh/h | 36 | 105 | 11 | 23 | 181 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 114 | 12 | 25 | 197 | 10 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 7.9 | 7.9 | 9.1 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 95% | 0% | 32% |
| Vol Thru, % | 0% | 26% | 68% |
| Vol Right, % | 5% | 74% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 190 | 141 | 34 |
| LT Vol | 181 | 0 | 11 |
| Through Vol | 0 | 36 | 23 |
| RT Vol | 9 | 105 | 0 |
| Lane Flow Rate | 207 | 153 | 37 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.254 | 0.172 | 0.048 |
| Departure Headway (Hd) | 4.424 | 4.029 | 4.656 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 799 | 895 | 773 |
| Service Time | 2.521 | 2.031 | 2.662 |
| HCM Lane V/C Ratio | 0.259 | 0.171 | 0.048 |
| HCM Control Delay | 9.1 | 7.9 | 7.9 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 1 | 0.6 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 44 | 91 | 0 | 2 | 116 | 85 | 2 | 0 | 1 | 46 | 0 | 26 |
| Future Vol, veh/h | 44 | 91 | 0 | 2 | 116 | 85 | 2 | 0 | 1 | 46 | 0 | 26 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 47 | 97 | 0 | 2 | 123 | 90 | 2 | 0 | 1 | 49 | 0 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 213 | 0 | 0 | 97 | 0 | 0 | 377 | 408 | 97 | 364 | 363 | 168 |
| Stage 1 | - | - | - | - | - | - | 191 | 191 | - | 172 | 172 | - |
| Stage 2 | - | - | - | - | - | - | 186 | 217 | - | 192 | 191 | - |
| 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 | 1357 | - | - | 1496 | - | - | 580 | 533 | 959 | 592 | 565 | 876 |
| Stage 1 | - | - | - | - | - | - | 811 | 742 | - | 830 | 756 | - |
| Stage 2 | - | - | - | - | - | - | 816 | 723 | - | 810 | 742 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1357 | - | - | 1496 | - | - | 545 | 512 | 959 | 574 | 543 | 876 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 545 | 512 | - | 574 | 543 | - |
| Stage 1 | - | - | - | - | - | - | 781 | 715 | - | 799 | 754 | - |
| Stage 2 | - | - | - | - | - | - | 789 | 722 | - | 779 | 715 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.5 | | | 0.1 | | | 10.7 | | | 11.2 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 637 | 1357 | - | - | 1496 | - | - | 656 |
| HCM Lane V/C Ratio | 0.005 | 0.034 | - | - | 0.001 | - | - | 0.117 |
| HCM Control Delay (s) | 10.7 | 7.7 | 0 | - | 7.4 | 0 | - | 11.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.4 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 4 | 132 | 6 | 2 | 137 | 5 | 5 | 4 | 4 | 2 | 2 | 3 |
| Future Vol, veh/h | 4 | 132 | 6 | 2 | 137 | 5 | 5 | 4 | 4 | 2 | 2 | 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 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 148 | 7 | 2 | 154 | 6 | 6 | 4 | 4 | 2 | 2 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 160 | 0 | 0 | 155 | 0 | 0 | 324 | 324 | 152 | 325 | 324 | 157 |
| Stage 1 | - | - | - | - | - | - | 160 | 160 | - | 161 | 161 | - |
| Stage 2 | - | - | - | - | - | - | 164 | 164 | - | 164 | 163 | - |
| 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 | 1419 | - | - | 1425 | - | - | 629 | 594 | 894 | 628 | 594 | 889 |
| Stage 1 | - | - | - | - | - | - | 842 | 766 | - | 841 | 765 | - |
| Stage 2 | - | - | - | - | - | - | 838 | 762 | - | 838 | 763 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1419 | - | - | 1425 | - | - | 623 | 591 | 894 | 619 | 591 | 889 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 623 | 591 | - | 619 | 591 | - |
| Stage 1 | - | - | - | - | - | - | 839 | 764 | - | 838 | 763 | - |
| Stage 2 | - | - | - | - | - | - | 831 | 760 | - | 826 | 761 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.1 | | | 10.5 | | | 10.2 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 675 | 1419 | - | - | 1425 | - | - | 701 |
| HCM Lane V/C Ratio | 0.022 | 0.003 | - | - | 0.002 | - | - | 0.011 |
| HCM Control Delay (s) | 10.5 | 7.5 | 0 | - | 7.5 | 0 | - | 10.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 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 | 2 | 10 | 3 | 0 | 4 | 2 | 6 | 50 | 0 | 1 | 14 | 0 |
| Future Vol, veh/h | 2 | 10 | 3 | 0 | 4 | 2 | 6 | 50 | 0 | 1 | 14 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 | 73 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 14 | 4 | 0 | 5 | 3 | 8 | 68 | 0 | 1 | 19 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 109 | 105 | 19 | 114 | 105 | 68 | 19 | 0 | 0 | 68 | 0 | 0 |
| Stage 1 | 21 | 21 | - | 84 | 84 | - | - | - | - | - | - | - |
| Stage 2 | 88 | 84 | - | 30 | 21 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 870 | 785 | 1059 | 863 | 785 | 995 | 1597 | - | - | 1533 | - | - |
| Stage 1 | 998 | 878 | - | 924 | 825 | - | - | - | - | - | - | - |
| Stage 2 | 920 | 825 | - | 987 | 878 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 859 | 780 | 1059 | 844 | 780 | 995 | 1597 | - | - | 1533 | - | - |
| Mov Cap-2 Maneuver | 859 | 780 | - | 844 | 780 | - | - | - | - | - | - | - |
| Stage 1 | 993 | 877 | - | 919 | 821 | - | - | - | - | - | - | - |
| Stage 2 | 907 | 821 | - | 967 | 877 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.4 | | 9.3 | | 0.8 | | 0.5 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1597 | - | - | 859 | 830 | 841 | 1533 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.003 | 0.021 | 0.01 | 0.001 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.2 | 9.4 | 9.3 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 19 | 4 | 52 | 81 | 4 | 13 |
| Future Vol, veh/h | 19 | 4 | 52 | 81 | 4 | 13 |
| 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 | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 24 | 5 | 66 | 103 | 5 | 16 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 144 | 118 | 0 | 0 | 169 |
| Stage 1 | 118 | - | - | - | - |
| Stage 2 | 26 | - | - | - | - |
| 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 | 849 | 934 | - | - | 1409 |
| Stage 1 | 907 | - | - | - | - |
| Stage 2 | 997 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 846 | 934 | - | - | 1409 |
| Mov Cap-2 Maneuver | 846 | - | - | - | - |
| Stage 1 | 907 | - | - | - | - |
| Stage 2 | 993 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.3 | 0 | 1.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 860 | 1409 |
| HCM Lane V/C Ratio | - | - | 0.034 | 0.004 |
| HCM Control Delay (s) | - | - | 9.3 | 7.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 0 | 1 | 131 | 2 | 0 | 30 |
| Future Vol, veh/h | 0 | 1 | 131 | 2 | 0 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 61 | 61 | 61 | 61 | 61 | 61 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 215 | 3 | 0 | 49 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 266 | 217 | 0 | 0 | 218 |
| Stage 1 | 217 | - | - | - | - |
| Stage 2 | 49 | - | - | - | - |
| 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 | 723 | 823 | - | - | 1352 |
| Stage 1 | 819 | - | - | - | - |
| Stage 2 | 973 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 723 | 823 | - | - | 1352 |
| Mov Cap-2 Maneuver | 723 | - | - | - | - |
| Stage 1 | 819 | - | - | - | - |
| Stage 2 | 973 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.4 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 823 | 1352 |
| HCM Lane V/C Ratio | - | - | 0.002 | - |
| HCM Control Delay (s) | - | - | 9.4 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 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 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 11 | 1 |
| Future Vol, veh/h | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 11 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 | 79 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 14 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 21 | 26 | 18 | 29 | 26 | 11 | 15 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 15 | 15 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 6 | 11 | - | 18 | 15 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 992 | 867 | 1061 | 980 | 867 | 1070 | 1603 | - | - | 1608 | - | - |
| Stage 1 | 1005 | 883 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1016 | 886 | - | 1001 | 883 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 992 | 863 | 1058 | 972 | 863 | 1065 | 1603 | - | - | 1600 | - | - |
| Mov Cap-2 Maneuver | 992 | 863 | - | 972 | 863 | - | - | - | - | - | - | - |
| Stage 1 | 1005 | 883 | - | 1005 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 1016 | 882 | - | 998 | 883 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1603 | - | - | 992 | - | 1600 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.006 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 231 | 185 | 105 | 62 | 51 | 210 |
| Future Vol, veh/h | 231 | 185 | 105 | 62 | 51 | 210 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 251 | 201 | 114 | 67 | 55 | 228 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 181 | 0 | - | 0 | 851 148 |
| Stage 1 | - | - | - | - | 148 - |
| Stage 2 | - | - | - | - | 703 - |
| 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 | 1394 | - | - | - | 330 899 |
| Stage 1 | - | - | - | - | 880 - |
| Stage 2 | - | - | - | - | 491 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1394 | - | - | - | 271 899 |
| Mov Cap-2 Maneuver | - | - | - | - | 271 - |
| Stage 1 | - | - | - | - | 722 - |
| Stage 2 | - | - | - | - | 491 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.5 | 0 | 15.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1394 | - | - | - | 619 |
| HCM Lane V/C Ratio | 0.18 | - | - | - | 0.458 |
| HCM Control Delay (s) | 8.1 | - | - | - | 15.6 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 2.4 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 12.9 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 80 | 128 | 121 | 10 | 43 | 10 | 223 | 135 | 15 | 45 | 60 | 40 |
| Future Vol, veh/h | 80 | 128 | 121 | 10 | 43 | 10 | 223 | 135 | 15 | 45 | 60 | 40 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 87 | 139 | 132 | 11 | 47 | 11 | 242 | 147 | 16 | 49 | 65 | 43 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|-----|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 14.6 | 9.9 | 12.9 | 10.3 |
| HCM LOS | B | A | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 24% | 16% | 100% | 0% |
| Vol Thru, % | 0% | 90% | 39% | 68% | 0% | 60% |
| Vol Right, % | 0% | 10% | 37% | 16% | 0% | 40% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 223 | 150 | 329 | 63 | 45 | 100 |
| LT Vol | 223 | 0 | 80 | 10 | 45 | 0 |
| Through Vol | 0 | 135 | 128 | 43 | 0 | 60 |
| RT Vol | 0 | 15 | 121 | 10 | 0 | 40 |
| Lane Flow Rate | 242 | 163 | 358 | 68 | 49 | 109 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.44 | 0.27 | 0.538 | 0.116 | 0.094 | 0.185 |
| Departure Headway (Hd) | 6.534 | 5.955 | 5.412 | 6.082 | 6.923 | 6.128 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 550 | 603 | 665 | 587 | 517 | 584 |
| Service Time | 4.277 | 3.698 | 3.455 | 4.145 | 4.679 | 3.883 |
| HCM Lane V/C Ratio | 0.44 | 0.27 | 0.538 | 0.116 | 0.095 | 0.187 |
| HCM Control Delay | 14.3 | 10.9 | 14.6 | 9.9 | 10.4 | 10.3 |
| HCM Lane LOS | B | B | B | A | B | B |
| HCM 95th-tile Q | 2.2 | 1.1 | 3.2 | 0.4 | 0.3 | 0.7 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 39 | 96 | 110 | 175 | 5 |
| Future Vol, veh/h | 5 | 39 | 96 | 110 | 175 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 42 | 104 | 120 | 190 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 521 | 193 | 195 | 0 | - | 0 |
| Stage 1 | 193 | - | - | - | - | - |
| Stage 2 | 328 | - | - | - | - | - |
| 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 | 516 | 849 | 1378 | - | - | - |
| Stage 1 | 840 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 474 | 849 | 1378 | - | - | - |
| Mov Cap-2 Maneuver | 474 | - | - | - | - | - |
| Stage 1 | 772 | - | - | - | - | - |
| Stage 2 | 730 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.9 | 3.6 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1378 | - | 779 | - | - |
| HCM Lane V/C Ratio | 0.076 | - | 0.061 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 9.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | W | W | |
| Traffic Vol, veh/h | 14 | 5 | 5 | 110 | 175 | 56 |
| Future Vol, veh/h | 14 | 5 | 5 | 110 | 175 | 56 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 5 | 5 | 120 | 190 | 61 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 351 | 221 | 251 | 0 | 0 |
| Stage 1 | 221 | - | - | - | - |
| Stage 2 | 130 | - | - | - | - |
| 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 | 646 | 819 | 1314 | - | - |
| Stage 1 | 816 | - | - | - | - |
| Stage 2 | 896 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 643 | 819 | 1314 | - | - |
| Mov Cap-2 Maneuver | 643 | - | - | - | - |
| Stage 1 | 813 | - | - | - | - |
| Stage 2 | 896 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.4 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1314 | - | 682 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.03 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.3 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 196 | 20 | 35 | 109 | 10 |
| Future Vol, veh/h | 30 | 196 | 20 | 35 | 109 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 213 | 22 | 38 | 118 | 11 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.1 | 8 | 8.7 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 92% | 0% | 36% |
| Vol Thru, % | 0% | 13% | 64% |
| Vol Right, % | 8% | 87% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 119 | 226 | 55 |
| LT Vol | 109 | 0 | 20 |
| Through Vol | 0 | 30 | 35 |
| RT Vol | 10 | 196 | 0 |
| Lane Flow Rate | 129 | 246 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.169 | 0.26 | 0.076 |
| Departure Headway (Hd) | 4.69 | 3.803 | 4.56 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 766 | 948 | 787 |
| Service Time | 2.71 | 1.814 | 2.576 |
| HCM Lane V/C Ratio | 0.168 | 0.259 | 0.076 |
| HCM Control Delay | 8.7 | 8.1 | 8 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.6 | 1 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 40 | 139 | 0 | 0 | 78 | 71 | 0 | 0 | 5 | 87 | 5 | 40 |
| Future Vol, veh/h | 40 | 139 | 0 | 0 | 78 | 71 | 0 | 0 | 5 | 87 | 5 | 40 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 151 | 0 | 0 | 85 | 77 | 0 | 0 | 5 | 95 | 5 | 43 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 162 | 0 | 0 | 151 | 0 | 0 | 385 | 399 | 151 | 364 | 361 | 124 |
| Stage 1 | - | - | - | - | - | - | 237 | 237 | - | 124 | 124 | - |
| Stage 2 | - | - | - | - | - | - | 148 | 162 | - | 240 | 237 | - |
| 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 | 1417 | - | - | 1430 | - | - | 573 | 539 | 895 | 592 | 566 | 927 |
| Stage 1 | - | - | - | - | - | - | 766 | 709 | - | 880 | 793 | - |
| Stage 2 | - | - | - | - | - | - | 855 | 764 | - | 763 | 709 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1417 | - | - | 1430 | - | - | 528 | 521 | 895 | 574 | 547 | 927 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 528 | 521 | - | 574 | 547 | - |
| Stage 1 | - | - | - | - | - | - | 741 | 686 | - | 851 | 793 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 764 | - | 733 | 686 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 1.7 | | | 0 | | | 9 | | | 12.1 | | |
| HCM LOS | | | | | | | A | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 895 | 1417 | - | - | 1430 | - | - | 648 |
| HCM Lane V/C Ratio | 0.006 | 0.031 | - | - | - | - | - | 0.221 |
| HCM Control Delay (s) | 9 | 7.6 | 0 | - | 0 | - | - | 12.1 |
| HCM Lane LOS | A | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.8 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 159 | 10 | 5 | 103 | 5 | 10 | 0 | 10 | 5 | 0 | 10 |
| Future Vol, veh/h | 5 | 159 | 10 | 5 | 103 | 5 | 10 | 0 | 10 | 5 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 173 | 11 | 5 | 112 | 5 | 11 | 0 | 11 | 5 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 117 | 0 | 0 | 185 | 0 | 0 | 320 | 317 | 180 | 319 | 320 | 115 |
| Stage 1 | - | - | - | - | - | - | 190 | 190 | - | 125 | 125 | - |
| Stage 2 | - | - | - | - | - | - | 130 | 127 | - | 194 | 195 | - |
| 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 | 1471 | - | - | 1390 | - | - | 633 | 599 | 863 | 634 | 597 | 937 |
| Stage 1 | - | - | - | - | - | - | 812 | 743 | - | 879 | 792 | - |
| Stage 2 | - | - | - | - | - | - | 874 | 791 | - | 808 | 739 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1471 | - | - | 1389 | - | - | 621 | 594 | 862 | 622 | 592 | 937 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 621 | 594 | - | 622 | 592 | - |
| Stage 1 | - | - | - | - | - | - | 808 | 739 | - | 875 | 789 | - |
| Stage 2 | - | - | - | - | - | - | 860 | 788 | - | 795 | 735 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 0.2 | | | 0.3 | | | 10.1 | | | 9.6 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 722 | 1471 | - | - | 1389 | - | - | 802 |
| HCM Lane V/C Ratio | 0.03 | 0.004 | - | - | 0.004 | - | - | 0.02 |
| HCM Control Delay (s) | 10.1 | 7.5 | 0 | - | 7.6 | 0 | - | 9.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 5 | 5 | 5 | 5 | 0 | 5 | 14 | 0 | 0 | 51 | 5 |
| Future Vol, veh/h | 5 | 5 | 5 | 5 | 5 | 0 | 5 | 14 | 0 | 0 | 51 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 5 | 5 | 5 | 0 | 5 | 15 | 0 | 0 | 55 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 86 | 83 | 58 | 88 | 85 | 15 | 60 | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 58 | 58 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 25 | - | 63 | 60 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 900 | 807 | 1008 | 897 | 805 | 1065 | 1544 | - | - | 1603 | - | - |
| Stage 1 | 954 | 847 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 989 | 874 | - | 948 | 845 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 894 | 805 | 1008 | 885 | 803 | 1065 | 1544 | - | - | 1603 | - | - |
| Mov Cap-2 Maneuver | 894 | 805 | - | 885 | 803 | - | - | - | - | - | - | - |
| Stage 1 | 951 | 847 | - | 990 | 871 | - | - | - | - | - | - | - |
| Stage 2 | 980 | 871 | - | 937 | 845 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|----|--|
| HCM Control Delay, s | 9.1 | | 9.3 | | 1.9 | | 0 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1544 | - | - | 894 | 895 | 842 | 1603 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.006 | 0.012 | 0.013 | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.1 | 9.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 5 | 14 | 29 | 5 | 56 |
| Future Vol, veh/h | 91 | 5 | 14 | 29 | 5 | 56 |
| Conflicting Peds, #/hr | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 5 | 15 | 32 | 5 | 61 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 103 | 31 | 0 | 0 | 47 |
| Stage 1 | 31 | - | - | - | - |
| Stage 2 | 72 | - | - | - | - |
| 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 | 895 | 1043 | - | - | 1560 |
| Stage 1 | 992 | - | - | - | - |
| Stage 2 | 951 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 891 | 1043 | - | - | 1560 |
| Mov Cap-2 Maneuver | 891 | - | - | - | - |
| Stage 1 | 992 | - | - | - | - |
| Stage 2 | 947 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.5 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 898 | 1560 |
| HCM Lane V/C Ratio | - | - | 0.116 | 0.003 |
| HCM Control Delay (s) | - | - | 9.5 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 10 | 33 | 5 | 5 | 137 |
| Future Vol, veh/h | 5 | 10 | 33 | 5 | 5 | 137 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 9 | 9 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 11 | 36 | 5 | 5 | 149 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 208 | 49 | 0 | 0 | 50 |
| Stage 1 | 48 | - | - | - | - |
| Stage 2 | 160 | - | - | - | - |
| 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 | 780 | 1020 | - | - | 1557 |
| Stage 1 | 974 | - | - | - | - |
| Stage 2 | 869 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 769 | 1010 | - | - | 1544 |
| Mov Cap-2 Maneuver | 769 | - | - | - | - |
| Stage 1 | 965 | - | - | - | - |
| Stage 2 | 865 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 9 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 914 | 1544 |
| HCM Lane V/C Ratio | - | - | 0.018 | 0.004 |
| HCM Control Delay (s) | - | - | 9 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| 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 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 15 | 10 |
| Future Vol, veh/h | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 15 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 16 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 46 | 46 | 28 | 50 | 51 | 22 | 29 | 0 | 0 | 22 | 0 | 0 |
| Stage 1 | 24 | 24 | - | 22 | 22 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 22 | - | 28 | 29 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 955 | 846 | 1047 | 950 | 840 | 1055 | 1584 | - | - | 1593 | - | - |
| Stage 1 | 994 | 875 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 989 | 871 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 953 | 844 | 1041 | 941 | 838 | 1055 | 1581 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 953 | 844 | - | 941 | 838 | - | - | - | - | - | - | - |
| Stage 1 | 992 | 873 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 980 | 869 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1581 | - | - | 995 | - | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 220 | 170 | 145 | 61 | 72 | 236 |
| Future Vol, veh/h | 220 | 170 | 145 | 61 | 72 | 236 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 239 | 185 | 158 | 66 | 78 | 257 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 224 | 0 | - | 0 | 854 191 |
| Stage 1 | - | - | - | - | 191 - |
| Stage 2 | - | - | - | - | 663 - |
| 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 | 1345 | - | - | - | 329 851 |
| Stage 1 | - | - | - | - | 841 - |
| Stage 2 | - | - | - | - | 512 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1345 | - | - | - | 270 851 |
| Mov Cap-2 Maneuver | - | - | - | - | 270 - |
| Stage 1 | - | - | - | - | 691 - |
| Stage 2 | - | - | - | - | 512 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.7 | 0 | 20.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1345 | - | - | - | 566 |
| HCM Lane V/C Ratio | 0.178 | - | - | - | 0.591 |
| HCM Control Delay (s) | 8.3 | - | - | - | 20.2 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 3.8 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 17.7 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 70 | 178 | 178 | 10 | 148 | 45 | 146 | 80 | 10 | 55 | 90 | 80 |
| Future Vol, veh/h | 70 | 178 | 178 | 10 | 148 | 45 | 146 | 80 | 10 | 55 | 90 | 80 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 193 | 193 | 11 | 161 | 49 | 159 | 87 | 11 | 60 | 98 | 87 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 24.5 | 13.7 | 13.3 | 13 |
| HCM LOS | C | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 16% | 5% | 100% | 0% |
| Vol Thru, % | 0% | 89% | 42% | 73% | 0% | 53% |
| Vol Right, % | 0% | 11% | 42% | 22% | 0% | 47% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 146 | 90 | 426 | 203 | 55 | 170 |
| LT Vol | 146 | 0 | 70 | 10 | 55 | 0 |
| Through Vol | 0 | 80 | 178 | 148 | 0 | 90 |
| RT Vol | 0 | 10 | 178 | 45 | 0 | 80 |
| Lane Flow Rate | 159 | 98 | 463 | 221 | 60 | 185 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.34 | 0.193 | 0.752 | 0.395 | 0.129 | 0.354 |
| Departure Headway (Hd) | 7.705 | 7.111 | 5.847 | 6.447 | 7.754 | 6.901 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 467 | 504 | 620 | 558 | 462 | 521 |
| Service Time | 5.461 | 4.867 | 3.888 | 4.5 | 5.51 | 4.657 |
| HCM Lane V/C Ratio | 0.34 | 0.194 | 0.747 | 0.396 | 0.13 | 0.355 |
| HCM Control Delay | 14.4 | 11.6 | 24.5 | 13.7 | 11.7 | 13.4 |
| HCM Lane LOS | B | B | C | B | B | B |
| HCM 95th-tile Q | 1.5 | 0.7 | 6.7 | 1.9 | 0.4 | 1.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 106 | 64 | 210 | 190 | 5 |
| Future Vol, veh/h | 0 | 106 | 64 | 210 | 190 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 115 | 70 | 228 | 207 | 5 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 578 | 210 | 212 | 0 | 0 |
| Stage 1 | 210 | - | - | - | - |
| Stage 2 | 368 | - | - | - | - |
| 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 | 478 | 830 | 1358 | - | - |
| Stage 1 | 825 | - | - | - | - |
| Stage 2 | 700 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 450 | 830 | 1358 | - | - |
| Mov Cap-2 Maneuver | 450 | - | - | - | - |
| Stage 1 | 776 | - | - | - | - |
| Stage 2 | 700 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 10 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1358 | - | 830 | - | - |
| HCM Lane V/C Ratio | 0.051 | - | 0.139 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 56 | 10 | 5 | 205 | 190 | 24 |
| Future Vol, veh/h | 56 | 10 | 5 | 205 | 190 | 24 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 61 | 11 | 5 | 223 | 207 | 26 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 453 | 220 | 233 | 0 | - | 0 |
| Stage 1 | 220 | - | - | - | - | - |
| Stage 2 | 233 | - | - | - | - | - |
| 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 | 565 | 820 | 1335 | - | - | - |
| Stage 1 | 817 | - | - | - | - | - |
| Stage 2 | 806 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 563 | 820 | 1335 | - | - | - |
| Mov Cap-2 Maneuver | 563 | - | - | - | - | - |
| Stage 1 | 814 | - | - | - | - | - |
| Stage 2 | 806 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.9 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1335 | - | 591 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.121 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 11.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.8 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗ | | | ↖ | ↘ | |
| Traffic Vol, veh/h | 35 | 189 | 20 | 40 | 241 | 25 |
| Future Vol, veh/h | 35 | 189 | 20 | 40 | 241 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 205 | 22 | 43 | 262 | 27 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|----|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9 | 8.5 | 10.7 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 91% | 0% | 33% |
| Vol Thru, % | 0% | 16% | 67% |
| Vol Right, % | 9% | 84% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 266 | 224 | 60 |
| LT Vol | 241 | 0 | 20 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 25 | 189 | 0 |
| Lane Flow Rate | 289 | 243 | 65 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.38 | 0.286 | 0.09 |
| Departure Headway (Hd) | 4.737 | 4.234 | 4.995 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 758 | 847 | 716 |
| Service Time | 2.777 | 2.263 | 3.036 |
| HCM Lane V/C Ratio | 0.381 | 0.287 | 0.091 |
| HCM Control Delay | 10.7 | 9 | 8.5 |
| HCM Lane LOS | B | A | A |
| HCM 95th-tile Q | 1.8 | 1.2 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 40 | 138 | 5 | 5 | 139 | 137 | 5 | 0 | 5 | 81 | 5 | 35 |
| Future Vol, veh/h | 40 | 138 | 5 | 5 | 139 | 137 | 5 | 0 | 5 | 81 | 5 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 150 | 5 | 5 | 151 | 149 | 5 | 0 | 5 | 88 | 5 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 300 | 0 | 0 | 155 | 0 | 0 | 496 | 549 | 153 | 477 | 477 | 226 |
| Stage 1 | - | - | - | - | - | - | 239 | 239 | - | 236 | 236 | - |
| Stage 2 | - | - | - | - | - | - | 257 | 310 | - | 241 | 241 | - |
| 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 | 1261 | - | - | 1425 | - | - | 484 | 443 | 893 | 498 | 487 | 813 |
| Stage 1 | - | - | - | - | - | - | 764 | 708 | - | 767 | 710 | - |
| Stage 2 | - | - | - | - | - | - | 748 | 659 | - | 762 | 706 | - |
| Platoon blocked, % | | - | - | - | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1261 | - | - | 1425 | - | - | 443 | 425 | 893 | 480 | 467 | 813 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 443 | 425 | - | 480 | 467 | - |
| Stage 1 | - | - | - | - | - | - | 736 | 682 | - | 739 | 707 | - |
| Stage 2 | - | - | - | - | - | - | 705 | 656 | - | 729 | 680 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.7 | | | 0.1 | | | 11.2 | | | 13.7 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 592 | 1261 | - | - | 1425 | - | - | 544 |
| HCM Lane V/C Ratio | 0.018 | 0.034 | - | - | 0.004 | - | - | 0.242 |
| HCM Control Delay (s) | 11.2 | 8 | 0 | - | 7.5 | 0 | - | 13.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.9 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 168 | 15 | 15 | 159 | 10 | 10 | 0 | 5 | 10 | 0 | 5 |
| Future Vol, veh/h | 10 | 168 | 15 | 15 | 159 | 10 | 10 | 0 | 5 | 10 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 183 | 16 | 16 | 173 | 11 | 11 | 0 | 5 | 11 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 184 | 0 | 0 | 200 | 0 | 0 | 427 | 430 | 192 | 427 | 433 | 179 |
| Stage 1 | - | - | - | - | - | - | 214 | 214 | - | 211 | 211 | - |
| Stage 2 | - | - | - | - | - | - | 213 | 216 | - | 216 | 222 | - |
| 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 | 1391 | - | - | 1372 | - | - | 538 | 518 | 850 | 538 | 516 | 864 |
| Stage 1 | - | - | - | - | - | - | 788 | 725 | - | 791 | 728 | - |
| Stage 2 | - | - | - | - | - | - | 789 | 724 | - | 786 | 720 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1391 | - | - | 1371 | - | - | 525 | 506 | 849 | 526 | 504 | 864 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 525 | 506 | - | 526 | 504 | - |
| Stage 1 | - | - | - | - | - | - | 780 | 718 | - | 784 | 719 | - |
| Stage 2 | - | - | - | - | - | - | 774 | 715 | - | 774 | 713 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.4 | | | 0.6 | | | 11.1 | | | 11.1 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 602 | 1391 | - | - | 1371 | - | - | 605 |
| HCM Lane V/C Ratio | 0.027 | 0.008 | - | - | 0.012 | - | - | 0.027 |
| HCM Control Delay (s) | 11.1 | 7.6 | 0 | - | 7.7 | 0 | - | 11.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 15 | 5 | 0 | 15 | 5 | 5 | 56 | 0 | 5 | 24 | 5 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 15 | 5 | 5 | 56 | 0 | 5 | 24 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 16 | 5 | 5 | 61 | 0 | 5 | 26 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 121 | 110 | 29 | 120 | 112 | 61 | 31 | 0 | 0 | 61 | 0 | 0 |
| Stage 1 | 39 | 39 | - | 71 | 71 | - | - | - | - | - | - | - |
| Stage 2 | 82 | 71 | - | 49 | 41 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 854 | 780 | 1046 | 855 | 778 | 1004 | 1582 | - | - | 1542 | - | - |
| Stage 1 | 976 | 862 | - | 939 | 836 | - | - | - | - | - | - | - |
| Stage 2 | 926 | 836 | - | 964 | 861 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 832 | 775 | 1046 | 833 | 773 | 1004 | 1582 | - | - | 1542 | - | - |
| Mov Cap-2 Maneuver | 832 | 775 | - | 833 | 773 | - | - | - | - | - | - | - |
| Stage 1 | 973 | 859 | - | 936 | 833 | - | - | - | - | - | - | - |
| Stage 2 | 900 | 833 | - | 938 | 858 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.5 | | 9.5 | | 0.6 | | 1.1 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1582 | - | - | 832 | 829 | 820 | 1542 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.007 | 0.026 | 0.027 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.4 | 9.5 | 9.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 5 | 56 | 86 | 5 | 19 |
| Future Vol, veh/h | 34 | 5 | 56 | 86 | 5 | 19 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 5 | 61 | 93 | 5 | 21 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 139 | 110 | 0 | 0 | 154 |
| Stage 1 | 108 | - | - | - | - |
| Stage 2 | 31 | - | - | - | - |
| 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 | 854 | 943 | - | - | 1426 |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 992 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 851 | 941 | - | - | 1426 |
| Mov Cap-2 Maneuver | 851 | - | - | - | - |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 988 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.4 | 0 | 1.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 862 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.049 | 0.004 |
| HCM Control Delay (s) | - | - | 9.4 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 137 | 0 | 5 | 43 |
| Future Vol, veh/h | 0 | 5 | 137 | 0 | 5 | 43 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 149 | 0 | 5 | 47 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 206 | 151 | 0 | 0 | 149 |
| Stage 1 | 149 | - | - | - | - |
| Stage 2 | 57 | - | - | - | - |
| 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 | 782 | 895 | - | - | 1432 |
| Stage 1 | 879 | - | - | - | - |
| Stage 2 | 966 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 779 | 893 | - | - | 1432 |
| Mov Cap-2 Maneuver | 779 | - | - | - | - |
| Stage 1 | 879 | - | - | - | - |
| Stage 2 | 962 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.1 | 0 | 0.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 893 | 1432 |
| HCM Lane V/C Ratio | - | - | 0.006 | 0.004 |
| HCM Control Delay (s) | - | - | 9.1 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 25 | 10 |
| Future Vol, veh/h | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 25 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 27 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 38 | 38 | 35 | 40 | 43 | 5 | 38 | 0 | 0 | 5 | 0 | 0 |
| Stage 1 | 33 | 33 | - | 5 | 5 | - | - | - | - | - | - | - |
| Stage 2 | 5 | 5 | - | 35 | 38 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 967 | 854 | 1038 | 964 | 849 | 1078 | 1572 | - | - | 1616 | - | - |
| Stage 1 | 983 | 868 | - | 1017 | 892 | - | - | - | - | - | - | - |
| Stage 2 | 1017 | 892 | - | 981 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 967 | 854 | 1036 | 962 | 849 | 1078 | 1572 | - | - | 1616 | - | - |
| Mov Cap-2 Maneuver | 967 | 854 | - | 962 | 849 | - | - | - | - | - | - | - |
| Stage 1 | 983 | 868 | - | 1017 | 892 | - | - | - | - | - | - | - |
| Stage 2 | 1017 | 892 | - | 979 | 863 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1572 | - | - | 967 | - | 1616 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.006 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑ | ↗ | | ↘ | |
| Traffic Vol, veh/h | 111 | 115 | 90 | 37 | 36 | 125 |
| Future Vol, veh/h | 111 | 115 | 90 | 37 | 36 | 125 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 121 | 125 | 98 | 40 | 39 | 136 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 138 | 0 | - | 0 | 485 118 |
| Stage 1 | - | - | - | - | 118 - |
| Stage 2 | - | - | - | - | 367 - |
| 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 | 1446 | - | - | - | 541 934 |
| Stage 1 | - | - | - | - | 907 - |
| Stage 2 | - | - | - | - | 701 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1446 | - | - | - | 496 934 |
| Mov Cap-2 Maneuver | - | - | - | - | 496 - |
| Stage 1 | - | - | - | - | 831 - |
| Stage 2 | - | - | - | - | 701 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.8 | 0 | 10.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1446 | - | - | - | 780 |
| HCM Lane V/C Ratio | 0.083 | - | - | - | 0.224 |
| HCM Control Delay (s) | 7.7 | - | - | - | 10.9 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 0.9 |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↵ | ↵ | | ↵ | ↵ | |
| Traffic Vol, veh/h | 45 | 103 | 76 | 10 | 78 | 15 | 88 | 45 | 5 | 40 | 75 | 25 |
| Future Vol, veh/h | 45 | 103 | 76 | 10 | 78 | 15 | 88 | 45 | 5 | 40 | 75 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 112 | 83 | 11 | 85 | 16 | 96 | 49 | 5 | 43 | 82 | 27 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|----|----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 10 | 9 | 9.6 | 9.2 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 20% | 10% | 100% | 0% |
| Vol Thru, % | 0% | 90% | 46% | 76% | 0% | 75% |
| Vol Right, % | 0% | 10% | 34% | 15% | 0% | 25% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 88 | 50 | 224 | 103 | 40 | 100 |
| LT Vol | 88 | 0 | 45 | 10 | 40 | 0 |
| Through Vol | 0 | 45 | 103 | 78 | 0 | 75 |
| RT Vol | 0 | 5 | 76 | 15 | 0 | 25 |
| Lane Flow Rate | 96 | 54 | 243 | 112 | 43 | 109 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.161 | 0.083 | 0.319 | 0.155 | 0.073 | 0.163 |
| Departure Headway (Hd) | 6.068 | 5.492 | 4.717 | 4.978 | 6.076 | 5.394 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 586 | 646 | 757 | 714 | 585 | 659 |
| Service Time | 3.855 | 3.279 | 2.776 | 3.052 | 3.862 | 3.179 |
| HCM Lane V/C Ratio | 0.164 | 0.084 | 0.321 | 0.157 | 0.074 | 0.165 |
| HCM Control Delay | 10 | 8.8 | 10 | 9 | 9.3 | 9.2 |
| HCM Lane LOS | A | A | A | A | A | A |
| HCM 95th-tile Q | 0.6 | 0.3 | 1.4 | 0.5 | 0.2 | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 34 | 86 | 60 | 125 | 0 |
| Future Vol, veh/h | 0 | 34 | 86 | 60 | 125 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 37 | 93 | 65 | 136 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 387 | 136 | 136 | 0 | - | 0 |
| Stage 1 | 136 | - | - | - | - | - |
| Stage 2 | 251 | - | - | - | - | - |
| 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 | 616 | 913 | 1448 | - | - | - |
| Stage 1 | 890 | - | - | - | - | - |
| Stage 2 | 791 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 575 | 913 | 1448 | - | - | - |
| Mov Cap-2 Maneuver | 575 | - | - | - | - | - |
| Stage 1 | 830 | - | - | - | - | - |
| Stage 2 | 791 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.1 | 4.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1448 | - | 913 | - | - |
| HCM Lane V/C Ratio | 0.065 | - | 0.04 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.1 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 14 | 5 | 5 | 55 | 120 | 51 |
| Future Vol, veh/h | 14 | 5 | 5 | 55 | 120 | 51 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 5 | 5 | 60 | 130 | 55 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 228 | 158 | 185 | 0 | - | 0 |
| Stage 1 | 158 | - | - | - | - | - |
| Stage 2 | 70 | - | - | - | - | - |
| 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 | 760 | 887 | 1390 | - | - | - |
| Stage 1 | 871 | - | - | - | - | - |
| Stage 2 | 953 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 757 | 887 | 1390 | - | - | - |
| Mov Cap-2 Maneuver | 757 | - | - | - | - | - |
| Stage 1 | 868 | - | - | - | - | - |
| Stage 2 | 953 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.7 | 0.6 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1390 | - | 787 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.026 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.7 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 161 | 10 | 35 | 59 | 10 |
| Future Vol, veh/h | 25 | 161 | 10 | 35 | 59 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 175 | 11 | 38 | 64 | 11 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 7.6 | 7.6 | 8 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 86% | 0% | 22% |
| Vol Thru, % | 0% | 13% | 78% |
| Vol Right, % | 14% | 87% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 69 | 186 | 45 |
| LT Vol | 59 | 0 | 10 |
| Through Vol | 0 | 25 | 35 |
| RT Vol | 10 | 161 | 0 |
| Lane Flow Rate | 75 | 202 | 49 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.093 | 0.201 | 0.058 |
| Departure Headway (Hd) | 4.449 | 3.583 | 4.266 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 798 | 991 | 831 |
| Service Time | 2.516 | 1.648 | 2.337 |
| HCM Lane V/C Ratio | 0.094 | 0.204 | 0.059 |
| HCM Control Delay | 8 | 7.6 | 7.6 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.7 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 35 | 84 | 0 | 5 | 58 | 31 | 0 | 0 | 5 | 97 | 0 | 45 |
| Future Vol, veh/h | 35 | 84 | 0 | 5 | 58 | 31 | 0 | 0 | 5 | 97 | 0 | 45 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 91 | 0 | 5 | 63 | 34 | 0 | 0 | 5 | 105 | 0 | 49 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 97 | 0 | 0 | 93 | 0 | 0 | 288 | 276 | 95 | 262 | 259 | 84 |
| Stage 1 | - | - | - | - | - | - | 169 | 169 | - | 90 | 90 | - |
| Stage 2 | - | - | - | - | - | - | 119 | 107 | - | 172 | 169 | - |
| 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 | 1496 | - | - | 1501 | - | - | 664 | 632 | 962 | 691 | 645 | 975 |
| Stage 1 | - | - | - | - | - | - | 833 | 759 | - | 917 | 820 | - |
| Stage 2 | - | - | - | - | - | - | 885 | 807 | - | 830 | 759 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1496 | - | - | 1498 | - | - | 612 | 611 | 958 | 670 | 624 | 971 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 612 | 611 | - | 670 | 624 | - |
| Stage 1 | - | - | - | - | - | - | 809 | 737 | - | 892 | 817 | - |
| Stage 2 | - | - | - | - | - | - | 834 | 804 | - | 801 | 737 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|------|--|
| HCM Control Delay, s | 2.2 | | 0.4 | | 8.8 | | 11.1 | |
| HCM LOS | | | | | A | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 958 | 1496 | - | - | 1498 | - | - | 743 |
| HCM Lane V/C Ratio | 0.006 | 0.025 | - | - | 0.004 | - | - | 0.208 |
| HCM Control Delay (s) | 8.8 | 7.5 | 0 | - | 7.4 | 0 | - | 11.1 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.8 |

| 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 | 5 | 104 | 5 | 0 | 93 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Future Vol, veh/h | 5 | 104 | 5 | 0 | 93 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 113 | 5 | 0 | 101 | 5 | 11 | 0 | 5 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 106 | 0 | 0 | 118 | 0 | 0 | 238 | 232 | 116 | 232 | 232 | 104 |
| Stage 1 | - | - | - | - | - | - | 126 | 126 | - | 104 | 104 | - |
| Stage 2 | - | - | - | - | - | - | 112 | 106 | - | 128 | 128 | - |
| 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 | 1485 | - | - | 1470 | - | - | 716 | 668 | 936 | 723 | 668 | 951 |
| Stage 1 | - | - | - | - | - | - | 878 | 792 | - | 902 | 809 | - |
| Stage 2 | - | - | - | - | - | - | 893 | 807 | - | 876 | 790 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1485 | - | - | 1470 | - | - | 701 | 665 | 936 | 716 | 665 | 951 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 701 | 665 | - | 716 | 665 | - |
| Stage 1 | - | - | - | - | - | - | 874 | 789 | - | 898 | 809 | - |
| Stage 2 | - | - | - | - | - | - | 877 | 807 | - | 867 | 787 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|-----|
| HCM Control Delay, s | 0.3 | 0 | 9.8 | 9.6 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 765 | 1485 | - | - | 1470 | - | - | 799 |
| HCM Lane V/C Ratio | 0.021 | 0.004 | - | - | - | - | - | 0.027 |
| HCM Control Delay (s) | 9.8 | 7.4 | 0 | - | 0 | - | - | 9.6 |
| HCM Lane LOS | A | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 14 | 0 | 5 | 51 | 5 |
| Future Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 14 | 0 | 5 | 51 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 15 | 0 | 5 | 55 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 100 | 94 | 59 | 95 | 96 | 16 | 61 | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 69 | 69 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 31 | 25 | - | 70 | 71 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 881 | 796 | 1007 | 888 | 794 | 1063 | 1542 | - | - | 1603 | - | - |
| Stage 1 | 941 | 837 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 986 | 874 | - | 940 | 836 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 866 | 790 | 1006 | 879 | 788 | 1062 | 1541 | - | - | 1603 | - | - |
| Mov Cap-2 Maneuver | 866 | 790 | - | 879 | 788 | - | - | - | - | - | - | - |
| Stage 1 | 937 | 834 | - | 990 | 871 | - | - | - | - | - | - | - |
| Stage 2 | 971 | 871 | - | 931 | 833 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|-----|
| HCM Control Delay, s | 9.4 | 9 | 1.9 | 0.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1541 | - | - | 866 | 790 | 905 | 1603 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.006 | 0.007 | 0.012 | 0.003 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.2 | 9.6 | 9 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | T | | | T |
| Traffic Vol, veh/h | 81 | 5 | 14 | 24 | 0 | 51 |
| Future Vol, veh/h | 81 | 5 | 14 | 24 | 0 | 51 |
| Conflicting Peds, #/hr | 0 | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 88 | 5 | 15 | 26 | 0 | 55 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 83 | 29 | 0 | 0 | 41 | 0 |
| Stage 1 | 28 | - | - | - | - | - |
| Stage 2 | 55 | - | - | - | - | - |
| 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 | 919 | 1046 | - | - | 1568 | - |
| Stage 1 | 995 | - | - | - | - | - |
| Stage 2 | 968 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 919 | 1045 | - | - | 1568 | - |
| Mov Cap-2 Maneuver | 919 | - | - | - | - | - |
| Stage 1 | 995 | - | - | - | - | - |
| Stage 2 | 968 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.3 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 925 | 1568 |
| HCM Lane V/C Ratio | - | - | 0.101 | - |
| HCM Control Delay (s) | - | - | 9.3 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 0 | 5 | 28 | 0 | 5 | 127 |
| Future Vol, veh/h | 0 | 5 | 28 | 0 | 5 | 127 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 30 | 0 | 5 | 138 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 178 | 30 | 0 | 0 | 30 | 0 |
| Stage 1 | 30 | - | - | - | - | - |
| Stage 2 | 148 | - | - | - | - | - |
| 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 | 812 | 1044 | - | - | 1583 | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 880 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 810 | 1044 | - | - | 1583 | - |
| Mov Cap-2 Maneuver | 810 | - | - | - | - | - |
| Stage 1 | 993 | - | - | - | - | - |
| Stage 2 | 877 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.5 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1044 | 1583 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.003 |
| HCM Control Delay (s) | - | - | 8.5 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 22 | 22 | 11 | 22 | 22 | 11 | 11 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Mov Cap-2 Maneuver | 990 | 872 | - | 990 | 872 | - | - | - | - | - | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1608 | - | - | 990 | - | 1608 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 160 | 190 | 180 | 56 | 67 | 181 |
| Future Vol, veh/h | 160 | 190 | 180 | 56 | 67 | 181 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 174 | 207 | 196 | 61 | 73 | 197 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 257 | 0 | - | 0 | 782 227 |
| Stage 1 | - | - | - | - | 227 - |
| Stage 2 | - | - | - | - | 555 - |
| 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 | 1308 | - | - | - | 363 812 |
| Stage 1 | - | - | - | - | 811 - |
| Stage 2 | - | - | - | - | 575 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1308 | - | - | - | 315 812 |
| Mov Cap-2 Maneuver | - | - | - | - | 315 - |
| Stage 1 | - | - | - | - | 703 - |
| Stage 2 | - | - | - | - | 575 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.7 | 0 | 16.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1308 | - | - | - | 569 |
| HCM Lane V/C Ratio | 0.133 | - | - | - | 0.474 |
| HCM Control Delay (s) | 8.2 | - | - | - | 16.9 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 2.5 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.8 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 40 | 123 | 143 | 15 | 143 | 45 | 111 | 65 | 15 | 70 | 65 | 45 |
| Future Vol, veh/h | 40 | 123 | 143 | 15 | 143 | 45 | 111 | 65 | 15 | 70 | 65 | 45 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 134 | 155 | 16 | 155 | 49 | 121 | 71 | 16 | 76 | 71 | 49 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|----|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 13.2 | 11.5 | 11 | 10.7 |
| HCM LOS | B | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 13% | 7% | 100% | 0% |
| Vol Thru, % | 0% | 81% | 40% | 70% | 0% | 59% |
| Vol Right, % | 0% | 19% | 47% | 22% | 0% | 41% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 111 | 80 | 306 | 203 | 70 | 110 |
| LT Vol | 111 | 0 | 40 | 15 | 70 | 0 |
| Through Vol | 0 | 65 | 123 | 143 | 0 | 65 |
| RT Vol | 0 | 15 | 143 | 45 | 0 | 45 |
| Lane Flow Rate | 121 | 87 | 333 | 221 | 76 | 120 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.231 | 0.151 | 0.486 | 0.341 | 0.147 | 0.204 |
| Departure Headway (Hd) | 6.902 | 6.259 | 5.258 | 5.57 | 6.937 | 6.134 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 519 | 571 | 682 | 642 | 516 | 583 |
| Service Time | 4.663 | 4.019 | 3.311 | 3.63 | 4.697 | 3.894 |
| HCM Lane V/C Ratio | 0.233 | 0.152 | 0.488 | 0.344 | 0.147 | 0.206 |
| HCM Control Delay | 11.7 | 10.1 | 13.2 | 11.5 | 10.9 | 10.5 |
| HCM Lane LOS | B | B | B | B | B | B |
| HCM 95th-tile Q | 0.9 | 0.5 | 2.7 | 1.5 | 0.5 | 0.8 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 106 | 39 | 175 | 130 | 5 |
| Future Vol, veh/h | 5 | 106 | 39 | 175 | 130 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 115 | 42 | 190 | 141 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 418 | 144 | 146 | 0 | - | 0 |
| Stage 1 | 144 | - | - | - | - | - |
| Stage 2 | 274 | - | - | - | - | - |
| 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 | 591 | 903 | 1436 | - | - | - |
| Stage 1 | 883 | - | - | - | - | - |
| Stage 2 | 772 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 571 | 903 | 1436 | - | - | - |
| Mov Cap-2 Maneuver | 571 | - | - | - | - | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 772 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.7 | 1.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1436 | - | 880 | - | - |
| HCM Lane V/C Ratio | 0.03 | - | 0.137 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 9.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 10 | 0 | 165 | 130 | 19 |
| Future Vol, veh/h | 61 | 10 | 0 | 165 | 130 | 19 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 66 | 11 | 0 | 179 | 141 | 21 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 331 | 152 | 162 | 0 | - | 0 |
| Stage 1 | 152 | - | - | - | - | - |
| Stage 2 | 179 | - | - | - | - | - |
| 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 | 664 | 894 | 1417 | - | - | - |
| Stage 1 | 876 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 664 | 894 | 1417 | - | - | - |
| Mov Cap-2 Maneuver | 664 | - | - | - | - | - |
| Stage 1 | 876 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.9 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1417 | - | 689 | - | - |
| HCM Lane V/C Ratio | - | - | 0.112 | - | - |
| HCM Control Delay (s) | 0 | - | 10.9 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 9 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 129 | 15 | 30 | 211 | 15 |
| Future Vol, veh/h | 45 | 129 | 15 | 30 | 211 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 140 | 16 | 33 | 229 | 16 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.3 | 8.2 | 9.7 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 93% | 0% | 33% |
| Vol Thru, % | 0% | 26% | 67% |
| Vol Right, % | 7% | 74% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 226 | 174 | 45 |
| LT Vol | 211 | 0 | 15 |
| Through Vol | 0 | 45 | 30 |
| RT Vol | 15 | 129 | 0 |
| Lane Flow Rate | 246 | 189 | 49 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.314 | 0.218 | 0.065 |
| Departure Headway (Hd) | 4.6 | 4.15 | 4.805 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 781 | 866 | 746 |
| Service Time | 2.625 | 2.169 | 2.831 |
| HCM Lane V/C Ratio | 0.315 | 0.218 | 0.066 |
| HCM Control Delay | 9.7 | 8.3 | 8.2 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 1.3 | 0.8 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 55 | 113 | 0 | 5 | 134 | 102 | 5 | 0 | 5 | 56 | 0 | 35 |
| Future Vol, veh/h | 55 | 113 | 0 | 5 | 134 | 102 | 5 | 0 | 5 | 56 | 0 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 123 | 0 | 5 | 146 | 111 | 5 | 0 | 5 | 61 | 0 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 257 | 0 | 0 | 123 | 0 | 0 | 474 | 510 | 123 | 458 | 455 | 202 |
| Stage 1 | - | - | - | - | - | - | 243 | 243 | - | 212 | 212 | - |
| Stage 2 | - | - | - | - | - | - | 231 | 267 | - | 246 | 243 | - |
| 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 | 1308 | - | - | 1464 | - | - | 501 | 467 | 928 | 513 | 501 | 839 |
| Stage 1 | - | - | - | - | - | - | 761 | 705 | - | 790 | 727 | - |
| Stage 2 | - | - | - | - | - | - | 772 | 688 | - | 758 | 705 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1308 | - | - | 1464 | - | - | 459 | 442 | 928 | 489 | 474 | 839 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 459 | 442 | - | 489 | 474 | - |
| Stage 1 | - | - | - | - | - | - | 724 | 670 | - | 751 | 724 | - |
| Stage 2 | - | - | - | - | - | - | 734 | 685 | - | 717 | 670 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 2.6 | | | 0.2 | | | 11 | | | 12.4 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 614 | 1308 | - | - | 1464 | - | - | 582 |
| HCM Lane V/C Ratio | 0.018 | 0.046 | - | - | 0.004 | - | - | 0.17 |
| HCM Control Delay (s) | 11 | 7.9 | 0 | - | 7.5 | 0 | - | 12.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.6 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 153 | 10 | 5 | 154 | 10 | 10 | 5 | 5 | 5 | 5 | 5 |
| Future Vol, veh/h | 5 | 153 | 10 | 5 | 154 | 10 | 10 | 5 | 5 | 5 | 5 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 166 | 11 | 5 | 167 | 11 | 11 | 5 | 5 | 5 | 5 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 178 | 0 | 0 | 177 | 0 | 0 | 370 | 370 | 172 | 370 | 370 | 173 |
| Stage 1 | - | - | - | - | - | - | 182 | 182 | - | 183 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 188 | 188 | - | 187 | 187 | - |
| 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 | 1398 | - | - | 1399 | - | - | 587 | 560 | 872 | 587 | 560 | 871 |
| Stage 1 | - | - | - | - | - | - | 820 | 749 | - | 819 | 748 | - |
| Stage 2 | - | - | - | - | - | - | 814 | 745 | - | 815 | 745 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1398 | - | - | 1399 | - | - | 575 | 556 | 872 | 575 | 556 | 871 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 575 | 556 | - | 575 | 556 | - |
| Stage 1 | - | - | - | - | - | - | 817 | 746 | - | 816 | 745 | - |
| Stage 2 | - | - | - | - | - | - | 800 | 742 | - | 801 | 742 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0.2 | | | 11 | | | 10.8 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 623 | 1398 | - | - | 1399 | - | - | 640 |
| HCM Lane V/C Ratio | 0.035 | 0.004 | - | - | 0.004 | - | - | 0.025 |
| HCM Control Delay (s) | 11 | 7.6 | 0 | - | 7.6 | 0 | - | 10.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 15 | 5 | 0 | 5 | 5 | 10 | 56 | 0 | 5 | 19 | 0 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 5 | 5 | 10 | 56 | 0 | 5 | 19 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 5 | 5 | 11 | 61 | 0 | 5 | 21 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 119 | 114 | 21 | 125 | 114 | 61 | 21 | 0 | 0 | 61 | 0 | 0 |
| Stage 1 | 31 | 31 | - | 83 | 83 | - | - | - | - | - | - | - |
| Stage 2 | 88 | 83 | - | 42 | 31 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 857 | 776 | 1056 | 849 | 776 | 1004 | 1595 | - | - | 1542 | - | - |
| Stage 1 | 986 | 869 | - | 925 | 826 | - | - | - | - | - | - | - |
| Stage 2 | 920 | 826 | - | 972 | 869 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 842 | 768 | 1056 | 824 | 768 | 1004 | 1595 | - | - | 1542 | - | - |
| Mov Cap-2 Maneuver | 842 | 768 | - | 824 | 768 | - | - | - | - | - | - | - |
| Stage 1 | 979 | 866 | - | 919 | 820 | - | - | - | - | - | - | - |
| Stage 2 | 903 | 820 | - | 946 | 866 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 9.5 | 9.2 | 1.1 | 1.5 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1595 | - | - | 842 | 824 | 870 | 1542 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.006 | 0.026 | 0.012 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.3 | 9.5 | 9.2 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 5 | 56 | 86 | 5 | 19 |
| Future Vol, veh/h | 24 | 5 | 56 | 86 | 5 | 19 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 5 | 61 | 93 | 5 | 21 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 139 | 108 | 0 | 0 | 154 |
| Stage 1 | 108 | - | - | - | - |
| Stage 2 | 31 | - | - | - | - |
| 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 | 854 | 946 | - | - | 1426 |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 992 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 851 | 946 | - | - | 1426 |
| Mov Cap-2 Maneuver | 851 | - | - | - | - |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 988 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.3 | 0 | 1.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 866 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.036 | 0.004 |
| HCM Control Delay (s) | - | - | 9.3 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 137 | 5 | 0 | 33 |
| Future Vol, veh/h | 0 | 5 | 137 | 5 | 0 | 33 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 149 | 5 | 0 | 36 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 188 | 152 | 0 | 0 | 154 |
| Stage 1 | 152 | - | - | - | - |
| Stage 2 | 36 | - | - | - | - |
| 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 | 801 | 894 | - | - | 1426 |
| Stage 1 | 876 | - | - | - | - |
| Stage 2 | 986 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 801 | 894 | - | - | 1426 |
| Mov Cap-2 Maneuver | 801 | - | - | - | - |
| Stage 1 | 876 | - | - | - | - |
| Stage 2 | 986 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.1 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 894 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.006 | - |
| HCM Control Delay (s) | - | - | 9.1 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 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 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 15 | 5 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 15 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 16 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 30 | 35 | 22 | 38 | 37 | 16 | 21 | 0 | 0 | 16 | 0 | 0 |
| Stage 1 | 19 | 19 | - | 16 | 16 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 16 | - | 22 | 21 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 979 | 857 | 1055 | 967 | 855 | 1063 | 1595 | - | - | 1602 | - | - |
| Stage 1 | 1000 | 880 | - | 1004 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 882 | - | 996 | 878 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 979 | 853 | 1052 | 959 | 851 | 1058 | 1595 | - | - | 1594 | - | - |
| Mov Cap-2 Maneuver | 979 | 853 | - | 959 | 851 | - | - | - | - | - | - | - |
| Stage 1 | 1000 | 880 | - | 999 | 878 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 878 | - | 993 | 878 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1595 | - | - | 979 | - | 1594 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 262 | 185 | 105 | 71 | 57 | 232 |
| Future Vol, veh/h | 262 | 185 | 105 | 71 | 57 | 232 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 285 | 201 | 114 | 77 | 62 | 252 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 191 | 0 | - | 0 | 924 153 |
| Stage 1 | - | - | - | - | 153 - |
| Stage 2 | - | - | - | - | 771 - |
| 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 | 1383 | - | - | - | 299 893 |
| Stage 1 | - | - | - | - | 875 - |
| Stage 2 | - | - | - | - | 456 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1383 | - | - | - | 237 893 |
| Mov Cap-2 Maneuver | - | - | - | - | 237 - |
| Stage 1 | - | - | - | - | 695 - |
| Stage 2 | - | - | - | - | 456 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.9 | 0 | 18.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1383 | - | - | - | 578 |
| HCM Lane V/C Ratio | 0.206 | - | - | - | 0.543 |
| HCM Control Delay (s) | 8.3 | - | - | - | 18.4 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 3.3 |

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 15 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 80 | 141 | 149 | 10 | 60 | 10 | 263 | 135 | 15 | 45 | 60 | 40 |
| Future Vol, veh/h | 80 | 141 | 149 | 10 | 60 | 10 | 263 | 135 | 15 | 45 | 60 | 40 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 87 | 153 | 162 | 11 | 65 | 11 | 286 | 147 | 16 | 49 | 65 | 43 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 17.5 | 10.7 | 15.1 | 10.8 |
| HCM LOS | C | B | C | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 22% | 12% | 100% | 0% |
| Vol Thru, % | 0% | 90% | 38% | 75% | 0% | 60% |
| Vol Right, % | 0% | 10% | 40% | 12% | 0% | 40% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 263 | 150 | 370 | 80 | 45 | 100 |
| LT Vol | 263 | 0 | 80 | 10 | 45 | 0 |
| Through Vol | 0 | 135 | 141 | 60 | 0 | 60 |
| RT Vol | 0 | 15 | 149 | 10 | 0 | 40 |
| Lane Flow Rate | 286 | 163 | 402 | 87 | 49 | 109 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.538 | 0.281 | 0.624 | 0.154 | 0.099 | 0.196 |
| Departure Headway (Hd) | 6.78 | 6.2 | 5.585 | 6.386 | 7.274 | 6.476 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 532 | 577 | 643 | 557 | 490 | 551 |
| Service Time | 4.542 | 3.961 | 3.646 | 4.476 | 5.053 | 4.254 |
| HCM Lane V/C Ratio | 0.538 | 0.282 | 0.625 | 0.156 | 0.1 | 0.198 |
| HCM Control Delay | 17.2 | 11.4 | 17.5 | 10.7 | 10.9 | 10.8 |
| HCM Lane LOS | C | B | C | B | B | B |
| HCM 95th-tile Q | 3.2 | 1.1 | 4.3 | 0.5 | 0.3 | 0.7 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 79 | 141 | 110 | 175 | 5 |
| Future Vol, veh/h | 5 | 79 | 141 | 110 | 175 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 86 | 153 | 120 | 190 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 619 | 193 | 195 | 0 | - | 0 |
| Stage 1 | 193 | - | - | - | - | - |
| Stage 2 | 426 | - | - | - | - | - |
| 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 | 452 | 849 | 1378 | - | - | - |
| Stage 1 | 840 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 398 | 849 | 1378 | - | - | - |
| Mov Cap-2 Maneuver | 398 | - | - | - | - | - |
| Stage 1 | 740 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.1 | 4.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1378 | - | 795 | - | - |
| HCM Lane V/C Ratio | 0.111 | - | 0.115 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.4 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 36 | 5 | 5 | 110 | 175 | 87 |
| Future Vol, veh/h | 36 | 5 | 5 | 110 | 175 | 87 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 5 | 5 | 120 | 190 | 95 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 368 | 238 | 285 | 0 | 0 |
| Stage 1 | 238 | - | - | - | - |
| Stage 2 | 130 | - | - | - | - |
| 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 | 632 | 801 | 1277 | - | - |
| Stage 1 | 802 | - | - | - | - |
| Stage 2 | 896 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 629 | 801 | 1277 | - | - |
| Mov Cap-2 Maneuver | 629 | - | - | - | - |
| Stage 1 | 799 | - | - | - | - |
| Stage 2 | 896 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 11 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1277 | - | 646 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.069 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 11 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 227 | 20 | 35 | 131 | 10 |
| Future Vol, veh/h | 30 | 227 | 20 | 35 | 131 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 247 | 22 | 38 | 142 | 11 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.5 | 8.1 | 9 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 93% | 0% | 36% |
| Vol Thru, % | 0% | 12% | 64% |
| Vol Right, % | 7% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 141 | 257 | 55 |
| LT Vol | 131 | 0 | 20 |
| Through Vol | 0 | 30 | 35 |
| RT Vol | 10 | 227 | 0 |
| Lane Flow Rate | 153 | 279 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.203 | 0.3 | 0.077 |
| Departure Headway (Hd) | 4.774 | 3.861 | 4.663 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 753 | 933 | 769 |
| Service Time | 2.799 | 1.873 | 2.684 |
| HCM Lane V/C Ratio | 0.203 | 0.299 | 0.078 |
| HCM Control Delay | 9 | 8.5 | 8.1 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.8 | 1.3 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 40 | 161 | 0 | 0 | 94 | 77 | 0 | 0 | 5 | 96 | 5 | 40 |
| Future Vol, veh/h | 40 | 161 | 0 | 0 | 94 | 77 | 0 | 0 | 5 | 96 | 5 | 40 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 175 | 0 | 0 | 102 | 84 | 0 | 0 | 5 | 104 | 5 | 43 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 186 | 0 | 0 | 175 | 0 | 0 | 429 | 447 | 175 | 408 | 405 | 144 |
| Stage 1 | - | - | - | - | - | - | 261 | 261 | - | 144 | 144 | - |
| Stage 2 | - | - | - | - | - | - | 168 | 186 | - | 264 | 261 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1388 | - | - | 1401 | - | - | 536 | 506 | 868 | 554 | 535 | 903 |
| Stage 1 | - | - | - | - | - | - | 744 | 692 | - | 859 | 778 | - |
| Stage 2 | - | - | - | - | - | - | 834 | 746 | - | 741 | 692 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1388 | - | - | 1401 | - | - | 493 | 489 | 868 | 536 | 517 | 903 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 493 | 489 | - | 536 | 517 | - |
| Stage 1 | - | - | - | - | - | - | 719 | 668 | - | 830 | 778 | - |
| Stage 2 | - | - | - | - | - | - | 788 | 746 | - | 711 | 668 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|----|
| HCM Control Delay, s | 1.5 | 0 | 9.2 | 13 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 868 | 1388 | - | - | 1401 | - | - | 605 |
| HCM Lane V/C Ratio | 0.006 | 0.031 | - | - | - | - | - | 0.253 |
| HCM Control Delay (s) | 9.2 | 7.7 | 0 | - | 0 | - | - | 13 |
| HCM Lane LOS | A | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 181 | 10 | 5 | 119 | 5 | 10 | 0 | 10 | 5 | 0 | 10 |
| Future Vol, veh/h | 5 | 181 | 10 | 5 | 119 | 5 | 10 | 0 | 10 | 5 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 197 | 11 | 5 | 129 | 5 | 11 | 0 | 11 | 5 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 134 | 0 | 0 | 209 | 0 | 0 | 361 | 358 | 204 | 360 | 361 | 132 |
| Stage 1 | - | - | - | - | - | - | 214 | 214 | - | 142 | 142 | - |
| Stage 2 | - | - | - | - | - | - | 147 | 144 | - | 218 | 219 | - |
| 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 | 1451 | - | - | 1362 | - | - | 595 | 568 | 837 | 596 | 566 | 917 |
| Stage 1 | - | - | - | - | - | - | 788 | 725 | - | 861 | 779 | - |
| Stage 2 | - | - | - | - | - | - | 856 | 778 | - | 784 | 722 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1451 | - | - | 1361 | - | - | 584 | 563 | 836 | 585 | 561 | 917 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 584 | 563 | - | 585 | 561 | - |
| Stage 1 | - | - | - | - | - | - | 784 | 721 | - | 858 | 776 | - |
| Stage 2 | - | - | - | - | - | - | 842 | 775 | - | 771 | 718 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 0.2 | | | 0.3 | | | 10.4 | | | 9.8 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 688 | 1451 | - | - | 1361 | - | - | 771 |
| HCM Lane V/C Ratio | 0.032 | 0.004 | - | - | 0.004 | - | - | 0.021 |
| HCM Control Delay (s) | 10.4 | 7.5 | 0 | - | 7.7 | 0 | - | 9.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 5 | 5 | 5 | 5 | 0 | 5 | 36 | 0 | 0 | 82 | 5 |
| Future Vol, veh/h | 5 | 5 | 5 | 5 | 5 | 0 | 5 | 36 | 0 | 0 | 82 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 5 | 5 | 5 | 0 | 5 | 39 | 0 | 0 | 89 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 144 | 141 | 92 | 146 | 143 | 39 | 94 | 0 | 0 | 39 | 0 | 0 |
| Stage 1 | 92 | 92 | - | 49 | 49 | - | - | - | - | - | - | - |
| Stage 2 | 52 | 49 | - | 97 | 94 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 825 | 750 | 965 | 823 | 748 | 1033 | 1500 | - | - | 1571 | - | - |
| Stage 1 | 915 | 819 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 961 | 854 | - | 910 | 817 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 818 | 748 | 965 | 812 | 746 | 1033 | 1500 | - | - | 1571 | - | - |
| Mov Cap-2 Maneuver | 818 | 748 | - | 812 | 746 | - | - | - | - | - | - | - |
| Stage 1 | 912 | 819 | - | 961 | 851 | - | - | - | - | - | - | - |
| Stage 2 | 952 | 851 | - | 899 | 817 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|----|
| HCM Control Delay, s | 9.3 | 9.7 | 0.9 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1500 | - | - | 818 | 843 | 778 | 1571 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.007 | 0.013 | 0.014 | - | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.4 | 9.3 | 9.7 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 136 | 5 | 36 | 69 | 5 | 87 |
| Future Vol, veh/h | 136 | 5 | 36 | 69 | 5 | 87 |
| Conflicting Peds, #/hr | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 148 | 5 | 39 | 75 | 5 | 95 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 183 | 77 | 0 | 0 | 114 |
| Stage 1 | 77 | - | - | - | - |
| Stage 2 | 106 | - | - | - | - |
| 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 | 806 | 984 | - | - | 1475 |
| Stage 1 | 946 | - | - | - | - |
| Stage 2 | 918 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 802 | 984 | - | - | 1475 |
| Mov Cap-2 Maneuver | 802 | - | - | - | - |
| Stage 1 | 946 | - | - | - | - |
| Stage 2 | 913 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.5 | 0 | 0.4 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 807 | 1475 |
| HCM Lane V/C Ratio | - | - | 0.19 | 0.004 |
| HCM Control Delay (s) | - | - | 10.5 | 7.5 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 22 | 83 | 5 | 110 | 108 |
| Future Vol, veh/h | 5 | 22 | 83 | 5 | 110 | 108 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 9 | 9 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 24 | 90 | 5 | 120 | 117 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 460 | 103 | 0 | 0 | 104 |
| Stage 1 | 102 | - | - | - | - |
| Stage 2 | 358 | - | - | - | - |
| 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 | 559 | 952 | - | - | 1488 |
| Stage 1 | 922 | - | - | - | - |
| Stage 2 | 707 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 505 | 943 | - | - | 1475 |
| Mov Cap-2 Maneuver | 505 | - | - | - | - |
| Stage 1 | 914 | - | - | - | - |
| Stage 2 | 645 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 0 | 3.9 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 812 | 1475 |
| HCM Lane V/C Ratio | - | - | 0.036 | 0.081 |
| HCM Control Delay (s) | - | - | 9.6 | 7.7 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 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 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 15 | 10 |
| Future Vol, veh/h | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 15 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 16 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 46 | 46 | 28 | 50 | 51 | 22 | 29 | 0 | 0 | 22 | 0 | 0 |
| Stage 1 | 24 | 24 | - | 22 | 22 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 22 | - | 28 | 29 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 955 | 846 | 1047 | 950 | 840 | 1055 | 1584 | - | - | 1593 | - | - |
| Stage 1 | 994 | 875 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 989 | 871 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 953 | 844 | 1041 | 941 | 838 | 1055 | 1581 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 953 | 844 | - | 941 | 838 | - | - | - | - | - | - | - |
| Stage 1 | 992 | 873 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 980 | 869 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1581 | - | - | 995 | - | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 50 | 9 | 18 | 6 | 1 |
| Future Vol, veh/h | 10 | 50 | 9 | 18 | 6 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 54 | 10 | 20 | 7 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 65 | 0 | 78 38 |
| Stage 1 | - | - | - | - | 38 - |
| Stage 2 | - | - | - | - | 40 - |
| 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 | - | - | 1537 | - | 925 1034 |
| Stage 1 | - | - | - | - | 984 - |
| Stage 2 | - | - | - | - | 982 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1537 | - | 919 1034 |
| Mov Cap-2 Maneuver | - | - | - | - | 919 - |
| Stage 1 | - | - | - | - | 984 - |
| Stage 2 | - | - | - | - | 975 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 2.5 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 934 | - | - | 1537 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.006 | - |
| HCM Control Delay (s) | 8.9 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 55 | 3 | 21 | 6 | 0 |
| Future Vol, veh/h | 60 | 55 | 3 | 21 | 6 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 60 | 3 | 23 | 7 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 125 | 0 | 124 |
| Stage 1 | - | - | - | - | 95 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1462 | - | 871 |
| Stage 1 | - | - | - | - | 929 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1462 | - | 869 |
| Mov Cap-2 Maneuver | - | - | - | - | 869 |
| Stage 1 | - | - | - | - | 929 |
| Stage 2 | - | - | - | - | 992 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 0.9 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 869 | - | - | 1462 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.002 | - |
| HCM Control Delay (s) | 9.2 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 105 | 218 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 105 | 218 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 114 | 237 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 351 | 237 | 237 | 0 | - | 0 |
| Stage 1 | 237 | - | - | - | - | - |
| Stage 2 | 114 | - | - | - | - | - |
| 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 | 646 | 802 | 1330 | - | - | - |
| Stage 1 | 802 | - | - | - | - | - |
| Stage 2 | 911 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 646 | 802 | 1330 | - | - | - |
| Mov Cap-2 Maneuver | 646 | - | - | - | - | - |
| Stage 1 | 802 | - | - | - | - | - |
| Stage 2 | 911 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1330 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 88 |
| Future Vol, veh/h | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 96 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|-------|--------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 102 | 102 | 75 | 102 | 150 | 27 | 123 | 0 | 0 | 27 | 0 | 0 |
| Stage 1 | 75 | 75 | - | 27 | 27 | - | - | - | - | - | - | - |
| Stage 2 | 27 | 27 | - | 75 | 123 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 879 | 788 | 986 | 879 | 742 | 1048 | 1464 | - | - | 1587 | - | - |
| Stage 1 | 934 | 833 | - | 990 | 873 | - | - | - | - | - | - | - |
| Stage 2 | 990 | 873 | - | 934 | 794 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 879 | 788 | 986 | 879 | 742 | 1048 | 1464 | - | - | 1587 | - | - |
| Mov Cap-2 Maneuver | 879 | 788 | - | 879 | 742 | - | - | - | - | - | - | - |
| Stage 1 | 934 | 833 | - | 990 | 873 | - | - | - | - | - | - | - |
| Stage 2 | 990 | 873 | - | 934 | 794 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 9.4 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1464 | - | - | 879 | - | 1587 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.078 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.4 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | TT | | TT | | | TT |
| Traffic Vol, veh/h | 0 | 0 | 20 | 0 | 0 | 20 |
| Future Vol, veh/h | 0 | 0 | 20 | 0 | 0 | 20 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 22 | 0 | 0 | 22 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 44 | 22 | 0 | 0 | 22 | 0 |
| Stage 1 | 22 | - | - | - | - | - |
| Stage 2 | 22 | - | - | - | - | - |
| 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 | 967 | 1055 | - | - | 1593 | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 1001 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 967 | 1055 | - | - | 1593 | - |
| Mov Cap-2 Maneuver | 967 | - | - | - | - | - |
| Stage 1 | 1001 | - | - | - | - | - |
| Stage 2 | 1001 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-----|------|
| Capacity (veh/h) | - | - | - | 1593 |
| HCM Lane V/C Ratio | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 10.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 239 | 170 | 145 | 67 | 78 | 256 |
| Future Vol, veh/h | 239 | 170 | 145 | 67 | 78 | 256 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 260 | 185 | 158 | 73 | 85 | 278 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 231 | 0 | - | 0 | 900 195 |
| Stage 1 | - | - | - | - | 195 - |
| Stage 2 | - | - | - | - | 705 - |
| 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 | 1337 | - | - | - | 309 846 |
| Stage 1 | - | - | - | - | 838 - |
| Stage 2 | - | - | - | - | 490 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1337 | - | - | - | 249 846 |
| Mov Cap-2 Maneuver | - | - | - | - | 249 - |
| Stage 1 | - | - | - | - | 675 - |
| Stage 2 | - | - | - | - | 490 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.9 | 0 | 24.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1337 | - | - | - | 542 |
| HCM Lane V/C Ratio | 0.194 | - | - | - | 0.67 |
| HCM Control Delay (s) | 8.3 | - | - | - | 24.1 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 5 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 22.1 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↵ | ↵ | | ↵ | ↵ | |
| Traffic Vol, veh/h | 70 | 189 | 204 | 10 | 159 | 45 | 171 | 80 | 10 | 55 | 90 | 80 |
| Future Vol, veh/h | 70 | 189 | 204 | 10 | 159 | 45 | 171 | 80 | 10 | 55 | 90 | 80 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 205 | 222 | 11 | 173 | 49 | 186 | 87 | 11 | 60 | 98 | 87 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 33.6 | 15 | 14.8 | 13.8 |
| HCM LOS | D | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 15% | 5% | 100% | 0% |
| Vol Thru, % | 0% | 89% | 41% | 74% | 0% | 53% |
| Vol Right, % | 0% | 11% | 44% | 21% | 0% | 47% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 171 | 90 | 463 | 214 | 55 | 170 |
| LT Vol | 171 | 0 | 70 | 10 | 55 | 0 |
| Through Vol | 0 | 80 | 189 | 159 | 0 | 90 |
| RT Vol | 0 | 10 | 204 | 45 | 0 | 80 |
| Lane Flow Rate | 186 | 98 | 503 | 233 | 60 | 185 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.412 | 0.201 | 0.844 | 0.437 | 0.134 | 0.372 |
| Departure Headway (Hd) | 7.98 | 7.384 | 6.04 | 6.76 | 8.099 | 7.242 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 450 | 484 | 599 | 530 | 441 | 495 |
| Service Time | 5.754 | 5.158 | 4.097 | 4.834 | 5.877 | 5.02 |
| HCM Lane V/C Ratio | 0.413 | 0.202 | 0.84 | 0.44 | 0.136 | 0.374 |
| HCM Control Delay | 16.3 | 12 | 33.6 | 15 | 12.1 | 14.3 |
| HCM Lane LOS | C | B | D | B | B | B |
| HCM 95th-tile Q | 2 | 0.7 | 9.1 | 2.2 | 0.5 | 1.7 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 131 | 99 | 210 | 190 | 5 |
| Future Vol, veh/h | 0 | 131 | 99 | 210 | 190 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 142 | 108 | 228 | 207 | 5 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 654 | 210 | 212 | 0 | 0 |
| Stage 1 | 210 | - | - | - | - |
| Stage 2 | 444 | - | - | - | - |
| 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 | 431 | 830 | 1358 | - | - |
| Stage 1 | 825 | - | - | - | - |
| Stage 2 | 646 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 392 | 830 | 1358 | - | - |
| Mov Cap-2 Maneuver | 392 | - | - | - | - |
| Stage 1 | 750 | - | - | - | - |
| Stage 2 | 646 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.2 | 2.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1358 | - | 830 | - | - |
| HCM Lane V/C Ratio | 0.079 | - | 0.172 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 75 | 10 | 5 | 205 | 190 | 43 |
| Future Vol, veh/h | 75 | 10 | 5 | 205 | 190 | 43 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 11 | 5 | 223 | 207 | 47 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 464 | 231 | 254 | 0 | - | 0 |
| Stage 1 | 231 | - | - | - | - | - |
| Stage 2 | 233 | - | - | - | - | - |
| 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 | 556 | 808 | 1311 | - | - | - |
| Stage 1 | 807 | - | - | - | - | - |
| Stage 2 | 806 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 554 | 808 | 1311 | - | - | - |
| Mov Cap-2 Maneuver | 554 | - | - | - | - | - |
| Stage 1 | 804 | - | - | - | - | - |
| Stage 2 | 806 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.5 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1311 | - | 575 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.161 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 12.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.6 | - | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.2 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 208 | 20 | 40 | 260 | 25 |
| Future Vol, veh/h | 35 | 208 | 20 | 40 | 260 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 226 | 22 | 43 | 283 | 27 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.3 | 8.7 | 11.2 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 91% | 0% | 33% |
| Vol Thru, % | 0% | 14% | 67% |
| Vol Right, % | 9% | 86% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 285 | 243 | 60 |
| LT Vol | 260 | 0 | 20 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 25 | 208 | 0 |
| Lane Flow Rate | 310 | 264 | 65 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.412 | 0.315 | 0.092 |
| Departure Headway (Hd) | 4.792 | 4.287 | 5.082 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 750 | 837 | 702 |
| Service Time | 2.84 | 2.321 | 3.132 |
| HCM Lane V/C Ratio | 0.413 | 0.315 | 0.093 |
| HCM Control Delay | 11.2 | 9.3 | 8.7 |
| HCM Lane LOS | B | A | A |
| HCM 95th-tile Q | 2 | 1.4 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 40 | 152 | 5 | 5 | 153 | 142 | 5 | 0 | 5 | 86 | 5 | 35 |
| Future Vol, veh/h | 40 | 152 | 5 | 5 | 153 | 142 | 5 | 0 | 5 | 86 | 5 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 165 | 5 | 5 | 166 | 154 | 5 | 0 | 5 | 93 | 5 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 320 | 0 | 0 | 170 | 0 | 0 | 529 | 584 | 168 | 509 | 509 | 243 |
| Stage 1 | - | - | - | - | - | - | 254 | 254 | - | 253 | 253 | - |
| Stage 2 | - | - | - | - | - | - | 275 | 330 | - | 256 | 256 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1240 | - | - | 1407 | - | - | 460 | 423 | 876 | 475 | 467 | 796 |
| Stage 1 | - | - | - | - | - | - | 750 | 697 | - | 751 | 698 | - |
| Stage 2 | - | - | - | - | - | - | 731 | 646 | - | 749 | 696 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1240 | - | - | 1407 | - | - | 420 | 405 | 876 | 457 | 447 | 796 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 420 | 405 | - | 457 | 447 | - |
| Stage 1 | - | - | - | - | - | - | 722 | 671 | - | 722 | 695 | - |
| Stage 2 | - | - | - | - | - | - | 688 | 643 | - | 716 | 670 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.6 | | | 0.1 | | | 11.5 | | | 14.4 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 568 | 1240 | - | - | 1407 | - | - | 518 |
| HCM Lane V/C Ratio | 0.019 | 0.035 | - | - | 0.004 | - | - | 0.264 |
| HCM Control Delay (s) | 11.5 | 8 | 0 | - | 7.6 | 0 | - | 14.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 1.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 182 | 15 | 15 | 173 | 10 | 10 | 0 | 5 | 10 | 0 | 5 |
| Future Vol, veh/h | 10 | 182 | 15 | 15 | 173 | 10 | 10 | 0 | 5 | 10 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 198 | 16 | 16 | 188 | 11 | 11 | 0 | 5 | 11 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 199 | 0 | 0 | 215 | 0 | 0 | 457 | 460 | 207 | 457 | 463 | 194 |
| Stage 1 | - | - | - | - | - | - | 229 | 229 | - | 226 | 226 | - |
| Stage 2 | - | - | - | - | - | - | 228 | 231 | - | 231 | 237 | - |
| 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 | 1373 | - | - | 1355 | - | - | 514 | 498 | 833 | 514 | 496 | 847 |
| Stage 1 | - | - | - | - | - | - | 774 | 715 | - | 777 | 717 | - |
| Stage 2 | - | - | - | - | - | - | 775 | 713 | - | 772 | 709 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1373 | - | - | 1354 | - | - | 502 | 487 | 832 | 502 | 485 | 847 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 502 | 487 | - | 502 | 485 | - |
| Stage 1 | - | - | - | - | - | - | 766 | 708 | - | 770 | 708 | - |
| Stage 2 | - | - | - | - | - | - | 760 | 704 | - | 760 | 702 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.4 | | | 0.6 | | | 11.4 | | | 11.4 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 578 | 1373 | - | - | 1354 | - | - | 581 |
| HCM Lane V/C Ratio | 0.028 | 0.008 | - | - | 0.012 | - | - | 0.028 |
| HCM Control Delay (s) | 11.4 | 7.6 | 0 | - | 7.7 | 0 | - | 11.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 15 | 5 | 0 | 15 | 5 | 5 | 75 | 0 | 5 | 43 | 5 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 15 | 5 | 5 | 75 | 0 | 5 | 43 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 16 | 5 | 5 | 82 | 0 | 5 | 47 | 5 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | | Major2 | | | |
|----------------------|--------|-------|--------|-------|-------|--------|-------|---|--------|-------|---|---|
| Conflicting Flow All | 163 | 152 | 50 | 162 | 154 | 82 | 52 | 0 | 0 | 82 | 0 | 0 |
| Stage 1 | 60 | 60 | - | 92 | 92 | - | - | - | - | - | - | - |
| Stage 2 | 103 | 92 | - | 70 | 62 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 802 | 740 | 1018 | 803 | 738 | 978 | 1554 | - | - | 1515 | - | - |
| Stage 1 | 951 | 845 | - | 915 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 903 | 819 | - | 940 | 843 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 780 | 736 | 1018 | 781 | 734 | 978 | 1554 | - | - | 1515 | - | - |
| Mov Cap-2 Maneuver | 780 | 736 | - | 781 | 734 | - | - | - | - | - | - | - |
| Stage 1 | 948 | 842 | - | 912 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 877 | 817 | - | 914 | 840 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | | NB | | | SB | | |
|----------------------|-----|--|-----|--|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 9.7 | | 9.7 | | | 0.5 | | | 0.7 | | |
| HCM LOS | A | | A | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1554 | - | - | 780 | 791 | 783 | 1515 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.007 | 0.027 | 0.028 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.6 | 9.7 | 9.7 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 69 | 5 | 75 | 111 | 5 | 38 |
| Future Vol, veh/h | 69 | 5 | 75 | 111 | 5 | 38 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 5 | 82 | 121 | 5 | 41 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 194 | 145 | 0 | 0 | 203 |
| Stage 1 | 143 | - | - | - | - |
| Stage 2 | 51 | - | - | - | - |
| 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 | 795 | 902 | - | - | 1369 |
| Stage 1 | 884 | - | - | - | - |
| Stage 2 | 971 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 792 | 900 | - | - | 1369 |
| Mov Cap-2 Maneuver | 792 | - | - | - | - |
| Stage 1 | 884 | - | - | - | - |
| Stage 2 | 967 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 10 | 0 | 0.9 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 798 | 1369 |
| HCM Lane V/C Ratio | - | - | 0.101 | 0.004 |
| HCM Control Delay (s) | - | - | 10 | 7.6 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 110 | 76 | 0 | 17 | 85 |
| Future Vol, veh/h | 0 | 110 | 76 | 0 | 17 | 85 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 120 | 83 | 0 | 18 | 92 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 211 | 85 | 0 | 0 | 83 | 0 |
| Stage 1 | 83 | - | - | - | - | - |
| Stage 2 | 128 | - | - | - | - | - |
| 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 | 777 | 974 | - | - | 1514 | - |
| Stage 1 | 940 | - | - | - | - | - |
| Stage 2 | 898 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 767 | 972 | - | - | 1514 | - |
| Mov Cap-2 Maneuver | 767 | - | - | - | - | - |
| Stage 1 | 940 | - | - | - | - | - |
| Stage 2 | 886 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.2 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 972 | 1514 |
| HCM Lane V/C Ratio | - | - | 0.123 | 0.012 |
| HCM Control Delay (s) | - | - | 9.2 | 7.4 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 25 | 10 |
| Future Vol, veh/h | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 25 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 27 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 38 | 38 | 35 | 40 | 43 | 5 | 38 | 0 | 0 | 5 | 0 | 0 |
| Stage 1 | 33 | 33 | - | 5 | 5 | - | - | - | - | - | - | - |
| Stage 2 | 5 | 5 | - | 35 | 38 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 967 | 854 | 1038 | 964 | 849 | 1078 | 1572 | - | - | 1616 | - | - |
| Stage 1 | 983 | 868 | - | 1017 | 892 | - | - | - | - | - | - | - |
| Stage 2 | 1017 | 892 | - | 981 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 967 | 854 | 1036 | 962 | 849 | 1078 | 1572 | - | - | 1616 | - | - |
| Mov Cap-2 Maneuver | 967 | 854 | - | 962 | 849 | - | - | - | - | - | - | - |
| Stage 1 | 983 | 868 | - | 1017 | 892 | - | - | - | - | - | - | - |
| Stage 2 | 1017 | 892 | - | 979 | 863 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1572 | - | - | 967 | - | 1616 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.006 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 6.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Future Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 7 | 1 | 5 | 54 | 10 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 16 | 0 | 20 | 13 |
| Stage 1 | - | - | - | - | 13 | - |
| Stage 2 | - | - | - | - | 7 | - |
| 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 | - | - | 1602 | - | 997 | 1067 |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 1016 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1602 | - | 996 | 1067 |
| Mov Cap-2 Maneuver | - | - | - | - | 996 | - |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 1015 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 1.2 | 8.8 | | | |
| HCM LOS | | | | A | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 1006 | - | - | 1602 | - | |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.001 | - | |
| HCM Control Delay (s) | 8.8 | - | - | 7.2 | 0 | |
| HCM Lane LOS | A | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

Intersection

Int Delay, s/veh 4.1

Movement EBT EBR WBL WBT NBL NBR

| | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Future Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 7 | 0 | 60 | 60 | 3 |

Major/Minor Major1 Major2 Minor1

| | | | | | | |
|----------------------|---|---|-------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 19 | 0 | 76 | 16 |
| Stage 1 | - | - | - | - | 16 | - |
| Stage 2 | - | - | - | - | 60 | - |
| 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 | - | - | 1597 | - | 927 | 1063 |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1597 | - | 927 | 1063 |
| Mov Cap-2 Maneuver | - | - | - | - | 927 | - |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |

Approach EB WB NB

HCM Control Delay, s 0 0 9.1
HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

| | | | | | |
|-----------------------|-------|---|---|------|---|
| Capacity (veh/h) | 933 | - | - | 1597 | - |
| HCM Lane V/C Ratio | 0.068 | - | - | - | - |
| HCM Control Delay (s) | 9.1 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 186 | 102 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 186 | 102 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 202 | 111 | 0 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 313 | 111 | 111 | 0 | 0 |
| Stage 1 | 111 | - | - | - | - |
| Stage 2 | 202 | - | - | - | - |
| 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 | 680 | 942 | 1479 | - | - |
| Stage 1 | 914 | - | - | - | - |
| Stage 2 | 832 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 680 | 942 | 1479 | - | - |
| Mov Cap-2 Maneuver | 680 | - | - | - | - |
| Stage 1 | 914 | - | - | - | - |
| Stage 2 | 832 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1479 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 35 | 55 |
| Future Vol, veh/h | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 35 | 55 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 38 | 60 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 79 | 79 | 68 | 79 | 109 | 11 | 98 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 68 | 68 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 11 | - | 68 | 98 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 910 | 811 | 995 | 910 | 781 | 1070 | 1495 | - | - | 1608 | - | - |
| Stage 1 | 942 | 838 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 942 | 814 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 910 | 811 | 995 | 910 | 781 | 1070 | 1495 | - | - | 1608 | - | - |
| Mov Cap-2 Maneuver | 910 | 811 | - | 910 | 781 | - | - | - | - | - | - | - |
| Stage 1 | 942 | 838 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 942 | 814 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 9.2 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1495 | - | - | 910 | - | 1608 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.067 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.2 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 5 | 0 | 0 | 25 |
| Future Vol, veh/h | 0 | 0 | 5 | 0 | 0 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 5 | 0 | 0 | 27 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 32 | 5 | 0 | 0 | 5 | 0 |
| Stage 1 | 5 | - | - | - | - | - |
| Stage 2 | 27 | - | - | - | - | - |
| 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 | 982 | 1078 | - | - | 1616 | - |
| Stage 1 | 1018 | - | - | - | - | - |
| Stage 2 | 996 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 982 | 1078 | - | - | 1616 | - |
| Mov Cap-2 Maneuver | 982 | - | - | - | - | - |
| Stage 1 | 1018 | - | - | - | - | - |
| Stage 2 | 996 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-----|------|
| Capacity (veh/h) | - | - | - | 1616 |
| HCM Lane V/C Ratio | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 137 | 115 | 90 | 45 | 43 | 148 |
| Future Vol, veh/h | 137 | 115 | 90 | 45 | 43 | 148 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 149 | 125 | 98 | 49 | 47 | 161 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 147 | 0 | - | 0 | 546 123 |
| Stage 1 | - | - | - | - | 123 - |
| Stage 2 | - | - | - | - | 423 - |
| 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 | 1435 | - | - | - | 499 928 |
| Stage 1 | - | - | - | - | 902 - |
| Stage 2 | - | - | - | - | 661 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1435 | - | - | - | 447 928 |
| Mov Cap-2 Maneuver | - | - | - | - | 447 - |
| Stage 1 | - | - | - | - | 808 - |
| Stage 2 | - | - | - | - | 661 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.2 | 0 | 11.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1435 | - | - | - | 747 |
| HCM Lane V/C Ratio | 0.104 | - | - | - | 0.278 |
| HCM Control Delay (s) | 7.8 | - | - | - | 11.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 1.1 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.4 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↵ | ↵ | | ↵ | ↵ | |
| Traffic Vol, veh/h | 45 | 116 | 106 | 10 | 93 | 15 | 122 | 45 | 5 | 40 | 75 | 25 |
| Future Vol, veh/h | 45 | 116 | 106 | 10 | 93 | 15 | 122 | 45 | 5 | 40 | 75 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 126 | 115 | 11 | 101 | 16 | 133 | 49 | 5 | 43 | 82 | 27 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|-----|------|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 11.2 | 9.5 | 10.4 | 9.7 |
| HCM LOS | B | A | B | A |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 17% | 8% | 100% | 0% |
| Vol Thru, % | 0% | 90% | 43% | 79% | 0% | 75% |
| Vol Right, % | 0% | 10% | 40% | 13% | 0% | 25% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 122 | 50 | 267 | 118 | 40 | 100 |
| LT Vol | 122 | 0 | 45 | 10 | 40 | 0 |
| Through Vol | 0 | 45 | 116 | 93 | 0 | 75 |
| RT Vol | 0 | 5 | 106 | 15 | 0 | 25 |
| Lane Flow Rate | 133 | 54 | 290 | 128 | 43 | 109 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.234 | 0.087 | 0.398 | 0.188 | 0.078 | 0.174 |
| Departure Headway (Hd) | 6.365 | 5.788 | 4.931 | 5.289 | 6.432 | 5.747 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 565 | 620 | 734 | 678 | 558 | 625 |
| Service Time | 4.095 | 3.517 | 2.931 | 3.319 | 4.161 | 3.476 |
| HCM Lane V/C Ratio | 0.235 | 0.087 | 0.395 | 0.189 | 0.077 | 0.174 |
| HCM Control Delay | 11 | 9.1 | 11.2 | 9.5 | 9.7 | 9.7 |
| HCM Lane LOS | B | A | B | A | A | A |
| HCM 95th-tile Q | 0.9 | 0.3 | 1.9 | 0.7 | 0.3 | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 76 | 123 | 60 | 125 | 0 |
| Future Vol, veh/h | 0 | 76 | 123 | 60 | 125 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 83 | 134 | 65 | 136 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 469 | 136 | 136 | 0 | - | 0 |
| Stage 1 | 136 | - | - | - | - | - |
| Stage 2 | 333 | - | - | - | - | - |
| 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 | 553 | 913 | 1448 | - | - | - |
| Stage 1 | 890 | - | - | - | - | - |
| Stage 2 | 726 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 500 | 913 | 1448 | - | - | - |
| Mov Cap-2 Maneuver | 500 | - | - | - | - | - |
| Stage 1 | 805 | - | - | - | - | - |
| Stage 2 | 726 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.3 | 5.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1448 | - | 913 | - | - |
| HCM Lane V/C Ratio | 0.092 | - | 0.09 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 9.3 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0.3 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 37 | 5 | 5 | 55 | 120 | 77 |
| Future Vol, veh/h | 37 | 5 | 5 | 55 | 120 | 77 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 40 | 5 | 5 | 60 | 130 | 84 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 242 | 172 | 214 | 0 | - | 0 |
| Stage 1 | 172 | - | - | - | - | - |
| Stage 2 | 70 | - | - | - | - | - |
| 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 | 746 | 872 | 1356 | - | - | - |
| Stage 1 | 858 | - | - | - | - | - |
| Stage 2 | 953 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 743 | 872 | 1356 | - | - | - |
| Mov Cap-2 Maneuver | 743 | - | - | - | - | - |
| Stage 1 | 855 | - | - | - | - | - |
| Stage 2 | 953 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.1 | 0.6 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1356 | - | 756 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.06 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.9 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 187 | 10 | 35 | 82 | 10 |
| Future Vol, veh/h | 25 | 187 | 10 | 35 | 82 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 203 | 11 | 38 | 89 | 11 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 7.8 | 7.7 | 8.3 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 89% | 0% | 22% |
| Vol Thru, % | 0% | 12% | 78% |
| Vol Right, % | 11% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 92 | 212 | 45 |
| LT Vol | 82 | 0 | 10 |
| Through Vol | 0 | 25 | 35 |
| RT Vol | 10 | 187 | 0 |
| Lane Flow Rate | 100 | 230 | 49 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.126 | 0.232 | 0.059 |
| Departure Headway (Hd) | 4.526 | 3.617 | 4.333 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 783 | 975 | 813 |
| Service Time | 2.607 | 1.704 | 2.433 |
| HCM Lane V/C Ratio | 0.128 | 0.236 | 0.06 |
| HCM Control Delay | 8.3 | 7.8 | 7.7 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.4 | 0.9 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 35 | 103 | 0 | 5 | 74 | 38 | 0 | 0 | 5 | 104 | 0 | 45 |
| Future Vol, veh/h | 35 | 103 | 0 | 5 | 74 | 38 | 0 | 0 | 5 | 104 | 0 | 45 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 112 | 0 | 5 | 80 | 41 | 0 | 0 | 5 | 113 | 0 | 49 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 121 | 0 | 0 | 114 | 0 | 0 | 329 | 321 | 116 | 304 | 301 | 105 |
| Stage 1 | - | - | - | - | - | - | 190 | 190 | - | 111 | 111 | - |
| Stage 2 | - | - | - | - | - | - | 139 | 131 | - | 193 | 190 | - |
| 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 | 1467 | - | - | 1475 | - | - | 624 | 596 | 936 | 648 | 612 | 949 |
| Stage 1 | - | - | - | - | - | - | 812 | 743 | - | 894 | 804 | - |
| Stage 2 | - | - | - | - | - | - | 864 | 788 | - | 809 | 743 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1467 | - | - | 1472 | - | - | 574 | 576 | 932 | 627 | 591 | 945 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 574 | 576 | - | 627 | 591 | - |
| Stage 1 | - | - | - | - | - | - | 788 | 721 | - | 869 | 801 | - |
| Stage 2 | - | - | - | - | - | - | 813 | 785 | - | 780 | 721 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|------|--|
| HCM Control Delay, s | 1.9 | | 0.3 | | 8.9 | | 11.7 | |
| HCM LOS | | | | | A | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 932 | 1467 | - | - | 1472 | - | - | 698 |
| HCM Lane V/C Ratio | 0.006 | 0.026 | - | - | 0.004 | - | - | 0.232 |
| HCM Control Delay (s) | 8.9 | 7.5 | 0 | - | 7.5 | 0 | - | 11.7 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.9 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 123 | 5 | 0 | 109 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Future Vol, veh/h | 5 | 123 | 5 | 0 | 109 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 134 | 5 | 0 | 118 | 5 | 11 | 0 | 5 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 123 | 0 | 0 | 139 | 0 | 0 | 276 | 270 | 137 | 270 | 270 | 121 |
| Stage 1 | - | - | - | - | - | - | 147 | 147 | - | 121 | 121 | - |
| Stage 2 | - | - | - | - | - | - | 129 | 123 | - | 149 | 149 | - |
| 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 | 1464 | - | - | 1445 | - | - | 676 | 636 | 911 | 683 | 636 | 930 |
| Stage 1 | - | - | - | - | - | - | 856 | 775 | - | 883 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 875 | 794 | - | 854 | 774 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1464 | - | - | 1445 | - | - | 662 | 633 | 911 | 677 | 633 | 930 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 662 | 633 | - | 677 | 633 | - |
| Stage 1 | - | - | - | - | - | - | 853 | 772 | - | 879 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 859 | 794 | - | 846 | 771 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|------|-----|
| HCM Control Delay, s | 0.3 | 0 | 10.1 | 9.8 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 728 | 1464 | - | - | 1445 | - | - | 768 |
| HCM Lane V/C Ratio | 0.022 | 0.004 | - | - | - | - | - | 0.028 |
| HCM Control Delay (s) | 10.1 | 7.5 | 0 | - | 0 | - | - | 9.8 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 37 | 0 | 5 | 77 | 5 |
| Future Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 37 | 0 | 5 | 77 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 40 | 0 | 5 | 84 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 154 | 148 | 88 | 149 | 150 | 41 | 90 | 0 | 0 | 40 | 0 | 0 |
| Stage 1 | 98 | 98 | - | 50 | 50 | - | - | - | - | - | - | - |
| Stage 2 | 56 | 50 | - | 99 | 100 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 813 | 743 | 970 | 819 | 742 | 1030 | 1505 | - | - | 1570 | - | - |
| Stage 1 | 908 | 814 | - | 963 | 853 | - | - | - | - | - | - | - |
| Stage 2 | 956 | 853 | - | 907 | 812 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 799 | 738 | 969 | 811 | 737 | 1029 | 1504 | - | - | 1570 | - | - |
| Mov Cap-2 Maneuver | 799 | 738 | - | 811 | 737 | - | - | - | - | - | - | - |
| Stage 1 | 904 | 811 | - | 960 | 850 | - | - | - | - | - | - | - |
| Stage 2 | 941 | 850 | - | 898 | 809 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.7 | | 9.2 | | 0.9 | | 0.4 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1504 | - | - | 799 | 738 | 859 | 1570 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.007 | 0.007 | 0.013 | 0.003 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.5 | 9.9 | 9.2 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 118 | 5 | 37 | 66 | 0 | 77 |
| Future Vol, veh/h | 118 | 5 | 37 | 66 | 0 | 77 |
| Conflicting Peds, #/hr | 0 | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 128 | 5 | 40 | 72 | 0 | 84 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 160 | 77 | 0 | 0 | 112 |
| Stage 1 | 76 | - | - | - | - |
| Stage 2 | 84 | - | - | - | - |
| 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 | 831 | 984 | - | - | 1478 |
| Stage 1 | 947 | - | - | - | - |
| Stage 2 | 939 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 831 | 983 | - | - | 1478 |
| Mov Cap-2 Maneuver | 831 | - | - | - | - |
| Stage 1 | 947 | - | - | - | - |
| Stage 2 | 939 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.1 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|------|
| Capacity (veh/h) | - | - | 836 | 1478 |
| HCM Lane V/C Ratio | - | - | 0.16 | - |
| HCM Control Delay (s) | - | - | 10.1 | 0 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 17 | 81 | 0 | 110 | 85 |
| Future Vol, veh/h | 0 | 17 | 81 | 0 | 110 | 85 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 18 | 88 | 0 | 120 | 92 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 420 | 88 | 0 | 0 | 88 |
| Stage 1 | 88 | - | - | - | - |
| Stage 2 | 332 | - | - | - | - |
| 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 | 590 | 970 | - | - | 1508 |
| Stage 1 | 935 | - | - | - | - |
| Stage 2 | 727 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 540 | 970 | - | - | 1508 |
| Mov Cap-2 Maneuver | 540 | - | - | - | - |
| Stage 1 | 935 | - | - | - | - |
| Stage 2 | 666 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.8 | 0 | 4.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 970 | 1508 |
| HCM Lane V/C Ratio | - | - | 0.019 | 0.079 |
| HCM Control Delay (s) | - | - | 8.8 | 7.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 22 | 22 | 11 | 22 | 22 | 11 | 11 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Mov Cap-2 Maneuver | 990 | 872 | - | 990 | 872 | - | - | - | - | - | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1608 | - | - | 990 | - | 1608 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 50 | 9 | 8 | 6 | 1 |
| Future Vol, veh/h | 5 | 50 | 9 | 8 | 6 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 54 | 10 | 9 | 7 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 59 | 0 | 61 | 32 |
| Stage 1 | - | - | - | - | 32 | - |
| Stage 2 | - | - | - | - | 29 | - |
| 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 | - | - | 1545 | - | 945 | 1042 |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 994 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1545 | - | 938 | 1042 |
| Mov Cap-2 Maneuver | - | - | - | - | 938 | - |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 987 | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 3.9 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 952 | - | - | 1545 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.006 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 55 | 55 | 3 | 11 | 6 | 0 |
| Future Vol, veh/h | 55 | 55 | 3 | 11 | 6 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 60 | 3 | 12 | 7 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 120 | 0 | 108 |
| Stage 1 | - | - | - | - | 90 |
| Stage 2 | - | - | - | - | 18 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1468 | - | 889 |
| Stage 1 | - | - | - | - | 934 |
| Stage 2 | - | - | - | - | 1005 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1468 | - | 887 |
| Mov Cap-2 Maneuver | - | - | - | - | 887 |
| Stage 1 | - | - | - | - | 934 |
| Stage 2 | - | - | - | - | 1003 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.6 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 887 | - | - | 1468 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.002 | - |
| HCM Control Delay (s) | 9.1 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 98 | 195 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 98 | 195 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 107 | 212 | 0 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 319 | 212 | 212 | 0 | 0 |
| Stage 1 | 212 | - | - | - | - |
| Stage 2 | 107 | - | - | - | - |
| 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 | 674 | 828 | 1358 | - | - |
| Stage 1 | 823 | - | - | - | - |
| Stage 2 | 917 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 674 | 828 | 1358 | - | - |
| Mov Cap-2 Maneuver | 674 | - | - | - | - |
| Stage 1 | 823 | - | - | - | - |
| Stage 2 | 917 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1358 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 10 | 75 |
| Future Vol, veh/h | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 10 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 11 | 82 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 74 | 74 | 52 | 74 | 115 | 22 | 93 | 0 | 0 | 22 | 0 | 0 |
| Stage 1 | 52 | 52 | - | 22 | 22 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 22 | - | 52 | 93 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 916 | 816 | 1016 | 916 | 775 | 1055 | 1501 | - | - | 1593 | - | - |
| Stage 1 | 961 | 852 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 961 | 818 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 916 | 816 | 1016 | 916 | 775 | 1055 | 1501 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 916 | 816 | - | 916 | 775 | - | - | - | - | - | - | - |
| Stage 1 | 961 | 852 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 961 | 818 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 9.3 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1501 | - | - | 916 | - | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.078 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.3 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 10 |
| Future Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 10 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 0 | 0 | 11 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 22 | 11 | 0 | 0 | 11 | 0 |
| Stage 1 | 11 | - | - | - | - | - |
| Stage 2 | 11 | - | - | - | - | - |
| 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 | 995 | 1070 | - | - | 1608 | - |
| Stage 1 | 1012 | - | - | - | - | - |
| Stage 2 | 1012 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 995 | 1070 | - | - | 1608 | - |
| Mov Cap-2 Maneuver | 995 | - | - | - | - | - |
| Stage 1 | 1012 | - | - | - | - | - |
| Stage 2 | 1012 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-----|------|
| Capacity (veh/h) | - | - | - | 1608 |
| HCM Lane V/C Ratio | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.8 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 186 | 190 | 180 | 64 | 74 | 204 |
| Future Vol, veh/h | 186 | 190 | 180 | 64 | 74 | 204 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 202 | 207 | 196 | 70 | 80 | 222 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 266 | 0 | - | 0 | 842 231 |
| Stage 1 | - | - | - | - | 231 - |
| Stage 2 | - | - | - | - | 611 - |
| 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 | 1298 | - | - | - | 334 808 |
| Stage 1 | - | - | - | - | 807 - |
| Stage 2 | - | - | - | - | 542 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1298 | - | - | - | 282 808 |
| Mov Cap-2 Maneuver | - | - | - | - | 282 - |
| Stage 1 | - | - | - | - | 681 - |
| Stage 2 | - | - | - | - | 542 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.1 | 0 | 19.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1298 | - | - | - | 540 |
| HCM Lane V/C Ratio | 0.156 | - | - | - | 0.56 |
| HCM Control Delay (s) | 8.3 | - | - | - | 19.8 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 3.4 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 13.4 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 40 | 136 | 173 | 15 | 158 | 45 | 145 | 65 | 15 | 70 | 65 | 45 |
| Future Vol, veh/h | 40 | 136 | 173 | 15 | 158 | 45 | 145 | 65 | 15 | 70 | 65 | 45 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 148 | 188 | 16 | 172 | 49 | 158 | 71 | 16 | 76 | 71 | 49 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 15.7 | 12.6 | 12.2 | 11.2 |
| HCM LOS | C | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 11% | 7% | 100% | 0% |
| Vol Thru, % | 0% | 81% | 39% | 72% | 0% | 59% |
| Vol Right, % | 0% | 19% | 50% | 21% | 0% | 41% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 145 | 80 | 349 | 218 | 70 | 110 |
| LT Vol | 145 | 0 | 40 | 15 | 70 | 0 |
| Through Vol | 0 | 65 | 136 | 158 | 0 | 65 |
| RT Vol | 0 | 15 | 173 | 45 | 0 | 45 |
| Lane Flow Rate | 158 | 87 | 379 | 237 | 76 | 120 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.313 | 0.157 | 0.574 | 0.385 | 0.154 | 0.215 |
| Departure Headway (Hd) | 7.154 | 6.509 | 5.447 | 5.852 | 7.268 | 6.463 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 500 | 547 | 656 | 609 | 491 | 551 |
| Service Time | 4.941 | 4.295 | 3.523 | 3.939 | 5.057 | 4.252 |
| HCM Lane V/C Ratio | 0.316 | 0.159 | 0.578 | 0.389 | 0.155 | 0.218 |
| HCM Control Delay | 13.2 | 10.5 | 15.7 | 12.6 | 11.4 | 11 |
| HCM Lane LOS | B | B | C | B | B | B |
| HCM 95th-tile Q | 1.3 | 0.6 | 3.7 | 1.8 | 0.5 | 0.8 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 137 | 87 | 175 | 130 | 5 |
| Future Vol, veh/h | 5 | 137 | 87 | 175 | 130 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 149 | 95 | 190 | 141 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 524 | 144 | 146 | 0 | - | 0 |
| Stage 1 | 144 | - | - | - | - | - |
| Stage 2 | 380 | - | - | - | - | - |
| 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 | 514 | 903 | 1436 | - | - | - |
| Stage 1 | 883 | - | - | - | - | - |
| Stage 2 | 691 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 476 | 903 | 1436 | - | - | - |
| Mov Cap-2 Maneuver | 476 | - | - | - | - | - |
| Stage 1 | 818 | - | - | - | - | - |
| Stage 2 | 691 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 10 | 2.6 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1436 | - | 875 | - | - |
| HCM Lane V/C Ratio | 0.066 | - | 0.176 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 84 | 10 | 0 | 165 | 130 | 45 |
| Future Vol, veh/h | 84 | 10 | 0 | 165 | 130 | 45 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 91 | 11 | 0 | 179 | 141 | 49 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 345 | 166 | 190 | 0 | - | 0 |
| Stage 1 | 166 | - | - | - | - | - |
| Stage 2 | 179 | - | - | - | - | - |
| 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 | 652 | 878 | 1384 | - | - | - |
| Stage 1 | 863 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 652 | 878 | 1384 | - | - | - |
| Mov Cap-2 Maneuver | 652 | - | - | - | - | - |
| Stage 1 | 863 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1384 | - | 670 | - | - |
| HCM Lane V/C Ratio | - | - | 0.152 | - | - |
| HCM Control Delay (s) | 0 | - | 11.3 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.4 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 155 | 15 | 30 | 234 | 15 |
| Future Vol, veh/h | 45 | 155 | 15 | 30 | 234 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 168 | 16 | 33 | 254 | 16 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.7 | 8.3 | 10.2 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 94% | 0% | 33% |
| Vol Thru, % | 0% | 22% | 67% |
| Vol Right, % | 6% | 78% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 249 | 200 | 45 |
| LT Vol | 234 | 0 | 15 |
| Through Vol | 0 | 45 | 30 |
| RT Vol | 15 | 155 | 0 |
| Lane Flow Rate | 271 | 217 | 49 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.351 | 0.254 | 0.067 |
| Departure Headway (Hd) | 4.668 | 4.2 | 4.909 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 769 | 857 | 729 |
| Service Time | 2.702 | 2.224 | 2.943 |
| HCM Lane V/C Ratio | 0.352 | 0.253 | 0.067 |
| HCM Control Delay | 10.2 | 8.7 | 8.3 |
| HCM Lane LOS | B | A | A |
| HCM 95th-tile Q | 1.6 | 1 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 55 | 132 | 0 | 5 | 150 | 109 | 5 | 0 | 5 | 63 | 0 | 35 |
| Future Vol, veh/h | 55 | 132 | 0 | 5 | 150 | 109 | 5 | 0 | 5 | 63 | 0 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 143 | 0 | 5 | 163 | 118 | 5 | 0 | 5 | 68 | 0 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 281 | 0 | 0 | 143 | 0 | 0 | 514 | 554 | 143 | 498 | 495 | 222 |
| Stage 1 | - | - | - | - | - | - | 263 | 263 | - | 232 | 232 | - |
| Stage 2 | - | - | - | - | - | - | 251 | 291 | - | 266 | 263 | - |
| 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 | 1282 | - | - | 1440 | - | - | 471 | 440 | 905 | 483 | 476 | 818 |
| Stage 1 | - | - | - | - | - | - | 742 | 691 | - | 771 | 713 | - |
| Stage 2 | - | - | - | - | - | - | 753 | 672 | - | 739 | 691 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1282 | - | - | 1440 | - | - | 430 | 416 | 905 | 460 | 450 | 818 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 430 | 416 | - | 460 | 450 | - |
| Stage 1 | - | - | - | - | - | - | 704 | 656 | - | 732 | 710 | - |
| Stage 2 | - | - | - | - | - | - | 715 | 669 | - | 697 | 656 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.3 | | | 0.1 | | | 11.3 | | | 13.2 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 583 | 1282 | - | - | 1440 | - | - | 545 |
| HCM Lane V/C Ratio | 0.019 | 0.047 | - | - | 0.004 | - | - | 0.195 |
| HCM Control Delay (s) | 11.3 | 7.9 | 0 | - | 7.5 | 0 | - | 13.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - | - | 0.7 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 172 | 10 | 5 | 170 | 10 | 10 | 5 | 5 | 5 | 5 | 5 |
| Future Vol, veh/h | 5 | 172 | 10 | 5 | 170 | 10 | 10 | 5 | 5 | 5 | 5 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 187 | 11 | 5 | 185 | 11 | 11 | 5 | 5 | 5 | 5 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 196 | 0 | 0 | 198 | 0 | 0 | 409 | 409 | 193 | 409 | 409 | 191 |
| Stage 1 | - | - | - | - | - | - | 203 | 203 | - | 201 | 201 | - |
| Stage 2 | - | - | - | - | - | - | 206 | 206 | - | 208 | 208 | - |
| 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 | 1377 | - | - | 1375 | - | - | 553 | 532 | 849 | 553 | 532 | 851 |
| Stage 1 | - | - | - | - | - | - | 799 | 733 | - | 801 | 735 | - |
| Stage 2 | - | - | - | - | - | - | 796 | 731 | - | 794 | 730 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1377 | - | - | 1375 | - | - | 542 | 528 | 849 | 542 | 528 | 851 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 542 | 528 | - | 542 | 528 | - |
| Stage 1 | - | - | - | - | - | - | 796 | 730 | - | 798 | 732 | - |
| Stage 2 | - | - | - | - | - | - | 782 | 728 | - | 780 | 727 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 0.2 | | 0.2 | | 11.3 | | 11.1 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 592 | 1377 | - | - | 1375 | - | - | 610 |
| HCM Lane V/C Ratio | 0.037 | 0.004 | - | - | 0.004 | - | - | 0.027 |
| HCM Control Delay (s) | 11.3 | 7.6 | 0 | - | 7.6 | 0 | - | 11.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 15 | 5 | 0 | 5 | 5 | 10 | 79 | 0 | 5 | 45 | 0 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 5 | 5 | 10 | 79 | 0 | 5 | 45 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 5 | 5 | 11 | 86 | 0 | 5 | 49 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 172 | 167 | 49 | 178 | 167 | 86 | 49 | 0 | 0 | 86 | 0 | 0 |
| Stage 1 | 59 | 59 | - | 108 | 108 | - | - | - | - | - | - | - |
| Stage 2 | 113 | 108 | - | 70 | 59 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 791 | 726 | 1020 | 784 | 726 | 973 | 1558 | - | - | 1510 | - | - |
| Stage 1 | 953 | 846 | - | 897 | 806 | - | - | - | - | - | - | - |
| Stage 2 | 892 | 806 | - | 940 | 846 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 776 | 719 | 1020 | 760 | 719 | 973 | 1558 | - | - | 1510 | - | - |
| Mov Cap-2 Maneuver | 776 | 719 | - | 760 | 719 | - | - | - | - | - | - | - |
| Stage 1 | 946 | 843 | - | 891 | 800 | - | - | - | - | - | - | - |
| Stage 2 | 875 | 800 | - | 914 | 843 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.8 | | 9.4 | | 0.8 | | 0.7 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1558 | - | - | 776 | 776 | 827 | 1510 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.007 | 0.028 | 0.013 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.7 | 9.8 | 9.4 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 72 | 5 | 79 | 117 | 5 | 45 |
| Future Vol, veh/h | 72 | 5 | 79 | 117 | 5 | 45 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 78 | 5 | 86 | 127 | 5 | 49 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 209 | 150 | 0 | 0 | 213 |
| Stage 1 | 150 | - | - | - | - |
| Stage 2 | 59 | - | - | - | - |
| 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 | 779 | 896 | - | - | 1357 |
| Stage 1 | 878 | - | - | - | - |
| Stage 2 | 964 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 776 | 896 | - | - | 1357 |
| Mov Cap-2 Maneuver | 776 | - | - | - | - |
| Stage 1 | 878 | - | - | - | - |
| Stage 2 | 960 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.1 | 0 | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 783 | 1357 |
| HCM Lane V/C Ratio | - | - | 0.107 | 0.004 |
| HCM Control Delay (s) | - | - | 10.1 | 7.7 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 110 | 86 | 5 | 12 | 95 |
| Future Vol, veh/h | 0 | 110 | 86 | 5 | 12 | 95 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 120 | 93 | 5 | 13 | 103 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 225 | 96 | 0 | 0 | 98 |
| Stage 1 | 96 | - | - | - | - |
| Stage 2 | 129 | - | - | - | - |
| 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 | 763 | 960 | - | - | 1495 |
| Stage 1 | 928 | - | - | - | - |
| Stage 2 | 897 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 756 | 960 | - | - | 1495 |
| Mov Cap-2 Maneuver | 756 | - | - | - | - |
| Stage 1 | 928 | - | - | - | - |
| Stage 2 | 889 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.3 | 0 | 0.8 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 960 | 1495 |
| HCM Lane V/C Ratio | - | - | 0.125 | 0.009 |
| HCM Control Delay (s) | - | - | 9.3 | 7.4 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 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 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 15 | 5 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 15 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 16 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 30 | 35 | 22 | 38 | 37 | 16 | 21 | 0 | 0 | 16 | 0 | 0 |
| Stage 1 | 19 | 19 | - | 16 | 16 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 16 | - | 22 | 21 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 979 | 857 | 1055 | 967 | 855 | 1063 | 1595 | - | - | 1602 | - | - |
| Stage 1 | 1000 | 880 | - | 1004 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 882 | - | 996 | 878 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 979 | 853 | 1052 | 959 | 851 | 1058 | 1595 | - | - | 1594 | - | - |
| Mov Cap-2 Maneuver | 979 | 853 | - | 959 | 851 | - | - | - | - | - | - | - |
| Stage 1 | 1000 | 880 | - | 999 | 878 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 878 | - | 993 | 878 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1595 | - | - | 979 | - | 1594 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 6.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Future Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 7 | 1 | 5 | 54 | 10 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 16 | 0 | 20 | 13 |
| Stage 1 | - | - | - | - | 13 | - |
| Stage 2 | - | - | - | - | 7 | - |
| 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 | - | - | 1602 | - | 997 | 1067 |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 1016 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1602 | - | 996 | 1067 |
| Mov Cap-2 Maneuver | - | - | - | - | 996 | - |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 1015 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 1.2 | 8.8 | | | |
| HCM LOS | | | | A | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 1006 | - | - | 1602 | - | |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.001 | - | |
| HCM Control Delay (s) | 8.8 | - | - | 7.2 | 0 | |
| HCM Lane LOS | A | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 4.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Future Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 7 | 0 | 60 | 60 | 3 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 19 | 0 | 76 | 16 |
| Stage 1 | - | - | - | - | 16 | - |
| Stage 2 | - | - | - | - | 60 | - |
| 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 | - | - | 1597 | - | 927 | 1063 |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1597 | - | 927 | 1063 |
| Mov Cap-2 Maneuver | - | - | - | - | 927 | - |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0 | 9.1 | | | |
| HCM LOS | | | | | | A |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 933 | - | - | 1597 | - | |
| HCM Lane V/C Ratio | 0.068 | - | - | - | - | |
| HCM Control Delay (s) | 9.1 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 196 | 107 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 196 | 107 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 213 | 116 | 0 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 329 | 116 | 116 | 0 | 0 |
| Stage 1 | 116 | - | - | - | - |
| Stage 2 | 213 | - | - | - | - |
| 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 | 665 | 936 | 1473 | - | - |
| Stage 1 | 909 | - | - | - | - |
| Stage 2 | 823 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 665 | 936 | 1473 | - | - |
| Mov Cap-2 Maneuver | 665 | - | - | - | - |
| Stage 1 | 909 | - | - | - | - |
| Stage 2 | 823 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1473 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 75 |
| Future Vol, veh/h | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 82 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 85 | 85 | 63 | 85 | 126 | 22 | 104 | 0 | 0 | 22 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 22 | 22 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 22 | - | 63 | 104 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 901 | 805 | 1002 | 901 | 764 | 1055 | 1488 | - | - | 1593 | - | - |
| Stage 1 | 948 | 842 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 948 | 809 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 901 | 805 | 1002 | 901 | 764 | 1055 | 1488 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 901 | 805 | - | 901 | 764 | - | - | - | - | - | - | - |
| Stage 1 | 948 | 842 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 948 | 809 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 9.3 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1488 | - | - | 901 | - | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.08 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.3 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 15 |
| Future Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 15 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 0 | 0 | 16 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 27 | 11 | 0 | 0 | 11 | 0 |
| Stage 1 | 11 | - | - | - | - | - |
| Stage 2 | 16 | - | - | - | - | - |
| 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 | 988 | 1070 | - | - | 1608 | - |
| Stage 1 | 1012 | - | - | - | - | - |
| Stage 2 | 1007 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 988 | 1070 | - | - | 1608 | - |
| Mov Cap-2 Maneuver | 988 | - | - | - | - | - |
| Stage 1 | 1012 | - | - | - | - | - |
| Stage 2 | 1007 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-----|------|
| Capacity (veh/h) | - | - | - | 1608 |
| HCM Lane V/C Ratio | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 286 | 215 | 125 | 62 | 51 | 270 |
| Future Vol, veh/h | 286 | 215 | 125 | 62 | 51 | 270 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 311 | 234 | 136 | 67 | 55 | 293 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 203 | 0 | - | 0 | 1026 170 |
| Stage 1 | - | - | - | - | 170 - |
| Stage 2 | - | - | - | - | 856 - |
| 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 | 1369 | - | - | - | 260 874 |
| Stage 1 | - | - | - | - | 860 - |
| Stage 2 | - | - | - | - | 416 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1369 | - | - | - | 201 874 |
| Mov Cap-2 Maneuver | - | - | - | - | 201 - |
| Stage 1 | - | - | - | - | 665 - |
| Stage 2 | - | - | - | - | 416 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.8 | 0 | 20.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1369 | - | - | - | 571 |
| HCM Lane V/C Ratio | 0.227 | - | - | - | 0.611 |
| HCM Control Delay (s) | 8.4 | - | - | - | 20.7 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 4.1 |

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 22 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Vol, veh/h | 115 | 198 | 141 | 15 | 58 | 10 | 268 | 155 | 20 | 65 | 65 | 60 |
| Future Vol, veh/h | 115 | 198 | 141 | 15 | 58 | 10 | 268 | 155 | 20 | 65 | 65 | 60 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 125 | 215 | 153 | 16 | 63 | 11 | 291 | 168 | 22 | 71 | 71 | 65 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|----|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 32 | 11.8 | 17.8 | 12.3 |
| HCM LOS | D | B | C | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 25% | 18% | 100% | 0% |
| Vol Thru, % | 0% | 89% | 44% | 70% | 0% | 52% |
| Vol Right, % | 0% | 11% | 31% | 12% | 0% | 48% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 268 | 175 | 454 | 83 | 65 | 125 |
| LT Vol | 268 | 0 | 115 | 15 | 65 | 0 |
| Through Vol | 0 | 155 | 198 | 58 | 0 | 65 |
| RT Vol | 0 | 20 | 141 | 10 | 0 | 60 |
| Lane Flow Rate | 291 | 190 | 493 | 90 | 71 | 136 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.6 | 0.36 | 0.831 | 0.179 | 0.156 | 0.267 |
| Departure Headway (Hd) | 7.412 | 6.817 | 6.064 | 7.161 | 7.938 | 7.076 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 486 | 527 | 602 | 500 | 451 | 507 |
| Service Time | 5.162 | 4.567 | 4.064 | 5.224 | 5.695 | 4.833 |
| HCM Lane V/C Ratio | 0.599 | 0.361 | 0.819 | 0.18 | 0.157 | 0.268 |
| HCM Control Delay | 20.7 | 13.4 | 32 | 11.8 | 12.2 | 12.4 |
| HCM Lane LOS | C | B | D | B | B | B |
| HCM 95th-tile Q | 3.9 | 1.6 | 8.7 | 0.6 | 0.5 | 1.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 49 | 101 | 150 | 245 | 5 |
| Future Vol, veh/h | 5 | 49 | 101 | 150 | 245 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 53 | 110 | 163 | 266 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 652 | 269 | 271 | 0 | - | 0 |
| Stage 1 | 269 | - | - | - | - | - |
| Stage 2 | 383 | - | - | - | - | - |
| 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 | 433 | 770 | 1292 | - | - | - |
| Stage 1 | 776 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 392 | 770 | 1292 | - | - | - |
| Mov Cap-2 Maneuver | 392 | - | - | - | - | - |
| Stage 1 | 703 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.6 | 3.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1292 | - | 707 | - | - |
| HCM Lane V/C Ratio | 0.085 | - | 0.083 | - | - |
| HCM Control Delay (s) | 8 | 0 | 10.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0.3 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 19 | 5 | 5 | 150 | 240 | 56 |
| Future Vol, veh/h | 19 | 5 | 5 | 150 | 240 | 56 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 5 | 5 | 163 | 261 | 61 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 465 | 292 | 322 | 0 | 0 |
| Stage 1 | 292 | - | - | - | - |
| Stage 2 | 173 | - | - | - | - |
| 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 | 556 | 747 | 1238 | - | - |
| Stage 1 | 758 | - | - | - | - |
| Stage 2 | 857 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 554 | 747 | 1238 | - | - |
| Mov Cap-2 Maneuver | 554 | - | - | - | - |
| Stage 1 | 755 | - | - | - | - |
| Stage 2 | 857 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.4 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1238 | - | 586 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.045 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 11.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 9 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 251 | 30 | 40 | 144 | 20 |
| Future Vol, veh/h | 35 | 251 | 30 | 40 | 144 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 273 | 33 | 43 | 157 | 22 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9 | 8.4 | 9.4 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 88% | 0% | 43% |
| Vol Thru, % | 0% | 12% | 57% |
| Vol Right, % | 12% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 164 | 286 | 70 |
| LT Vol | 144 | 0 | 30 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 20 | 251 | 0 |
| Lane Flow Rate | 178 | 311 | 76 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.24 | 0.342 | 0.101 |
| Departure Headway (Hd) | 4.842 | 3.955 | 4.784 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 740 | 911 | 749 |
| Service Time | 2.879 | 1.972 | 2.814 |
| HCM Lane V/C Ratio | 0.241 | 0.341 | 0.101 |
| HCM Control Delay | 9.4 | 9 | 8.4 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.9 | 1.5 | 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 | 60 | 144 | 0 | 0 | 78 | 111 | 0 | 0 | 5 | 137 | 5 | 60 |
| Future Vol, veh/h | 60 | 144 | 0 | 0 | 78 | 111 | 0 | 0 | 5 | 137 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 157 | 0 | 0 | 85 | 121 | 0 | 0 | 5 | 149 | 5 | 65 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 206 | 0 | 0 | 157 | 0 | 0 | 468 | 493 | 157 | 436 | 433 | 146 |
| Stage 1 | - | - | - | - | - | - | 287 | 287 | - | 146 | 146 | - |
| Stage 2 | - | - | - | - | - | - | 181 | 206 | - | 290 | 287 | - |
| 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 | 1365 | - | - | 1423 | - | - | 505 | 477 | 889 | 531 | 516 | 901 |
| Stage 1 | - | - | - | - | - | - | 720 | 674 | - | 857 | 776 | - |
| Stage 2 | - | - | - | - | - | - | 821 | 731 | - | 718 | 674 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1365 | - | - | 1423 | - | - | 446 | 452 | 889 | 507 | 489 | 901 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 446 | 452 | - | 507 | 489 | - |
| Stage 1 | - | - | - | - | - | - | 683 | 639 | - | 812 | 776 | - |
| Stage 2 | - | - | - | - | - | - | 756 | 731 | - | 677 | 639 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|------|
| HCM Control Delay, s | 2.3 | 0 | 9.1 | 14.9 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 889 | 1365 | - | - | 1423 | - | - | 582 |
| HCM Lane V/C Ratio | 0.006 | 0.048 | - | - | - | - | - | 0.377 |
| HCM Control Delay (s) | 9.1 | 7.8 | 0 | - | 0 | - | - | 14.9 |
| HCM Lane LOS | A | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.8 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 184 | 10 | 10 | 123 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Future Vol, veh/h | 5 | 184 | 10 | 10 | 123 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 200 | 11 | 11 | 134 | 11 | 11 | 0 | 11 | 5 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 145 | 0 | 0 | 212 | 0 | 0 | 384 | 384 | 207 | 383 | 384 | 140 |
| Stage 1 | - | - | - | - | - | - | 217 | 217 | - | 162 | 162 | - |
| Stage 2 | - | - | - | - | - | - | 167 | 167 | - | 221 | 222 | - |
| 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 | 1437 | - | - | 1358 | - | - | 574 | 550 | 833 | 575 | 550 | 908 |
| Stage 1 | - | - | - | - | - | - | 785 | 723 | - | 840 | 764 | - |
| Stage 2 | - | - | - | - | - | - | 835 | 760 | - | 781 | 720 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1437 | - | - | 1357 | - | - | 561 | 542 | 832 | 562 | 542 | 908 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 561 | 542 | - | 562 | 542 | - |
| Stage 1 | - | - | - | - | - | - | 781 | 719 | - | 837 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 818 | 753 | - | 768 | 716 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 0.2 | | | 0.5 | | | 10.6 | | | 9.9 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 670 | 1437 | - | - | 1357 | - | - | 753 |
| HCM Lane V/C Ratio | 0.032 | 0.004 | - | - | 0.008 | - | - | 0.022 |
| HCM Control Delay (s) | 10.6 | 7.5 | 0 | - | 7.7 | 0 | - | 9.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 14 | 0 | 0 | 56 | 5 |
| Future Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 14 | 0 | 0 | 56 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 11 | 5 | 5 | 5 | 0 | 5 | 15 | 0 | 0 | 61 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 92 | 89 | 64 | 97 | 91 | 15 | 66 | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 64 | 64 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 25 | - | 72 | 66 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 892 | 801 | 1000 | 885 | 799 | 1065 | 1536 | - | - | 1603 | - | - |
| Stage 1 | 947 | 842 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 989 | 874 | - | 938 | 840 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 886 | 799 | 1000 | 869 | 797 | 1065 | 1536 | - | - | 1603 | - | - |
| Mov Cap-2 Maneuver | 886 | 799 | - | 869 | 797 | - | - | - | - | - | - | - |
| Stage 1 | 944 | 842 | - | 990 | 871 | - | - | - | - | - | - | - |
| Stage 2 | 980 | 871 | - | 921 | 840 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|----|--|
| HCM Control Delay, s | 9.2 | | 9.4 | | 1.9 | | 0 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1536 | - | - | 886 | 856 | 831 | 1603 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.012 | 0.019 | 0.013 | - | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.1 | 9.3 | 9.4 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 5 | 19 | 29 | 5 | 56 |
| Future Vol, veh/h | 91 | 5 | 19 | 29 | 5 | 56 |
| Conflicting Peds, #/hr | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 5 | 21 | 32 | 5 | 61 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 109 | 37 | 0 | 0 | 53 |
| Stage 1 | 37 | - | - | - | - |
| Stage 2 | 72 | - | - | - | - |
| 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 | 888 | 1035 | - | - | 1553 |
| Stage 1 | 985 | - | - | - | - |
| Stage 2 | 951 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 884 | 1035 | - | - | 1553 |
| Mov Cap-2 Maneuver | 884 | - | - | - | - |
| Stage 1 | 985 | - | - | - | - |
| Stage 2 | 947 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 891 | 1553 |
| HCM Lane V/C Ratio | - | - | 0.117 | 0.003 |
| HCM Control Delay (s) | - | - | 9.6 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 10 | 38 | 5 | 5 | 142 |
| Future Vol, veh/h | 5 | 10 | 38 | 5 | 5 | 142 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 9 | 9 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 11 | 41 | 5 | 5 | 154 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 218 | 54 | 0 | 0 | 55 |
| Stage 1 | 53 | - | - | - | - |
| Stage 2 | 165 | - | - | - | - |
| 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 | 770 | 1013 | - | - | 1550 |
| Stage 1 | 970 | - | - | - | - |
| Stage 2 | 864 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 759 | 1003 | - | - | 1537 |
| Mov Cap-2 Maneuver | 759 | - | - | - | - |
| Stage 1 | 961 | - | - | - | - |
| Stage 2 | 860 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 9 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 906 | 1537 |
| HCM Lane V/C Ratio | - | - | 0.018 | 0.004 |
| HCM Control Delay (s) | - | - | 9 | 7.4 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 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 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 10 |
| Future Vol, veh/h | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 52 | 52 | 34 | 56 | 57 | 22 | 35 | 0 | 0 | 22 | 0 | 0 |
| Stage 1 | 30 | 30 | - | 22 | 22 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 22 | - | 34 | 35 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 947 | 839 | 1039 | 941 | 834 | 1055 | 1576 | - | - | 1593 | - | - |
| Stage 1 | 987 | 870 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 982 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 945 | 837 | 1033 | 933 | 832 | 1055 | 1573 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 945 | 837 | - | 933 | 832 | - | - | - | - | - | - | - |
| Stage 1 | 985 | 868 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 973 | 864 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.8 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1573 | - | - | 973 | - | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.017 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.8 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 14.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 285 | 205 | 175 | 61 | 72 | 296 |
| Future Vol, veh/h | 285 | 205 | 175 | 61 | 72 | 296 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 310 | 223 | 190 | 66 | 78 | 322 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 256 | 0 | - | 0 | 1066 223 |
| Stage 1 | - | - | - | - | 223 - |
| Stage 2 | - | - | - | - | 843 - |
| 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 | 1309 | - | - | - | 246 817 |
| Stage 1 | - | - | - | - | 814 - |
| Stage 2 | - | - | - | - | 422 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1309 | - | - | - | 188 817 |
| Mov Cap-2 Maneuver | - | - | - | - | 188 - |
| Stage 1 | - | - | - | - | 621 - |
| Stage 2 | - | - | - | - | 422 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 5 | 0 | 36.5 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1309 | - | - | - | 494 |
| HCM Lane V/C Ratio | 0.237 | - | - | - | 0.81 |
| HCM Control Delay (s) | 8.6 | - | - | - | 36.5 |
| HCM Lane LOS | A | - | - | - | E |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 7.7 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 66.5 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Traffic Vol, veh/h | 90 | 273 | 203 | 15 | 238 | 70 | 176 | 90 | 15 | 85 | 105 | 100 |
| Future Vol, veh/h | 90 | 273 | 203 | 15 | 238 | 70 | 176 | 90 | 15 | 85 | 105 | 100 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 297 | 221 | 16 | 259 | 76 | 191 | 98 | 16 | 92 | 114 | 109 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-------|----|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 135.7 | 30 | 18.5 | 18.4 |
| HCM LOS | F | D | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 16% | 5% | 100% | 0% |
| Vol Thru, % | 0% | 86% | 48% | 74% | 0% | 51% |
| Vol Right, % | 0% | 14% | 36% | 22% | 0% | 49% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 176 | 105 | 566 | 323 | 85 | 205 |
| LT Vol | 176 | 0 | 90 | 15 | 85 | 0 |
| Through Vol | 0 | 90 | 273 | 238 | 0 | 105 |
| RT Vol | 0 | 15 | 203 | 70 | 0 | 100 |
| Lane Flow Rate | 191 | 114 | 615 | 351 | 92 | 223 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.474 | 0.264 | 1.21 | 0.732 | 0.229 | 0.5 |
| Departure Headway (Hd) | 9.6 | 8.971 | 7.083 | 8.051 | 9.596 | 8.715 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 379 | 403 | 511 | 453 | 377 | 417 |
| Service Time | 7.3 | 6.671 | 5.148 | 6.051 | 7.296 | 6.415 |
| HCM Lane V/C Ratio | 0.504 | 0.283 | 1.204 | 0.775 | 0.244 | 0.535 |
| HCM Control Delay | 20.7 | 14.9 | 135.7 | 30 | 15.1 | 19.8 |
| HCM Lane LOS | C | B | F | D | C | C |
| HCM 95th-tile Q | 2.5 | 1 | 23.1 | 5.9 | 0.9 | 2.7 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 116 | 84 | 290 | 265 | 5 |
| Future Vol, veh/h | 0 | 116 | 84 | 290 | 265 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 126 | 91 | 315 | 288 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 788 | 291 | 293 | 0 | - | 0 |
| Stage 1 | 291 | - | - | - | - | - |
| Stage 2 | 497 | - | - | - | - | - |
| 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 | 360 | 748 | 1269 | - | - | - |
| Stage 1 | 759 | - | - | - | - | - |
| Stage 2 | 611 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 329 | 748 | 1269 | - | - | - |
| Mov Cap-2 Maneuver | 329 | - | - | - | - | - |
| Stage 1 | 693 | - | - | - | - | - |
| Stage 2 | 611 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.8 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1269 | - | 748 | - | - |
| HCM Lane V/C Ratio | 0.072 | - | 0.169 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 10.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 56 | 10 | 5 | 290 | 265 | 24 |
| Future Vol, veh/h | 56 | 10 | 5 | 290 | 265 | 24 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 61 | 11 | 5 | 315 | 288 | 26 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 626 | 301 | 314 | 0 | - | 0 |
| Stage 1 | 301 | - | - | - | - | - |
| Stage 2 | 325 | - | - | - | - | - |
| 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 | 448 | 739 | 1246 | - | - | - |
| Stage 1 | 751 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 446 | 739 | 1246 | - | - | - |
| Mov Cap-2 Maneuver | 446 | - | - | - | - | - |
| Stage 1 | 747 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.9 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1246 | - | 475 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.151 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 13.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.8 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 254 | 35 | 40 | 311 | 40 |
| Future Vol, veh/h | 35 | 254 | 35 | 40 | 311 | 40 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 276 | 38 | 43 | 338 | 43 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 10.5 | 9.2 | 13.4 |
| HCM LOS | B | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 89% | 0% | 47% |
| Vol Thru, % | 0% | 12% | 53% |
| Vol Right, % | 11% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 351 | 289 | 75 |
| LT Vol | 311 | 0 | 35 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 40 | 254 | 0 |
| Lane Flow Rate | 382 | 314 | 82 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.524 | 0.393 | 0.122 |
| Departure Headway (Hd) | 4.942 | 4.506 | 5.393 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 725 | 795 | 659 |
| Service Time | 3.017 | 2.563 | 3.478 |
| HCM Lane V/C Ratio | 0.527 | 0.395 | 0.124 |
| HCM Control Delay | 13.4 | 10.5 | 9.2 |
| HCM Lane LOS | B | B | A |
| HCM 95th-tile Q | 3.1 | 1.9 | 0.4 |

| 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 | 65 | 153 | 5 | 10 | 144 | 207 | 5 | 0 | 5 | 131 | 5 | 60 |
| Future Vol, veh/h | 65 | 153 | 5 | 10 | 144 | 207 | 5 | 0 | 5 | 131 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 71 | 166 | 5 | 11 | 157 | 225 | 5 | 0 | 5 | 142 | 5 | 65 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 382 | 0 | 0 | 171 | 0 | 0 | 638 | 715 | 169 | 605 | 605 | 270 |
| Stage 1 | - | - | - | - | - | - | 311 | 311 | - | 292 | 292 | - |
| Stage 2 | - | - | - | - | - | - | 327 | 404 | - | 313 | 313 | - |
| 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 | 1176 | - | - | 1406 | - | - | 389 | 356 | 875 | 410 | 412 | 769 |
| Stage 1 | - | - | - | - | - | - | 699 | 658 | - | 716 | 671 | - |
| Stage 2 | - | - | - | - | - | - | 686 | 599 | - | 698 | 657 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1176 | - | - | 1406 | - | - | 332 | 329 | 875 | 384 | 381 | 769 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 332 | 329 | - | 384 | 381 | - |
| Stage 1 | - | - | - | - | - | - | 652 | 614 | - | 668 | 664 | - |
| Stage 2 | - | - | - | - | - | - | 616 | 593 | - | 647 | 613 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.4 | | | 0.2 | | | 12.7 | | | 19.8 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 481 | 1176 | - | - | 1406 | - | - | 453 |
| HCM Lane V/C Ratio | 0.023 | 0.06 | - | - | 0.008 | - | - | 0.47 |
| HCM Control Delay (s) | 12.7 | 8.3 | 0 | - | 7.6 | 0 | - | 19.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 2.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 15 | 203 | 15 | 15 | 189 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Future Vol, veh/h | 15 | 203 | 15 | 15 | 189 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 221 | 16 | 16 | 205 | 11 | 11 | 0 | 11 | 11 | 0 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 216 | 0 | 0 | 238 | 0 | 0 | 507 | 510 | 230 | 510 | 513 | 211 |
| Stage 1 | - | - | - | - | - | - | 262 | 262 | - | 243 | 243 | - |
| Stage 2 | - | - | - | - | - | - | 245 | 248 | - | 267 | 270 | - |
| 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 | 1354 | - | - | 1329 | - | - | 476 | 467 | 809 | 474 | 465 | 829 |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 761 | 705 | - |
| Stage 2 | - | - | - | - | - | - | 759 | 701 | - | 738 | 686 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1354 | - | - | 1328 | - | - | 462 | 453 | 808 | 458 | 452 | 829 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 462 | 453 | - | 458 | 452 | - |
| Stage 1 | - | - | - | - | - | - | 732 | 681 | - | 750 | 695 | - |
| Stage 2 | - | - | - | - | - | - | 743 | 691 | - | 718 | 676 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 0.5 | | 0.5 | | 11.4 | | 11.9 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 588 | 1354 | - | - | 1328 | - | - | 538 |
| HCM Lane V/C Ratio | 0.037 | 0.012 | - | - | 0.012 | - | - | 0.03 |
| HCM Control Delay (s) | 11.4 | 7.7 | 0 | - | 7.7 | 0 | - | 11.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 61 | 0 | 5 | 24 | 5 |
| Future Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 61 | 0 | 5 | 24 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 22 | 5 | 0 | 22 | 5 | 5 | 66 | 0 | 5 | 26 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 129 | 115 | 29 | 128 | 117 | 66 | 31 | 0 | 0 | 66 | 0 | 0 |
| Stage 1 | 39 | 39 | - | 76 | 76 | - | - | - | - | - | - | - |
| Stage 2 | 90 | 76 | - | 52 | 41 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 844 | 775 | 1046 | 845 | 773 | 998 | 1582 | - | - | 1536 | - | - |
| Stage 1 | 976 | 862 | - | 933 | 832 | - | - | - | - | - | - | - |
| Stage 2 | 917 | 832 | - | 961 | 861 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 818 | 770 | 1046 | 819 | 768 | 998 | 1582 | - | - | 1536 | - | - |
| Mov Cap-2 Maneuver | 818 | 770 | - | 819 | 768 | - | - | - | - | - | - | - |
| Stage 1 | 973 | 859 | - | 930 | 830 | - | - | - | - | - | - | - |
| Stage 2 | 885 | 830 | - | 929 | 858 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 9.6 | 9.6 | 0.6 | 1.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1582 | - | - | 818 | 813 | 805 | 1536 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.007 | 0.033 | 0.034 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.4 | 9.6 | 9.6 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 5 | 61 | 86 | 5 | 29 |
| Future Vol, veh/h | 34 | 5 | 61 | 86 | 5 | 29 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 5 | 66 | 93 | 5 | 32 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 155 | 115 | 0 | 0 | 159 |
| Stage 1 | 113 | - | - | - | - |
| Stage 2 | 42 | - | - | - | - |
| 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 | 836 | 937 | - | - | 1420 |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 980 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 833 | 935 | - | - | 1420 |
| Mov Cap-2 Maneuver | 833 | - | - | - | - |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 976 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.5 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 845 | 1420 |
| HCM Lane V/C Ratio | - | - | 0.05 | 0.004 |
| HCM Control Delay (s) | - | - | 9.5 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 142 | 0 | 10 | 53 |
| Future Vol, veh/h | 0 | 5 | 142 | 0 | 10 | 53 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 154 | 0 | 11 | 58 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 234 | 156 | 0 | 0 | 154 |
| Stage 1 | 154 | - | - | - | - |
| Stage 2 | 80 | - | - | - | - |
| 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 | 754 | 890 | - | - | 1426 |
| Stage 1 | 874 | - | - | - | - |
| Stage 2 | 943 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 748 | 888 | - | - | 1426 |
| Mov Cap-2 Maneuver | 748 | - | - | - | - |
| Stage 1 | 874 | - | - | - | - |
| Stage 2 | 935 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.1 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 888 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.006 | 0.008 |
| HCM Control Delay (s) | - | - | 9.1 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| 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 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 25 | 10 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 25 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 27 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 44 | 44 | 35 | 46 | 49 | 11 | 38 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 33 | 33 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 11 | - | 35 | 38 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 958 | 848 | 1038 | 955 | 843 | 1070 | 1572 | - | - | 1608 | - | - |
| Stage 1 | 983 | 868 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 981 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 958 | 848 | 1036 | 953 | 843 | 1070 | 1572 | - | - | 1608 | - | - |
| Mov Cap-2 Maneuver | 958 | 848 | - | 953 | 843 | - | - | - | - | - | - | - |
| Stage 1 | 983 | 868 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 979 | 863 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.8 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1572 | - | - | 958 | - | 1608 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.8 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 136 | 135 | 110 | 37 | 36 | 160 |
| Future Vol, veh/h | 136 | 135 | 110 | 37 | 36 | 160 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 148 | 147 | 120 | 40 | 39 | 174 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 160 | 0 | - | 0 | 583 140 |
| Stage 1 | - | - | - | - | 140 - |
| Stage 2 | - | - | - | - | 443 - |
| 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 | 1419 | - | - | - | 475 908 |
| Stage 1 | - | - | - | - | 887 - |
| Stage 2 | - | - | - | - | 647 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1419 | - | - | - | 426 908 |
| Mov Cap-2 Maneuver | - | - | - | - | 426 - |
| Stage 1 | - | - | - | - | 795 - |
| Stage 2 | - | - | - | - | 647 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.9 | 0 | 11.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1419 | - | - | - | 752 |
| HCM Lane V/C Ratio | 0.104 | - | - | - | 0.283 |
| HCM Control Delay (s) | 7.8 | - | - | - | 11.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 1.2 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.8 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↵ | ↵ | | ↵ | ↵ | |
| Traffic Vol, veh/h | 55 | 158 | 121 | 10 | 63 | 15 | 163 | 75 | 15 | 50 | 55 | 30 |
| Future Vol, veh/h | 55 | 158 | 121 | 10 | 63 | 15 | 163 | 75 | 15 | 50 | 55 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 172 | 132 | 11 | 68 | 16 | 177 | 82 | 16 | 54 | 60 | 33 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|-----|------|----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 13.5 | 9.7 | 11.4 | 10 |
| HCM LOS | B | A | B | A |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 16% | 11% | 100% | 0% |
| Vol Thru, % | 0% | 83% | 47% | 72% | 0% | 65% |
| Vol Right, % | 0% | 17% | 36% | 17% | 0% | 35% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 163 | 90 | 334 | 88 | 50 | 85 |
| LT Vol | 163 | 0 | 55 | 10 | 50 | 0 |
| Through Vol | 0 | 75 | 158 | 63 | 0 | 55 |
| RT Vol | 0 | 15 | 121 | 15 | 0 | 30 |
| Lane Flow Rate | 177 | 98 | 363 | 96 | 54 | 92 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.321 | 0.16 | 0.516 | 0.151 | 0.102 | 0.154 |
| Departure Headway (Hd) | 6.532 | 5.906 | 5.118 | 5.665 | 6.747 | 5.987 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 551 | 607 | 704 | 631 | 531 | 599 |
| Service Time | 4.272 | 3.645 | 3.153 | 3.712 | 4.491 | 3.731 |
| HCM Lane V/C Ratio | 0.321 | 0.161 | 0.516 | 0.152 | 0.102 | 0.154 |
| HCM Control Delay | 12.3 | 9.8 | 13.5 | 9.7 | 10.3 | 9.8 |
| HCM Lane LOS | B | A | B | A | B | A |
| HCM 95th-tile Q | 1.4 | 0.6 | 3 | 0.5 | 0.3 | 0.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 39 | 91 | 85 | 175 | 0 |
| Future Vol, veh/h | 0 | 39 | 91 | 85 | 175 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 42 | 99 | 92 | 190 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 480 | 190 | 190 | 0 | - | 0 |
| Stage 1 | 190 | - | - | - | - | - |
| Stage 2 | 290 | - | - | - | - | - |
| 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 | 545 | 852 | 1384 | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 504 | 852 | 1384 | - | - | - |
| Mov Cap-2 Maneuver | 504 | - | - | - | - | - |
| Stage 1 | 779 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.4 | 4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1384 | - | 852 | - | - |
| HCM Lane V/C Ratio | 0.071 | - | 0.05 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | WT | | | WT | WT | |
| Traffic Vol, veh/h | 19 | 5 | 5 | 80 | 170 | 51 |
| Future Vol, veh/h | 19 | 5 | 5 | 80 | 170 | 51 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 5 | 5 | 87 | 185 | 55 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 310 | 213 | 240 | 0 | - | 0 |
| Stage 1 | 213 | - | - | - | - | - |
| Stage 2 | 97 | - | - | - | - | - |
| 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 | 682 | 827 | 1327 | - | - | - |
| Stage 1 | 823 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 679 | 827 | 1327 | - | - | - |
| Mov Cap-2 Maneuver | 679 | - | - | - | - | - |
| Stage 1 | 820 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.3 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1327 | - | 705 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.037 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 8 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↻ | | | ↻ | ↻ | |
| Traffic Vol, veh/h | 30 | 201 | 15 | 40 | 79 | 15 |
| Future Vol, veh/h | 30 | 201 | 15 | 40 | 79 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 218 | 16 | 43 | 86 | 16 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8 | 7.8 | 8.3 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 84% | 0% | 27% |
| Vol Thru, % | 0% | 13% | 73% |
| Vol Right, % | 16% | 87% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 94 | 231 | 55 |
| LT Vol | 79 | 0 | 15 |
| Through Vol | 0 | 30 | 40 |
| RT Vol | 15 | 201 | 0 |
| Lane Flow Rate | 102 | 251 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.129 | 0.254 | 0.074 |
| Departure Headway (Hd) | 4.538 | 3.636 | 4.469 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 779 | 969 | 806 |
| Service Time | 2.635 | 1.73 | 2.469 |
| HCM Lane V/C Ratio | 0.131 | 0.259 | 0.074 |
| HCM Control Delay | 8.3 | 8 | 7.8 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.4 | 1 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 55 | 79 | 0 | 5 | 58 | 51 | 0 | 0 | 5 | 147 | 0 | 70 |
| Future Vol, veh/h | 55 | 79 | 0 | 5 | 58 | 51 | 0 | 0 | 5 | 147 | 0 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 86 | 0 | 5 | 63 | 55 | 0 | 0 | 5 | 160 | 0 | 76 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 118 | 0 | 0 | 88 | 0 | 0 | 351 | 336 | 90 | 312 | 309 | 95 |
| Stage 1 | - | - | - | - | - | - | 208 | 208 | - | 101 | 101 | - |
| Stage 2 | - | - | - | - | - | - | 143 | 128 | - | 211 | 208 | - |
| 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 | 1470 | - | - | 1508 | - | - | 604 | 585 | 968 | 641 | 605 | 962 |
| Stage 1 | - | - | - | - | - | - | 794 | 730 | - | 905 | 811 | - |
| Stage 2 | - | - | - | - | - | - | 860 | 790 | - | 791 | 730 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1470 | - | - | 1505 | - | - | 533 | 556 | 964 | 613 | 575 | 958 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 533 | 556 | - | 613 | 575 | - |
| Stage 1 | - | - | - | - | - | - | 758 | 697 | - | 866 | 808 | - |
| Stage 2 | - | - | - | - | - | - | 786 | 787 | - | 751 | 697 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|------|--|
| HCM Control Delay, s | 3.1 | | 0.3 | | 8.8 | | 12.8 | |
| HCM LOS | | | | | A | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 964 | 1470 | - | - | 1505 | - | - | 694 |
| HCM Lane V/C Ratio | 0.006 | 0.041 | - | - | 0.004 | - | - | 0.34 |
| HCM Control Delay (s) | 8.8 | 7.6 | 0 | - | 7.4 | 0 | - | 12.8 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 119 | 5 | 0 | 113 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Future Vol, veh/h | 5 | 119 | 5 | 0 | 113 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 129 | 5 | 0 | 123 | 5 | 11 | 0 | 5 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 128 | 0 | 0 | 134 | 0 | 0 | 276 | 270 | 132 | 270 | 270 | 126 |
| Stage 1 | - | - | - | - | - | - | 142 | 142 | - | 126 | 126 | - |
| Stage 2 | - | - | - | - | - | - | 134 | 128 | - | 144 | 144 | - |
| 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 | 1458 | - | - | 1451 | - | - | 676 | 636 | 917 | 683 | 636 | 924 |
| Stage 1 | - | - | - | - | - | - | 861 | 779 | - | 878 | 792 | - |
| Stage 2 | - | - | - | - | - | - | 869 | 790 | - | 859 | 778 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1458 | - | - | 1451 | - | - | 662 | 633 | 917 | 677 | 633 | 924 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 662 | 633 | - | 677 | 633 | - |
| Stage 1 | - | - | - | - | - | - | 858 | 776 | - | 874 | 792 | - |
| Stage 2 | - | - | - | - | - | - | 853 | 790 | - | 850 | 775 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 0.3 | | | 0 | | | 10 | | | 9.8 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 730 | 1458 | - | - | 1451 | - | - | 766 |
| HCM Lane V/C Ratio | 0.022 | 0.004 | - | - | - | - | - | 0.028 |
| HCM Control Delay (s) | 10 | 7.5 | 0 | - | 0 | - | - | 9.8 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 14 | 0 | 5 | 51 | 5 |
| Future Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 14 | 0 | 5 | 51 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 15 | 0 | 5 | 55 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 100 | 94 | 59 | 95 | 96 | 16 | 61 | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 69 | 69 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 31 | 25 | - | 70 | 71 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 881 | 796 | 1007 | 888 | 794 | 1063 | 1542 | - | - | 1603 | - | - |
| Stage 1 | 941 | 837 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 986 | 874 | - | 940 | 836 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 866 | 790 | 1006 | 879 | 788 | 1062 | 1541 | - | - | 1603 | - | - |
| Mov Cap-2 Maneuver | 866 | 790 | - | 879 | 788 | - | - | - | - | - | - | - |
| Stage 1 | 937 | 834 | - | 990 | 871 | - | - | - | - | - | - | - |
| Stage 2 | 971 | 871 | - | 931 | 833 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|-----|
| HCM Control Delay, s | 9.4 | 9 | 1.9 | 0.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1541 | - | - | 866 | 790 | 905 | 1603 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.006 | 0.007 | 0.012 | 0.003 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.2 | 9.6 | 9 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 81 | 5 | 14 | 24 | 0 | 51 |
| Future Vol, veh/h | 81 | 5 | 14 | 24 | 0 | 51 |
| Conflicting Peds, #/hr | 0 | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 88 | 5 | 15 | 26 | 0 | 55 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 83 | 29 | 0 | 0 | 41 |
| Stage 1 | 28 | - | - | - | - |
| Stage 2 | 55 | - | - | - | - |
| 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 | 919 | 1046 | - | - | 1568 |
| Stage 1 | 995 | - | - | - | - |
| Stage 2 | 968 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 919 | 1045 | - | - | 1568 |
| Mov Cap-2 Maneuver | 919 | - | - | - | - |
| Stage 1 | 995 | - | - | - | - |
| Stage 2 | 968 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.3 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 925 | 1568 |
| HCM Lane V/C Ratio | - | - | 0.101 | - |
| HCM Control Delay (s) | - | - | 9.3 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 33 | 0 | 5 | 127 |
| Future Vol, veh/h | 0 | 5 | 33 | 0 | 5 | 127 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 36 | 0 | 5 | 138 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 184 | 36 | 0 | 0 | 36 | 0 |
| Stage 1 | 36 | - | - | - | - | - |
| Stage 2 | 148 | - | - | - | - | - |
| 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 | 805 | 1037 | - | - | 1575 | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 880 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 803 | 1037 | - | - | 1575 | - |
| Mov Cap-2 Maneuver | 803 | - | - | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 877 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.5 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1037 | 1575 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.003 |
| HCM Control Delay (s) | - | - | 8.5 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 22 | 22 | 11 | 22 | 22 | 11 | 11 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Mov Cap-2 Maneuver | 990 | 872 | - | 990 | 872 | - | - | - | - | - | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.7 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1608 | - | - | 990 | - | 1608 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 210 | 225 | 215 | 56 | 62 | 226 |
| Future Vol, veh/h | 210 | 225 | 215 | 56 | 62 | 226 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 228 | 245 | 234 | 61 | 67 | 246 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 295 | 0 | - | 0 | 966 265 |
| Stage 1 | - | - | - | - | 265 - |
| Stage 2 | - | - | - | - | 701 - |
| 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 | 1266 | - | - | - | 282 774 |
| Stage 1 | - | - | - | - | 779 - |
| Stage 2 | - | - | - | - | 492 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1266 | - | - | - | 231 774 |
| Mov Cap-2 Maneuver | - | - | - | - | 231 - |
| Stage 1 | - | - | - | - | 639 - |
| Stage 2 | - | - | - | - | 492 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.1 | 0 | 22.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1266 | - | - | - | 514 |
| HCM Lane V/C Ratio | 0.18 | - | - | - | 0.609 |
| HCM Control Delay (s) | 8.5 | - | - | - | 22.3 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 4 |

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 22 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Traffic Vol, veh/h | 70 | 228 | 163 | 10 | 188 | 50 | 141 | 70 | 10 | 70 | 80 | 80 |
| Future Vol, veh/h | 70 | 228 | 163 | 10 | 188 | 50 | 141 | 70 | 10 | 70 | 80 | 80 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 248 | 177 | 11 | 204 | 54 | 153 | 76 | 11 | 76 | 87 | 87 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 1 | 1 |
| HCM Control Delay | 33.4 | 16.1 | 13.9 | 13.4 |
| HCM LOS | D | C | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 15% | 4% | 100% | 0% |
| Vol Thru, % | 0% | 88% | 49% | 76% | 0% | 50% |
| Vol Right, % | 0% | 12% | 35% | 20% | 0% | 50% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 141 | 80 | 461 | 248 | 70 | 160 |
| LT Vol | 141 | 0 | 70 | 10 | 70 | 0 |
| Through Vol | 0 | 70 | 228 | 188 | 0 | 80 |
| RT Vol | 0 | 10 | 163 | 50 | 0 | 80 |
| Lane Flow Rate | 153 | 87 | 501 | 270 | 76 | 174 |
| Geometry Grp | 7 | 7 | 2 | 2 | 7 | 7 |
| Degree of Util (X) | 0.344 | 0.181 | 0.842 | 0.495 | 0.171 | 0.348 |
| Departure Headway (Hd) | 8.085 | 7.478 | 6.049 | 6.611 | 8.091 | 7.213 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 443 | 478 | 596 | 542 | 442 | 496 |
| Service Time | 5.861 | 5.254 | 4.105 | 4.682 | 5.867 | 4.989 |
| HCM Lane V/C Ratio | 0.345 | 0.182 | 0.841 | 0.498 | 0.172 | 0.351 |
| HCM Control Delay | 15.1 | 11.9 | 33.4 | 16.1 | 12.5 | 13.8 |
| HCM Lane LOS | C | B | D | C | B | B |
| HCM 95th-tile Q | 1.5 | 0.7 | 9 | 2.7 | 0.6 | 1.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 5 | 111 | 49 | 240 | 185 | 10 |
| Future Vol, veh/h | 5 | 111 | 49 | 240 | 185 | 10 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 121 | 53 | 261 | 201 | 11 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 574 | 207 | 212 | 0 | 0 |
| Stage 1 | 207 | - | - | - | - |
| Stage 2 | 367 | - | - | - | - |
| 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 | 480 | 833 | 1358 | - | - |
| Stage 1 | 828 | - | - | - | - |
| Stage 2 | 701 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 458 | 833 | 1358 | - | - |
| Mov Cap-2 Maneuver | 458 | - | - | - | - |
| Stage 1 | 790 | - | - | - | - |
| Stage 2 | 701 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.3 | 1.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1358 | - | 805 | - | - |
| HCM Lane V/C Ratio | 0.039 | - | 0.157 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 66 | 5 | 0 | 230 | 180 | 24 |
| Future Vol, veh/h | 66 | 5 | 0 | 230 | 180 | 24 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 72 | 5 | 0 | 250 | 196 | 26 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 459 | 209 | 222 | 0 | - | 0 |
| Stage 1 | 209 | - | - | - | - | - |
| Stage 2 | 250 | - | - | - | - | - |
| 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 | 560 | 831 | 1347 | - | - | - |
| Stage 1 | 826 | - | - | - | - | - |
| Stage 2 | 792 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 560 | 831 | 1347 | - | - | - |
| Mov Cap-2 Maneuver | 560 | - | - | - | - | - |
| Stage 1 | 826 | - | - | - | - | - |
| Stage 2 | 792 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 12.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1347 | - | 573 | - | - |
| HCM Lane V/C Ratio | - | - | 0.135 | - | - |
| HCM Control Delay (s) | 0 | - | 12.3 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.2 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 55 | 169 | 25 | 30 | 271 | 25 |
| Future Vol, veh/h | 55 | 169 | 25 | 30 | 271 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 184 | 27 | 33 | 295 | 27 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.2 | 8.6 | 11.3 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 92% | 0% | 45% |
| Vol Thru, % | 0% | 25% | 55% |
| Vol Right, % | 8% | 75% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 296 | 224 | 55 |
| LT Vol | 271 | 0 | 25 |
| Through Vol | 0 | 55 | 30 |
| RT Vol | 25 | 169 | 0 |
| Lane Flow Rate | 322 | 243 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.424 | 0.295 | 0.085 |
| Departure Headway (Hd) | 4.749 | 4.367 | 5.114 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 756 | 823 | 698 |
| Service Time | 2.792 | 2.4 | 3.162 |
| HCM Lane V/C Ratio | 0.426 | 0.295 | 0.086 |
| HCM Control Delay | 11.3 | 9.2 | 8.6 |
| HCM Lane LOS | B | A | A |
| HCM 95th-tile Q | 2.1 | 1.2 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 80 | 113 | 0 | 5 | 139 | 162 | 5 | 0 | 5 | 101 | 0 | 50 |
| Future Vol, veh/h | 80 | 113 | 0 | 5 | 139 | 162 | 5 | 0 | 5 | 101 | 0 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 87 | 123 | 0 | 5 | 151 | 176 | 5 | 0 | 5 | 110 | 0 | 54 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 327 | 0 | 0 | 123 | 0 | 0 | 573 | 634 | 123 | 549 | 546 | 239 |
| Stage 1 | - | - | - | - | - | - | 297 | 297 | - | 249 | 249 | - |
| Stage 2 | - | - | - | - | - | - | 276 | 337 | - | 300 | 297 | - |
| 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 | 1233 | - | - | 1464 | - | - | 430 | 397 | 928 | 446 | 445 | 800 |
| Stage 1 | - | - | - | - | - | - | 712 | 668 | - | 755 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 641 | - | 709 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1233 | - | - | 1464 | - | - | 376 | 365 | 928 | 417 | 409 | 800 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 376 | 365 | - | 417 | 409 | - |
| Stage 1 | - | - | - | - | - | - | 658 | 617 | - | 698 | 698 | - |
| Stage 2 | - | - | - | - | - | - | 678 | 638 | - | 651 | 617 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 3.4 | | 0.1 | | 11.9 | | 15.8 | |
| HCM LOS | | | | | B | | C | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 535 | 1233 | - | - | 1464 | - | - | 496 |
| HCM Lane V/C Ratio | 0.02 | 0.071 | - | - | 0.004 | - | - | 0.331 |
| HCM Control Delay (s) | 11.9 | 8.1 | 0 | - | 7.5 | 0 | - | 15.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 1.4 |

Intersection

Int Delay, s/veh 1.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 183 | 10 | 5 | 179 | 10 | 10 | 10 | 10 | 5 | 5 | 5 |
| Future Vol, veh/h | 10 | 183 | 10 | 5 | 179 | 10 | 10 | 10 | 10 | 5 | 5 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 199 | 11 | 5 | 195 | 11 | 11 | 11 | 11 | 5 | 5 | 5 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 206 | 0 | 0 | 210 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1365 | - | - | 1361 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1365 | - | - | 1361 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.4 | 0.2 | 11.5 | 11.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 584 | 1365 | - | - | 1361 | - | - | 579 |
| HCM Lane V/C Ratio | 0.056 | 0.008 | - | - | 0.004 | - | - | 0.028 |
| HCM Control Delay (s) | 11.5 | 7.7 | 0 | - | 7.7 | 0 | - | 11.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 56 | 0 | 5 | 19 | 0 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 56 | 0 | 5 | 19 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 11 | 5 | 11 | 61 | 0 | 5 | 21 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 122 | 114 | 21 | 125 | 114 | 61 | 21 | 0 | 0 | 61 | 0 | 0 |
| Stage 1 | 31 | 31 | - | 83 | 83 | - | - | - | - | - | - | - |
| Stage 2 | 91 | 83 | - | 42 | 31 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 853 | 776 | 1056 | 849 | 776 | 1004 | 1595 | - | - | 1542 | - | - |
| Stage 1 | 986 | 869 | - | 925 | 826 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 826 | - | 972 | 869 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 833 | 768 | 1056 | 824 | 768 | 1004 | 1595 | - | - | 1542 | - | - |
| Mov Cap-2 Maneuver | 833 | 768 | - | 824 | 768 | - | - | - | - | - | - | - |
| Stage 1 | 979 | 866 | - | 919 | 820 | - | - | - | - | - | - | - |
| Stage 2 | 893 | 820 | - | 946 | 866 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.5 | | 9.4 | | 1.1 | | 1.5 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1595 | - | - | 833 | 824 | 833 | 1542 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.007 | 0.026 | 0.02 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.4 | 9.5 | 9.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 10 | 61 | 86 | 10 | 19 |
| Future Vol, veh/h | 24 | 10 | 61 | 86 | 10 | 19 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 11 | 66 | 93 | 11 | 21 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 156 | 113 | 0 | 0 | 159 |
| Stage 1 | 113 | - | - | - | - |
| Stage 2 | 43 | - | - | - | - |
| 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 | 835 | 940 | - | - | 1420 |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 979 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 828 | 940 | - | - | 1420 |
| Mov Cap-2 Maneuver | 828 | - | - | - | - |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 971 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.4 | 0 | 2.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 858 | 1420 |
| HCM Lane V/C Ratio | - | - | 0.043 | 0.008 |
| HCM Control Delay (s) | - | - | 9.4 | 7.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 137 | 5 | 0 | 38 |
| Future Vol, veh/h | 0 | 5 | 137 | 5 | 0 | 38 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 149 | 5 | 0 | 41 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 193 | 152 | 0 | 0 | 154 |
| Stage 1 | 152 | - | - | - | - |
| Stage 2 | 41 | - | - | - | - |
| 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 | 796 | 894 | - | - | 1426 |
| Stage 1 | 876 | - | - | - | - |
| Stage 2 | 981 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 796 | 894 | - | - | 1426 |
| Mov Cap-2 Maneuver | 796 | - | - | - | - |
| Stage 1 | 876 | - | - | - | - |
| Stage 2 | 981 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.1 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 894 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.006 | - |
| HCM Control Delay (s) | - | - | 9.1 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 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 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | 5 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 22 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 36 | 41 | 28 | 44 | 43 | 16 | 27 | 0 | 0 | 16 | 0 | 0 |
| Stage 1 | 25 | 25 | - | 16 | 16 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 16 | - | 28 | 27 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 970 | 851 | 1047 | 958 | 849 | 1063 | 1587 | - | - | 1602 | - | - |
| Stage 1 | 993 | 874 | - | 1004 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 882 | - | 989 | 873 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 970 | 847 | 1044 | 950 | 845 | 1058 | 1587 | - | - | 1594 | - | - |
| Mov Cap-2 Maneuver | 970 | 847 | - | 950 | 845 | - | - | - | - | - | - | - |
| Stage 1 | 993 | 874 | - | 999 | 878 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 878 | - | 986 | 873 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.8 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1587 | - | - | 970 | - | 1594 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.8 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 286 | 215 | 125 | 62 | 51 | 270 |
| Future Vol, veh/h | 286 | 215 | 125 | 62 | 51 | 270 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 311 | 234 | 136 | 67 | 55 | 293 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 203 | 0 | - | 0 | 1026 170 |
| Stage 1 | - | - | - | - | 170 - |
| Stage 2 | - | - | - | - | 856 - |
| 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 | 1369 | - | - | - | 260 874 |
| Stage 1 | - | - | - | - | 860 - |
| Stage 2 | - | - | - | - | 416 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1369 | - | - | - | 201 874 |
| Mov Cap-2 Maneuver | - | - | - | - | 318 - |
| Stage 1 | - | - | - | - | 665 - |
| Stage 2 | - | - | - | - | 416 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.8 | 0 | 15.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1369 | - | - | - | 684 |
| HCM Lane V/C Ratio | 0.227 | - | - | - | 0.51 |
| HCM Control Delay (s) | 8.4 | - | - | - | 15.6 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 2.9 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 15.8 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | ↗ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Vol, veh/h | 115 | 198 | 141 | 15 | 58 | 10 | 268 | 155 | 20 | 65 | 65 | 60 |
| Future Vol, veh/h | 115 | 198 | 141 | 15 | 58 | 10 | 268 | 155 | 20 | 65 | 65 | 60 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 125 | 215 | 153 | 16 | 63 | 11 | 291 | 168 | 22 | 71 | 71 | 65 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 14.1 | 13 | 19.3 | 13.2 |
| HCM LOS | B | B | C | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 21% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 89% | 0% | 100% | 0% | 79% | 0% | 0% | 52% |
| Vol Right, % | 0% | 11% | 0% | 0% | 100% | 0% | 100% | 0% | 48% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 268 | 175 | 115 | 198 | 141 | 73 | 10 | 65 | 125 |
| LT Vol | 268 | 0 | 115 | 0 | 0 | 15 | 0 | 65 | 0 |
| Through Vol | 0 | 155 | 0 | 198 | 0 | 58 | 0 | 0 | 65 |
| RT Vol | 0 | 20 | 0 | 0 | 141 | 0 | 10 | 0 | 60 |
| Lane Flow Rate | 291 | 190 | 125 | 215 | 153 | 79 | 11 | 71 | 136 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.625 | 0.377 | 0.274 | 0.441 | 0.284 | 0.189 | 0.023 | 0.166 | 0.287 |
| Departure Headway (Hd) | 7.724 | 7.136 | 7.887 | 7.377 | 6.663 | 8.569 | 7.74 | 8.464 | 7.612 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 469 | 504 | 456 | 489 | 539 | 418 | 462 | 424 | 471 |
| Service Time | 5.469 | 4.882 | 5.63 | 5.12 | 4.406 | 6.332 | 5.503 | 6.219 | 5.366 |
| HCM Lane V/C Ratio | 0.62 | 0.377 | 0.274 | 0.44 | 0.284 | 0.189 | 0.024 | 0.167 | 0.289 |
| HCM Control Delay | 22.6 | 14.2 | 13.6 | 15.8 | 12 | 13.3 | 10.7 | 12.9 | 13.4 |
| HCM Lane LOS | C | B | B | C | B | B | B | B | B |
| HCM 95th-tile Q | 4.2 | 1.7 | 1.1 | 2.2 | 1.2 | 0.7 | 0.1 | 0.6 | 1.2 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 49 | 101 | 150 | 245 | 5 |
| Future Vol, veh/h | 5 | 49 | 101 | 150 | 245 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 53 | 110 | 163 | 266 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 652 | 269 | 271 | 0 | - | 0 |
| Stage 1 | 269 | - | - | - | - | - |
| Stage 2 | 383 | - | - | - | - | - |
| 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 | 433 | 770 | 1292 | - | - | - |
| Stage 1 | 776 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 392 | 770 | 1292 | - | - | - |
| Mov Cap-2 Maneuver | 392 | - | - | - | - | - |
| Stage 1 | 703 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.6 | 3.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1292 | - | 707 | - | - |
| HCM Lane V/C Ratio | 0.085 | - | 0.083 | - | - |
| HCM Control Delay (s) | 8 | 0 | 10.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 0.3 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 19 | 5 | 5 | 150 | 240 | 56 |
| Future Vol, veh/h | 19 | 5 | 5 | 150 | 240 | 56 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 5 | 5 | 163 | 261 | 61 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 465 | 292 | 322 | 0 | - | 0 |
| Stage 1 | 292 | - | - | - | - | - |
| Stage 2 | 173 | - | - | - | - | - |
| 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 | 556 | 747 | 1238 | - | - | - |
| Stage 1 | 758 | - | - | - | - | - |
| Stage 2 | 857 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 554 | 747 | 1238 | - | - | - |
| Mov Cap-2 Maneuver | 554 | - | - | - | - | - |
| Stage 1 | 755 | - | - | - | - | - |
| Stage 2 | 857 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.4 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1238 | - | 586 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.045 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 11.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 9 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 251 | 30 | 40 | 144 | 20 |
| Future Vol, veh/h | 35 | 251 | 30 | 40 | 144 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 273 | 33 | 43 | 157 | 22 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9 | 8.4 | 9.4 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 88% | 0% | 43% |
| Vol Thru, % | 0% | 12% | 57% |
| Vol Right, % | 12% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 164 | 286 | 70 |
| LT Vol | 144 | 0 | 30 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 20 | 251 | 0 |
| Lane Flow Rate | 178 | 311 | 76 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.24 | 0.342 | 0.101 |
| Departure Headway (Hd) | 4.842 | 3.955 | 4.784 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 740 | 911 | 749 |
| Service Time | 2.879 | 1.972 | 2.814 |
| HCM Lane V/C Ratio | 0.241 | 0.341 | 0.101 |
| HCM Control Delay | 9.4 | 9 | 8.4 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.9 | 1.5 | 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 | 60 | 144 | 0 | 0 | 78 | 111 | 0 | 0 | 5 | 137 | 5 | 60 |
| Future Vol, veh/h | 60 | 144 | 0 | 0 | 78 | 111 | 0 | 0 | 5 | 137 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 157 | 0 | 0 | 85 | 121 | 0 | 0 | 5 | 149 | 5 | 65 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 206 | 0 | 0 | 157 | 0 | 0 | 468 | 493 | 157 | 436 | 433 | 146 |
| Stage 1 | - | - | - | - | - | - | 287 | 287 | - | 146 | 146 | - |
| Stage 2 | - | - | - | - | - | - | 181 | 206 | - | 290 | 287 | - |
| 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 | 1365 | - | - | 1423 | - | - | 505 | 477 | 889 | 531 | 516 | 901 |
| Stage 1 | - | - | - | - | - | - | 720 | 674 | - | 857 | 776 | - |
| Stage 2 | - | - | - | - | - | - | 821 | 731 | - | 718 | 674 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1365 | - | - | 1423 | - | - | 446 | 452 | 889 | 507 | 489 | 901 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 446 | 452 | - | 507 | 489 | - |
| Stage 1 | - | - | - | - | - | - | 683 | 639 | - | 812 | 776 | - |
| Stage 2 | - | - | - | - | - | - | 756 | 731 | - | 677 | 639 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|------|
| HCM Control Delay, s | 2.3 | 0 | 9.1 | 14.9 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 889 | 1365 | - | - | 1423 | - | - | 582 |
| HCM Lane V/C Ratio | 0.006 | 0.048 | - | - | - | - | - | 0.377 |
| HCM Control Delay (s) | 9.1 | 7.8 | 0 | - | 0 | - | - | 14.9 |
| HCM Lane LOS | A | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.8 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 184 | 10 | 10 | 123 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Future Vol, veh/h | 5 | 184 | 10 | 10 | 123 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 200 | 11 | 11 | 134 | 11 | 11 | 0 | 11 | 5 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 145 | 0 | 0 | 212 | 0 | 0 | 384 | 384 | 207 | 383 | 384 | 140 |
| Stage 1 | - | - | - | - | - | - | 217 | 217 | - | 162 | 162 | - |
| Stage 2 | - | - | - | - | - | - | 167 | 167 | - | 221 | 222 | - |
| 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 | 1437 | - | - | 1358 | - | - | 574 | 550 | 833 | 575 | 550 | 908 |
| Stage 1 | - | - | - | - | - | - | 785 | 723 | - | 840 | 764 | - |
| Stage 2 | - | - | - | - | - | - | 835 | 760 | - | 781 | 720 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1437 | - | - | 1357 | - | - | 561 | 542 | 832 | 562 | 542 | 908 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 561 | 542 | - | 562 | 542 | - |
| Stage 1 | - | - | - | - | - | - | 781 | 719 | - | 837 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 818 | 753 | - | 768 | 716 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|-----|--|--|
| HCM Control Delay, s | 0.2 | | | 0.5 | | | 10.6 | | | 9.9 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 670 | 1437 | - | - | 1357 | - | - | 753 |
| HCM Lane V/C Ratio | 0.032 | 0.004 | - | - | 0.008 | - | - | 0.022 |
| HCM Control Delay (s) | 10.6 | 7.5 | 0 | - | 7.7 | 0 | - | 9.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↔ | ↔ | | | ↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 14 | 0 | 0 | 56 | 5 |
| Future Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 14 | 0 | 0 | 56 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 11 | 5 | 5 | 5 | 0 | 5 | 15 | 0 | 0 | 61 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 92 | 89 | 64 | 97 | 91 | 15 | 66 | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 64 | 64 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 25 | - | 72 | 66 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 892 | 801 | 1000 | 885 | 799 | 1065 | 1536 | - | - | 1603 | - | - |
| Stage 1 | 947 | 842 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 989 | 874 | - | 938 | 840 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 886 | 799 | 1000 | 869 | 797 | 1065 | 1536 | - | - | 1603 | - | - |
| Mov Cap-2 Maneuver | 886 | 799 | - | 869 | 797 | - | - | - | - | - | - | - |
| Stage 1 | 944 | 842 | - | 990 | 871 | - | - | - | - | - | - | - |
| Stage 2 | 980 | 871 | - | 921 | 840 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|----|--|
| HCM Control Delay, s | 9.2 | | 9.4 | | 1.9 | | 0 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1536 | - | - | 886 | 856 | 831 | 1603 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.012 | 0.019 | 0.013 | - | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.1 | 9.3 | 9.4 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 5 | 19 | 29 | 5 | 56 |
| Future Vol, veh/h | 91 | 5 | 19 | 29 | 5 | 56 |
| Conflicting Peds, #/hr | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 5 | 21 | 32 | 5 | 61 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 109 | 37 | 0 | 0 | 53 |
| Stage 1 | 37 | - | - | - | - |
| Stage 2 | 72 | - | - | - | - |
| 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 | 888 | 1035 | - | - | 1553 |
| Stage 1 | 985 | - | - | - | - |
| Stage 2 | 951 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 884 | 1035 | - | - | 1553 |
| Mov Cap-2 Maneuver | 884 | - | - | - | - |
| Stage 1 | 985 | - | - | - | - |
| Stage 2 | 947 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 891 | 1553 |
| HCM Lane V/C Ratio | - | - | 0.117 | 0.003 |
| HCM Control Delay (s) | - | - | 9.6 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 10 | 38 | 5 | 5 | 142 |
| Future Vol, veh/h | 5 | 10 | 38 | 5 | 5 | 142 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 9 | 9 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 11 | 41 | 5 | 5 | 154 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 218 | 54 | 0 | 0 | 55 | 0 |
| Stage 1 | 53 | - | - | - | - | - |
| Stage 2 | 165 | - | - | - | - | - |
| 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 | 770 | 1013 | - | - | 1550 | - |
| Stage 1 | 970 | - | - | - | - | - |
| Stage 2 | 864 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 759 | 1003 | - | - | 1537 | - |
| Mov Cap-2 Maneuver | 759 | - | - | - | - | - |
| Stage 1 | 961 | - | - | - | - | - |
| Stage 2 | 860 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 9 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 906 | 1537 |
| HCM Lane V/C Ratio | - | - | 0.018 | 0.004 |
| HCM Control Delay (s) | - | - | 9 | 7.4 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 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 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 10 |
| Future Vol, veh/h | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 52 | 52 | 34 | 56 | 57 | 22 | 35 | 0 | 0 | 22 | 0 | 0 |
| Stage 1 | 30 | 30 | - | 22 | 22 | - | - | - | - | - | - | - |
| Stage 2 | 22 | 22 | - | 34 | 35 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 947 | 839 | 1039 | 941 | 834 | 1055 | 1576 | - | - | 1593 | - | - |
| Stage 1 | 987 | 870 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 982 | 866 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 945 | 837 | 1033 | 933 | 832 | 1055 | 1573 | - | - | 1593 | - | - |
| Mov Cap-2 Maneuver | 945 | 837 | - | 933 | 832 | - | - | - | - | - | - | - |
| Stage 1 | 985 | 868 | - | 996 | 877 | - | - | - | - | - | - | - |
| Stage 2 | 996 | 877 | - | 973 | 864 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.8 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1573 | - | - | 973 | - | 1593 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.017 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.8 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 9.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 285 | 205 | 175 | 61 | 72 | 296 |
| Future Vol, veh/h | 285 | 205 | 175 | 61 | 72 | 296 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 310 | 223 | 190 | 66 | 78 | 322 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 256 | 0 | - | 0 | 1066 223 |
| Stage 1 | - | - | - | - | 223 - |
| Stage 2 | - | - | - | - | 843 - |
| 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 | 1309 | - | - | - | 246 817 |
| Stage 1 | - | - | - | - | 814 - |
| Stage 2 | - | - | - | - | 422 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1309 | - | - | - | 188 817 |
| Mov Cap-2 Maneuver | - | - | - | - | 310 - |
| Stage 1 | - | - | - | - | 621 - |
| Stage 2 | - | - | - | - | 422 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 5 | 0 | 20.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1309 | - | - | - | 619 |
| HCM Lane V/C Ratio | 0.237 | - | - | - | 0.646 |
| HCM Control Delay (s) | 8.6 | - | - | - | 20.8 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 4.7 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 24.4 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | ↗ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Vol, veh/h | 90 | 273 | 203 | 15 | 238 | 70 | 176 | 90 | 15 | 85 | 105 | 100 |
| Future Vol, veh/h | 90 | 273 | 203 | 15 | 238 | 70 | 176 | 90 | 15 | 85 | 105 | 100 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 297 | 221 | 16 | 259 | 76 | 191 | 98 | 16 | 92 | 114 | 109 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 24.7 | 29.2 | 21.2 | 21.6 |
| HCM LOS | C | D | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|--------|-------|-------|-------|-------|-------|-------|--------|-------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 6% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 86% | 0% | 100% | 0% | 94% | 0% | 0% | 51% |
| Vol Right, % | 0% | 14% | 0% | 0% | 100% | 0% | 100% | 0% | 49% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 176 | 105 | 90 | 273 | 203 | 253 | 70 | 85 | 205 |
| LT Vol | 176 | 0 | 90 | 0 | 0 | 15 | 0 | 85 | 0 |
| Through Vol | 0 | 90 | 0 | 273 | 0 | 238 | 0 | 0 | 105 |
| RT Vol | 0 | 15 | 0 | 0 | 203 | 0 | 70 | 0 | 100 |
| Lane Flow Rate | 191 | 114 | 98 | 297 | 221 | 275 | 76 | 92 | 223 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.537 | 0.3 | 0.254 | 0.729 | 0.498 | 0.723 | 0.184 | 0.259 | 0.571 |
| Departure Headway (Hd) | 10.096 | 9.476 | 9.359 | 8.842 | 8.117 | 9.463 | 8.703 | 10.096 | 9.225 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 356 | 378 | 382 | 409 | 444 | 382 | 411 | 355 | 390 |
| Service Time | 7.885 | 7.264 | 7.138 | 6.62 | 5.895 | 7.248 | 6.488 | 7.884 | 7.012 |
| HCM Lane V/C Ratio | 0.537 | 0.302 | 0.257 | 0.726 | 0.498 | 0.72 | 0.185 | 0.259 | 0.572 |
| HCM Control Delay | 24.1 | 16.3 | 15.3 | 32.2 | 18.8 | 33.5 | 13.5 | 16.4 | 23.7 |
| HCM Lane LOS | C | C | C | D | C | D | B | C | C |
| HCM 95th-tile Q | 3 | 1.2 | 1 | 5.7 | 2.7 | 5.5 | 0.7 | 1 | 3.4 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 116 | 84 | 290 | 265 | 5 |
| Future Vol, veh/h | 0 | 116 | 84 | 290 | 265 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 126 | 91 | 315 | 288 | 5 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 788 | 291 | 293 | 0 | 0 |
| Stage 1 | 291 | - | - | - | - |
| Stage 2 | 497 | - | - | - | - |
| 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 | 360 | 748 | 1269 | - | - |
| Stage 1 | 759 | - | - | - | - |
| Stage 2 | 611 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 329 | 748 | 1269 | - | - |
| Mov Cap-2 Maneuver | 329 | - | - | - | - |
| Stage 1 | 693 | - | - | - | - |
| Stage 2 | 611 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.8 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1269 | - | 748 | - | - |
| HCM Lane V/C Ratio | 0.072 | - | 0.169 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 10.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 56 | 10 | 5 | 290 | 265 | 24 |
| Future Vol, veh/h | 56 | 10 | 5 | 290 | 265 | 24 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 61 | 11 | 5 | 315 | 288 | 26 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 626 | 301 | 314 | 0 | - | 0 |
| Stage 1 | 301 | - | - | - | - | - |
| Stage 2 | 325 | - | - | - | - | - |
| 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 | 448 | 739 | 1246 | - | - | - |
| Stage 1 | 751 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 446 | 739 | 1246 | - | - | - |
| Mov Cap-2 Maneuver | 446 | - | - | - | - | - |
| Stage 1 | 747 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.9 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1246 | - | 475 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.151 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 13.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.8 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 254 | 35 | 40 | 311 | 40 |
| Future Vol, veh/h | 35 | 254 | 35 | 40 | 311 | 40 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 276 | 38 | 43 | 338 | 43 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 10.5 | 9.2 | 13.4 |
| HCM LOS | B | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 89% | 0% | 47% |
| Vol Thru, % | 0% | 12% | 53% |
| Vol Right, % | 11% | 88% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 351 | 289 | 75 |
| LT Vol | 311 | 0 | 35 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 40 | 254 | 0 |
| Lane Flow Rate | 382 | 314 | 82 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.524 | 0.393 | 0.122 |
| Departure Headway (Hd) | 4.942 | 4.506 | 5.393 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 725 | 795 | 659 |
| Service Time | 3.017 | 2.563 | 3.478 |
| HCM Lane V/C Ratio | 0.527 | 0.395 | 0.124 |
| HCM Control Delay | 13.4 | 10.5 | 9.2 |
| HCM Lane LOS | B | B | A |
| HCM 95th-tile Q | 3.1 | 1.9 | 0.4 |

| 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 | 65 | 153 | 5 | 10 | 144 | 207 | 5 | 0 | 5 | 131 | 5 | 60 |
| Future Vol, veh/h | 65 | 153 | 5 | 10 | 144 | 207 | 5 | 0 | 5 | 131 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 71 | 166 | 5 | 11 | 157 | 225 | 5 | 0 | 5 | 142 | 5 | 65 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 382 | 0 | 0 | 171 | 0 | 0 | 638 | 715 | 169 | 605 | 605 | 270 |
| Stage 1 | - | - | - | - | - | - | 311 | 311 | - | 292 | 292 | - |
| Stage 2 | - | - | - | - | - | - | 327 | 404 | - | 313 | 313 | - |
| 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 | 1176 | - | - | 1406 | - | - | 389 | 356 | 875 | 410 | 412 | 769 |
| Stage 1 | - | - | - | - | - | - | 699 | 658 | - | 716 | 671 | - |
| Stage 2 | - | - | - | - | - | - | 686 | 599 | - | 698 | 657 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1176 | - | - | 1406 | - | - | 332 | 329 | 875 | 384 | 381 | 769 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 332 | 329 | - | 384 | 381 | - |
| Stage 1 | - | - | - | - | - | - | 652 | 614 | - | 668 | 664 | - |
| Stage 2 | - | - | - | - | - | - | 616 | 593 | - | 647 | 613 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 2.4 | | 0.2 | | 12.7 | | 19.8 | |
| HCM LOS | | | | | B | | C | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 481 | 1176 | - | - | 1406 | - | - | 453 |
| HCM Lane V/C Ratio | 0.023 | 0.06 | - | - | 0.008 | - | - | 0.47 |
| HCM Control Delay (s) | 12.7 | 8.3 | 0 | - | 7.6 | 0 | - | 19.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 2.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 15 | 203 | 15 | 15 | 189 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Future Vol, veh/h | 15 | 203 | 15 | 15 | 189 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 221 | 16 | 16 | 205 | 11 | 11 | 0 | 11 | 11 | 0 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 216 | 0 | 0 | 238 | 0 | 0 | 507 | 510 | 230 | 510 | 513 | 211 |
| Stage 1 | - | - | - | - | - | - | 262 | 262 | - | 243 | 243 | - |
| Stage 2 | - | - | - | - | - | - | 245 | 248 | - | 267 | 270 | - |
| 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 | 1354 | - | - | 1329 | - | - | 476 | 467 | 809 | 474 | 465 | 829 |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 761 | 705 | - |
| Stage 2 | - | - | - | - | - | - | 759 | 701 | - | 738 | 686 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1354 | - | - | 1328 | - | - | 462 | 453 | 808 | 458 | 452 | 829 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 462 | 453 | - | 458 | 452 | - |
| Stage 1 | - | - | - | - | - | - | 732 | 681 | - | 750 | 695 | - |
| Stage 2 | - | - | - | - | - | - | 743 | 691 | - | 718 | 676 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 0.5 | | 0.5 | | 11.4 | | 11.9 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 588 | 1354 | - | - | 1328 | - | - | 538 |
| HCM Lane V/C Ratio | 0.037 | 0.012 | - | - | 0.012 | - | - | 0.03 |
| HCM Control Delay (s) | 11.4 | 7.7 | 0 | - | 7.7 | 0 | - | 11.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 61 | 0 | 5 | 24 | 5 |
| Future Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 61 | 0 | 5 | 24 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 22 | 5 | 0 | 22 | 5 | 5 | 66 | 0 | 5 | 26 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 129 | 115 | 29 | 128 | 117 | 66 | 31 | 0 | 0 | 66 | 0 | 0 |
| Stage 1 | 39 | 39 | - | 76 | 76 | - | - | - | - | - | - | - |
| Stage 2 | 90 | 76 | - | 52 | 41 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 844 | 775 | 1046 | 845 | 773 | 998 | 1582 | - | - | 1536 | - | - |
| Stage 1 | 976 | 862 | - | 933 | 832 | - | - | - | - | - | - | - |
| Stage 2 | 917 | 832 | - | 961 | 861 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 818 | 770 | 1046 | 819 | 768 | 998 | 1582 | - | - | 1536 | - | - |
| Mov Cap-2 Maneuver | 818 | 770 | - | 819 | 768 | - | - | - | - | - | - | - |
| Stage 1 | 973 | 859 | - | 930 | 830 | - | - | - | - | - | - | - |
| Stage 2 | 885 | 830 | - | 929 | 858 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 9.6 | 9.6 | 0.6 | 1.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1582 | - | - | 818 | 813 | 805 | 1536 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.007 | 0.033 | 0.034 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.4 | 9.6 | 9.6 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 5 | 61 | 86 | 5 | 29 |
| Future Vol, veh/h | 34 | 5 | 61 | 86 | 5 | 29 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 5 | 66 | 93 | 5 | 32 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 155 | 115 | 0 | 0 | 159 |
| Stage 1 | 113 | - | - | - | - |
| Stage 2 | 42 | - | - | - | - |
| 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 | 836 | 937 | - | - | 1420 |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 980 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 833 | 935 | - | - | 1420 |
| Mov Cap-2 Maneuver | 833 | - | - | - | - |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 976 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.5 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 845 | 1420 |
| HCM Lane V/C Ratio | - | - | 0.05 | 0.004 |
| HCM Control Delay (s) | - | - | 9.5 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 142 | 0 | 10 | 53 |
| Future Vol, veh/h | 0 | 5 | 142 | 0 | 10 | 53 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 154 | 0 | 11 | 58 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 234 | 156 | 0 | 0 | 154 |
| Stage 1 | 154 | - | - | - | - |
| Stage 2 | 80 | - | - | - | - |
| 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 | 754 | 890 | - | - | 1426 |
| Stage 1 | 874 | - | - | - | - |
| Stage 2 | 943 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 748 | 888 | - | - | 1426 |
| Mov Cap-2 Maneuver | 748 | - | - | - | - |
| Stage 1 | 874 | - | - | - | - |
| Stage 2 | 935 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.1 | 0 | 1.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 888 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.006 | 0.008 |
| HCM Control Delay (s) | - | - | 9.1 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| 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 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 25 | 10 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 25 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 27 | 11 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 44 | 44 | 35 | 46 | 49 | 11 | 38 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 33 | 33 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 11 | - | 35 | 38 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 958 | 848 | 1038 | 955 | 843 | 1070 | 1572 | - | - | 1608 | - | - |
| Stage 1 | 983 | 868 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 981 | 863 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 958 | 848 | 1036 | 953 | 843 | 1070 | 1572 | - | - | 1608 | - | - |
| Mov Cap-2 Maneuver | 958 | 848 | - | 953 | 843 | - | - | - | - | - | - | - |
| Stage 1 | 983 | 868 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 979 | 863 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.8 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1572 | - | - | 958 | - | 1608 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.8 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 136 | 135 | 110 | 37 | 36 | 160 |
| Future Vol, veh/h | 136 | 135 | 110 | 37 | 36 | 160 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 148 | 147 | 120 | 40 | 39 | 174 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 160 | 0 | - | 0 | 583 140 |
| Stage 1 | - | - | - | - | 140 - |
| Stage 2 | - | - | - | - | 443 - |
| 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 | 1419 | - | - | - | 475 908 |
| Stage 1 | - | - | - | - | 887 - |
| Stage 2 | - | - | - | - | 647 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1419 | - | - | - | 426 908 |
| Mov Cap-2 Maneuver | - | - | - | - | 515 - |
| Stage 1 | - | - | - | - | 795 - |
| Stage 2 | - | - | - | - | 647 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 3.9 | 0 | 11.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1419 | - | - | - | 796 |
| HCM Lane V/C Ratio | 0.104 | - | - | - | 0.268 |
| HCM Control Delay (s) | 7.8 | - | - | - | 11.2 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 1.1 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.2 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | ↗ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Vol, veh/h | 55 | 158 | 121 | 10 | 63 | 15 | 163 | 75 | 15 | 50 | 55 | 30 |
| Future Vol, veh/h | 55 | 158 | 121 | 10 | 63 | 15 | 163 | 75 | 15 | 50 | 55 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 172 | 132 | 11 | 68 | 16 | 177 | 82 | 16 | 54 | 60 | 33 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 10.8 | 10.6 | 12.1 | 10.6 |
| HCM LOS | B | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 14% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 83% | 0% | 100% | 0% | 86% | 0% | 0% | 65% |
| Vol Right, % | 0% | 17% | 0% | 0% | 100% | 0% | 100% | 0% | 35% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 163 | 90 | 55 | 158 | 121 | 73 | 15 | 50 | 85 |
| LT Vol | 163 | 0 | 55 | 0 | 0 | 10 | 0 | 50 | 0 |
| Through Vol | 0 | 75 | 0 | 158 | 0 | 63 | 0 | 0 | 55 |
| RT Vol | 0 | 15 | 0 | 0 | 121 | 0 | 15 | 0 | 30 |
| Lane Flow Rate | 177 | 98 | 60 | 172 | 132 | 79 | 16 | 54 | 92 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.337 | 0.169 | 0.112 | 0.299 | 0.203 | 0.153 | 0.028 | 0.108 | 0.165 |
| Departure Headway (Hd) | 6.845 | 6.224 | 6.765 | 6.259 | 5.551 | 6.919 | 6.138 | 7.178 | 6.423 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 524 | 574 | 529 | 574 | 644 | 517 | 580 | 498 | 556 |
| Service Time | 4.601 | 3.98 | 4.518 | 4.012 | 3.304 | 4.688 | 3.906 | 4.943 | 4.188 |
| HCM Lane V/C Ratio | 0.338 | 0.171 | 0.113 | 0.3 | 0.205 | 0.153 | 0.028 | 0.108 | 0.165 |
| HCM Control Delay | 13.1 | 10.3 | 10.4 | 11.7 | 9.7 | 10.9 | 9.1 | 10.8 | 10.5 |
| HCM Lane LOS | B | B | B | B | A | B | A | B | B |
| HCM 95th-tile Q | 1.5 | 0.6 | 0.4 | 1.2 | 0.8 | 0.5 | 0.1 | 0.4 | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 39 | 91 | 85 | 175 | 0 |
| Future Vol, veh/h | 0 | 39 | 91 | 85 | 175 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 42 | 99 | 92 | 190 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 480 | 190 | 190 | 0 | - | 0 |
| Stage 1 | 190 | - | - | - | - | - |
| Stage 2 | 290 | - | - | - | - | - |
| 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 | 545 | 852 | 1384 | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 504 | 852 | 1384 | - | - | - |
| Mov Cap-2 Maneuver | 504 | - | - | - | - | - |
| Stage 1 | 779 | - | - | - | - | - |
| Stage 2 | 759 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.4 | 4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1384 | - | 852 | - | - |
| HCM Lane V/C Ratio | 0.071 | - | 0.05 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 9.4 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | W | W | |
| Traffic Vol, veh/h | 19 | 5 | 5 | 80 | 170 | 51 |
| Future Vol, veh/h | 19 | 5 | 5 | 80 | 170 | 51 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 5 | 5 | 87 | 185 | 55 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 310 | 213 | 240 | 0 | - | 0 |
| Stage 1 | 213 | - | - | - | - | - |
| Stage 2 | 97 | - | - | - | - | - |
| 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 | 682 | 827 | 1327 | - | - | - |
| Stage 1 | 823 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 679 | 827 | 1327 | - | - | - |
| Mov Cap-2 Maneuver | 679 | - | - | - | - | - |
| Stage 1 | 820 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.3 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1327 | - | 705 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.037 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 8 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 201 | 15 | 40 | 79 | 15 |
| Future Vol, veh/h | 30 | 201 | 15 | 40 | 79 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 218 | 16 | 43 | 86 | 16 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|----|-----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8 | 7.8 | 8.3 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 84% | 0% | 27% |
| Vol Thru, % | 0% | 13% | 73% |
| Vol Right, % | 16% | 87% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 94 | 231 | 55 |
| LT Vol | 79 | 0 | 15 |
| Through Vol | 0 | 30 | 40 |
| RT Vol | 15 | 201 | 0 |
| Lane Flow Rate | 102 | 251 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.129 | 0.254 | 0.074 |
| Departure Headway (Hd) | 4.538 | 3.636 | 4.469 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 779 | 969 | 806 |
| Service Time | 2.635 | 1.73 | 2.469 |
| HCM Lane V/C Ratio | 0.131 | 0.259 | 0.074 |
| HCM Control Delay | 8.3 | 8 | 7.8 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.4 | 1 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 55 | 79 | 0 | 5 | 58 | 51 | 0 | 0 | 5 | 147 | 0 | 70 |
| Future Vol, veh/h | 55 | 79 | 0 | 5 | 58 | 51 | 0 | 0 | 5 | 147 | 0 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 86 | 0 | 5 | 63 | 55 | 0 | 0 | 5 | 160 | 0 | 76 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 118 | 0 | 0 | 88 | 0 | 0 | 351 | 336 | 90 | 312 | 309 | 95 |
| Stage 1 | - | - | - | - | - | - | 208 | 208 | - | 101 | 101 | - |
| Stage 2 | - | - | - | - | - | - | 143 | 128 | - | 211 | 208 | - |
| 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 | 1470 | - | - | 1508 | - | - | 604 | 585 | 968 | 641 | 605 | 962 |
| Stage 1 | - | - | - | - | - | - | 794 | 730 | - | 905 | 811 | - |
| Stage 2 | - | - | - | - | - | - | 860 | 790 | - | 791 | 730 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1470 | - | - | 1505 | - | - | 533 | 556 | 964 | 613 | 575 | 958 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 533 | 556 | - | 613 | 575 | - |
| Stage 1 | - | - | - | - | - | - | 758 | 697 | - | 866 | 808 | - |
| Stage 2 | - | - | - | - | - | - | 786 | 787 | - | 751 | 697 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|------|--|
| HCM Control Delay, s | 3.1 | | 0.3 | | 8.8 | | 12.8 | |
| HCM LOS | | | | | A | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 964 | 1470 | - | - | 1505 | - | - | 694 |
| HCM Lane V/C Ratio | 0.006 | 0.041 | - | - | 0.004 | - | - | 0.34 |
| HCM Control Delay (s) | 8.8 | 7.6 | 0 | - | 7.4 | 0 | - | 12.8 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 119 | 5 | 0 | 113 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Future Vol, veh/h | 5 | 119 | 5 | 0 | 113 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 129 | 5 | 0 | 123 | 5 | 11 | 0 | 5 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 128 | 0 | 0 | 134 | 0 | 0 | 276 | 270 | 132 | 270 | 270 | 126 |
| Stage 1 | - | - | - | - | - | - | 142 | 142 | - | 126 | 126 | - |
| Stage 2 | - | - | - | - | - | - | 134 | 128 | - | 144 | 144 | - |
| 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 | 1458 | - | - | 1451 | - | - | 676 | 636 | 917 | 683 | 636 | 924 |
| Stage 1 | - | - | - | - | - | - | 861 | 779 | - | 878 | 792 | - |
| Stage 2 | - | - | - | - | - | - | 869 | 790 | - | 859 | 778 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1458 | - | - | 1451 | - | - | 662 | 633 | 917 | 677 | 633 | 924 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 662 | 633 | - | 677 | 633 | - |
| Stage 1 | - | - | - | - | - | - | 858 | 776 | - | 874 | 792 | - |
| Stage 2 | - | - | - | - | - | - | 853 | 790 | - | 850 | 775 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 0.3 | | | 0 | | | 10 | | | 9.8 | | |
| HCM LOS | | | | | | | B | | | A | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 730 | 1458 | - | - | 1451 | - | - | 766 |
| HCM Lane V/C Ratio | 0.022 | 0.004 | - | - | - | - | - | 0.028 |
| HCM Control Delay (s) | 10 | 7.5 | 0 | - | 0 | - | - | 9.8 |
| HCM Lane LOS | B | A | A | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 14 | 0 | 5 | 51 | 5 |
| Future Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 14 | 0 | 5 | 51 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 15 | 0 | 5 | 55 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 100 | 94 | 59 | 95 | 96 | 16 | 61 | 0 | 0 | 15 | 0 | 0 |
| Stage 1 | 69 | 69 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 31 | 25 | - | 70 | 71 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 881 | 796 | 1007 | 888 | 794 | 1063 | 1542 | - | - | 1603 | - | - |
| Stage 1 | 941 | 837 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 986 | 874 | - | 940 | 836 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 866 | 790 | 1006 | 879 | 788 | 1062 | 1541 | - | - | 1603 | - | - |
| Mov Cap-2 Maneuver | 866 | 790 | - | 879 | 788 | - | - | - | - | - | - | - |
| Stage 1 | 937 | 834 | - | 990 | 871 | - | - | - | - | - | - | - |
| Stage 2 | 971 | 871 | - | 931 | 833 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.4 | | 9 | | 1.9 | | 0.6 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1541 | - | - | 866 | 790 | 905 | 1603 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.006 | 0.007 | 0.012 | 0.003 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.2 | 9.6 | 9 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 81 | 5 | 14 | 24 | 0 | 51 |
| Future Vol, veh/h | 81 | 5 | 14 | 24 | 0 | 51 |
| Conflicting Peds, #/hr | 0 | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 88 | 5 | 15 | 26 | 0 | 55 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 83 | 29 | 0 | 0 | 41 |
| Stage 1 | 28 | - | - | - | - |
| Stage 2 | 55 | - | - | - | - |
| 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 | 919 | 1046 | - | - | 1568 |
| Stage 1 | 995 | - | - | - | - |
| Stage 2 | 968 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 919 | 1045 | - | - | 1568 |
| Mov Cap-2 Maneuver | 919 | - | - | - | - |
| Stage 1 | 995 | - | - | - | - |
| Stage 2 | 968 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.3 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 925 | 1568 |
| HCM Lane V/C Ratio | - | - | 0.101 | - |
| HCM Control Delay (s) | - | - | 9.3 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 33 | 0 | 5 | 127 |
| Future Vol, veh/h | 0 | 5 | 33 | 0 | 5 | 127 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 36 | 0 | 5 | 138 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 184 | 36 | 0 | 0 | 36 | 0 |
| Stage 1 | 36 | - | - | - | - | - |
| Stage 2 | 148 | - | - | - | - | - |
| 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 | 805 | 1037 | - | - | 1575 | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 880 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 803 | 1037 | - | - | 1575 | - |
| Mov Cap-2 Maneuver | 803 | - | - | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 877 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.5 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1037 | 1575 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.003 |
| HCM Control Delay (s) | - | - | 8.5 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 22 | 22 | 11 | 22 | 22 | 11 | 11 | 0 | 0 | 11 | 0 | 0 |
| Stage 1 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 11 | - | 11 | 11 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 990 | 872 | 1070 | 990 | 872 | 1070 | 1608 | - | - | 1608 | - | - |
| Mov Cap-2 Maneuver | 990 | 872 | - | 990 | 872 | - | - | - | - | - | - | - |
| Stage 1 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 886 | - | 1010 | 886 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|----|--|----|--|----|--|
| HCM Control Delay, s | 8.7 | | 0 | | 0 | | 0 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1608 | - | - | 990 | - | 1608 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 210 | 225 | 215 | 56 | 62 | 226 |
| Future Vol, veh/h | 210 | 225 | 215 | 56 | 62 | 226 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 228 | 245 | 234 | 61 | 67 | 246 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 295 | 0 | - | 0 | 966 265 |
| Stage 1 | - | - | - | - | 265 - |
| Stage 2 | - | - | - | - | 701 - |
| 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 | 1266 | - | - | - | 282 774 |
| Stage 1 | - | - | - | - | 779 - |
| Stage 2 | - | - | - | - | 492 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1266 | - | - | - | 231 774 |
| Mov Cap-2 Maneuver | - | - | - | - | 356 - |
| Stage 1 | - | - | - | - | 639 - |
| Stage 2 | - | - | - | - | 492 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.1 | 0 | 16.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1266 | - | - | - | 618 |
| HCM Lane V/C Ratio | 0.18 | - | - | - | 0.507 |
| HCM Control Delay (s) | 8.5 | - | - | - | 16.7 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 2.9 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 15.3 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | ↶ | | ↶ | ↶ | ↶ | ↷ | | ↶ | ↷ | |
| Traffic Vol, veh/h | 70 | 228 | 163 | 10 | 188 | 50 | 141 | 70 | 10 | 70 | 80 | 80 |
| Future Vol, veh/h | 70 | 228 | 163 | 10 | 188 | 50 | 141 | 70 | 10 | 70 | 80 | 80 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 248 | 177 | 11 | 204 | 54 | 153 | 76 | 11 | 76 | 87 | 87 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 15.2 | 16.4 | 14.9 | 14.5 |
| HCM LOS | C | C | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 5% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 88% | 0% | 100% | 0% | 95% | 0% | 0% | 50% |
| Vol Right, % | 0% | 12% | 0% | 0% | 100% | 0% | 100% | 0% | 50% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 141 | 80 | 70 | 228 | 163 | 198 | 50 | 70 | 160 |
| LT Vol | 141 | 0 | 70 | 0 | 0 | 10 | 0 | 70 | 0 |
| Through Vol | 0 | 70 | 0 | 228 | 0 | 188 | 0 | 0 | 80 |
| RT Vol | 0 | 10 | 0 | 0 | 163 | 0 | 50 | 0 | 80 |
| Lane Flow Rate | 153 | 87 | 76 | 248 | 177 | 215 | 54 | 76 | 174 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.364 | 0.192 | 0.168 | 0.513 | 0.331 | 0.476 | 0.109 | 0.181 | 0.371 |
| Departure Headway (Hd) | 8.544 | 7.945 | 7.956 | 7.445 | 6.73 | 7.965 | 7.221 | 8.549 | 7.681 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 420 | 450 | 450 | 483 | 533 | 452 | 495 | 418 | 466 |
| Service Time | 6.321 | 5.721 | 5.722 | 5.21 | 4.495 | 5.74 | 4.995 | 6.325 | 5.457 |
| HCM Lane V/C Ratio | 0.364 | 0.193 | 0.169 | 0.513 | 0.332 | 0.476 | 0.109 | 0.182 | 0.373 |
| HCM Control Delay | 16.2 | 12.6 | 12.3 | 17.9 | 12.8 | 17.8 | 10.9 | 13.2 | 15 |
| HCM Lane LOS | C | B | B | C | B | C | B | B | B |
| HCM 95th-tile Q | 1.6 | 0.7 | 0.6 | 2.9 | 1.4 | 2.5 | 0.4 | 0.7 | 1.7 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 111 | 49 | 240 | 185 | 10 |
| Future Vol, veh/h | 5 | 111 | 49 | 240 | 185 | 10 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 121 | 53 | 261 | 201 | 11 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 574 | 207 | 212 | 0 | 0 |
| Stage 1 | 207 | - | - | - | - |
| Stage 2 | 367 | - | - | - | - |
| 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 | 480 | 833 | 1358 | - | - |
| Stage 1 | 828 | - | - | - | - |
| Stage 2 | 701 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 458 | 833 | 1358 | - | - |
| Mov Cap-2 Maneuver | 458 | - | - | - | - |
| Stage 1 | 790 | - | - | - | - |
| Stage 2 | 701 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.3 | 1.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1358 | - | 805 | - | - |
| HCM Lane V/C Ratio | 0.039 | - | 0.157 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 66 | 5 | 0 | 230 | 180 | 24 |
| Future Vol, veh/h | 66 | 5 | 0 | 230 | 180 | 24 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 72 | 5 | 0 | 250 | 196 | 26 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 459 | 209 | 222 | 0 | - | 0 |
| Stage 1 | 209 | - | - | - | - | - |
| Stage 2 | 250 | - | - | - | - | - |
| 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 | 560 | 831 | 1347 | - | - | - |
| Stage 1 | 826 | - | - | - | - | - |
| Stage 2 | 792 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 560 | 831 | 1347 | - | - | - |
| Mov Cap-2 Maneuver | 560 | - | - | - | - | - |
| Stage 1 | 826 | - | - | - | - | - |
| Stage 2 | 792 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 12.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1347 | - | 573 | - | - |
| HCM Lane V/C Ratio | - | - | 0.135 | - | - |
| HCM Control Delay (s) | 0 | - | 12.3 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.2 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 55 | 169 | 25 | 30 | 271 | 25 |
| Future Vol, veh/h | 55 | 169 | 25 | 30 | 271 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 184 | 27 | 33 | 295 | 27 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.2 | 8.6 | 11.3 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 92% | 0% | 45% |
| Vol Thru, % | 0% | 25% | 55% |
| Vol Right, % | 8% | 75% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 296 | 224 | 55 |
| LT Vol | 271 | 0 | 25 |
| Through Vol | 0 | 55 | 30 |
| RT Vol | 25 | 169 | 0 |
| Lane Flow Rate | 322 | 243 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.424 | 0.295 | 0.085 |
| Departure Headway (Hd) | 4.749 | 4.367 | 5.114 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 756 | 823 | 698 |
| Service Time | 2.792 | 2.4 | 3.162 |
| HCM Lane V/C Ratio | 0.426 | 0.295 | 0.086 |
| HCM Control Delay | 11.3 | 9.2 | 8.6 |
| HCM Lane LOS | B | A | A |
| HCM 95th-tile Q | 2.1 | 1.2 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 80 | 113 | 0 | 5 | 139 | 162 | 5 | 0 | 5 | 101 | 0 | 50 |
| Future Vol, veh/h | 80 | 113 | 0 | 5 | 139 | 162 | 5 | 0 | 5 | 101 | 0 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 87 | 123 | 0 | 5 | 151 | 176 | 5 | 0 | 5 | 110 | 0 | 54 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 327 | 0 | 0 | 123 | 0 | 0 | 573 | 634 | 123 | 549 | 546 | 239 |
| Stage 1 | - | - | - | - | - | - | 297 | 297 | - | 249 | 249 | - |
| Stage 2 | - | - | - | - | - | - | 276 | 337 | - | 300 | 297 | - |
| 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 | 1233 | - | - | 1464 | - | - | 430 | 397 | 928 | 446 | 445 | 800 |
| Stage 1 | - | - | - | - | - | - | 712 | 668 | - | 755 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 641 | - | 709 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1233 | - | - | 1464 | - | - | 376 | 365 | 928 | 417 | 409 | 800 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 376 | 365 | - | 417 | 409 | - |
| Stage 1 | - | - | - | - | - | - | 658 | 617 | - | 698 | 698 | - |
| Stage 2 | - | - | - | - | - | - | 678 | 638 | - | 651 | 617 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 3.4 | | 0.1 | | 11.9 | | 15.8 | |
| HCM LOS | | | | | B | | C | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 535 | 1233 | - | - | 1464 | - | - | 496 |
| HCM Lane V/C Ratio | 0.02 | 0.071 | - | - | 0.004 | - | - | 0.331 |
| HCM Control Delay (s) | 11.9 | 8.1 | 0 | - | 7.5 | 0 | - | 15.8 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 1.4 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 183 | 10 | 5 | 179 | 10 | 10 | 10 | 10 | 5 | 5 | 5 |
| Future Vol, veh/h | 10 | 183 | 10 | 5 | 179 | 10 | 10 | 10 | 10 | 5 | 5 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 199 | 11 | 5 | 195 | 11 | 11 | 11 | 11 | 5 | 5 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 206 | 0 | 0 | 210 | 0 | 0 | 443 | 443 | 205 | 449 | 443 | 201 |
| Stage 1 | - | - | - | - | - | - | 227 | 227 | - | 211 | 211 | - |
| Stage 2 | - | - | - | - | - | - | 216 | 216 | - | 238 | 232 | - |
| 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 | 1365 | - | - | 1361 | - | - | 525 | 509 | 836 | 520 | 509 | 840 |
| Stage 1 | - | - | - | - | - | - | 776 | 716 | - | 791 | 728 | - |
| Stage 2 | - | - | - | - | - | - | 786 | 724 | - | 765 | 713 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1365 | - | - | 1361 | - | - | 512 | 502 | 836 | 500 | 502 | 840 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 512 | 502 | - | 500 | 502 | - |
| Stage 1 | - | - | - | - | - | - | 769 | 710 | - | 784 | 725 | - |
| Stage 2 | - | - | - | - | - | - | 772 | 721 | - | 737 | 707 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.4 | | | 0.2 | | | 11.5 | | | 11.4 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 584 | 1365 | - | - | 1361 | - | - | 579 |
| HCM Lane V/C Ratio | 0.056 | 0.008 | - | - | 0.004 | - | - | 0.028 |
| HCM Control Delay (s) | 11.5 | 7.7 | 0 | - | 7.7 | 0 | - | 11.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 56 | 0 | 5 | 19 | 0 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 56 | 0 | 5 | 19 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 11 | 5 | 11 | 61 | 0 | 5 | 21 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 122 | 114 | 21 | 125 | 114 | 61 | 21 | 0 | 0 | 61 | 0 | 0 |
| Stage 1 | 31 | 31 | - | 83 | 83 | - | - | - | - | - | - | - |
| Stage 2 | 91 | 83 | - | 42 | 31 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 853 | 776 | 1056 | 849 | 776 | 1004 | 1595 | - | - | 1542 | - | - |
| Stage 1 | 986 | 869 | - | 925 | 826 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 826 | - | 972 | 869 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 833 | 768 | 1056 | 824 | 768 | 1004 | 1595 | - | - | 1542 | - | - |
| Mov Cap-2 Maneuver | 833 | 768 | - | 824 | 768 | - | - | - | - | - | - | - |
| Stage 1 | 979 | 866 | - | 919 | 820 | - | - | - | - | - | - | - |
| Stage 2 | 893 | 820 | - | 946 | 866 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 9.5 | 9.4 | 1.1 | 1.5 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1595 | - | - | 833 | 824 | 833 | 1542 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.007 | 0.026 | 0.02 | 0.004 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.4 | 9.5 | 9.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 10 | 61 | 86 | 10 | 19 |
| Future Vol, veh/h | 24 | 10 | 61 | 86 | 10 | 19 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 11 | 66 | 93 | 11 | 21 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 156 | 113 | 0 | 0 | 159 |
| Stage 1 | 113 | - | - | - | - |
| Stage 2 | 43 | - | - | - | - |
| 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 | 835 | 940 | - | - | 1420 |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 979 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 828 | 940 | - | - | 1420 |
| Mov Cap-2 Maneuver | 828 | - | - | - | - |
| Stage 1 | 912 | - | - | - | - |
| Stage 2 | 971 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.4 | 0 | 2.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 858 | 1420 |
| HCM Lane V/C Ratio | - | - | 0.043 | 0.008 |
| HCM Control Delay (s) | - | - | 9.4 | 7.6 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 137 | 5 | 0 | 38 |
| Future Vol, veh/h | 0 | 5 | 137 | 5 | 0 | 38 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 149 | 5 | 0 | 41 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 193 | 152 | 0 | 0 | 154 |
| Stage 1 | 152 | - | - | - | - |
| Stage 2 | 41 | - | - | - | - |
| 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 | 796 | 894 | - | - | 1426 |
| Stage 1 | 876 | - | - | - | - |
| Stage 2 | 981 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 796 | 894 | - | - | 1426 |
| Mov Cap-2 Maneuver | 796 | - | - | - | - |
| Stage 1 | 876 | - | - | - | - |
| Stage 2 | 981 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.1 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 894 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.006 | - |
| HCM Control Delay (s) | - | - | 9.1 | 0 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 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 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | 5 |
| Future Vol, veh/h | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 22 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 36 | 41 | 28 | 44 | 43 | 16 | 27 | 0 | 0 | 16 | 0 | 0 |
| Stage 1 | 25 | 25 | - | 16 | 16 | - | - | - | - | - | - | - |
| Stage 2 | 11 | 16 | - | 28 | 27 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 970 | 851 | 1047 | 958 | 849 | 1063 | 1587 | - | - | 1602 | - | - |
| Stage 1 | 993 | 874 | - | 1004 | 882 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 882 | - | 989 | 873 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 970 | 847 | 1044 | 950 | 845 | 1058 | 1587 | - | - | 1594 | - | - |
| Mov Cap-2 Maneuver | 970 | 847 | - | 950 | 845 | - | - | - | - | - | - | - |
| Stage 1 | 993 | 874 | - | 999 | 878 | - | - | - | - | - | - | - |
| Stage 2 | 1010 | 878 | - | 986 | 873 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|----|----|
| HCM Control Delay, s | 8.8 | 0 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1587 | - | - | 970 | - | 1594 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 8.8 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 333 | 215 | 125 | 75 | 61 | 304 |
| Future Vol, veh/h | 333 | 215 | 125 | 75 | 61 | 304 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 362 | 234 | 136 | 82 | 66 | 330 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 218 | 0 | - | 0 | 1135 177 |
| Stage 1 | - | - | - | - | 177 - |
| Stage 2 | - | - | - | - | 958 - |
| 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 | 1352 | - | - | - | 224 866 |
| Stage 1 | - | - | - | - | 854 - |
| Stage 2 | - | - | - | - | 373 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1352 | - | - | - | 164 866 |
| Mov Cap-2 Maneuver | - | - | - | - | 281 - |
| Stage 1 | - | - | - | - | 625 - |
| Stage 2 | - | - | - | - | 373 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 5.2 | 0 | 19.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1352 | - | - | - | 642 |
| HCM Lane V/C Ratio | 0.268 | - | - | - | 0.618 |
| HCM Control Delay (s) | 8.6 | - | - | - | 19.2 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 1.1 | - | - | - | 4.3 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 21.2 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | ↗ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Vol, veh/h | 115 | 218 | 185 | 15 | 85 | 10 | 328 | 155 | 20 | 65 | 65 | 60 |
| Future Vol, veh/h | 115 | 218 | 185 | 15 | 85 | 10 | 328 | 155 | 20 | 65 | 65 | 60 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 125 | 237 | 201 | 16 | 92 | 11 | 357 | 168 | 22 | 71 | 71 | 65 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 16.4 | 15.1 | 30.1 | 14.6 |
| HCM LOS | C | C | D | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 15% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 89% | 0% | 100% | 0% | 85% | 0% | 0% | 52% |
| Vol Right, % | 0% | 11% | 0% | 0% | 100% | 0% | 100% | 0% | 48% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 328 | 175 | 115 | 218 | 185 | 100 | 10 | 65 | 125 |
| LT Vol | 328 | 0 | 115 | 0 | 0 | 15 | 0 | 65 | 0 |
| Through Vol | 0 | 155 | 0 | 218 | 0 | 85 | 0 | 0 | 65 |
| RT Vol | 0 | 20 | 0 | 0 | 185 | 0 | 10 | 0 | 60 |
| Lane Flow Rate | 357 | 190 | 125 | 237 | 201 | 109 | 11 | 71 | 136 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.811 | 0.402 | 0.291 | 0.518 | 0.4 | 0.277 | 0.025 | 0.18 | 0.314 |
| Departure Headway (Hd) | 8.19 | 7.601 | 8.383 | 7.871 | 7.154 | 9.165 | 8.36 | 9.174 | 8.317 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 442 | 472 | 428 | 457 | 501 | 390 | 426 | 389 | 431 |
| Service Time | 5.962 | 5.372 | 6.154 | 5.642 | 4.925 | 6.962 | 6.157 | 6.965 | 6.107 |
| HCM Lane V/C Ratio | 0.808 | 0.403 | 0.292 | 0.519 | 0.401 | 0.279 | 0.026 | 0.183 | 0.316 |
| HCM Control Delay | 37.9 | 15.4 | 14.6 | 18.9 | 14.7 | 15.5 | 11.4 | 14 | 14.9 |
| HCM Lane LOS | E | C | B | C | B | C | B | B | B |
| HCM 95th-tile Q | 7.5 | 1.9 | 1.2 | 2.9 | 1.9 | 1.1 | 0.1 | 0.6 | 1.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 112 | 176 | 150 | 245 | 5 |
| Future Vol, veh/h | 5 | 112 | 176 | 150 | 245 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 122 | 191 | 163 | 266 | 5 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 814 | 269 | 271 | 0 | 0 |
| Stage 1 | 269 | - | - | - | - |
| Stage 2 | 545 | - | - | - | - |
| 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 | 347 | 770 | 1292 | - | - |
| Stage 1 | 776 | - | - | - | - |
| Stage 2 | 581 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 290 | 770 | 1292 | - | - |
| Mov Cap-2 Maneuver | 290 | - | - | - | - |
| Stage 1 | 650 | - | - | - | - |
| Stage 2 | 581 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.1 | 4.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1292 | - | 719 | - | - |
| HCM Lane V/C Ratio | 0.148 | - | 0.177 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 11.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.6 | - | - |




| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 53 | 5 | 5 | 150 | 240 | 103 |
| Future Vol, veh/h | 53 | 5 | 5 | 150 | 240 | 103 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 5 | 5 | 163 | 261 | 112 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 490 | 317 | 373 | 0 | - | 0 |
| Stage 1 | 317 | - | - | - | - | - |
| Stage 2 | 173 | - | - | - | - | - |
| 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 | 537 | 724 | 1185 | - | - | - |
| Stage 1 | 738 | - | - | - | - | - |
| Stage 2 | 857 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 534 | 724 | 1185 | - | - | - |
| Mov Cap-2 Maneuver | 534 | - | - | - | - | - |
| Stage 1 | 734 | - | - | - | - | - |
| Stage 2 | 857 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.5 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1185 | - | 546 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.115 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 12.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.8 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|---|------|------|---|---|------|
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 35 | 298 | 30 | 40 | 178 | 20 |
| Future Vol, veh/h | 35 | 298 | 30 | 40 | 178 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 324 | 33 | 43 | 193 | 22 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.9 | 8.6 | 10.1 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 90% | 0% | 43% |
| Vol Thru, % | 0% | 11% | 57% |
| Vol Right, % | 10% | 89% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 198 | 333 | 70 |
| LT Vol | 178 | 0 | 30 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 20 | 298 | 0 |
| Lane Flow Rate | 215 | 362 | 76 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.297 | 0.408 | 0.105 |
| Departure Headway (Hd) | 4.974 | 4.054 | 4.955 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 719 | 887 | 721 |
| Service Time | 3.027 | 2.08 | 2.998 |
| HCM Lane V/C Ratio | 0.299 | 0.408 | 0.105 |
| HCM Control Delay | 10.1 | 9.9 | 8.6 |
| HCM Lane LOS | B | A | A |
| HCM 95th-tile Q | 1.2 | 2 | 0.4 |

| 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 | 60 | 178 | 0 | 0 | 102 | 121 | 0 | 0 | 5 | 150 | 5 | 60 |
| Future Vol, veh/h | 60 | 178 | 0 | 0 | 102 | 121 | 0 | 0 | 5 | 150 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 193 | 0 | 0 | 111 | 132 | 0 | 0 | 5 | 163 | 5 | 65 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 243 | 0 | 0 | 193 | 0 | 0 | 535 | 566 | 193 | 503 | 500 | 177 |
| Stage 1 | - | - | - | - | - | - | 323 | 323 | - | 177 | 177 | - |
| Stage 2 | - | - | - | - | - | - | 212 | 243 | - | 326 | 323 | - |
| 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 | 1323 | - | - | 1380 | - | - | 456 | 434 | 849 | 479 | 473 | 866 |
| Stage 1 | - | - | - | - | - | - | 689 | 650 | - | 825 | 753 | - |
| Stage 2 | - | - | - | - | - | - | 790 | 705 | - | 687 | 650 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1323 | - | - | 1380 | - | - | 400 | 410 | 849 | 456 | 447 | 866 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 400 | 410 | - | 456 | 447 | - |
| Stage 1 | - | - | - | - | - | - | 651 | 614 | - | 780 | 753 | - |
| Stage 2 | - | - | - | - | - | - | 725 | 705 | - | 645 | 614 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|----|--|-----|--|------|--|
| HCM Control Delay, s | 2 | | 0 | | 9.3 | | 17.2 | |
| HCM LOS | | | | | A | | C | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 849 | 1323 | - | - | 1380 | - | - | 525 |
| HCM Lane V/C Ratio | 0.006 | 0.049 | - | - | - | - | - | 0.445 |
| HCM Control Delay (s) | 9.3 | 7.9 | 0 | - | 0 | - | - | 17.2 |
| HCM Lane LOS | A | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0 | - | - | 2.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 218 | 10 | 10 | 147 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Future Vol, veh/h | 5 | 218 | 10 | 10 | 147 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 237 | 11 | 11 | 160 | 11 | 11 | 0 | 11 | 5 | 0 | 11 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 171 | 0 | 0 | 249 | 0 | 0 | 447 | 447 | 244 | 446 | 447 | 166 |
| Stage 1 | - | - | - | - | - | - | 254 | 254 | - | 188 | 188 | - |
| Stage 2 | - | - | - | - | - | - | 193 | 193 | - | 258 | 259 | - |
| 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 | 1406 | - | - | 1317 | - | - | 522 | 506 | 795 | 523 | 506 | 878 |
| Stage 1 | - | - | - | - | - | - | 750 | 697 | - | 814 | 745 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 741 | - | 747 | 694 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1406 | - | - | 1316 | - | - | 510 | 499 | 794 | 511 | 499 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 510 | 499 | - | 511 | 499 | - |
| Stage 1 | - | - | - | - | - | - | 746 | 694 | - | 811 | 738 | - |
| Stage 2 | - | - | - | - | - | - | 792 | 734 | - | 734 | 691 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|----|--|------|--|
| HCM Control Delay, s | 0.2 | | 0.5 | | 11 | | 10.2 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 621 | 1406 | - | - | 1316 | - | - | 708 |
| HCM Lane V/C Ratio | 0.035 | 0.004 | - | - | 0.008 | - | - | 0.023 |
| HCM Control Delay (s) | 11 | 7.6 | 0 | - | 7.8 | 0 | - | 10.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 48 | 0 | 0 | 103 | 5 |
| Future Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 48 | 0 | 0 | 103 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 11 | 5 | 5 | 5 | 0 | 5 | 52 | 0 | 0 | 112 | 5 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|-------|--------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 180 | 177 | 115 | 185 | 179 | 52 | 117 | 0 | 0 | 52 | 0 | 0 |
| Stage 1 | 115 | 115 | - | 62 | 62 | - | - | - | - | - | - | - |
| Stage 2 | 65 | 62 | - | 123 | 117 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 782 | 717 | 937 | 776 | 715 | 1016 | 1471 | - | - | 1554 | - | - |
| Stage 1 | 890 | 800 | - | 949 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 946 | 843 | - | 881 | 799 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 775 | 714 | 937 | 760 | 712 | 1016 | 1471 | - | - | 1554 | - | - |
| Mov Cap-2 Maneuver | 775 | 714 | - | 760 | 712 | - | - | - | - | - | - | - |
| Stage 1 | 886 | 800 | - | 945 | 840 | - | - | - | - | - | - | - |
| Stage 2 | 936 | 840 | - | 864 | 799 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|----|
| HCM Control Delay, s | 9.7 | 10 | 0.7 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1471 | - | - | 775 | 776 | 735 | 1554 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.014 | 0.021 | 0.015 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.7 | 9.7 | 10 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 166 | 5 | 53 | 92 | 5 | 103 |
| Future Vol, veh/h | 166 | 5 | 53 | 92 | 5 | 103 |
| Conflicting Peds, #/hr | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 180 | 5 | 58 | 100 | 5 | 112 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 231 | 108 | 0 | 0 | 158 |
| Stage 1 | 108 | - | - | - | - |
| Stage 2 | 123 | - | - | - | - |
| 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 | 757 | 946 | - | - | 1422 |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 902 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 753 | 946 | - | - | 1422 |
| Mov Cap-2 Maneuver | 753 | - | - | - | - |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 897 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.3 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 758 | 1422 |
| HCM Lane V/C Ratio | - | - | 0.245 | 0.004 |
| HCM Control Delay (s) | - | - | 11.3 | 7.5 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 22 | 122 | 5 | 110 | 159 |
| Future Vol, veh/h | 5 | 22 | 122 | 5 | 110 | 159 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 9 | 9 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 24 | 133 | 5 | 120 | 173 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 559 | 146 | 0 | 0 | 147 |
| Stage 1 | 145 | - | - | - | - |
| Stage 2 | 414 | - | - | - | - |
| 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 | 490 | 901 | - | - | 1435 |
| Stage 1 | 882 | - | - | - | - |
| Stage 2 | 667 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 440 | 892 | - | - | 1423 |
| Mov Cap-2 Maneuver | 440 | - | - | - | - |
| Stage 1 | 874 | - | - | - | - |
| Stage 2 | 604 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 10 | 0 | 3.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 749 | 1423 |
| HCM Lane V/C Ratio | - | - | 0.039 | 0.084 |
| HCM Control Delay (s) | - | - | 10 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 0 | 5 | 0 | 0 | 7 | 0 | 25 | 0 | 7 | 25 | 12 |
| Future Vol, veh/h | 12 | 0 | 5 | 0 | 0 | 7 | 0 | 25 | 0 | 7 | 25 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 0 | 5 | 0 | 0 | 8 | 0 | 27 | 0 | 8 | 27 | 13 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 83 | 79 | 40 | 83 | 85 | 27 | 42 | 0 | 0 | 27 | 0 | 0 |
| Stage 1 | 52 | 52 | - | 27 | 27 | - | - | - | - | - | - | - |
| Stage 2 | 31 | 27 | - | 56 | 58 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 904 | 811 | 1031 | 904 | 805 | 1048 | 1567 | - | - | 1587 | - | - |
| Stage 1 | 961 | 852 | - | 990 | 873 | - | - | - | - | - | - | - |
| Stage 2 | 986 | 873 | - | 956 | 847 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 892 | 805 | 1025 | 892 | 799 | 1048 | 1564 | - | - | 1587 | - | - |
| Mov Cap-2 Maneuver | 892 | 805 | - | 892 | 799 | - | - | - | - | - | - | - |
| Stage 1 | 959 | 846 | - | 990 | 873 | - | - | - | - | - | - | - |
| Stage 2 | 979 | 873 | - | 943 | 841 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|-----|--|----|--|-----|--|
| HCM Control Delay, s | 9 | | 8.5 | | 0 | | 1.2 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1564 | - | - | 927 | 1048 | 1587 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.02 | 0.007 | 0.005 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9 | 8.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 50 | 9 | 18 | 6 | 1 |
| Future Vol, veh/h | 10 | 50 | 9 | 18 | 6 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 54 | 10 | 20 | 7 | 1 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 65 | 0 | 78 | 38 |
| Stage 1 | - | - | - | - | 38 | - |
| Stage 2 | - | - | - | - | 40 | - |
| 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 | - | - | 1537 | - | 925 | 1034 |
| Stage 1 | - | - | - | - | 984 | - |
| Stage 2 | - | - | - | - | 982 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1537 | - | 919 | 1034 |
| Mov Cap-2 Maneuver | - | - | - | - | 919 | - |
| Stage 1 | - | - | - | - | 984 | - |
| Stage 2 | - | - | - | - | 975 | - |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 2.5 | | 8.9 | |
| HCM LOS | | | | | A | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 934 | - | - | 1537 | - | |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.006 | - | |
| HCM Control Delay (s) | 8.9 | - | - | 7.4 | 0 | |
| HCM Lane LOS | A | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 55 | 3 | 21 | 6 | 0 |
| Future Vol, veh/h | 60 | 55 | 3 | 21 | 6 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 60 | 3 | 23 | 7 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 125 | 0 | 124 |
| Stage 1 | - | - | - | - | 95 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1462 | - | 871 |
| Stage 1 | - | - | - | - | 929 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1462 | - | 869 |
| Mov Cap-2 Maneuver | - | - | - | - | 869 |
| Stage 1 | - | - | - | - | 929 |
| Stage 2 | - | - | - | - | 992 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 0.9 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 869 | - | - | 1462 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.002 | - |
| HCM Control Delay (s) | 9.2 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 144 | 269 | 1 |
| Future Vol, veh/h | 1 | 0 | 0 | 144 | 269 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 157 | 292 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 450 | 293 | 293 | 0 | - | 0 |
| Stage 1 | 293 | - | - | - | - | - |
| Stage 2 | 157 | - | - | - | - | - |
| 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 | 567 | 746 | 1269 | - | - | - |
| Stage 1 | 757 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 567 | 746 | 1269 | - | - | - |
| Mov Cap-2 Maneuver | 567 | - | - | - | - | - |
| Stage 1 | 757 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1269 | - | 567 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.4 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 65 | 0 | 0 | 0 | 0 | 20 | 0 | 44 | 0 | 31 | 44 | 90 |
| Future Vol, veh/h | 65 | 0 | 0 | 0 | 0 | 20 | 0 | 44 | 0 | 31 | 44 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 71 | 0 | 0 | 0 | 0 | 22 | 0 | 48 | 0 | 34 | 48 | 98 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 224 | 213 | 97 | 213 | 262 | 48 | 146 | 0 | 0 | 48 | 0 | 0 |
| Stage 1 | 165 | 165 | - | 48 | 48 | - | - | - | - | - | - | - |
| Stage 2 | 59 | 48 | - | 165 | 214 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 732 | 684 | 959 | 744 | 643 | 1021 | 1436 | - | - | 1559 | - | - |
| Stage 1 | 837 | 762 | - | 965 | 855 | - | - | - | - | - | - | - |
| Stage 2 | 953 | 855 | - | 837 | 725 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 703 | 668 | 959 | 731 | 628 | 1021 | 1436 | - | - | 1559 | - | - |
| Mov Cap-2 Maneuver | 703 | 668 | - | 731 | 628 | - | - | - | - | - | - | - |
| Stage 1 | 837 | 744 | - | 965 | 855 | - | - | - | - | - | - | - |
| Stage 2 | 933 | 855 | - | 817 | 708 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|-----|--|----|--|-----|--|
| HCM Control Delay, s | 10.7 | | 8.6 | | 0 | | 1.4 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1436 | - | - | 703 | 1021 | 1559 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.101 | 0.021 | 0.022 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.7 | 8.6 | 7.4 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 22 | 0 | 3 | 27 |
| Future Vol, veh/h | 0 | 3 | 22 | 0 | 3 | 27 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 24 | 0 | 3 | 29 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 59 | 24 | 0 | 0 | 24 | 0 |
| Stage 1 | 24 | - | - | - | - | - |
| Stage 2 | 35 | - | - | - | - | - |
| 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 | 948 | 1052 | - | - | 1591 | - |
| Stage 1 | 999 | - | - | - | - | - |
| Stage 2 | 987 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 946 | 1052 | - | - | 1591 | - |
| Mov Cap-2 Maneuver | 946 | - | - | - | - | - |
| Stage 1 | 999 | - | - | - | - | - |
| Stage 2 | 985 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1052 | 1591 |
| HCM Lane V/C Ratio | - | - | 0.003 | 0.002 |
| HCM Control Delay (s) | - | - | 8.4 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 11.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 316 | 205 | 175 | 70 | 82 | 330 |
| Future Vol, veh/h | 316 | 205 | 175 | 70 | 82 | 330 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 343 | 223 | 190 | 76 | 89 | 359 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 266 | 0 | 0 1137 228 |
| Stage 1 | - | - | - 228 - |
| Stage 2 | - | - | - 909 - |
| 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 | 1298 | - | - 223 811 |
| Stage 1 | - | - | - 810 - |
| Stage 2 | - | - | - 393 - |
| Platoon blocked, % | | - | - - |
| Mov Cap-1 Maneuver | 1298 | - | - 164 811 |
| Mov Cap-2 Maneuver | - | - | - 286 - |
| Stage 1 | - | - | - 596 - |
| Stage 2 | - | - | - 393 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 5.3 | 0 | 27.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1298 | - | - | - | 594 |
| HCM Lane V/C Ratio | 0.265 | - | - | - | 0.754 |
| HCM Control Delay (s) | 8.8 | - | - | - | 27.3 |
| HCM Lane LOS | A | - | - | - | D |
| HCM 95th %tile Q(veh) | 1.1 | - | - | - | 6.7 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 33.4 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↙ | ↑ | ↘ | | ↙ | ↘ | ↙ | ↘ | | ↙ | ↘ | |
| Traffic Vol, veh/h | 90 | 292 | 247 | 15 | 256 | 70 | 216 | 90 | 15 | 85 | 105 | 100 |
| Future Vol, veh/h | 90 | 292 | 247 | 15 | 256 | 70 | 216 | 90 | 15 | 85 | 105 | 100 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 317 | 268 | 16 | 278 | 76 | 235 | 98 | 16 | 92 | 114 | 109 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 34.3 | 41.9 | 29.8 | 25.4 |
| HCM LOS | D | E | D | D |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|--------|--------|--------|-------|-------|--------|-------|-------|--------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 6% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 86% | 0% | 100% | 0% | 94% | 0% | 0% | 51% |
| Vol Right, % | 0% | 14% | 0% | 0% | 100% | 0% | 100% | 0% | 49% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 216 | 105 | 90 | 292 | 247 | 271 | 70 | 85 | 205 |
| LT Vol | 216 | 0 | 90 | 0 | 0 | 15 | 0 | 85 | 0 |
| Through Vol | 0 | 90 | 0 | 292 | 0 | 256 | 0 | 0 | 105 |
| RT Vol | 0 | 15 | 0 | 0 | 247 | 0 | 70 | 0 | 100 |
| Lane Flow Rate | 235 | 114 | 98 | 317 | 268 | 295 | 76 | 92 | 223 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.704 | 0.322 | 0.273 | 0.839 | 0.655 | 0.839 | 0.201 | 0.282 | 0.625 |
| Departure Headway (Hd) | 10.792 | 10.168 | 10.034 | 9.514 | 8.785 | 10.251 | 9.488 | 10.98 | 10.103 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 336 | 354 | 358 | 381 | 411 | 353 | 378 | 327 | 357 |
| Service Time | 8.553 | 7.928 | 7.789 | 7.268 | 6.539 | 8.009 | 7.246 | 8.743 | 7.866 |
| HCM Lane V/C Ratio | 0.699 | 0.322 | 0.274 | 0.832 | 0.652 | 0.836 | 0.201 | 0.281 | 0.625 |
| HCM Control Delay | 35.7 | 17.7 | 16.5 | 46.2 | 26.8 | 48.9 | 14.6 | 18 | 28.4 |
| HCM Lane LOS | E | C | C | E | D | E | B | C | D |
| HCM 95th-tile Q | 5.1 | 1.4 | 1.1 | 7.7 | 4.5 | 7.5 | 0.7 | 1.1 | 4 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 167 | 141 | 290 | 265 | 5 |
| Future Vol, veh/h | 0 | 167 | 141 | 290 | 265 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 182 | 153 | 315 | 288 | 5 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 912 | 291 | 293 | 0 | 0 |
| Stage 1 | 291 | - | - | - | - |
| Stage 2 | 621 | - | - | - | - |
| 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 | 304 | 748 | 1269 | - | - |
| Stage 1 | 759 | - | - | - | - |
| Stage 2 | 536 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 260 | 748 | 1269 | - | - |
| Mov Cap-2 Maneuver | 260 | - | - | - | - |
| Stage 1 | 648 | - | - | - | - |
| Stage 2 | 536 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.3 | 2.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1269 | - | 748 | - | - |
| HCM Lane V/C Ratio | 0.121 | - | 0.243 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | 11.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.9 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 90 | 10 | 5 | 290 | 265 | 56 |
| Future Vol, veh/h | 90 | 10 | 5 | 290 | 265 | 56 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 11 | 5 | 315 | 288 | 61 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 644 | 319 | 349 | 0 | - | 0 |
| Stage 1 | 319 | - | - | - | - | - |
| Stage 2 | 325 | - | - | - | - | - |
| 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 | 437 | 722 | 1210 | - | - | - |
| Stage 1 | 737 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 435 | 722 | 1210 | - | - | - |
| Mov Cap-2 Maneuver | 435 | - | - | - | - | - |
| Stage 1 | 733 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 15.4 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1210 | - | 453 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.24 | - | - |
| HCM Control Delay (s) | 8 | 0 | 15.4 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.9 | - | - |

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 13 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 286 | 35 | 40 | 345 | 40 |
| Future Vol, veh/h | 35 | 286 | 35 | 40 | 345 | 40 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 311 | 38 | 43 | 375 | 43 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 11.4 | 9.5 | 15.1 |
| HCM LOS | B | A | C |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 90% | 0% | 47% |
| Vol Thru, % | 0% | 11% | 53% |
| Vol Right, % | 10% | 89% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 385 | 321 | 75 |
| LT Vol | 345 | 0 | 35 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 40 | 286 | 0 |
| Lane Flow Rate | 418 | 349 | 82 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.586 | 0.447 | 0.128 |
| Departure Headway (Hd) | 5.04 | 4.613 | 5.669 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 707 | 775 | 636 |
| Service Time | 3.136 | 2.687 | 3.669 |
| HCM Lane V/C Ratio | 0.591 | 0.45 | 0.129 |
| HCM Control Delay | 15.1 | 11.4 | 9.5 |
| HCM Lane LOS | C | B | A |
| HCM 95th-tile Q | 3.8 | 2.3 | 0.4 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 65 | 176 | 5 | 10 | 168 | 217 | 5 | 0 | 5 | 140 | 5 | 60 |
| Future Vol, veh/h | 65 | 176 | 5 | 10 | 168 | 217 | 5 | 0 | 5 | 140 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 71 | 191 | 5 | 11 | 183 | 236 | 5 | 0 | 5 | 152 | 5 | 65 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 419 | 0 | 0 | 196 | 0 | 0 | 694 | 777 | 194 | 661 | 661 | 301 |
| Stage 1 | - | - | - | - | - | - | 336 | 336 | - | 323 | 323 | - |
| Stage 2 | - | - | - | - | - | - | 358 | 441 | - | 338 | 338 | - |
| 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 | 1140 | - | - | 1377 | - | - | 357 | 328 | 847 | 376 | 383 | 739 |
| Stage 1 | - | - | - | - | - | - | 678 | 642 | - | 689 | 650 | - |
| Stage 2 | - | - | - | - | - | - | 660 | 577 | - | 676 | 641 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1140 | - | - | 1377 | - | - | 302 | 302 | 847 | 351 | 352 | 739 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 302 | 302 | - | 351 | 352 | - |
| Stage 1 | - | - | - | - | - | - | 631 | 597 | - | 641 | 643 | - |
| Stage 2 | - | - | - | - | - | - | 590 | 571 | - | 625 | 596 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.2 | | | 0.2 | | | 13.3 | | | 23.3 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 445 | 1140 | - | - | 1377 | - | - | 415 |
| HCM Lane V/C Ratio | 0.024 | 0.062 | - | - | 0.008 | - | - | 0.537 |
| HCM Control Delay (s) | 13.3 | 8.4 | 0 | - | 7.6 | 0 | - | 23.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 3.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 15 | 226 | 15 | 15 | 213 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Future Vol, veh/h | 15 | 226 | 15 | 15 | 213 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 246 | 16 | 16 | 232 | 11 | 11 | 0 | 11 | 11 | 0 | 5 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 243 | 0 | 0 | 263 | 0 | 0 | 559 | 562 | 255 | 562 | 565 | 238 |
| Stage 1 | - | - | - | - | - | - | 287 | 287 | - | 270 | 270 | - |
| Stage 2 | - | - | - | - | - | - | 272 | 275 | - | 292 | 295 | - |
| 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 | 1323 | - | - | 1301 | - | - | 440 | 436 | 784 | 438 | 434 | 801 |
| Stage 1 | - | - | - | - | - | - | 720 | 674 | - | 736 | 686 | - |
| Stage 2 | - | - | - | - | - | - | 734 | 683 | - | 716 | 669 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1323 | - | - | 1300 | - | - | 427 | 423 | 783 | 423 | 421 | 801 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 427 | 423 | - | 423 | 421 | - |
| Stage 1 | - | - | - | - | - | - | 709 | 664 | - | 726 | 676 | - |
| Stage 2 | - | - | - | - | - | - | 719 | 673 | - | 696 | 659 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 | | | 0.5 | | | 11.8 | | | 12.4 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 553 | 1323 | - | - | 1300 | - | - | 502 |
| HCM Lane V/C Ratio | 0.039 | 0.012 | - | - | 0.013 | - | - | 0.032 |
| HCM Control Delay (s) | 11.8 | 7.8 | 0 | - | 7.8 | 0 | - | 12.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 95 | 0 | 5 | 56 | 5 |
| Future Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 95 | 0 | 5 | 56 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 22 | 5 | 0 | 22 | 5 | 5 | 103 | 0 | 5 | 61 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 201 | 187 | 64 | 200 | 189 | 103 | 66 | 0 | 0 | 103 | 0 | 0 |
| Stage 1 | 74 | 74 | - | 113 | 113 | - | - | - | - | - | - | - |
| Stage 2 | 127 | 113 | - | 87 | 76 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 757 | 708 | 1000 | 759 | 706 | 952 | 1536 | - | - | 1489 | - | - |
| Stage 1 | 935 | 833 | - | 892 | 802 | - | - | - | - | - | - | - |
| Stage 2 | 877 | 802 | - | 921 | 832 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 731 | 704 | 1000 | 734 | 702 | 952 | 1536 | - | - | 1489 | - | - |
| Mov Cap-2 Maneuver | 731 | 704 | - | 734 | 702 | - | - | - | - | - | - | - |
| Stage 1 | 932 | 831 | - | 889 | 800 | - | - | - | - | - | - | - |
| Stage 2 | 846 | 800 | - | 889 | 830 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|----|-----|-----|
| HCM Control Delay, s | 10 | 10 | 0.4 | 0.6 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1536 | - | - | 731 | 748 | 741 | 1489 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.007 | 0.036 | 0.037 | 0.004 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10 | 10 | 10 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

Intersection

Int Delay, s/veh 2.7

Movement WBL WBR NBT NBR SBL SBT

| | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 5 | 95 | 137 | 5 | 61 |
| Future Vol, veh/h | 91 | 5 | 95 | 137 | 5 | 61 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 5 | 103 | 149 | 5 | 66 |

Major/Minor Minor1 Major1 Major2

| | | | | | | |
|----------------------|-------|-------|---|---|-------|---|
| Conflicting Flow All | 254 | 180 | 0 | 0 | 252 | 0 |
| Stage 1 | 178 | - | - | - | - | - |
| Stage 2 | 76 | - | - | - | - | - |
| 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 | 735 | 863 | - | - | 1313 | - |
| Stage 1 | 853 | - | - | - | - | - |
| Stage 2 | 947 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 732 | 861 | - | - | 1313 | - |
| Mov Cap-2 Maneuver | 732 | - | - | - | - | - |
| Stage 1 | 853 | - | - | - | - | - |
| Stage 2 | 943 | - | - | - | - | - |

Approach WB NB SB

| | | | |
|----------------------|------|---|-----|
| HCM Control Delay, s | 10.7 | 0 | 0.6 |
| HCM LOS | B | | |

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

| | | | | | |
|-----------------------|---|---|-------|-------|---|
| Capacity (veh/h) | - | - | 738 | 1313 | - |
| HCM Lane V/C Ratio | - | - | 0.141 | 0.004 | - |
| HCM Control Delay (s) | - | - | 10.7 | 7.8 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 110 | 122 | 0 | 22 | 129 |
| Future Vol, veh/h | 0 | 110 | 122 | 0 | 22 | 129 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 120 | 133 | 0 | 24 | 140 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 321 | 135 | 0 | 0 | 133 | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 188 | - | - | - | - | - |
| 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 | 673 | 914 | - | - | 1452 | - |
| Stage 1 | 893 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 661 | 912 | - | - | 1452 | - |
| Mov Cap-2 Maneuver | 661 | - | - | - | - | - |
| Stage 1 | 893 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.5 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 912 | 1452 |
| HCM Lane V/C Ratio | - | - | 0.131 | 0.016 |
| HCM Control Delay (s) | - | - | 9.5 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 0 | 8 | 31 | 12 |
| Future Vol, veh/h | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 0 | 8 | 31 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 0 | 0 | 0 | 0 | 11 | 0 | 20 | 0 | 9 | 34 | 13 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 85 | 79 | 43 | 81 | 85 | 20 | 47 | 0 | 0 | 20 | 0 | 0 |
| Stage 1 | 59 | 59 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 26 | 20 | - | 61 | 65 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 901 | 811 | 1027 | 907 | 805 | 1058 | 1560 | - | - | 1596 | - | - |
| Stage 1 | 953 | 846 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 992 | 879 | - | 950 | 841 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 887 | 806 | 1025 | 902 | 800 | 1058 | 1560 | - | - | 1596 | - | - |
| Mov Cap-2 Maneuver | 887 | 806 | - | 902 | 800 | - | - | - | - | - | - | - |
| Stage 1 | 953 | 841 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 982 | 879 | - | 943 | 836 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|-----|
| HCM Control Delay, s | 9.1 | 8.4 | 0 | 1.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1560 | - | - | 887 | 1058 | 1596 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.015 | 0.01 | 0.005 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.1 | 8.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 6 | 1 | 5 | 50 | 9 |
| Future Vol, veh/h | 13 | 6 | 1 | 5 | 50 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 7 | 1 | 5 | 54 | 10 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 21 | 0 | 25 |
| Stage 1 | - | - | - | - | 18 |
| Stage 2 | - | - | - | - | 7 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1595 | - | 991 |
| Stage 1 | - | - | - | - | 1005 |
| Stage 2 | - | - | - | - | 1016 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1595 | - | 990 |
| Mov Cap-2 Maneuver | - | - | - | - | 990 |
| Stage 1 | - | - | - | - | 1005 |
| Stage 2 | - | - | - | - | 1015 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.2 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1000 | - | - | 1595 | - |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.001 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 6 | 0 | 55 | 55 | 3 |
| Future Vol, veh/h | 16 | 6 | 0 | 55 | 55 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 7 | 0 | 60 | 60 | 3 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 24 | 0 | 81 | 21 |
| Stage 1 | - | - | - | - | 21 | - |
| Stage 2 | - | - | - | - | 60 | - |
| 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 | - | - | 1591 | - | 921 | 1056 |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1591 | - | 921 | 1056 |
| Mov Cap-2 Maneuver | - | - | - | - | 921 | - |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0 | 9.2 | | | |
| HCM LOS | | | | | A | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 927 | - | - | 1591 | - | |
| HCM Lane V/C Ratio | 0.068 | - | - | - | - | |
| HCM Control Delay (s) | 9.2 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 232 | 151 | 1 |
| Future Vol, veh/h | 1 | 0 | 0 | 232 | 151 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 252 | 164 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 417 | 165 | 165 | 0 | - | 0 |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 252 | - | - | - | - | - |
| 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 | 592 | 879 | 1413 | - | - | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 790 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 592 | 879 | 1413 | - | - | - |
| Mov Cap-2 Maneuver | 592 | - | - | - | - | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 790 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.1 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1413 | - | 592 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.1 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 58 | 0 | 0 | 0 | 0 | 20 | 0 | 40 | 0 | 18 | 51 | 57 |
| Future Vol, veh/h | 58 | 0 | 0 | 0 | 0 | 20 | 0 | 40 | 0 | 18 | 51 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 63 | 0 | 0 | 0 | 0 | 22 | 0 | 43 | 0 | 20 | 55 | 62 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 180 | 169 | 86 | 169 | 200 | 43 | 117 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 126 | 126 | - | 43 | 43 | - | - | - | - | - | - | - |
| Stage 2 | 54 | 43 | - | 126 | 157 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 782 | 724 | 973 | 795 | 696 | 1027 | 1471 | - | - | 1566 | - | - |
| Stage 1 | 878 | 792 | - | 971 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 958 | 859 | - | 878 | 768 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 757 | 714 | 973 | 786 | 686 | 1027 | 1471 | - | - | 1566 | - | - |
| Mov Cap-2 Maneuver | 757 | 714 | - | 786 | 686 | - | - | - | - | - | - | - |
| Stage 1 | 878 | 781 | - | 971 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 938 | 859 | - | 866 | 757 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 10.2 | | 8.6 | | 0 | | 1 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1471 | - | - | 757 | 1027 | 1566 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.083 | 0.021 | 0.012 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.2 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 13 | 0 | 4 | 27 |
| Future Vol, veh/h | 0 | 5 | 13 | 0 | 4 | 27 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 14 | 0 | 4 | 29 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 51 | 14 | 0 | 0 | 14 | 0 |
| Stage 1 | 14 | - | - | - | - | - |
| Stage 2 | 37 | - | - | - | - | - |
| 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 | 958 | 1066 | - | - | 1604 | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 985 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 955 | 1066 | - | - | 1604 | - |
| Mov Cap-2 Maneuver | 955 | - | - | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 982 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 0.9 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1066 | 1604 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.003 |
| 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 | 6.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 181 | 135 | 110 | 51 | 48 | 197 |
| Future Vol, veh/h | 181 | 135 | 110 | 51 | 48 | 197 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 197 | 147 | 120 | 55 | 52 | 214 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 175 | 0 | - | 0 | 689 148 |
| Stage 1 | - | - | - | - | 148 - |
| Stage 2 | - | - | - | - | 541 - |
| 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 | 1401 | - | - | - | 412 899 |
| Stage 1 | - | - | - | - | 880 - |
| Stage 2 | - | - | - | - | 583 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1401 | - | - | - | 354 899 |
| Mov Cap-2 Maneuver | - | - | - | - | 456 - |
| Stage 1 | - | - | - | - | 756 - |
| Stage 2 | - | - | - | - | 583 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.6 | 0 | 12.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1401 | - | - | - | 755 |
| HCM Lane V/C Ratio | 0.14 | - | - | - | 0.353 |
| HCM Control Delay (s) | 8 | - | - | - | 12.3 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 1.6 |

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 13 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | ↗ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Vol, veh/h | 55 | 180 | 170 | 10 | 88 | 15 | 222 | 75 | 15 | 50 | 55 | 30 |
| Future Vol, veh/h | 55 | 180 | 170 | 10 | 88 | 15 | 222 | 75 | 15 | 50 | 55 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 196 | 185 | 11 | 96 | 16 | 241 | 82 | 16 | 54 | 60 | 33 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 12.2 | 12 | 15.1 | 11.5 |
| HCM LOS | B | B | C | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 10% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 83% | 0% | 100% | 0% | 90% | 0% | 0% | 65% |
| Vol Right, % | 0% | 17% | 0% | 0% | 100% | 0% | 100% | 0% | 35% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 222 | 90 | 55 | 180 | 170 | 98 | 15 | 50 | 85 |
| LT Vol | 222 | 0 | 55 | 0 | 0 | 10 | 0 | 50 | 0 |
| Through Vol | 0 | 75 | 0 | 180 | 0 | 88 | 0 | 0 | 55 |
| RT Vol | 0 | 15 | 0 | 0 | 170 | 0 | 15 | 0 | 30 |
| Lane Flow Rate | 241 | 98 | 60 | 196 | 185 | 107 | 16 | 54 | 92 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.485 | 0.18 | 0.119 | 0.367 | 0.305 | 0.223 | 0.031 | 0.119 | 0.183 |
| Departure Headway (Hd) | 7.346 | 6.722 | 7.168 | 6.761 | 5.95 | 7.526 | 6.758 | 7.87 | 7.112 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 495 | 537 | 496 | 536 | 599 | 479 | 532 | 457 | 506 |
| Service Time | 5.046 | 4.422 | 4.968 | 4.461 | 3.75 | 5.242 | 4.473 | 5.588 | 4.829 |
| HCM Lane V/C Ratio | 0.487 | 0.182 | 0.121 | 0.366 | 0.309 | 0.223 | 0.03 | 0.118 | 0.182 |
| HCM Control Delay | 16.8 | 10.9 | 10.9 | 13.3 | 11.4 | 12.4 | 9.7 | 11.7 | 11.4 |
| HCM Lane LOS | C | B | B | B | B | B | A | B | B |
| HCM 95th-tile Q | 2.6 | 0.7 | 0.4 | 1.7 | 1.3 | 0.8 | 0.1 | 0.4 | 0.7 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 109 | 163 | 85 | 175 | 0 |
| Future Vol, veh/h | 0 | 109 | 163 | 85 | 175 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 118 | 177 | 92 | 190 | 0 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 636 | 190 | 190 | 0 | 0 |
| Stage 1 | 190 | - | - | - | - |
| Stage 2 | 446 | - | - | - | - |
| 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 | 442 | 852 | 1384 | - | - |
| Stage 1 | 842 | - | - | - | - |
| Stage 2 | 645 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 382 | 852 | 1384 | - | - |
| Mov Cap-2 Maneuver | 382 | - | - | - | - |
| Stage 1 | 728 | - | - | - | - |
| Stage 2 | 645 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.9 | 5.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1384 | - | 852 | - | - |
| HCM Lane V/C Ratio | 0.128 | - | 0.139 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 5 | 5 | 80 | 170 | 99 |
| Future Vol, veh/h | 60 | 5 | 5 | 80 | 170 | 99 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 5 | 5 | 87 | 185 | 108 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 336 | 239 | 293 | 0 | - | 0 |
| Stage 1 | 239 | - | - | - | - | - |
| Stage 2 | 97 | - | - | - | - | - |
| 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 | 659 | 800 | 1269 | - | - | - |
| Stage 1 | 801 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 656 | 800 | 1269 | - | - | - |
| Mov Cap-2 Maneuver | 656 | - | - | - | - | - |
| Stage 1 | 798 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.1 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1269 | - | 665 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.106 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 11.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.7 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗ | | | ↖ | ↘ | |
| Traffic Vol, veh/h | 30 | 249 | 15 | 40 | 120 | 15 |
| Future Vol, veh/h | 30 | 249 | 15 | 40 | 120 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 271 | 16 | 43 | 130 | 16 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.7 | 8.1 | 9 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 89% | 0% | 27% |
| Vol Thru, % | 0% | 11% | 73% |
| Vol Right, % | 11% | 89% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 135 | 279 | 55 |
| LT Vol | 120 | 0 | 15 |
| Through Vol | 0 | 30 | 40 |
| RT Vol | 15 | 249 | 0 |
| Lane Flow Rate | 147 | 303 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.195 | 0.323 | 0.077 |
| Departure Headway (Hd) | 4.784 | 3.839 | 4.649 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 751 | 940 | 772 |
| Service Time | 2.81 | 1.851 | 2.669 |
| HCM Lane V/C Ratio | 0.196 | 0.322 | 0.078 |
| HCM Control Delay | 9 | 8.7 | 8.1 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.7 | 1.4 | 0.2 |

Intersection

Int Delay, s/veh 7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 55 | 113 | 0 | 5 | 87 | 63 | 0 | 0 | 5 | 161 | 0 | 70 |
| Future Vol, veh/h | 55 | 113 | 0 | 5 | 87 | 63 | 0 | 0 | 5 | 161 | 0 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 123 | 0 | 5 | 95 | 68 | 0 | 0 | 5 | 175 | 0 | 76 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 163 | 0 | 0 | 125 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 1416 | - | - | 1462 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1416 | - | - | 1459 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|------|
| HCM Control Delay, s | 2.5 | 0.2 | 8.9 | 14.7 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 919 | 1416 | - | - | 1459 | - | - | 622 |
| HCM Lane V/C Ratio | 0.006 | 0.042 | - | - | 0.004 | - | - | 0.404 |
| HCM Control Delay (s) | 8.9 | 7.7 | 0 | - | 7.5 | 0 | - | 14.7 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.9 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 153 | 5 | 0 | 142 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Future Vol, veh/h | 5 | 153 | 5 | 0 | 142 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 166 | 5 | 0 | 154 | 5 | 11 | 0 | 5 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 159 | 0 | 0 | 171 | 0 | 0 | 344 | 338 | 169 | 338 | 338 | 157 |
| Stage 1 | - | - | - | - | - | - | 179 | 179 | - | 157 | 157 | - |
| Stage 2 | - | - | - | - | - | - | 165 | 159 | - | 181 | 181 | - |
| 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 | 1420 | - | - | 1406 | - | - | 610 | 583 | 875 | 616 | 583 | 889 |
| Stage 1 | - | - | - | - | - | - | 823 | 751 | - | 845 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 837 | 766 | - | 821 | 750 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1420 | - | - | 1406 | - | - | 597 | 581 | 875 | 610 | 581 | 889 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 597 | 581 | - | 610 | 581 | - |
| Stage 1 | - | - | - | - | - | - | 820 | 748 | - | 842 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 821 | 766 | - | 813 | 747 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0 | | | 10.5 | | | 10.2 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 668 | 1420 | - | - | 1406 | - | - | 713 |
| HCM Lane V/C Ratio | 0.024 | 0.004 | - | - | - | - | - | 0.03 |
| HCM Control Delay (s) | 10.5 | 7.5 | 0 | - | 0 | - | - | 10.2 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 55 | 0 | 5 | 99 | 5 |
| Future Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 55 | 0 | 5 | 99 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 60 | 0 | 5 | 108 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 198 | 192 | 112 | 193 | 194 | 61 | 114 | 0 | 0 | 60 | 0 | 0 |
| Stage 1 | 122 | 122 | - | 70 | 70 | - | - | - | - | - | - | - |
| Stage 2 | 76 | 70 | - | 123 | 124 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 761 | 703 | 941 | 767 | 701 | 1004 | 1475 | - | - | 1544 | - | - |
| Stage 1 | 882 | 795 | - | 940 | 837 | - | - | - | - | - | - | - |
| Stage 2 | 933 | 837 | - | 881 | 793 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 747 | 697 | 940 | 759 | 695 | 1003 | 1474 | - | - | 1544 | - | - |
| Mov Cap-2 Maneuver | 747 | 697 | - | 759 | 695 | - | - | - | - | - | - | - |
| Stage 1 | 878 | 792 | - | 936 | 834 | - | - | - | - | - | - | - |
| Stage 2 | 917 | 834 | - | 872 | 790 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|-----|-----|
| HCM Control Delay, s | 10 | 9.4 | 0.6 | 0.3 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1474 | - | - | 747 | 697 | 821 | 1544 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.007 | 0.008 | 0.013 | 0.004 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.9 | 10.2 | 9.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 153 | 5 | 55 | 94 | 0 | 99 |
| Future Vol, veh/h | 153 | 5 | 55 | 94 | 0 | 99 |
| Conflicting Peds, #/hr | 0 | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 166 | 5 | 60 | 102 | 0 | 108 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 219 | 112 | 0 | 0 | 162 |
| Stage 1 | 111 | - | - | - | - |
| Stage 2 | 108 | - | - | - | - |
| 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 | 769 | 941 | - | - | 1417 |
| Stage 1 | 914 | - | - | - | - |
| Stage 2 | 916 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 769 | 940 | - | - | 1417 |
| Mov Cap-2 Maneuver | 769 | - | - | - | - |
| Stage 1 | 914 | - | - | - | - |
| Stage 2 | 916 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 11 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 773 | 1417 |
| HCM Lane V/C Ratio | - | - | 0.222 | - |
| HCM Control Delay (s) | - | - | 11 | 0 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.8 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 17 | 131 | 0 | 110 | 141 |
| Future Vol, veh/h | 0 | 17 | 131 | 0 | 110 | 141 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 18 | 142 | 0 | 120 | 153 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 535 | 142 | 0 | 0 | 142 | 0 |
| Stage 1 | 142 | - | - | - | - | - |
| Stage 2 | 393 | - | - | - | - | - |
| 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 | 506 | 906 | - | - | 1441 | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 682 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 460 | 906 | - | - | 1441 | - |
| Mov Cap-2 Maneuver | 460 | - | - | - | - | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 620 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.1 | 0 | 3.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 906 | 1441 |
| HCM Lane V/C Ratio | - | - | 0.02 | 0.083 |
| HCM Control Delay (s) | - | - | 9.1 | 7.7 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 17 | 21 | 4 |
| Future Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 17 | 21 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 0 | 18 | 23 | 4 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 89 | 81 | 25 | 81 | 83 | 20 | 27 | 0 | 0 | 20 | 0 | 0 |
| Stage 1 | 61 | 61 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 20 | - | 61 | 63 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 896 | 809 | 1051 | 907 | 807 | 1058 | 1587 | - | - | 1596 | - | - |
| Stage 1 | 950 | 844 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 989 | 879 | - | 950 | 842 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 875 | 800 | 1051 | 900 | 798 | 1058 | 1587 | - | - | 1596 | - | - |
| Mov Cap-2 Maneuver | 875 | 800 | - | 900 | 798 | - | - | - | - | - | - | - |
| Stage 1 | 950 | 835 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 975 | 879 | - | 940 | 833 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|-----|
| HCM Control Delay, s | 9.2 | 8.5 | 0 | 2.9 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1587 | - | - | 875 | 1058 | 1596 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.016 | 0.014 | 0.012 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.2 | 8.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 50 | 9 | 8 | 6 | 1 |
| Future Vol, veh/h | 5 | 50 | 9 | 8 | 6 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 54 | 10 | 9 | 7 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 59 | 0 | 61 | 32 |
| Stage 1 | - | - | - | - | 32 | - |
| Stage 2 | - | - | - | - | 29 | - |
| 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 | - | - | 1545 | - | 945 | 1042 |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 994 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1545 | - | 938 | 1042 |
| Mov Cap-2 Maneuver | - | - | - | - | 938 | - |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 987 | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 3.9 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 952 | - | - | 1545 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.006 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 55 | 55 | 3 | 11 | 6 | 0 |
| Future Vol, veh/h | 55 | 55 | 3 | 11 | 6 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 60 | 3 | 12 | 7 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 120 | 0 | 108 |
| Stage 1 | - | - | - | - | 90 |
| Stage 2 | - | - | - | - | 18 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1468 | - | 889 |
| Stage 1 | - | - | - | - | 934 |
| Stage 2 | - | - | - | - | 1005 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1468 | - | 887 |
| Mov Cap-2 Maneuver | - | - | - | - | 887 |
| Stage 1 | - | - | - | - | 934 |
| Stage 2 | - | - | - | - | 1003 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.6 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 887 | - | - | 1468 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.002 | - |
| HCM Control Delay (s) | 9.1 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 148 | 251 | 2 |
| Future Vol, veh/h | 1 | 0 | 0 | 148 | 251 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 161 | 273 | 2 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 435 | 274 | 275 | 0 | - | 0 |
| Stage 1 | 274 | - | - | - | - | - |
| Stage 2 | 161 | - | - | - | - | - |
| 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 | 578 | 765 | 1288 | - | - | - |
| Stage 1 | 772 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 578 | 765 | 1288 | - | - | - |
| Mov Cap-2 Maneuver | 578 | - | - | - | - | - |
| Stage 1 | 772 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1288 | - | 578 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.2 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 42 | 79 |
| Future Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 42 | 79 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 0 | 0 | 0 | 0 | 22 | 0 | 49 | 0 | 24 | 46 | 86 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 197 | 186 | 89 | 186 | 229 | 49 | 132 | 0 | 0 | 49 | 0 | 0 |
| Stage 1 | 137 | 137 | - | 49 | 49 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 49 | - | 137 | 180 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 762 | 708 | 969 | 775 | 671 | 1020 | 1453 | - | - | 1558 | - | - |
| Stage 1 | 866 | 783 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 951 | 854 | - | 866 | 750 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 736 | 696 | 969 | 765 | 660 | 1020 | 1453 | - | - | 1558 | - | - |
| Mov Cap-2 Maneuver | 736 | 696 | - | 765 | 660 | - | - | - | - | - | - | - |
| Stage 1 | 866 | 770 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 931 | 854 | - | 851 | 737 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|-----|--|----|--|-----|--|
| HCM Control Delay, s | 10.4 | | 8.6 | | 0 | | 1.1 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1453 | - | - | 736 | 1020 | 1558 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.102 | 0.021 | 0.015 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.4 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 13 | 0 | 7 | 14 |
| Future Vol, veh/h | 0 | 5 | 13 | 0 | 7 | 14 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 14 | 0 | 8 | 15 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 45 | 14 | 0 | 0 | 14 | 0 |
| Stage 1 | 14 | - | - | - | - | - |
| Stage 2 | 31 | - | - | - | - | - |
| 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 | 965 | 1066 | - | - | 1604 | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 992 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 960 | 1066 | - | - | 1604 | - |
| Mov Cap-2 Maneuver | 960 | - | - | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 987 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 2.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1066 | 1604 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.005 |
| HCM Control Delay (s) | - | - | 8.4 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 255 | 225 | 215 | 68 | 73 | 265 |
| Future Vol, veh/h | 255 | 225 | 215 | 68 | 73 | 265 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 277 | 245 | 234 | 74 | 79 | 288 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 308 | 0 | - | 0 | 1070 271 |
| Stage 1 | - | - | - | - | 271 - |
| Stage 2 | - | - | - | - | 799 - |
| 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 | 1253 | - | - | - | 245 768 |
| Stage 1 | - | - | - | - | 775 - |
| Stage 2 | - | - | - | - | 443 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1253 | - | - | - | 191 768 |
| Mov Cap-2 Maneuver | - | - | - | - | 317 - |
| Stage 1 | - | - | - | - | 604 - |
| Stage 2 | - | - | - | - | 443 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.6 | 0 | 20.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1253 | - | - | - | 587 |
| HCM Lane V/C Ratio | 0.221 | - | - | - | 0.626 |
| HCM Control Delay (s) | 8.7 | - | - | - | 20.8 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 4.3 |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 19.5 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↵ | ↑ | ↵ | | ↵ | ↵ | ↵ | ↵ | | ↵ | ↵ | |
| Traffic Vol, veh/h | 70 | 251 | 213 | 10 | 214 | 50 | 198 | 70 | 10 | 70 | 80 | 80 |
| Future Vol, veh/h | 70 | 251 | 213 | 10 | 214 | 50 | 198 | 70 | 10 | 70 | 80 | 80 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 273 | 232 | 11 | 233 | 54 | 215 | 76 | 11 | 76 | 87 | 87 |
| Number of Lanes | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 3 | 2 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 2 | 3 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 2 | 2 | 3 |
| HCM Control Delay | 19.3 | 21.5 | 20.2 | 16.5 |
| HCM LOS | C | C | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 100% | 0% | 100% | 0% | 0% | 4% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 88% | 0% | 100% | 0% | 96% | 0% | 0% | 50% |
| Vol Right, % | 0% | 12% | 0% | 0% | 100% | 0% | 100% | 0% | 50% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 198 | 80 | 70 | 251 | 213 | 224 | 50 | 70 | 160 |
| LT Vol | 198 | 0 | 70 | 0 | 0 | 10 | 0 | 70 | 0 |
| Through Vol | 0 | 70 | 0 | 251 | 0 | 214 | 0 | 0 | 80 |
| RT Vol | 0 | 10 | 0 | 0 | 213 | 0 | 50 | 0 | 80 |
| Lane Flow Rate | 215 | 87 | 76 | 273 | 232 | 243 | 54 | 76 | 174 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.552 | 0.208 | 0.183 | 0.616 | 0.476 | 0.593 | 0.121 | 0.2 | 0.415 |
| Departure Headway (Hd) | 9.227 | 8.623 | 8.643 | 8.129 | 7.409 | 8.773 | 8.026 | 9.467 | 8.592 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 392 | 417 | 415 | 445 | 486 | 411 | 446 | 379 | 419 |
| Service Time | 6.979 | 6.375 | 6.392 | 5.878 | 5.158 | 6.527 | 5.78 | 7.223 | 6.347 |
| HCM Lane V/C Ratio | 0.548 | 0.209 | 0.183 | 0.613 | 0.477 | 0.591 | 0.121 | 0.201 | 0.415 |
| HCM Control Delay | 22.8 | 13.6 | 13.3 | 23.1 | 16.7 | 23.6 | 11.9 | 14.6 | 17.3 |
| HCM Lane LOS | C | B | B | C | C | C | B | B | C |
| HCM 95th-tile Q | 3.2 | 0.8 | 0.7 | 4 | 2.5 | 3.7 | 0.4 | 0.7 | 2 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 5 | 172 | 131 | 240 | 185 | 10 |
| Future Vol, veh/h | 5 | 172 | 131 | 240 | 185 | 10 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 187 | 142 | 261 | 201 | 11 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 752 | 207 | 212 | 0 | - | 0 |
| Stage 1 | 207 | - | - | - | - | - |
| Stage 2 | 545 | - | - | - | - | - |
| 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 | 378 | 833 | 1358 | - | - | - |
| Stage 1 | 828 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 332 | 833 | 1358 | - | - | - |
| Mov Cap-2 Maneuver | 332 | - | - | - | - | - |
| Stage 1 | 727 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.9 | 2.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1358 | - | 799 | - | - |
| HCM Lane V/C Ratio | 0.105 | - | 0.241 | - | - |
| HCM Control Delay (s) | 8 | 0 | 10.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.9 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 105 | 5 | 0 | 230 | 180 | 69 |
| Future Vol, veh/h | 105 | 5 | 0 | 230 | 180 | 69 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 114 | 5 | 0 | 250 | 196 | 75 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 484 | 234 | 271 | 0 | 0 |
| Stage 1 | 234 | - | - | - | - |
| Stage 2 | 250 | - | - | - | - |
| 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 | 542 | 805 | 1292 | - | - |
| Stage 1 | 805 | - | - | - | - |
| Stage 2 | 792 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 542 | 805 | 1292 | - | - |
| Mov Cap-2 Maneuver | 542 | - | - | - | - |
| Stage 1 | 805 | - | - | - | - |
| Stage 2 | 792 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1292 | - | 550 | - | - |
| HCM Lane V/C Ratio | - | - | 0.217 | - | - |
| HCM Control Delay (s) | 0 | - | 13.4 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.8 | - | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.3 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 55 | 214 | 25 | 30 | 310 | 25 |
| Future Vol, veh/h | 55 | 214 | 25 | 30 | 310 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 233 | 27 | 33 | 337 | 27 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 10.1 | 8.9 | 12.6 |
| HCM LOS | B | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 93% | 0% | 45% |
| Vol Thru, % | 0% | 20% | 55% |
| Vol Right, % | 7% | 80% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 335 | 269 | 55 |
| LT Vol | 310 | 0 | 25 |
| Through Vol | 0 | 55 | 30 |
| RT Vol | 25 | 214 | 0 |
| Lane Flow Rate | 364 | 292 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.493 | 0.363 | 0.088 |
| Departure Headway (Hd) | 4.875 | 4.47 | 5.308 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 736 | 801 | 670 |
| Service Time | 2.935 | 2.516 | 3.378 |
| HCM Lane V/C Ratio | 0.495 | 0.365 | 0.09 |
| HCM Control Delay | 12.6 | 10.1 | 8.9 |
| HCM Lane LOS | B | B | A |
| HCM 95th-tile Q | 2.8 | 1.7 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 80 | 145 | 0 | 5 | 167 | 173 | 5 | 0 | 5 | 114 | 0 | 50 |
| Future Vol, veh/h | 80 | 145 | 0 | 5 | 167 | 173 | 5 | 0 | 5 | 114 | 0 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 87 | 158 | 0 | 5 | 182 | 188 | 5 | 0 | 5 | 124 | 0 | 54 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 370 | 0 | 0 | 158 | 0 | 0 | 645 | 712 | 158 | 621 | 618 | 276 |
| Stage 1 | - | - | - | - | - | - | 332 | 332 | - | 286 | 286 | - |
| Stage 2 | - | - | - | - | - | - | 313 | 380 | - | 335 | 332 | - |
| 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 | 1189 | - | - | 1422 | - | - | 385 | 358 | 887 | 400 | 405 | 763 |
| Stage 1 | - | - | - | - | - | - | 681 | 644 | - | 721 | 675 | - |
| Stage 2 | - | - | - | - | - | - | 698 | 614 | - | 679 | 644 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1189 | - | - | 1422 | - | - | 335 | 328 | 887 | 372 | 371 | 763 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 335 | 328 | - | 372 | 371 | - |
| Stage 1 | - | - | - | - | - | - | 627 | 592 | - | 663 | 672 | - |
| Stage 2 | - | - | - | - | - | - | 645 | 611 | - | 621 | 592 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.9 | | | 0.1 | | | 12.6 | | | 18.6 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 486 | 1189 | - | - | 1422 | - | - | 441 |
| HCM Lane V/C Ratio | 0.022 | 0.073 | - | - | 0.004 | - | - | 0.404 |
| HCM Control Delay (s) | 12.6 | 8.3 | 0 | - | 7.5 | 0 | - | 18.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 1.9 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 215 | 10 | 5 | 207 | 10 | 10 | 10 | 10 | 5 | 5 | 5 |
| Future Vol, veh/h | 10 | 215 | 10 | 5 | 207 | 10 | 10 | 10 | 10 | 5 | 5 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 234 | 11 | 5 | 225 | 11 | 11 | 11 | 11 | 5 | 5 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 236 | 0 | 0 | 245 | 0 | 0 | 508 | 508 | 240 | 514 | 508 | 231 |
| Stage 1 | - | - | - | - | - | - | 262 | 262 | - | 241 | 241 | - |
| Stage 2 | - | - | - | - | - | - | 246 | 246 | - | 273 | 267 | - |
| 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 | 1331 | - | - | 1321 | - | - | 475 | 468 | 799 | 471 | 468 | 808 |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 762 | 706 | - |
| Stage 2 | - | - | - | - | - | - | 758 | 703 | - | 733 | 688 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1331 | - | - | 1321 | - | - | 463 | 461 | 799 | 451 | 461 | 808 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 463 | 461 | - | 451 | 461 | - |
| Stage 1 | - | - | - | - | - | - | 736 | 684 | - | 754 | 703 | - |
| Stage 2 | - | - | - | - | - | - | 744 | 700 | - | 704 | 681 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|----|--|
| HCM Control Delay, s | 0.3 | | 0.2 | | 12.1 | | 12 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 538 | 1331 | - | - | 1321 | - | - | 533 |
| HCM Lane V/C Ratio | 0.061 | 0.008 | - | - | 0.004 | - | - | 0.031 |
| HCM Control Delay (s) | 12.1 | 7.7 | 0 | - | 7.7 | 0 | - | 12 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 95 | 0 | 5 | 64 | 0 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 95 | 0 | 5 | 64 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 11 | 5 | 11 | 103 | 0 | 5 | 70 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 213 | 205 | 70 | 216 | 205 | 103 | 70 | 0 | 0 | 103 | 0 | 0 |
| Stage 1 | 80 | 80 | - | 125 | 125 | - | - | - | - | - | - | - |
| Stage 2 | 133 | 125 | - | 91 | 80 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 744 | 691 | 993 | 740 | 691 | 952 | 1531 | - | - | 1489 | - | - |
| Stage 1 | 929 | 828 | - | 879 | 792 | - | - | - | - | - | - | - |
| Stage 2 | 870 | 792 | - | 916 | 828 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 725 | 683 | 993 | 716 | 683 | 952 | 1531 | - | - | 1489 | - | - |
| Mov Cap-2 Maneuver | 725 | 683 | - | 716 | 683 | - | - | - | - | - | - | - |
| Stage 1 | 922 | 826 | - | 872 | 786 | - | - | - | - | - | - | - |
| Stage 2 | 846 | 786 | - | 890 | 826 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|-----|-----|
| HCM Control Delay, s | 10 | 9.9 | 0.7 | 0.5 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1531 | - | - | 725 | 741 | 754 | 1489 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.007 | 0.029 | 0.022 | 0.004 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10 | 10 | 9.9 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 106 | 10 | 100 | 147 | 10 | 64 |
| Future Vol, veh/h | 106 | 10 | 100 | 147 | 10 | 64 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 115 | 11 | 109 | 160 | 11 | 70 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 281 | 189 | 0 | 0 | 269 |
| Stage 1 | 189 | - | - | - | - |
| Stage 2 | 92 | - | - | - | - |
| 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 | 709 | 853 | - | - | 1295 |
| Stage 1 | 843 | - | - | - | - |
| Stage 2 | 932 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 703 | 853 | - | - | 1295 |
| Mov Cap-2 Maneuver | 703 | - | - | - | - |
| Stage 1 | 843 | - | - | - | - |
| Stage 2 | 924 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.1 | 0 | 1.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 714 | 1295 |
| HCM Lane V/C Ratio | - | - | 0.177 | 0.008 |
| HCM Control Delay (s) | - | - | 11.1 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 110 | 131 | 5 | 12 | 152 |
| Future Vol, veh/h | 0 | 110 | 131 | 5 | 12 | 152 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 120 | 142 | 5 | 13 | 165 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 336 | 145 | 0 | 0 | 147 |
| Stage 1 | 145 | - | - | - | - |
| Stage 2 | 191 | - | - | - | - |
| 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 | 659 | 902 | - | - | 1435 |
| Stage 1 | 882 | - | - | - | - |
| Stage 2 | 841 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 652 | 902 | - | - | 1435 |
| Mov Cap-2 Maneuver | 652 | - | - | - | - |
| Stage 1 | 882 | - | - | - | - |
| Stage 2 | 833 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 902 | 1435 |
| HCM Lane V/C Ratio | - | - | 0.133 | 0.009 |
| HCM Control Delay (s) | - | - | 9.6 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 16 | 30 | 8 |
| Future Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 16 | 30 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 0 | 17 | 33 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 100 | 97 | 41 | 100 | 101 | 25 | 42 | 0 | 0 | 25 | 0 | 0 |
| Stage 1 | 72 | 72 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 25 | - | 75 | 76 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 881 | 793 | 1030 | 881 | 789 | 1051 | 1567 | - | - | 1589 | - | - |
| Stage 1 | 938 | 835 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 989 | 874 | - | 934 | 832 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 861 | 780 | 1027 | 867 | 776 | 1046 | 1567 | - | - | 1581 | - | - |
| Mov Cap-2 Maneuver | 861 | 780 | - | 867 | 776 | - | - | - | - | - | - | - |
| Stage 1 | 938 | 826 | - | 988 | 870 | - | - | - | - | - | - | - |
| Stage 2 | 975 | 870 | - | 921 | 823 | - | - | - | - | - | - | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 9.3 | | | 8.5 | | | 0 | | | 2.2 | | |
| HCM LOS | A | | | A | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1567 | - | - | 861 | 1046 | 1581 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.016 | 0.015 | 0.011 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.3 | 8.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Future Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 7 | 1 | 5 | 54 | 10 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 16 | 0 | 20 |
| Stage 1 | - | - | - | - | 13 |
| Stage 2 | - | - | - | - | 7 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1602 | - | 997 |
| Stage 1 | - | - | - | - | 1010 |
| Stage 2 | - | - | - | - | 1016 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1602 | - | 996 |
| Mov Cap-2 Maneuver | - | - | - | - | 996 |
| Stage 1 | - | - | - | - | 1010 |
| Stage 2 | - | - | - | - | 1015 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.2 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1006 | - | - | 1602 | - |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.001 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.2 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 4.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Future Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 7 | 0 | 60 | 60 | 3 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 19 | 0 | 76 | 16 |
| Stage 1 | - | - | - | - | 16 | - |
| Stage 2 | - | - | - | - | 60 | - |
| 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 | - | - | 1597 | - | 927 | 1063 |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1597 | - | 927 | 1063 |
| Mov Cap-2 Maneuver | - | - | - | - | 927 | - |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0 | 9.1 | | | |
| HCM LOS | | | | | | A |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 933 | - | - | 1597 | - | |
| HCM Lane V/C Ratio | 0.068 | - | - | - | - | |
| HCM Control Delay (s) | 9.1 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 241 | 164 | 2 |
| Future Vol, veh/h | 1 | 0 | 0 | 241 | 164 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 262 | 178 | 2 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 441 | 179 | 180 | 0 | - | 0 |
| Stage 1 | 179 | - | - | - | - | - |
| Stage 2 | 262 | - | - | - | - | - |
| 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 | 574 | 864 | 1396 | - | - | - |
| Stage 1 | 852 | - | - | - | - | - |
| Stage 2 | 782 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 574 | 864 | 1396 | - | - | - |
| Mov Cap-2 Maneuver | 574 | - | - | - | - | - |
| Stage 1 | 852 | - | - | - | - | - |
| Stage 2 | 782 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1396 | - | 574 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.3 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 54 | 78 |
| Future Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 54 | 78 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 0 | 0 | 0 | 0 | 22 | 0 | 49 | 0 | 24 | 59 | 85 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 210 | 199 | 102 | 199 | 241 | 49 | 144 | 0 | 0 | 49 | 0 | 0 |
| Stage 1 | 150 | 150 | - | 49 | 49 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 49 | - | 150 | 192 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 747 | 697 | 953 | 760 | 660 | 1020 | 1438 | - | - | 1558 | - | - |
| Stage 1 | 853 | 773 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 951 | 854 | - | 853 | 742 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 722 | 685 | 953 | 750 | 649 | 1020 | 1438 | - | - | 1558 | - | - |
| Mov Cap-2 Maneuver | 722 | 685 | - | 750 | 649 | - | - | - | - | - | - | - |
| Stage 1 | 853 | 760 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 931 | 854 | - | 838 | 729 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 10.6 | | 8.6 | | 0 | | 1 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1438 | - | - | 722 | 1020 | 1558 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.104 | 0.021 | 0.015 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.6 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 13 | 0 | 6 | 24 |
| Future Vol, veh/h | 0 | 5 | 13 | 0 | 6 | 24 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 14 | 0 | 7 | 26 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 54 | 14 | 0 | 0 | 14 | 0 |
| Stage 1 | 14 | - | - | - | - | - |
| Stage 2 | 40 | - | - | - | - | - |
| 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 | 954 | 1066 | - | - | 1604 | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 982 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 950 | 1066 | - | - | 1604 | - |
| Mov Cap-2 Maneuver | 950 | - | - | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 978 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 1.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1066 | 1604 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.004 |
| HCM Control Delay (s) | - | - | 8.4 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 333 | 215 | 125 | 75 | 61 | 304 |
| Future Vol, veh/h | 333 | 215 | 125 | 75 | 61 | 304 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 362 | 234 | 136 | 82 | 66 | 330 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 218 | 0 | - | 0 | 1135 177 |
| Stage 1 | - | - | - | - | 177 - |
| Stage 2 | - | - | - | - | 958 - |
| 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 | 1352 | - | - | - | 224 866 |
| Stage 1 | - | - | - | - | 854 - |
| Stage 2 | - | - | - | - | 373 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1352 | - | - | - | 164 866 |
| Mov Cap-2 Maneuver | - | - | - | - | 281 - |
| Stage 1 | - | - | - | - | 625 - |
| Stage 2 | - | - | - | - | 373 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 5.2 | 0 | 19.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1352 | - | - | - | 642 |
| HCM Lane V/C Ratio | 0.268 | - | - | - | 0.618 |
| HCM Control Delay (s) | 8.6 | - | - | - | 19.2 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 1.1 | - | - | - | 4.3 |

HCM 6th Signalized Intersection Summary
2: SR-158 & SR-162/2500 West

Nordic Valley
2040 Weekday Plus Projects AM Mitigated



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | ↗ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Volume (veh/h) | 115 | 218 | 185 | 15 | 85 | 10 | 328 | 155 | 20 | 65 | 65 | 60 |
| Future Volume (veh/h) | 115 | 218 | 185 | 15 | 85 | 10 | 328 | 155 | 20 | 65 | 65 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 125 | 237 | 201 | 16 | 92 | 11 | 357 | 168 | 22 | 71 | 71 | 65 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 465 | 486 | 412 | 134 | 434 | 412 | 622 | 646 | 85 | 580 | 358 | 328 |
| Arrive On Green | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1291 | 1870 | 1585 | 102 | 1670 | 1585 | 1251 | 1619 | 212 | 1191 | 898 | 822 |
| Grp Volume(v), veh/h | 125 | 237 | 201 | 108 | 0 | 11 | 357 | 0 | 190 | 71 | 0 | 136 |
| Grp Sat Flow(s),veh/h/ln | 1291 | 1870 | 1585 | 1772 | 0 | 1585 | 1251 | 0 | 1832 | 1191 | 0 | 1720 |
| Q Serve(g_s), s | 3.2 | 4.1 | 4.1 | 0.0 | 0.0 | 0.2 | 10.0 | 0.0 | 2.7 | 1.6 | 0.0 | 2.0 |
| Cycle Q Clear(g_c), s | 5.0 | 4.1 | 4.1 | 1.7 | 0.0 | 0.2 | 12.0 | 0.0 | 2.7 | 4.3 | 0.0 | 2.0 |
| Prop In Lane | 1.00 | | 1.00 | 0.15 | | 1.00 | 1.00 | | 0.12 | 1.00 | | 0.48 |
| Lane Grp Cap(c), veh/h | 465 | 486 | 412 | 568 | 0 | 412 | 622 | 0 | 731 | 580 | 0 | 687 |
| V/C Ratio(X) | 0.27 | 0.49 | 0.49 | 0.19 | 0.00 | 0.03 | 0.57 | 0.00 | 0.26 | 0.12 | 0.00 | 0.20 |
| Avail Cap(c_a), veh/h | 912 | 1134 | 961 | 1135 | 0 | 961 | 891 | 0 | 1125 | 848 | 0 | 1074 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.1 | 12.1 | 12.1 | 11.2 | 0.0 | 10.6 | 11.4 | 0.0 | 7.7 | 9.2 | 0.0 | 7.5 |
| Incr Delay (d2), s/veh | 0.2 | 0.6 | 0.7 | 0.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 1.3 | 1.1 | 0.5 | 0.0 | 0.1 | 1.8 | 0.0 | 0.6 | 0.3 | 0.0 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.4 | 12.6 | 12.7 | 11.3 | 0.0 | 10.6 | 12.1 | 0.0 | 7.9 | 9.3 | 0.0 | 7.6 |
| LnGrp LOS | B | B | B | B | A | B | B | A | A | A | A | A |
| Approach Vol, veh/h | | 563 | | | 119 | | | 547 | | | 207 | |
| Approach Delay, s/veh | | 12.8 | | | 11.2 | | | 10.6 | | | 8.2 | |
| Approach LOS | | B | | | B | | | B | | | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 21.7 | | 16.7 | | 21.7 | | 16.7 | | | | |
| Change Period (Y+Rc), s | | 6.4 | | * 6.7 | | * 6.4 | | * 6.7 | | | | |
| Max Green Setting (Gmax), s | | 23.6 | | * 23 | | * 24 | | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.0 | | 7.0 | | 6.3 | | 3.7 | | | | |
| Green Ext Time (p_c), s | | 1.3 | | 1.7 | | 0.7 | | 0.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 11.2 |
| HCM 6th LOS | B |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 5 | 112 | 176 | 150 | 245 | 5 |
| Future Vol, veh/h | 5 | 112 | 176 | 150 | 245 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 122 | 191 | 163 | 266 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 814 | 269 | 271 | 0 | - | 0 |
| Stage 1 | 269 | - | - | - | - | - |
| Stage 2 | 545 | - | - | - | - | - |
| 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 | 347 | 770 | 1292 | - | - | - |
| Stage 1 | 776 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 290 | 770 | 1292 | - | - | - |
| Mov Cap-2 Maneuver | 290 | - | - | - | - | - |
| Stage 1 | 650 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.1 | 4.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1292 | - | 719 | - | - |
| HCM Lane V/C Ratio | 0.148 | - | 0.177 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 11.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 53 | 5 | 5 | 150 | 240 | 103 |
| Future Vol, veh/h | 53 | 5 | 5 | 150 | 240 | 103 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 5 | 5 | 163 | 261 | 112 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 490 | 317 | 373 | 0 | - | 0 |
| Stage 1 | 317 | - | - | - | - | - |
| Stage 2 | 173 | - | - | - | - | - |
| 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 | 537 | 724 | 1185 | - | - | - |
| Stage 1 | 738 | - | - | - | - | - |
| Stage 2 | 857 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 534 | 724 | 1185 | - | - | - |
| Mov Cap-2 Maneuver | 534 | - | - | - | - | - |
| Stage 1 | 734 | - | - | - | - | - |
| Stage 2 | 857 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.5 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1185 | - | 546 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.115 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 12.5 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.8 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 298 | 30 | 40 | 178 | 20 |
| Future Vol, veh/h | 35 | 298 | 30 | 40 | 178 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 324 | 33 | 43 | 193 | 22 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 9.9 | 8.6 | 10.1 |
| HCM LOS | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 90% | 0% | 43% |
| Vol Thru, % | 0% | 11% | 57% |
| Vol Right, % | 10% | 89% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 198 | 333 | 70 |
| LT Vol | 178 | 0 | 30 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 20 | 298 | 0 |
| Lane Flow Rate | 215 | 362 | 76 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.297 | 0.408 | 0.105 |
| Departure Headway (Hd) | 4.974 | 4.054 | 4.955 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 719 | 887 | 721 |
| Service Time | 3.027 | 2.08 | 2.998 |
| HCM Lane V/C Ratio | 0.299 | 0.408 | 0.105 |
| HCM Control Delay | 10.1 | 9.9 | 8.6 |
| HCM Lane LOS | B | A | A |
| HCM 95th-tile Q | 1.2 | 2 | 0.4 |

| 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 | 60 | 178 | 0 | 0 | 102 | 121 | 0 | 0 | 5 | 150 | 5 | 60 |
| Future Vol, veh/h | 60 | 178 | 0 | 0 | 102 | 121 | 0 | 0 | 5 | 150 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 193 | 0 | 0 | 111 | 132 | 0 | 0 | 5 | 163 | 5 | 65 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 243 | 0 | 0 | 193 | 0 | 0 | 535 | 566 | 193 | 503 | 500 | 177 |
| Stage 1 | - | - | - | - | - | - | 323 | 323 | - | 177 | 177 | - |
| Stage 2 | - | - | - | - | - | - | 212 | 243 | - | 326 | 323 | - |
| 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 | 1323 | - | - | 1380 | - | - | 456 | 434 | 849 | 479 | 473 | 866 |
| Stage 1 | - | - | - | - | - | - | 689 | 650 | - | 825 | 753 | - |
| Stage 2 | - | - | - | - | - | - | 790 | 705 | - | 687 | 650 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1323 | - | - | 1380 | - | - | 400 | 410 | 849 | 456 | 447 | 866 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 400 | 410 | - | 456 | 447 | - |
| Stage 1 | - | - | - | - | - | - | 651 | 614 | - | 780 | 753 | - |
| Stage 2 | - | - | - | - | - | - | 725 | 705 | - | 645 | 614 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|----|--|-----|--|------|--|
| HCM Control Delay, s | 2 | | 0 | | 9.3 | | 17.2 | |
| HCM LOS | | | | | A | | C | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 849 | 1323 | - | - | 1380 | - | - | 525 |
| HCM Lane V/C Ratio | 0.006 | 0.049 | - | - | - | - | - | 0.445 |
| HCM Control Delay (s) | 9.3 | 7.9 | 0 | - | 0 | - | - | 17.2 |
| HCM Lane LOS | A | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0 | - | - | 2.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 218 | 10 | 10 | 147 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Future Vol, veh/h | 5 | 218 | 10 | 10 | 147 | 10 | 10 | 0 | 10 | 5 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 237 | 11 | 11 | 160 | 11 | 11 | 0 | 11 | 5 | 0 | 11 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 171 | 0 | 0 | 249 | 0 | 0 | 447 | 447 | 244 | 446 | 447 | 166 |
| Stage 1 | - | - | - | - | - | - | 254 | 254 | - | 188 | 188 | - |
| Stage 2 | - | - | - | - | - | - | 193 | 193 | - | 258 | 259 | - |
| 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 | 1406 | - | - | 1317 | - | - | 522 | 506 | 795 | 523 | 506 | 878 |
| Stage 1 | - | - | - | - | - | - | 750 | 697 | - | 814 | 745 | - |
| Stage 2 | - | - | - | - | - | - | 809 | 741 | - | 747 | 694 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1406 | - | - | 1316 | - | - | 510 | 499 | 794 | 511 | 499 | 878 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 510 | 499 | - | 511 | 499 | - |
| Stage 1 | - | - | - | - | - | - | 746 | 694 | - | 811 | 738 | - |
| Stage 2 | - | - | - | - | - | - | 792 | 734 | - | 734 | 691 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|----|--|------|--|
| HCM Control Delay, s | 0.2 | | 0.5 | | 11 | | 10.2 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 621 | 1406 | - | - | 1316 | - | - | 708 |
| HCM Lane V/C Ratio | 0.035 | 0.004 | - | - | 0.008 | - | - | 0.023 |
| HCM Control Delay (s) | 11 | 7.6 | 0 | - | 7.8 | 0 | - | 10.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 48 | 0 | 0 | 103 | 5 |
| Future Vol, veh/h | 10 | 10 | 5 | 5 | 5 | 0 | 5 | 48 | 0 | 0 | 103 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 11 | 5 | 5 | 5 | 0 | 5 | 52 | 0 | 0 | 112 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 180 | 177 | 115 | 185 | 179 | 52 | 117 | 0 | 0 | 52 | 0 | 0 |
| Stage 1 | 115 | 115 | - | 62 | 62 | - | - | - | - | - | - | - |
| Stage 2 | 65 | 62 | - | 123 | 117 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 782 | 717 | 937 | 776 | 715 | 1016 | 1471 | - | - | 1554 | - | - |
| Stage 1 | 890 | 800 | - | 949 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 946 | 843 | - | 881 | 799 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 775 | 714 | 937 | 760 | 712 | 1016 | 1471 | - | - | 1554 | - | - |
| Mov Cap-2 Maneuver | 775 | 714 | - | 760 | 712 | - | - | - | - | - | - | - |
| Stage 1 | 886 | 800 | - | 945 | 840 | - | - | - | - | - | - | - |
| Stage 2 | 936 | 840 | - | 864 | 799 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|----|-----|----|
| HCM Control Delay, s | 9.7 | 10 | 0.7 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1471 | - | - | 775 | 776 | 735 | 1554 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.014 | 0.021 | 0.015 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.7 | 9.7 | 10 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 166 | 5 | 53 | 92 | 5 | 103 |
| Future Vol, veh/h | 166 | 5 | 53 | 92 | 5 | 103 |
| Conflicting Peds, #/hr | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 180 | 5 | 58 | 100 | 5 | 112 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 231 | 108 | 0 | 0 | 158 |
| Stage 1 | 108 | - | - | - | - |
| Stage 2 | 123 | - | - | - | - |
| 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 | 757 | 946 | - | - | 1422 |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 902 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 753 | 946 | - | - | 1422 |
| Mov Cap-2 Maneuver | 753 | - | - | - | - |
| Stage 1 | 916 | - | - | - | - |
| Stage 2 | 897 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.3 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 758 | 1422 |
| HCM Lane V/C Ratio | - | - | 0.245 | 0.004 |
| HCM Control Delay (s) | - | - | 11.3 | 7.5 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 22 | 122 | 5 | 110 | 159 |
| Future Vol, veh/h | 5 | 22 | 122 | 5 | 110 | 159 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 9 | 9 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 24 | 133 | 5 | 120 | 173 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 559 | 146 | 0 | 0 | 147 |
| Stage 1 | 145 | - | - | - | - |
| Stage 2 | 414 | - | - | - | - |
| 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 | 490 | 901 | - | - | 1435 |
| Stage 1 | 882 | - | - | - | - |
| Stage 2 | 667 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 440 | 892 | - | - | 1423 |
| Mov Cap-2 Maneuver | 440 | - | - | - | - |
| Stage 1 | 874 | - | - | - | - |
| Stage 2 | 604 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 10 | 0 | 3.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 749 | 1423 |
| HCM Lane V/C Ratio | - | - | 0.039 | 0.084 |
| HCM Control Delay (s) | - | - | 10 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 0 | 5 | 0 | 0 | 7 | 0 | 25 | 0 | 7 | 25 | 12 |
| Future Vol, veh/h | 12 | 0 | 5 | 0 | 0 | 7 | 0 | 25 | 0 | 7 | 25 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 0 | 5 | 0 | 0 | 8 | 0 | 27 | 0 | 8 | 27 | 13 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 83 | 79 | 40 | 83 | 85 | 27 | 42 | 0 | 0 | 27 | 0 | 0 |
| Stage 1 | 52 | 52 | - | 27 | 27 | - | - | - | - | - | - | - |
| Stage 2 | 31 | 27 | - | 56 | 58 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 904 | 811 | 1031 | 904 | 805 | 1048 | 1567 | - | - | 1587 | - | - |
| Stage 1 | 961 | 852 | - | 990 | 873 | - | - | - | - | - | - | - |
| Stage 2 | 986 | 873 | - | 956 | 847 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 892 | 805 | 1025 | 892 | 799 | 1048 | 1564 | - | - | 1587 | - | - |
| Mov Cap-2 Maneuver | 892 | 805 | - | 892 | 799 | - | - | - | - | - | - | - |
| Stage 1 | 959 | 846 | - | 990 | 873 | - | - | - | - | - | - | - |
| Stage 2 | 979 | 873 | - | 943 | 841 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|----|-----|
| HCM Control Delay, s | 9 | 8.5 | 0 | 1.2 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1564 | - | - | 927 | 1048 | 1587 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.02 | 0.007 | 0.005 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9 | 8.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 50 | 9 | 18 | 6 | 1 |
| Future Vol, veh/h | 10 | 50 | 9 | 18 | 6 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 54 | 10 | 20 | 7 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 65 | 0 | 78 |
| Stage 1 | - | - | - | - | 38 |
| Stage 2 | - | - | - | - | 40 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1537 | - | 925 |
| Stage 1 | - | - | - | - | 984 |
| Stage 2 | - | - | - | - | 982 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1537 | - | 919 |
| Mov Cap-2 Maneuver | - | - | - | - | 919 |
| Stage 1 | - | - | - | - | 984 |
| Stage 2 | - | - | - | - | 975 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 2.5 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 934 | - | - | 1537 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.006 | - |
| HCM Control Delay (s) | 8.9 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 55 | 3 | 21 | 6 | 0 |
| Future Vol, veh/h | 60 | 55 | 3 | 21 | 6 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 65 | 60 | 3 | 23 | 7 | 0 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 125 | 0 | 124 | 95 |
| Stage 1 | - | - | - | - | 95 | - |
| Stage 2 | - | - | - | - | 29 | - |
| 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 | - | - | 1462 | - | 871 | 962 |
| Stage 1 | - | - | - | - | 929 | - |
| Stage 2 | - | - | - | - | 994 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1462 | - | 869 | 962 |
| Mov Cap-2 Maneuver | - | - | - | - | 869 | - |
| Stage 1 | - | - | - | - | 929 | - |
| Stage 2 | - | - | - | - | 992 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0.9 | 9.2 | | | |
| HCM LOS | | | | A | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 869 | - | - | 1462 | - | |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.002 | - | |
| HCM Control Delay (s) | 9.2 | - | - | 7.5 | 0 | |
| HCM Lane LOS | A | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 144 | 269 | 1 |
| Future Vol, veh/h | 1 | 0 | 0 | 144 | 269 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 157 | 292 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 450 | 293 | 293 | 0 | - | 0 |
| Stage 1 | 293 | - | - | - | - | - |
| Stage 2 | 157 | - | - | - | - | - |
| 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 | 567 | 746 | 1269 | - | - | - |
| Stage 1 | 757 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 567 | 746 | 1269 | - | - | - |
| Mov Cap-2 Maneuver | 567 | - | - | - | - | - |
| Stage 1 | 757 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1269 | - | 567 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.4 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 65 | 0 | 0 | 0 | 0 | 20 | 0 | 44 | 0 | 31 | 44 | 90 |
| Future Vol, veh/h | 65 | 0 | 0 | 0 | 0 | 20 | 0 | 44 | 0 | 31 | 44 | 90 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 71 | 0 | 0 | 0 | 0 | 22 | 0 | 48 | 0 | 34 | 48 | 98 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 224 | 213 | 97 | 213 | 262 | 48 | 146 | 0 | 0 | 48 | 0 | 0 |
| Stage 1 | 165 | 165 | - | 48 | 48 | - | - | - | - | - | - | - |
| Stage 2 | 59 | 48 | - | 165 | 214 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 732 | 684 | 959 | 744 | 643 | 1021 | 1436 | - | - | 1559 | - | - |
| Stage 1 | 837 | 762 | - | 965 | 855 | - | - | - | - | - | - | - |
| Stage 2 | 953 | 855 | - | 837 | 725 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 703 | 668 | 959 | 731 | 628 | 1021 | 1436 | - | - | 1559 | - | - |
| Mov Cap-2 Maneuver | 703 | 668 | - | 731 | 628 | - | - | - | - | - | - | - |
| Stage 1 | 837 | 744 | - | 965 | 855 | - | - | - | - | - | - | - |
| Stage 2 | 933 | 855 | - | 817 | 708 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|-----|----|-----|
| HCM Control Delay, s | 10.7 | 8.6 | 0 | 1.4 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1436 | - | - | 703 | 1021 | 1559 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.101 | 0.021 | 0.022 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.7 | 8.6 | 7.4 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 22 | 0 | 3 | 27 |
| Future Vol, veh/h | 0 | 3 | 22 | 0 | 3 | 27 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 24 | 0 | 3 | 29 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 59 | 24 | 0 | 0 | 24 | 0 |
| Stage 1 | 24 | - | - | - | - | - |
| Stage 2 | 35 | - | - | - | - | - |
| 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 | 948 | 1052 | - | - | 1591 | - |
| Stage 1 | 999 | - | - | - | - | - |
| Stage 2 | 987 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 946 | 1052 | - | - | 1591 | - |
| Mov Cap-2 Maneuver | 946 | - | - | - | - | - |
| Stage 1 | 999 | - | - | - | - | - |
| Stage 2 | 985 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1052 | 1591 |
| HCM Lane V/C Ratio | - | - | 0.003 | 0.002 |
| HCM Control Delay (s) | - | - | 8.4 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 11.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 316 | 205 | 175 | 70 | 82 | 330 |
| Future Vol, veh/h | 316 | 205 | 175 | 70 | 82 | 330 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 343 | 223 | 190 | 76 | 89 | 359 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 266 | 0 | - | 0 | 1137 228 |
| Stage 1 | - | - | - | - | 228 - |
| Stage 2 | - | - | - | - | 909 - |
| 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 | 1298 | - | - | - | 223 811 |
| Stage 1 | - | - | - | - | 810 - |
| Stage 2 | - | - | - | - | 393 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1298 | - | - | - | 164 811 |
| Mov Cap-2 Maneuver | - | - | - | - | 286 - |
| Stage 1 | - | - | - | - | 596 - |
| Stage 2 | - | - | - | - | 393 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 5.3 | 0 | 27.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1298 | - | - | - | 594 |
| HCM Lane V/C Ratio | 0.265 | - | - | - | 0.754 |
| HCM Control Delay (s) | 8.8 | - | - | - | 27.3 |
| HCM Lane LOS | A | - | - | - | D |
| HCM 95th %tile Q(veh) | 1.1 | - | - | - | 6.7 |

HCM 6th Signalized Intersection Summary
2: SR-158 & SR-162/2500 West

Nordic Valley
2040 Weekday Plus Projects PM Mitigated



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 90 | 292 | 247 | 15 | 256 | 70 | 216 | 90 | 15 | 85 | 105 | 100 |
| Future Volume (veh/h) | 90 | 292 | 247 | 15 | 256 | 70 | 216 | 90 | 15 | 85 | 105 | 100 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 98 | 317 | 268 | 16 | 278 | 76 | 235 | 98 | 16 | 92 | 114 | 109 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 374 | 590 | 500 | 107 | 564 | 500 | 481 | 558 | 91 | 580 | 312 | 299 |
| Arrive On Green | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1027 | 1870 | 1585 | 37 | 1788 | 1585 | 1158 | 1568 | 256 | 1279 | 879 | 840 |
| Grp Volume(v), veh/h | 98 | 317 | 268 | 294 | 0 | 76 | 235 | 0 | 114 | 92 | 0 | 223 |
| Grp Sat Flow(s),veh/h/ln | 1027 | 1870 | 1585 | 1825 | 0 | 1585 | 1158 | 0 | 1824 | 1279 | 0 | 1719 |
| Q Serve(g_s), s | 3.4 | 5.6 | 5.5 | 0.0 | 0.0 | 1.4 | 7.5 | 0.0 | 1.7 | 2.1 | 0.0 | 3.8 |
| Cycle Q Clear(g_c), s | 8.5 | 5.6 | 5.5 | 5.1 | 0.0 | 1.4 | 11.3 | 0.0 | 1.7 | 3.8 | 0.0 | 3.8 |
| Prop In Lane | 1.00 | | 1.00 | 0.05 | | 1.00 | 1.00 | | 0.14 | 1.00 | | 0.49 |
| Lane Grp Cap(c), veh/h | 374 | 590 | 500 | 671 | 0 | 500 | 481 | 0 | 649 | 580 | 0 | 611 |
| V/C Ratio(X) | 0.26 | 0.54 | 0.54 | 0.44 | 0.00 | 0.15 | 0.49 | 0.00 | 0.18 | 0.16 | 0.00 | 0.36 |
| Avail Cap(c_a), veh/h | 650 | 1094 | 927 | 1142 | 0 | 927 | 755 | 0 | 1080 | 896 | 0 | 1035 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.5 | 11.2 | 11.2 | 11.1 | 0.0 | 9.8 | 13.7 | 0.0 | 8.8 | 10.1 | 0.0 | 9.5 |
| Incr Delay (d2), s/veh | 0.3 | 0.6 | 0.7 | 0.3 | 0.0 | 0.1 | 0.6 | 0.0 | 0.1 | 0.1 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 1.7 | 1.5 | 1.5 | 0.0 | 0.4 | 1.4 | 0.0 | 0.4 | 0.4 | 0.0 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 14.8 | 11.8 | 11.9 | 11.4 | 0.0 | 9.9 | 14.3 | 0.0 | 8.9 | 10.2 | 0.0 | 9.8 |
| LnGrp LOS | B | B | B | B | A | A | B | A | A | B | A | A |
| Approach Vol, veh/h | | 683 | | | 370 | | | 349 | | | | 315 |
| Approach Delay, s/veh | | 12.3 | | | 11.1 | | | 12.5 | | | | 9.9 |
| Approach LOS | | B | | | B | | | B | | | | A |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 20.6 | | 19.3 | | 20.6 | | 19.3 | | | | |
| Change Period (Y+Rc), s | | 6.4 | | * 6.7 | | * 6.4 | | * 6.7 | | | | |
| Max Green Setting (Gmax), s | | 23.6 | | * 23 | | * 24 | | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | | 13.3 | | 10.5 | | 5.8 | | 7.1 | | | | |
| Green Ext Time (p_c), s | | 0.8 | | 2.1 | | 1.1 | | 1.3 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 11.6 |
| HCM 6th LOS | B |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 167 | 141 | 290 | 265 | 5 |
| Future Vol, veh/h | 0 | 167 | 141 | 290 | 265 | 5 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 182 | 153 | 315 | 288 | 5 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 912 | 291 | 293 | 0 | 0 |
| Stage 1 | 291 | - | - | - | - |
| Stage 2 | 621 | - | - | - | - |
| 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 | 304 | 748 | 1269 | - | - |
| Stage 1 | 759 | - | - | - | - |
| Stage 2 | 536 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 260 | 748 | 1269 | - | - |
| Mov Cap-2 Maneuver | 260 | - | - | - | - |
| Stage 1 | 648 | - | - | - | - |
| Stage 2 | 536 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.3 | 2.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1269 | - | 748 | - | - |
| HCM Lane V/C Ratio | 0.121 | - | 0.243 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | 11.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.9 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 90 | 10 | 5 | 290 | 265 | 56 |
| Future Vol, veh/h | 90 | 10 | 5 | 290 | 265 | 56 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 11 | 5 | 315 | 288 | 61 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 644 | 319 | 349 | 0 | - | 0 |
| Stage 1 | 319 | - | - | - | - | - |
| Stage 2 | 325 | - | - | - | - | - |
| 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 | 437 | 722 | 1210 | - | - | - |
| Stage 1 | 737 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 435 | 722 | 1210 | - | - | - |
| Mov Cap-2 Maneuver | 435 | - | - | - | - | - |
| Stage 1 | 733 | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 15.4 | 0.1 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1210 | - | 453 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.24 | - | - |
| HCM Control Delay (s) | 8 | 0 | 15.4 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.9 | - | - |

| Intersection | |
|---------------------------|----|
| Intersection Delay, s/veh | 13 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↻ | | | ↻ | ↻ | |
| Traffic Vol, veh/h | 35 | 286 | 35 | 40 | 345 | 40 |
| Future Vol, veh/h | 35 | 286 | 35 | 40 | 345 | 40 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 311 | 38 | 43 | 375 | 43 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 11.4 | 9.5 | 15.1 |
| HCM LOS | B | A | C |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 90% | 0% | 47% |
| Vol Thru, % | 0% | 11% | 53% |
| Vol Right, % | 10% | 89% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 385 | 321 | 75 |
| LT Vol | 345 | 0 | 35 |
| Through Vol | 0 | 35 | 40 |
| RT Vol | 40 | 286 | 0 |
| Lane Flow Rate | 418 | 349 | 82 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.586 | 0.447 | 0.128 |
| Departure Headway (Hd) | 5.04 | 4.613 | 5.669 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 707 | 775 | 636 |
| Service Time | 3.136 | 2.687 | 3.669 |
| HCM Lane V/C Ratio | 0.591 | 0.45 | 0.129 |
| HCM Control Delay | 15.1 | 11.4 | 9.5 |
| HCM Lane LOS | C | B | A |
| HCM 95th-tile Q | 3.8 | 2.3 | 0.4 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 65 | 176 | 5 | 10 | 168 | 217 | 5 | 0 | 5 | 140 | 5 | 60 |
| Future Vol, veh/h | 65 | 176 | 5 | 10 | 168 | 217 | 5 | 0 | 5 | 140 | 5 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 71 | 191 | 5 | 11 | 183 | 236 | 5 | 0 | 5 | 152 | 5 | 65 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 419 | 0 | 0 | 196 | 0 | 0 | 694 | 777 | 194 | 661 | 661 | 301 |
| Stage 1 | - | - | - | - | - | - | 336 | 336 | - | 323 | 323 | - |
| Stage 2 | - | - | - | - | - | - | 358 | 441 | - | 338 | 338 | - |
| 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 | 1140 | - | - | 1377 | - | - | 357 | 328 | 847 | 376 | 383 | 739 |
| Stage 1 | - | - | - | - | - | - | 678 | 642 | - | 689 | 650 | - |
| Stage 2 | - | - | - | - | - | - | 660 | 577 | - | 676 | 641 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1140 | - | - | 1377 | - | - | 302 | 302 | 847 | 351 | 352 | 739 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 302 | 302 | - | 351 | 352 | - |
| Stage 1 | - | - | - | - | - | - | 631 | 597 | - | 641 | 643 | - |
| Stage 2 | - | - | - | - | - | - | 590 | 571 | - | 625 | 596 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.2 | | | 0.2 | | | 13.3 | | | 23.3 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 445 | 1140 | - | - | 1377 | - | - | 415 |
| HCM Lane V/C Ratio | 0.024 | 0.062 | - | - | 0.008 | - | - | 0.537 |
| HCM Control Delay (s) | 13.3 | 8.4 | 0 | - | 7.6 | 0 | - | 23.3 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 3.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 15 | 226 | 15 | 15 | 213 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Future Vol, veh/h | 15 | 226 | 15 | 15 | 213 | 10 | 10 | 0 | 10 | 10 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 246 | 16 | 16 | 232 | 11 | 11 | 0 | 11 | 11 | 0 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 243 | 0 | 0 | 263 | 0 | 0 | 559 | 562 | 255 | 562 | 565 | 238 |
| Stage 1 | - | - | - | - | - | - | 287 | 287 | - | 270 | 270 | - |
| Stage 2 | - | - | - | - | - | - | 272 | 275 | - | 292 | 295 | - |
| 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 | 1323 | - | - | 1301 | - | - | 440 | 436 | 784 | 438 | 434 | 801 |
| Stage 1 | - | - | - | - | - | - | 720 | 674 | - | 736 | 686 | - |
| Stage 2 | - | - | - | - | - | - | 734 | 683 | - | 716 | 669 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1323 | - | - | 1300 | - | - | 427 | 423 | 783 | 423 | 421 | 801 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 427 | 423 | - | 423 | 421 | - |
| Stage 1 | - | - | - | - | - | - | 709 | 664 | - | 726 | 676 | - |
| Stage 2 | - | - | - | - | - | - | 719 | 673 | - | 696 | 659 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|------|--|------|--|
| HCM Control Delay, s | 0.5 | | 0.5 | | 11.8 | | 12.4 | |
| HCM LOS | | | | | B | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 553 | 1323 | - | - | 1300 | - | - | 502 |
| HCM Lane V/C Ratio | 0.039 | 0.012 | - | - | 0.013 | - | - | 0.032 |
| HCM Control Delay (s) | 11.8 | 7.8 | 0 | - | 7.8 | 0 | - | 12.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 95 | 0 | 5 | 56 | 5 |
| Future Vol, veh/h | 5 | 20 | 5 | 0 | 20 | 5 | 5 | 95 | 0 | 5 | 56 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 22 | 5 | 0 | 22 | 5 | 5 | 103 | 0 | 5 | 61 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 201 | 187 | 64 | 200 | 189 | 103 | 66 | 0 | 0 | 103 | 0 | 0 |
| Stage 1 | 74 | 74 | - | 113 | 113 | - | - | - | - | - | - | - |
| Stage 2 | 127 | 113 | - | 87 | 76 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 757 | 708 | 1000 | 759 | 706 | 952 | 1536 | - | - | 1489 | - | - |
| Stage 1 | 935 | 833 | - | 892 | 802 | - | - | - | - | - | - | - |
| Stage 2 | 877 | 802 | - | 921 | 832 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 731 | 704 | 1000 | 734 | 702 | 952 | 1536 | - | - | 1489 | - | - |
| Mov Cap-2 Maneuver | 731 | 704 | - | 734 | 702 | - | - | - | - | - | - | - |
| Stage 1 | 932 | 831 | - | 889 | 800 | - | - | - | - | - | - | - |
| Stage 2 | 846 | 800 | - | 889 | 830 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|----|--|-----|--|-----|--|
| HCM Control Delay, s | 10 | | 10 | | 0.4 | | 0.6 | |
| HCM LOS | B | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1536 | - | - | 731 | 748 | 741 | 1489 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.007 | 0.036 | 0.037 | 0.004 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10 | 10 | 10 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 5 | 95 | 137 | 5 | 61 |
| Future Vol, veh/h | 91 | 5 | 95 | 137 | 5 | 61 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 5 | 103 | 149 | 5 | 66 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 254 | 180 | 0 | 0 | 252 |
| Stage 1 | 178 | - | - | - | - |
| Stage 2 | 76 | - | - | - | - |
| 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 | 735 | 863 | - | - | 1313 |
| Stage 1 | 853 | - | - | - | - |
| Stage 2 | 947 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 732 | 861 | - | - | 1313 |
| Mov Cap-2 Maneuver | 732 | - | - | - | - |
| Stage 1 | 853 | - | - | - | - |
| Stage 2 | 943 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.7 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 738 | 1313 |
| HCM Lane V/C Ratio | - | - | 0.141 | 0.004 |
| HCM Control Delay (s) | - | - | 10.7 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 110 | 122 | 0 | 22 | 129 |
| Future Vol, veh/h | 0 | 110 | 122 | 0 | 22 | 129 |
| Conflicting Peds, #/hr | 0 | 2 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 120 | 133 | 0 | 24 | 140 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 321 | 135 | 0 | 0 | 133 | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 188 | - | - | - | - | - |
| 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 | 673 | 914 | - | - | 1452 | - |
| Stage 1 | 893 | - | - | - | - | - |
| Stage 2 | 844 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 661 | 912 | - | - | 1452 | - |
| Mov Cap-2 Maneuver | 661 | - | - | - | - | - |
| Stage 1 | 893 | - | - | - | - | - |
| Stage 2 | 829 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.5 | 0 | 1.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 912 | 1452 |
| HCM Lane V/C Ratio | - | - | 0.131 | 0.016 |
| HCM Control Delay (s) | - | - | 9.5 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 0 | 8 | 31 | 12 |
| Future Vol, veh/h | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 18 | 0 | 8 | 31 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 0 | 0 | 0 | 0 | 11 | 0 | 20 | 0 | 9 | 34 | 13 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 85 | 79 | 43 | 81 | 85 | 20 | 47 | 0 | 0 | 20 | 0 | 0 |
| Stage 1 | 59 | 59 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 26 | 20 | - | 61 | 65 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 901 | 811 | 1027 | 907 | 805 | 1058 | 1560 | - | - | 1596 | - | - |
| Stage 1 | 953 | 846 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 992 | 879 | - | 950 | 841 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 887 | 806 | 1025 | 902 | 800 | 1058 | 1560 | - | - | 1596 | - | - |
| Mov Cap-2 Maneuver | 887 | 806 | - | 902 | 800 | - | - | - | - | - | - | - |
| Stage 1 | 953 | 841 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 982 | 879 | - | 943 | 836 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|-----|
| HCM Control Delay, s | 9.1 | 8.4 | 0 | 1.1 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1560 | - | - | 887 | 1058 | 1596 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.015 | 0.01 | 0.005 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.1 | 8.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 6.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 6 | 1 | 5 | 50 | 9 |
| Future Vol, veh/h | 13 | 6 | 1 | 5 | 50 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 7 | 1 | 5 | 54 | 10 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 21 | 0 | 25 | 18 |
| Stage 1 | - | - | - | - | 18 | - |
| Stage 2 | - | - | - | - | 7 | - |
| 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 | - | - | 1595 | - | 991 | 1061 |
| Stage 1 | - | - | - | - | 1005 | - |
| Stage 2 | - | - | - | - | 1016 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1595 | - | 990 | 1061 |
| Mov Cap-2 Maneuver | - | - | - | - | 990 | - |
| Stage 1 | - | - | - | - | 1005 | - |
| Stage 2 | - | - | - | - | 1015 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 1.2 | 8.8 | | | |
| HCM LOS | | | | A | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 1000 | - | - | 1595 | - | |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.001 | - | |
| HCM Control Delay (s) | 8.8 | - | - | 7.3 | 0 | |
| HCM Lane LOS | A | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 6 | 0 | 55 | 55 | 3 |
| Future Vol, veh/h | 16 | 6 | 0 | 55 | 55 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 7 | 0 | 60 | 60 | 3 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 24 | 0 | 81 | 21 |
| Stage 1 | - | - | - | - | 21 | - |
| Stage 2 | - | - | - | - | 60 | - |
| 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 | - | - | 1591 | - | 921 | 1056 |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1591 | - | 921 | 1056 |
| Mov Cap-2 Maneuver | - | - | - | - | 921 | - |
| Stage 1 | - | - | - | - | 1002 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0 | 9.2 | | | |
| HCM LOS | | | | | | A |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 927 | - | - | 1591 | - | |
| HCM Lane V/C Ratio | 0.068 | - | - | - | - | |
| HCM Control Delay (s) | 9.2 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 1 | 0 | 0 | 232 | 151 | 1 |
| Future Vol, veh/h | 1 | 0 | 0 | 232 | 151 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 252 | 164 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 417 | 165 | 165 | 0 | - | 0 |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 252 | - | - | - | - | - |
| 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 | 592 | 879 | 1413 | - | - | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 790 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 592 | 879 | 1413 | - | - | - |
| Mov Cap-2 Maneuver | 592 | - | - | - | - | - |
| Stage 1 | 864 | - | - | - | - | - |
| Stage 2 | 790 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.1 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1413 | - | 592 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.1 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 58 | 0 | 0 | 0 | 0 | 20 | 0 | 40 | 0 | 18 | 51 | 57 |
| Future Vol, veh/h | 58 | 0 | 0 | 0 | 0 | 20 | 0 | 40 | 0 | 18 | 51 | 57 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 63 | 0 | 0 | 0 | 0 | 22 | 0 | 43 | 0 | 20 | 55 | 62 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 180 | 169 | 86 | 169 | 200 | 43 | 117 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 126 | 126 | - | 43 | 43 | - | - | - | - | - | - | - |
| Stage 2 | 54 | 43 | - | 126 | 157 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 782 | 724 | 973 | 795 | 696 | 1027 | 1471 | - | - | 1566 | - | - |
| Stage 1 | 878 | 792 | - | 971 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 958 | 859 | - | 878 | 768 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 757 | 714 | 973 | 786 | 686 | 1027 | 1471 | - | - | 1566 | - | - |
| Mov Cap-2 Maneuver | 757 | 714 | - | 786 | 686 | - | - | - | - | - | - | - |
| Stage 1 | 878 | 781 | - | 971 | 859 | - | - | - | - | - | - | - |
| Stage 2 | 938 | 859 | - | 866 | 757 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 10.2 | | 8.6 | | 0 | | 1 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1471 | - | - | 757 | 1027 | 1566 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.083 | 0.021 | 0.012 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.2 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 13 | 0 | 4 | 27 |
| Future Vol, veh/h | 0 | 5 | 13 | 0 | 4 | 27 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 14 | 0 | 4 | 29 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 51 | 14 | 0 | 0 | 14 | 0 |
| Stage 1 | 14 | - | - | - | - | - |
| Stage 2 | 37 | - | - | - | - | - |
| 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 | 958 | 1066 | - | - | 1604 | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 985 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 955 | 1066 | - | - | 1604 | - |
| Mov Cap-2 Maneuver | 955 | - | - | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 982 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 0.9 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1066 | 1604 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.003 |
| 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 | 6.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 181 | 135 | 110 | 49 | 47 | 199 |
| Future Vol, veh/h | 181 | 135 | 110 | 49 | 47 | 199 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 197 | 147 | 120 | 53 | 51 | 216 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 173 | 0 | - | 0 | 688 147 |
| Stage 1 | - | - | - | - | 147 - |
| Stage 2 | - | - | - | - | 541 - |
| 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 | 1404 | - | - | - | 412 900 |
| Stage 1 | - | - | - | - | 880 - |
| Stage 2 | - | - | - | - | 583 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1404 | - | - | - | 354 900 |
| Mov Cap-2 Maneuver | - | - | - | - | 456 - |
| Stage 1 | - | - | - | - | 757 - |
| Stage 2 | - | - | - | - | 583 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.6 | 0 | 12.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1404 | - | - | - | 759 |
| HCM Lane V/C Ratio | 0.14 | - | - | - | 0.352 |
| HCM Control Delay (s) | 8 | - | - | - | 12.3 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 1.6 |

HCM 6th Signalized Intersection Summary
 2: SR-158 & SR-162/2500 West

Nordic Valley
 2040 Saturday Plus Projects AM Mitigated



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 55 | 181 | 171 | 10 | 89 | 15 | 220 | 75 | 15 | 50 | 55 | 30 |
| Future Volume (veh/h) | 55 | 181 | 171 | 10 | 89 | 15 | 220 | 75 | 15 | 50 | 55 | 30 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.99 | | 0.99 | 0.99 | | 0.99 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 60 | 197 | 186 | 11 | 97 | 16 | 239 | 82 | 16 | 54 | 60 | 33 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 546 | 563 | 476 | 138 | 528 | 476 | 561 | 464 | 91 | 558 | 345 | 190 |
| Arrive On Green | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Sat Flow, veh/h | 1278 | 1870 | 1582 | 62 | 1753 | 1582 | 1291 | 1517 | 296 | 1285 | 1129 | 621 |
| Grp Volume(v), veh/h | 60 | 197 | 186 | 108 | 0 | 16 | 239 | 0 | 98 | 54 | 0 | 93 |
| Grp Sat Flow(s),veh/h/ln | 1278 | 1870 | 1582 | 1816 | 0 | 1582 | 1291 | 0 | 1813 | 1285 | 0 | 1750 |
| Q Serve(g_s), s | 1.2 | 2.7 | 3.1 | 0.0 | 0.0 | 0.2 | 5.5 | 0.0 | 1.3 | 1.1 | 0.0 | 1.3 |
| Cycle Q Clear(g_c), s | 2.6 | 2.7 | 3.1 | 1.4 | 0.0 | 0.2 | 6.8 | 0.0 | 1.3 | 2.4 | 0.0 | 1.3 |
| Prop In Lane | 1.00 | | 1.00 | 0.10 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.35 |
| Lane Grp Cap(c), veh/h | 546 | 563 | 476 | 665 | 0 | 476 | 561 | 0 | 555 | 558 | 0 | 535 |
| V/C Ratio(X) | 0.11 | 0.35 | 0.39 | 0.16 | 0.00 | 0.03 | 0.43 | 0.00 | 0.18 | 0.10 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 1055 | 1308 | 1107 | 1350 | 0 | 1107 | 1080 | 0 | 1284 | 1091 | 0 | 1261 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.6 | 9.1 | 9.2 | 8.6 | 0.0 | 8.2 | 11.0 | 0.0 | 8.5 | 9.4 | 0.0 | 8.5 |
| Incr Delay (d2), s/veh | 0.1 | 0.3 | 0.4 | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.7 | 0.7 | 0.4 | 0.0 | 0.1 | 1.0 | 0.0 | 0.3 | 0.2 | 0.0 | 0.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 9.7 | 9.4 | 9.6 | 8.7 | 0.0 | 8.2 | 11.4 | 0.0 | 8.6 | 9.4 | 0.0 | 8.6 |
| LnGrp LOS | A | A | A | A | A | A | B | A | A | A | A | A |
| Approach Vol, veh/h | | 443 | | | 124 | | | 337 | | | | 147 |
| Approach Delay, s/veh | | 9.5 | | | 8.7 | | | 10.6 | | | | 8.9 |
| Approach LOS | | A | | | A | | | B | | | | A |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 16.6 | | 16.7 | | 16.6 | | 16.7 | | | | |
| Change Period (Y+Rc), s | | 6.4 | | * 6.7 | | * 6.4 | | * 6.7 | | | | |
| Max Green Setting (Gmax), s | | 23.6 | | * 23 | | * 24 | | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.8 | | 5.1 | | 4.4 | | 3.4 | | | | |
| Green Ext Time (p_c), s | | 0.8 | | 1.3 | | 0.4 | | 0.4 | | | | |

Intersection Summary

| | |
|--------------------|-----|
| HCM 6th Ctrl Delay | 9.7 |
| HCM 6th LOS | A |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 0 | 111 | 162 | 85 | 175 | 0 |
| Future Vol, veh/h | 0 | 111 | 162 | 85 | 175 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 121 | 176 | 92 | 190 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 634 | 190 | 190 | 0 | - | 0 |
| Stage 1 | 190 | - | - | - | - | - |
| Stage 2 | 444 | - | - | - | - | - |
| 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 | 443 | 852 | 1384 | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 384 | 852 | 1384 | - | - | - |
| Mov Cap-2 Maneuver | 384 | - | - | - | - | - |
| Stage 1 | 729 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.9 | 5.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1384 | - | 852 | - | - |
| HCM Lane V/C Ratio | 0.127 | - | 0.142 | - | - |
| HCM Control Delay (s) | 8 | 0 | 9.9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | |
| Traffic Vol, veh/h | 58 | 5 | 5 | 80 | 170 | 96 |
| Future Vol, veh/h | 58 | 5 | 5 | 80 | 170 | 96 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 63 | 5 | 5 | 87 | 185 | 104 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 334 | 237 | 289 | 0 | - | 0 |
| Stage 1 | 237 | - | - | - | - | - |
| Stage 2 | 97 | - | - | - | - | - |
| 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 | 661 | 802 | 1273 | - | - | - |
| Stage 1 | 802 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 658 | 802 | 1273 | - | - | - |
| Mov Cap-2 Maneuver | 658 | - | - | - | - | - |
| Stage 1 | 799 | - | - | - | - | - |
| Stage 2 | 927 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 11 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1273 | - | 668 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.103 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 11 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 246 | 15 | 40 | 118 | 15 |
| Future Vol, veh/h | 30 | 246 | 15 | 40 | 118 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 267 | 16 | 43 | 128 | 16 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|-----|----|-----|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 8.6 | 8 | 8.9 |
| HCM LOS | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 89% | 0% | 27% |
| Vol Thru, % | 0% | 11% | 73% |
| Vol Right, % | 11% | 89% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 133 | 276 | 55 |
| LT Vol | 118 | 0 | 15 |
| Through Vol | 0 | 30 | 40 |
| RT Vol | 15 | 246 | 0 |
| Lane Flow Rate | 145 | 300 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.192 | 0.319 | 0.077 |
| Departure Headway (Hd) | 4.775 | 3.833 | 4.639 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 752 | 942 | 774 |
| Service Time | 2.801 | 1.846 | 2.659 |
| HCM Lane V/C Ratio | 0.193 | 0.318 | 0.078 |
| HCM Control Delay | 8.9 | 8.6 | 8 |
| HCM Lane LOS | A | A | A |
| HCM 95th-tile Q | 0.7 | 1.4 | 0.2 |

| 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 | 55 | 111 | 0 | 5 | 86 | 62 | 0 | 0 | 5 | 160 | 0 | 70 |
| Future Vol, veh/h | 55 | 111 | 0 | 5 | 86 | 62 | 0 | 0 | 5 | 160 | 0 | 70 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 121 | 0 | 5 | 93 | 67 | 0 | 0 | 5 | 174 | 0 | 76 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 160 | 0 | 0 | 123 | 0 | 0 | 422 | 413 | 125 | 383 | 380 | 131 |
| Stage 1 | - | - | - | - | - | - | 243 | 243 | - | 137 | 137 | - |
| Stage 2 | - | - | - | - | - | - | 179 | 170 | - | 246 | 243 | - |
| 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 | 1419 | - | - | 1464 | - | - | 542 | 529 | 926 | 575 | 552 | 919 |
| Stage 1 | - | - | - | - | - | - | 761 | 705 | - | 866 | 783 | - |
| Stage 2 | - | - | - | - | - | - | 823 | 758 | - | 758 | 705 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1419 | - | - | 1461 | - | - | 476 | 502 | 922 | 549 | 524 | 915 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 476 | 502 | - | 549 | 524 | - |
| Stage 1 | - | - | - | - | - | - | 725 | 672 | - | 827 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 749 | 755 | - | 718 | 672 | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|------|--|
| HCM Control Delay, s | 2.5 | | 0.2 | | 8.9 | | 14.5 | |
| HCM LOS | | | | | A | | B | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 922 | 1419 | - | - | 1461 | - | - | 625 |
| HCM Lane V/C Ratio | 0.006 | 0.042 | - | - | 0.004 | - | - | 0.4 |
| HCM Control Delay (s) | 8.9 | 7.6 | 0 | - | 7.5 | 0 | - | 14.5 |
| HCM Lane LOS | A | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.9 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 151 | 5 | 0 | 141 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Future Vol, veh/h | 5 | 151 | 5 | 0 | 141 | 5 | 10 | 0 | 5 | 5 | 5 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 164 | 5 | 0 | 153 | 5 | 11 | 0 | 5 | 5 | 5 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 158 | 0 | 0 | 169 | 0 | 0 | 341 | 335 | 167 | 335 | 335 | 156 |
| Stage 1 | - | - | - | - | - | - | 177 | 177 | - | 156 | 156 | - |
| Stage 2 | - | - | - | - | - | - | 164 | 158 | - | 179 | 179 | - |
| 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 | 1422 | - | - | 1409 | - | - | 613 | 585 | 877 | 619 | 585 | 890 |
| Stage 1 | - | - | - | - | - | - | 825 | 753 | - | 846 | 769 | - |
| Stage 2 | - | - | - | - | - | - | 838 | 767 | - | 823 | 751 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1422 | - | - | 1409 | - | - | 600 | 583 | 877 | 613 | 583 | 890 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 600 | 583 | - | 613 | 583 | - |
| Stage 1 | - | - | - | - | - | - | 822 | 750 | - | 843 | 769 | - |
| Stage 2 | - | - | - | - | - | - | 822 | 767 | - | 815 | 748 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.2 | | | 0 | | | 10.5 | | | 10.2 | | |
| HCM LOS | | | | | | | B | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 671 | 1422 | - | - | 1409 | - | - | 715 |
| HCM Lane V/C Ratio | 0.024 | 0.004 | - | - | - | - | - | 0.03 |
| HCM Control Delay (s) | 10.5 | 7.5 | 0 | - | 0 | - | - | 10.2 |
| HCM Lane LOS | B | A | A | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 53 | 0 | 5 | 96 | 5 |
| Future Vol, veh/h | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 53 | 0 | 5 | 96 | 5 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 58 | 0 | 5 | 104 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 192 | 186 | 108 | 187 | 188 | 59 | 110 | 0 | 0 | 58 | 0 | 0 |
| Stage 1 | 118 | 118 | - | 68 | 68 | - | - | - | - | - | - | - |
| Stage 2 | 74 | 68 | - | 119 | 120 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 768 | 708 | 946 | 774 | 707 | 1007 | 1480 | - | - | 1546 | - | - |
| Stage 1 | 887 | 798 | - | 942 | 838 | - | - | - | - | - | - | - |
| Stage 2 | 935 | 838 | - | 885 | 796 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 754 | 703 | 945 | 766 | 702 | 1006 | 1479 | - | - | 1546 | - | - |
| Mov Cap-2 Maneuver | 754 | 703 | - | 766 | 702 | - | - | - | - | - | - | - |
| Stage 1 | 883 | 795 | - | 939 | 835 | - | - | - | - | - | - | - |
| Stage 2 | 920 | 835 | - | 876 | 793 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|-----|-----|
| HCM Control Delay, s | 10 | 9.4 | 0.6 | 0.3 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1479 | - | - | 754 | 703 | 827 | 1546 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.007 | 0.008 | 0.013 | 0.004 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.8 | 10.2 | 9.4 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 152 | 5 | 53 | 96 | 0 | 96 |
| Future Vol, veh/h | 152 | 5 | 53 | 96 | 0 | 96 |
| Conflicting Peds, #/hr | 0 | 1 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 165 | 5 | 58 | 104 | 0 | 104 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 214 | 111 | 0 | 0 | 162 |
| Stage 1 | 110 | - | - | - | - |
| Stage 2 | 104 | - | - | - | - |
| 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 | 774 | 942 | - | - | 1417 |
| Stage 1 | 915 | - | - | - | - |
| Stage 2 | 920 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 774 | 941 | - | - | 1417 |
| Mov Cap-2 Maneuver | 774 | - | - | - | - |
| Stage 1 | 915 | - | - | - | - |
| Stage 2 | 920 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.9 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 778 | 1417 |
| HCM Lane V/C Ratio | - | - | 0.219 | - |
| HCM Control Delay (s) | - | - | 10.9 | 0 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.8 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 17 | 131 | 0 | 110 | 137 |
| Future Vol, veh/h | 0 | 17 | 131 | 0 | 110 | 137 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 18 | 142 | 0 | 120 | 149 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 531 | 142 | 0 | 0 | 142 | 0 |
| Stage 1 | 142 | - | - | - | - | - |
| Stage 2 | 389 | - | - | - | - | - |
| 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 | 509 | 906 | - | - | 1441 | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 685 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 463 | 906 | - | - | 1441 | - |
| Mov Cap-2 Maneuver | 463 | - | - | - | - | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 623 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.1 | 0 | 3.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 906 | 1441 |
| HCM Lane V/C Ratio | - | - | 0.02 | 0.083 |
| HCM Control Delay (s) | - | - | 9.1 | 7.7 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 16 | 20 | 3 |
| Future Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 16 | 20 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 0 | 17 | 22 | 3 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 86 | 78 | 24 | 78 | 79 | 20 | 25 | 0 | 0 | 20 | 0 | 0 |
| Stage 1 | 58 | 58 | - | 20 | 20 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 20 | - | 58 | 59 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 900 | 812 | 1052 | 911 | 811 | 1058 | 1589 | - | - | 1596 | - | - |
| Stage 1 | 954 | 847 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 989 | 879 | - | 954 | 846 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 879 | 803 | 1052 | 904 | 802 | 1058 | 1589 | - | - | 1596 | - | - |
| Mov Cap-2 Maneuver | 879 | 803 | - | 904 | 802 | - | - | - | - | - | - | - |
| Stage 1 | 954 | 838 | - | 999 | 879 | - | - | - | - | - | - | - |
| Stage 2 | 975 | 879 | - | 944 | 837 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 9.2 | | 8.5 | | 0 | | 3 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1589 | - | - | 879 | 1058 | 1596 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.016 | 0.014 | 0.011 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.2 | 8.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 50 | 9 | 8 | 6 | 1 |
| Future Vol, veh/h | 5 | 50 | 9 | 8 | 6 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 54 | 10 | 9 | 7 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 59 | 0 | 61 |
| Stage 1 | - | - | - | - | 32 |
| Stage 2 | - | - | - | - | 29 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1545 | - | 945 |
| Stage 1 | - | - | - | - | 991 |
| Stage 2 | - | - | - | - | 994 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1545 | - | 938 |
| Mov Cap-2 Maneuver | - | - | - | - | 938 |
| Stage 1 | - | - | - | - | 991 |
| Stage 2 | - | - | - | - | 987 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 3.9 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 952 | - | - | 1545 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.006 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 55 | 55 | 3 | 11 | 6 | 0 |
| Future Vol, veh/h | 55 | 55 | 3 | 11 | 6 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 60 | 3 | 12 | 7 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 120 | 0 | 108 |
| Stage 1 | - | - | - | - | 90 |
| Stage 2 | - | - | - | - | 18 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1468 | - | 889 |
| Stage 1 | - | - | - | - | 934 |
| Stage 2 | - | - | - | - | 1005 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1468 | - | 887 |
| Mov Cap-2 Maneuver | - | - | - | - | 887 |
| Stage 1 | - | - | - | - | 934 |
| Stage 2 | - | - | - | - | 1003 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.6 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 887 | - | - | 1468 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.002 | - |
| HCM Control Delay (s) | 9.1 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 1 | 0 | 0 | 148 | 247 | 2 |
| Future Vol, veh/h | 1 | 0 | 0 | 148 | 247 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 161 | 268 | 2 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 430 | 269 | 270 | 0 | - | 0 |
| Stage 1 | 269 | - | - | - | - | - |
| Stage 2 | 161 | - | - | - | - | - |
| 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 | 582 | 770 | 1293 | - | - | - |
| Stage 1 | 776 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 582 | 770 | 1293 | - | - | - |
| Mov Cap-2 Maneuver | 582 | - | - | - | - | - |
| Stage 1 | 776 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1293 | - | 582 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.2 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 39 | 78 |
| Future Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 39 | 78 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 0 | 0 | 0 | 0 | 22 | 0 | 49 | 0 | 24 | 42 | 85 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 193 | 182 | 85 | 182 | 224 | 49 | 127 | 0 | 0 | 49 | 0 | 0 |
| Stage 1 | 133 | 133 | - | 49 | 49 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 49 | - | 133 | 175 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 767 | 712 | 974 | 779 | 675 | 1020 | 1459 | - | - | 1558 | - | - |
| Stage 1 | 870 | 786 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 951 | 854 | - | 870 | 754 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 741 | 700 | 974 | 769 | 664 | 1020 | 1459 | - | - | 1558 | - | - |
| Mov Cap-2 Maneuver | 741 | 700 | - | 769 | 664 | - | - | - | - | - | - | - |
| Stage 1 | 870 | 773 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 931 | 854 | - | 855 | 741 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|-----|----|-----|
| HCM Control Delay, s | 10.4 | 8.6 | 0 | 1.2 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------------------|------|-----|-----|
| Capacity (veh/h) | 1459 | - | - | 741 1020 | 1558 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.101 0.021 0.015 | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.4 8.6 7.3 | 0 | - | - |
| HCM Lane LOS | A | - | - | B A A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 0.1 0 | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 13 | 0 | 6 | 14 |
| Future Vol, veh/h | 0 | 5 | 13 | 0 | 6 | 14 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 14 | 0 | 7 | 15 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 43 | 14 | 0 | 0 | 14 | 0 |
| Stage 1 | 14 | - | - | - | - | - |
| Stage 2 | 29 | - | - | - | - | - |
| 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 | 968 | 1066 | - | - | 1604 | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 994 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 964 | 1066 | - | - | 1604 | - |
| Mov Cap-2 Maneuver | 964 | - | - | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 990 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 2.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1066 | 1604 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.004 |
| HCM Control Delay (s) | - | - | 8.4 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 255 | 225 | 215 | 68 | 73 | 265 |
| Future Vol, veh/h | 255 | 225 | 215 | 68 | 73 | 265 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 150 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 277 | 245 | 234 | 74 | 79 | 288 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 308 | 0 | - | 0 | 1070 271 |
| Stage 1 | - | - | - | - | 271 - |
| Stage 2 | - | - | - | - | 799 - |
| 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 | 1253 | - | - | - | 245 768 |
| Stage 1 | - | - | - | - | 775 - |
| Stage 2 | - | - | - | - | 443 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1253 | - | - | - | 191 768 |
| Mov Cap-2 Maneuver | - | - | - | - | 317 - |
| Stage 1 | - | - | - | - | 604 - |
| Stage 2 | - | - | - | - | 443 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 4.6 | 0 | 20.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1253 | - | - | - | 587 |
| HCM Lane V/C Ratio | 0.221 | - | - | - | 0.626 |
| HCM Control Delay (s) | 8.7 | - | - | - | 20.8 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 4.3 |

HCM 6th Signalized Intersection Summary
2: SR-158 & SR-162/2500 West

Nordic Valley
2040 Saturday Plus Projects PM Mitigated



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|-------|------|-------|------|-------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 70 | 251 | 213 | 10 | 214 | 50 | 198 | 70 | 10 | 70 | 80 | 80 |
| Future Volume (veh/h) | 70 | 251 | 213 | 10 | 214 | 50 | 198 | 70 | 10 | 70 | 80 | 80 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 76 | 273 | 232 | 11 | 233 | 54 | 215 | 76 | 11 | 76 | 87 | 87 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 417 | 550 | 466 | 119 | 532 | 466 | 507 | 512 | 74 | 587 | 275 | 275 |
| Arrive On Green | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1092 | 1870 | 1585 | 29 | 1810 | 1585 | 1211 | 1598 | 231 | 1310 | 858 | 858 |
| Grp Volume(v), veh/h | 76 | 273 | 232 | 244 | 0 | 54 | 215 | 0 | 87 | 76 | 0 | 174 |
| Grp Sat Flow(s),veh/h/ln | 1092 | 1870 | 1585 | 1839 | 0 | 1585 | 1211 | 0 | 1829 | 1310 | 0 | 1716 |
| Q Serve(g_s), s | 2.1 | 4.1 | 4.1 | 0.0 | 0.0 | 0.8 | 5.6 | 0.0 | 1.2 | 1.5 | 0.0 | 2.6 |
| Cycle Q Clear(g_c), s | 5.7 | 4.1 | 4.1 | 3.6 | 0.0 | 0.8 | 8.2 | 0.0 | 1.2 | 2.6 | 0.0 | 2.6 |
| Prop In Lane | 1.00 | | 1.00 | 0.05 | | 1.00 | 1.00 | | 0.13 | 1.00 | | 0.50 |
| Lane Grp Cap(c), veh/h | 417 | 550 | 466 | 652 | 0 | 466 | 507 | 0 | 586 | 587 | 0 | 550 |
| V/C Ratio(X) | 0.18 | 0.50 | 0.50 | 0.37 | 0.00 | 0.12 | 0.42 | 0.00 | 0.15 | 0.13 | 0.00 | 0.32 |
| Avail Cap(c_a), veh/h | 845 | 1282 | 1087 | 1349 | 0 | 1087 | 960 | 0 | 1270 | 1093 | 0 | 1212 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.0 | 9.9 | 9.9 | 9.7 | 0.0 | 8.8 | 11.8 | 0.0 | 8.2 | 9.2 | 0.0 | 8.7 |
| Incr Delay (d2), s/veh | 0.2 | 0.5 | 0.6 | 0.3 | 0.0 | 0.1 | 0.4 | 0.0 | 0.1 | 0.1 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 1.1 | 1.0 | 1.0 | 0.0 | 0.2 | 1.0 | 0.0 | 0.3 | 0.3 | 0.0 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.2 | 10.4 | 10.5 | 10.0 | 0.0 | 8.8 | 12.2 | 0.0 | 8.3 | 9.3 | 0.0 | 9.0 |
| LnGrp LOS | B | B | B | B | A | A | B | A | A | A | A | A |
| Approach Vol, veh/h | | 581 | | | 298 | | | 302 | | | 250 | |
| Approach Delay, s/veh | | 10.7 | | | 9.8 | | | 11.1 | | | 9.1 | |
| Approach LOS | | B | | | A | | | B | | | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 17.3 | | 16.7 | | 17.3 | | 16.7 | | | | |
| Change Period (Y+Rc), s | | 6.4 | | * 6.7 | | * 6.4 | | * 6.7 | | | | |
| Max Green Setting (Gmax), s | | 23.6 | | * 23 | | * 24 | | * 23 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.2 | | 7.7 | | 4.6 | | 5.6 | | | | |
| Green Ext Time (p_c), s | | 0.7 | | 1.8 | | 0.9 | | 1.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 10.3 |
| HCM 6th LOS | B |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 5 | 172 | 131 | 240 | 185 | 10 |
| Future Vol, veh/h | 5 | 172 | 131 | 240 | 185 | 10 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 187 | 142 | 261 | 201 | 11 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 752 | 207 | 212 | 0 | - | 0 |
| Stage 1 | 207 | - | - | - | - | - |
| Stage 2 | 545 | - | - | - | - | - |
| 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 | 378 | 833 | 1358 | - | - | - |
| Stage 1 | 828 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 332 | 833 | 1358 | - | - | - |
| Mov Cap-2 Maneuver | 332 | - | - | - | - | - |
| Stage 1 | 727 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.9 | 2.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1358 | - | 799 | - | - |
| HCM Lane V/C Ratio | 0.105 | - | 0.241 | - | - |
| HCM Control Delay (s) | 8 | 0 | 10.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 0.9 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 105 | 5 | 0 | 230 | 180 | 69 |
| Future Vol, veh/h | 105 | 5 | 0 | 230 | 180 | 69 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 114 | 5 | 0 | 250 | 196 | 75 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 484 | 234 | 271 | 0 | 0 |
| Stage 1 | 234 | - | - | - | - |
| Stage 2 | 250 | - | - | - | - |
| 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 | 542 | 805 | 1292 | - | - |
| Stage 1 | 805 | - | - | - | - |
| Stage 2 | 792 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 542 | 805 | 1292 | - | - |
| Mov Cap-2 Maneuver | 542 | - | - | - | - |
| Stage 1 | 805 | - | - | - | - |
| Stage 2 | 792 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1292 | - | 550 | - | - |
| HCM Lane V/C Ratio | - | - | 0.217 | - | - |
| HCM Control Delay (s) | 0 | - | 13.4 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.8 | - | - |

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 11.3 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---------------------|------|------|------|------|------|------|
| Lane Configurations | ↗ | | | ↖ | ↘ | |
| Traffic Vol, veh/h | 55 | 214 | 25 | 30 | 310 | 25 |
| Future Vol, veh/h | 55 | 214 | 25 | 30 | 310 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 233 | 27 | 33 | 337 | 27 |
| Number of Lanes | 1 | 0 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB |
|----------------------------|------|-----|------|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 1 | 1 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 1 | 1 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 1 | 0 | 1 |
| HCM Control Delay | 10.1 | 8.9 | 12.6 |
| HCM LOS | B | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, % | 93% | 0% | 45% |
| Vol Thru, % | 0% | 20% | 55% |
| Vol Right, % | 7% | 80% | 0% |
| Sign Control | Stop | Stop | Stop |
| Traffic Vol by Lane | 335 | 269 | 55 |
| LT Vol | 310 | 0 | 25 |
| Through Vol | 0 | 55 | 30 |
| RT Vol | 25 | 214 | 0 |
| Lane Flow Rate | 364 | 292 | 60 |
| Geometry Grp | 1 | 1 | 1 |
| Degree of Util (X) | 0.493 | 0.363 | 0.088 |
| Departure Headway (Hd) | 4.875 | 4.47 | 5.308 |
| Convergence, Y/N | Yes | Yes | Yes |
| Cap | 736 | 801 | 670 |
| Service Time | 2.935 | 2.516 | 3.378 |
| HCM Lane V/C Ratio | 0.495 | 0.365 | 0.09 |
| HCM Control Delay | 12.6 | 10.1 | 8.9 |
| HCM Lane LOS | B | B | A |
| HCM 95th-tile Q | 2.8 | 1.7 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 80 | 145 | 0 | 5 | 167 | 173 | 5 | 0 | 5 | 114 | 0 | 50 |
| Future Vol, veh/h | 80 | 145 | 0 | 5 | 167 | 173 | 5 | 0 | 5 | 114 | 0 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 87 | 158 | 0 | 5 | 182 | 188 | 5 | 0 | 5 | 124 | 0 | 54 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 370 | 0 | 0 | 158 | 0 | 0 | 645 | 712 | 158 | 621 | 618 | 276 |
| Stage 1 | - | - | - | - | - | - | 332 | 332 | - | 286 | 286 | - |
| Stage 2 | - | - | - | - | - | - | 313 | 380 | - | 335 | 332 | - |
| 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 | 1189 | - | - | 1422 | - | - | 385 | 358 | 887 | 400 | 405 | 763 |
| Stage 1 | - | - | - | - | - | - | 681 | 644 | - | 721 | 675 | - |
| Stage 2 | - | - | - | - | - | - | 698 | 614 | - | 679 | 644 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1189 | - | - | 1422 | - | - | 335 | 328 | 887 | 372 | 371 | 763 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 335 | 328 | - | 372 | 371 | - |
| Stage 1 | - | - | - | - | - | - | 627 | 592 | - | 663 | 672 | - |
| Stage 2 | - | - | - | - | - | - | 645 | 611 | - | 621 | 592 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.9 | | | 0.1 | | | 12.6 | | | 18.6 | | |
| HCM LOS | | | | | | | B | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 486 | 1189 | - | - | 1422 | - | - | 441 |
| HCM Lane V/C Ratio | 0.022 | 0.073 | - | - | 0.004 | - | - | 0.404 |
| HCM Control Delay (s) | 12.6 | 8.3 | 0 | - | 7.5 | 0 | - | 18.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 1.9 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 215 | 10 | 5 | 207 | 10 | 10 | 10 | 10 | 5 | 5 | 5 |
| Future Vol, veh/h | 10 | 215 | 10 | 5 | 207 | 10 | 10 | 10 | 10 | 5 | 5 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 234 | 11 | 5 | 225 | 11 | 11 | 11 | 11 | 5 | 5 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 236 | 0 | 0 | 245 | 0 | 0 | 508 | 508 | 240 | 514 | 508 | 231 |
| Stage 1 | - | - | - | - | - | - | 262 | 262 | - | 241 | 241 | - |
| Stage 2 | - | - | - | - | - | - | 246 | 246 | - | 273 | 267 | - |
| 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 | 1331 | - | - | 1321 | - | - | 475 | 468 | 799 | 471 | 468 | 808 |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 762 | 706 | - |
| Stage 2 | - | - | - | - | - | - | 758 | 703 | - | 733 | 688 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1331 | - | - | 1321 | - | - | 463 | 461 | 799 | 451 | 461 | 808 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 463 | 461 | - | 451 | 461 | - |
| Stage 1 | - | - | - | - | - | - | 736 | 684 | - | 754 | 703 | - |
| Stage 2 | - | - | - | - | - | - | 744 | 700 | - | 704 | 681 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|----|
| HCM Control Delay, s | 0.3 | 0.2 | 12.1 | 12 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 538 | 1331 | - | - | 1321 | - | - | 533 |
| HCM Lane V/C Ratio | 0.061 | 0.008 | - | - | 0.004 | - | - | 0.031 |
| HCM Control Delay (s) | 12.1 | 7.7 | 0 | - | 7.7 | 0 | - | 12 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| 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 | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 95 | 0 | 5 | 64 | 0 |
| Future Vol, veh/h | 5 | 15 | 5 | 0 | 10 | 5 | 10 | 95 | 0 | 5 | 64 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | 50 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 16 | 5 | 0 | 11 | 5 | 11 | 103 | 0 | 5 | 70 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 213 | 205 | 70 | 216 | 205 | 103 | 70 | 0 | 0 | 103 | 0 | 0 |
| Stage 1 | 80 | 80 | - | 125 | 125 | - | - | - | - | - | - | - |
| Stage 2 | 133 | 125 | - | 91 | 80 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 744 | 691 | 993 | 740 | 691 | 952 | 1531 | - | - | 1489 | - | - |
| Stage 1 | 929 | 828 | - | 879 | 792 | - | - | - | - | - | - | - |
| Stage 2 | 870 | 792 | - | 916 | 828 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 725 | 683 | 993 | 716 | 683 | 952 | 1531 | - | - | 1489 | - | - |
| Mov Cap-2 Maneuver | 725 | 683 | - | 716 | 683 | - | - | - | - | - | - | - |
| Stage 1 | 922 | 826 | - | 872 | 786 | - | - | - | - | - | - | - |
| Stage 2 | 846 | 786 | - | 890 | 826 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|-----|-----|
| HCM Control Delay, s | 10 | 9.9 | 0.7 | 0.5 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1531 | - | - | 725 | 741 | 754 | 1489 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.007 | 0.029 | 0.022 | 0.004 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10 | 10 | 9.9 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 106 | 10 | 100 | 147 | 10 | 64 |
| Future Vol, veh/h | 106 | 10 | 100 | 147 | 10 | 64 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 115 | 11 | 109 | 160 | 11 | 70 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 281 | 189 | 0 | 0 | 269 |
| Stage 1 | 189 | - | - | - | - |
| Stage 2 | 92 | - | - | - | - |
| 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 | 709 | 853 | - | - | 1295 |
| Stage 1 | 843 | - | - | - | - |
| Stage 2 | 932 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 703 | 853 | - | - | 1295 |
| Mov Cap-2 Maneuver | 703 | - | - | - | - |
| Stage 1 | 843 | - | - | - | - |
| Stage 2 | 924 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 11.1 | 0 | 1.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 714 | 1295 |
| HCM Lane V/C Ratio | - | - | 0.177 | 0.008 |
| HCM Control Delay (s) | - | - | 11.1 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 110 | 131 | 5 | 12 | 152 |
| Future Vol, veh/h | 0 | 110 | 131 | 5 | 12 | 152 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 120 | 142 | 5 | 13 | 165 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 336 | 145 | 0 | 0 | 147 |
| Stage 1 | 145 | - | - | - | - |
| Stage 2 | 191 | - | - | - | - |
| 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 | 659 | 902 | - | - | 1435 |
| Stage 1 | 882 | - | - | - | - |
| Stage 2 | 841 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 652 | 902 | - | - | 1435 |
| Mov Cap-2 Maneuver | 652 | - | - | - | - |
| Stage 1 | 882 | - | - | - | - |
| Stage 2 | 833 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 902 | 1435 |
| HCM Lane V/C Ratio | - | - | 0.133 | 0.009 |
| HCM Control Delay (s) | - | - | 9.6 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 16 | 30 | 8 |
| Future Vol, veh/h | 13 | 0 | 0 | 0 | 0 | 14 | 0 | 18 | 0 | 16 | 30 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 0 | 0 | 0 | 15 | 0 | 20 | 0 | 17 | 33 | 9 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 100 | 97 | 41 | 100 | 101 | 25 | 42 | 0 | 0 | 25 | 0 | 0 |
| Stage 1 | 72 | 72 | - | 25 | 25 | - | - | - | - | - | - | - |
| Stage 2 | 28 | 25 | - | 75 | 76 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 881 | 793 | 1030 | 881 | 789 | 1051 | 1567 | - | - | 1589 | - | - |
| Stage 1 | 938 | 835 | - | 993 | 874 | - | - | - | - | - | - | - |
| Stage 2 | 989 | 874 | - | 934 | 832 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 861 | 780 | 1027 | 867 | 776 | 1046 | 1567 | - | - | 1581 | - | - |
| Mov Cap-2 Maneuver | 861 | 780 | - | 867 | 776 | - | - | - | - | - | - | - |
| Stage 1 | 938 | 826 | - | 988 | 870 | - | - | - | - | - | - | - |
| Stage 2 | 975 | 870 | - | 921 | 823 | - | - | - | - | - | - | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 9.3 | | | 8.5 | | | 0 | | | 2.2 | | |
| HCM LOS | A | | | A | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1567 | - | - | 861 | 1046 | 1581 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.016 | 0.015 | 0.011 | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.3 | 8.5 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Future Vol, veh/h | 8 | 6 | 1 | 5 | 50 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 7 | 1 | 5 | 54 | 10 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 16 | 0 | 20 |
| Stage 1 | - | - | - | - | 13 |
| Stage 2 | - | - | - | - | 7 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1602 | - | 997 |
| Stage 1 | - | - | - | - | 1010 |
| Stage 2 | - | - | - | - | 1016 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1602 | - | 996 |
| Mov Cap-2 Maneuver | - | - | - | - | 996 |
| Stage 1 | - | - | - | - | 1010 |
| Stage 2 | - | - | - | - | 1015 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 1.2 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1006 | - | - | 1602 | - |
| HCM Lane V/C Ratio | 0.064 | - | - | 0.001 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.2 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 4.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Future Vol, veh/h | 11 | 6 | 0 | 55 | 55 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 7 | 0 | 60 | 60 | 3 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 19 | 0 | 76 | 16 |
| Stage 1 | - | - | - | - | 16 | - |
| Stage 2 | - | - | - | - | 60 | - |
| 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 | - | - | 1597 | - | 927 | 1063 |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1597 | - | 927 | 1063 |
| Mov Cap-2 Maneuver | - | - | - | - | 927 | - |
| Stage 1 | - | - | - | - | 1007 | - |
| Stage 2 | - | - | - | - | 963 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0 | 9.1 | | | |
| HCM LOS | | | | | | A |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 933 | - | - | 1597 | - | |
| HCM Lane V/C Ratio | 0.068 | - | - | - | - | |
| HCM Control Delay (s) | 9.1 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 241 | 164 | 2 |
| Future Vol, veh/h | 1 | 0 | 0 | 241 | 164 | 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 0 | 262 | 178 | 2 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 441 | 179 | 180 | 0 | - | 0 |
| Stage 1 | 179 | - | - | - | - | - |
| Stage 2 | 262 | - | - | - | - | - |
| 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 | 574 | 864 | 1396 | - | - | - |
| Stage 1 | 852 | - | - | - | - | - |
| Stage 2 | 782 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 574 | 864 | 1396 | - | - | - |
| Mov Cap-2 Maneuver | 574 | - | - | - | - | - |
| Stage 1 | 852 | - | - | - | - | - |
| Stage 2 | 782 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1396 | - | 574 | - | - |
| HCM Lane V/C Ratio | - | - | 0.002 | - | - |
| HCM Control Delay (s) | 0 | - | 11.3 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 54 | 78 |
| Future Vol, veh/h | 69 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 0 | 22 | 54 | 78 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 0 | 0 | 0 | 0 | 22 | 0 | 49 | 0 | 24 | 59 | 85 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 210 | 199 | 102 | 199 | 241 | 49 | 144 | 0 | 0 | 49 | 0 | 0 |
| Stage 1 | 150 | 150 | - | 49 | 49 | - | - | - | - | - | - | - |
| Stage 2 | 60 | 49 | - | 150 | 192 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 747 | 697 | 953 | 760 | 660 | 1020 | 1438 | - | - | 1558 | - | - |
| Stage 1 | 853 | 773 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 951 | 854 | - | 853 | 742 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 722 | 685 | 953 | 750 | 649 | 1020 | 1438 | - | - | 1558 | - | - |
| Mov Cap-2 Maneuver | 722 | 685 | - | 750 | 649 | - | - | - | - | - | - | - |
| Stage 1 | 853 | 760 | - | 964 | 854 | - | - | - | - | - | - | - |
| Stage 2 | 931 | 854 | - | 838 | 729 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 10.6 | | 8.6 | | 0 | | 1 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1438 | - | - | 722 | 1020 | 1558 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.104 | 0.021 | 0.015 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.6 | 8.6 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 5 | 13 | 0 | 6 | 24 |
| Future Vol, veh/h | 0 | 5 | 13 | 0 | 6 | 24 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 5 | 14 | 0 | 7 | 26 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 54 | 14 | 0 | 0 | 14 | 0 |
| Stage 1 | 14 | - | - | - | - | - |
| Stage 2 | 40 | - | - | - | - | - |
| 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 | 954 | 1066 | - | - | 1604 | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 982 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 950 | 1066 | - | - | 1604 | - |
| Mov Cap-2 Maneuver | 950 | - | - | - | - | - |
| Stage 1 | 1009 | - | - | - | - | - |
| Stage 2 | 978 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.4 | 0 | 1.5 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 1066 | 1604 |
| HCM Lane V/C Ratio | - | - | 0.005 | 0.004 |
| HCM Control Delay (s) | - | - | 8.4 | 7.3 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |