

APPENDIX B
EXISTING CONDITIONS (2015)
INTERSECTION CAPACITY WORKSHEETS



Intersection

Int Delay, s/veh 6.3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 3 | 73 | 44 | 31 | 23 | 1 | 18 | 42 | 25 | 0 | 87 | 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 | 77 | 77 | 77 | 65 | 65 | 65 | 64 | 64 | 64 | 76 | 76 | 76 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 4 | 95 | 57 | 48 | 35 | 2 | 28 | 66 | 39 | 0 | 114 | 5 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-----|-----|--------|------|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 277 | 278 | 117 | 334 | 261 | 85 | 120 | 0 | 0 | 105 | 0 | 0 |
| Stage 1 | 117 | 117 | - | 141 | 141 | - | - | - | - | - | - | - |
| Stage 2 | 160 | 161 | - | 193 | 120 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.13 | 6.8 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.13 | 5.8 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.13 | 5.8 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.527 | 4.27 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 679 | 633 | 941 | 618 | 599 | 980 | 1480 | - | - | 1499 | - | - |
| Stage 1 | 892 | 803 | - | 860 | 730 | - | - | - | - | - | - | - |
| Stage 2 | 847 | 769 | - | 806 | 746 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 637 | 620 | 941 | 505 | 587 | 980 | 1480 | - | - | 1499 | - | - |
| Mov Cap-2 Maneuver | 637 | 620 | - | 505 | 587 | - | - | - | - | - | - | - |
| Stage 1 | 874 | 803 | - | 843 | 715 | - | - | - | - | - | - | - |
| Stage 2 | 788 | 754 | - | 668 | 746 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 11.5 | 12.9 | 1.6 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1480 | - | - | 709 | 541 | 1499 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.22 | 0.156 | - | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 11.5 | 12.9 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.8 | 0.6 | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 9.1 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 362 | 14 | 24 | 133 | 24 | 3 | 6 | 48 | 131 | 45 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 70 | 70 | 70 | 81 | 81 | 81 | 65 | 65 | 65 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 3 | 7 | 17 | 11 | 13 | 33 | 0 | 13 | 1 | 2 | 100 |
| Mvmt Flow | 0 | 517 | 20 | 30 | 164 | 30 | 5 | 9 | 74 | 135 | 46 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-------|-----|
| Conflicting Flow All | 164 | 0 | 0 | 537 | 0 | 0 | 775 | 750 | 527 | 792 | 760 | 164 |
| Stage 1 | - | - | - | - | - | - | 527 | 527 | - | 223 | 223 | - |
| Stage 2 | - | - | - | - | - | - | 248 | 223 | - | 569 | 537 | - |
| Critical Hdwy | 4.1 | - | - | 4.27 | - | - | 7.43 | 6.5 | 6.33 | 7.11 | 6.52 | 7.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.11 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.11 | 5.52 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.353 | - | - | 3.797 | 4 | 3.417 | 3.509 | 4.018 | 4.2 |
| Pot Cap-1 Maneuver | 1427 | - | - | 960 | - | - | 280 | 342 | 530 | 308 | 336 | 678 |
| Stage 1 | - | - | - | - | - | - | 482 | 532 | - | 782 | 719 | - |
| Stage 2 | - | - | - | - | - | - | 692 | 723 | - | 509 | 523 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1427 | - | - | 960 | - | - | 242 | 330 | 530 | 253 | 324 | 678 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 242 | 330 | - | 253 | 324 | - |
| Stage 1 | - | - | - | - | - | - | 482 | 532 | - | 782 | 694 | - |
| Stage 2 | - | - | - | - | - | - | 621 | 698 | - | 430 | 523 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|------|------|
| HCM Control Delay, s | 0 | 1.2 | 14.4 | 42.6 |
| HCM LOS | | | B | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 471 | 1427 | - | - | 960 | - | - | 270 |
| HCM Lane V/C Ratio | 0.186 | - | - | - | 0.031 | - | - | 0.68 |
| HCM Control Delay (s) | 14.4 | 0 | - | - | 8.9 | 0 | - | 42.6 |
| HCM Lane LOS | B | A | - | - | A | A | - | E |
| HCM 95th %tile Q(veh) | 0.7 | 0 | - | - | 0.1 | - | - | 4.5 |

Intersection

Int Delay, s/veh 4.6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 100 | 57 | 83 | 42 | 23 | 71 |
| 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 | 87 | 87 | 76 | 76 | 78 | 78 |
| Heavy Vehicles, % | 5 | 4 | 1 | 2 | 9 | 0 |
| Mvmt Flow | 115 | 66 | 109 | 55 | 29 | 91 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 180 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.11 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.209 |
| Pot Cap-1 Maneuver | - | - | 1402 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1402 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 5.2 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 770 | - | - | 1402 | - |
| HCM Lane V/C Ratio | 0.157 | - | - | 0.078 | - |
| HCM Control Delay (s) | 10.5 | - | - | 7.8 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.3 | - |

Intersection

Int Delay, s/veh 4.1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 52 | 115 | 138 | 91 | 72 | 49 |
| 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 | 93 | 93 | 84 | 84 | 74 | 74 |
| Heavy Vehicles, % | 2 | 2 | 1 | 0 | 3 | 2 |
| Mvmt Flow | 56 | 124 | 164 | 108 | 97 | 66 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 273 | 0 | 453 |
| Stage 1 | - | - | 218 |
| Stage 2 | - | - | 235 |
| Critical Hdwy | 4.12 | - | 6.43 |
| Critical Hdwy Stg 1 | - | - | 5.43 |
| Critical Hdwy Stg 2 | - | - | 5.43 |
| Follow-up Hdwy | 2.218 | - | 3.527 |
| Pot Cap-1 Maneuver | 1290 | - | 563 |
| Stage 1 | - | - | 816 |
| Stage 2 | - | - | 802 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1290 | - | 537 |
| Mov Cap-2 Maneuver | - | - | 537 |
| Stage 1 | - | - | 816 |
| Stage 2 | - | - | 764 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 2.5 | 0 | 12.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1290 | - | - | - | 625 |
| HCM Lane V/C Ratio | 0.043 | - | - | - | 0.262 |
| HCM Control Delay (s) | 7.9 | 0 | - | - | 12.8 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1 |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 312 | 92 | 34 | 115 | 0 | 24 | 1 | 48 | 1 | 2 | 0 |
| 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 | 93 | 93 | 93 | 76 | 76 | 76 | 38 | 38 | 38 |
| Heavy Vehicles, % | 0 | 2 | 2 | 12 | 9 | 0 | 4 | 100 | 25 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 351 | 103 | 37 | 124 | 0 | 32 | 1 | 63 | 3 | 5 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|-----|
| Conflicting Flow All | 124 | 0 | 0 | 454 | 0 | 0 | 601 | 599 | 402 | 631 | 651 | 124 |
| Stage 1 | - | - | - | - | - | - | 402 | 402 | - | 197 | 197 | - |
| Stage 2 | - | - | - | - | - | - | 199 | 197 | - | 434 | 454 | - |
| Critical Hdwy | 4.1 | - | - | 4.22 | - | - | 7.14 | 7.5 | 6.45 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 6.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 6.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.308 | - | - | 3.536 | 4.9 | 3.525 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1475 | - | - | 1056 | - | - | 409 | 308 | 601 | 396 | 390 | 932 |
| Stage 1 | - | - | - | - | - | - | 621 | 462 | - | 809 | 742 | - |
| Stage 2 | - | - | - | - | - | - | 798 | 587 | - | 604 | 573 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1475 | - | - | 1056 | - | - | 393 | 296 | 601 | 343 | 375 | 932 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 393 | 296 | - | 343 | 375 | - |
| Stage 1 | - | - | - | - | - | - | 621 | 462 | - | 809 | 714 | - |
| Stage 2 | - | - | - | - | - | - | 762 | 565 | - | 539 | 573 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|------|------|
| HCM Control Delay, s | 0 | 1.9 | 13.8 | 15.1 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 506 | 1475 | - | - | 1056 | - | - | 364 |
| HCM Lane V/C Ratio | 0.19 | - | - | - | 0.035 | - | - | 0.022 |
| HCM Control Delay (s) | 13.8 | 0 | - | - | 8.5 | 0 | - | 15.1 |
| HCM Lane LOS | B | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.7 | 0 | - | - | 0.1 | - | - | 0.1 |

Intersection

Int Delay, s/veh 5.2

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 33 | 331 | 133 | 36 | 176 | 17 |
| 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 | 93 | 93 | 80 | 80 | 95 | 95 |
| Heavy Vehicles, % | 30 | 2 | 10 | 22 | 3 | 6 |
| Mvmt Flow | 35 | 356 | 166 | 45 | 185 | 18 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 211 | 0 | 189 |
| Stage 1 | - | - | 189 |
| Stage 2 | - | - | 427 |
| Critical Hdwy | 4.4 | - | 6.26 |
| Critical Hdwy Stg 1 | - | - | 5.43 |
| Critical Hdwy Stg 2 | - | - | 5.43 |
| Follow-up Hdwy | 2.47 | - | 3.354 |
| Pot Cap-1 Maneuver | 1210 | - | 843 |
| Stage 1 | - | - | 841 |
| Stage 2 | - | - | 656 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1210 | - | 843 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | 841 |
| Stage 2 | - | - | 632 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 19.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1210 | - | - | - | 455 |
| HCM Lane V/C Ratio | 0.029 | - | - | - | 0.447 |
| HCM Control Delay (s) | 8.1 | 0 | - | - | 19.1 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 2.3 |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 515 | 72 | 41 | 235 | 0 | 14 | 0 | 128 | 0 | 0 | 0 |
| 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 | 90 | 90 | 90 | 68 | 68 | 68 | 85 | 85 | 85 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 2 | 2 | 2 | 6 | 0 | 7 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 572 | 80 | 60 | 346 | 0 | 16 | 0 | 151 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|------|-------|--------|------|-----|
| Conflicting Flow All | 346 | 0 | 0 | 652 | 0 | 0 | 1078 | 1078 | 612 | 1154 | 1118 | 346 |
| Stage 1 | - | - | - | - | - | - | 612 | 612 | - | 466 | 466 | - |
| Stage 2 | - | - | - | - | - | - | 466 | 466 | - | 688 | 652 | - |
| Critical Hdwy | 4.1 | - | - | 4.12 | - | - | 7.17 | 6.5 | 6.21 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.17 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.17 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.218 | - | - | 3.563 | 4 | 3.309 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1224 | - | - | 935 | - | - | 192 | 220 | 495 | 176 | 209 | 702 |
| Stage 1 | - | - | - | - | - | - | 472 | 487 | - | 581 | 566 | - |
| Stage 2 | - | - | - | - | - | - | 567 | 566 | - | 440 | 467 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1224 | - | - | 935 | - | - | 180 | 203 | 495 | 115 | 192 | 702 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 180 | 203 | - | 115 | 192 | - |
| Stage 1 | - | - | - | - | - | - | 472 | 487 | - | 581 | 521 | - |
| Stage 2 | - | - | - | - | - | - | 522 | 521 | - | 306 | 467 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|----|----|
| HCM Control Delay, s | 0 | 1.4 | 19 | 0 |
| HCM LOS | | | C | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 422 | 1224 | - | - | 935 | - | - | - |
| HCM Lane V/C Ratio | 0.396 | - | - | - | 0.064 | - | - | - |
| HCM Control Delay (s) | 19 | 0 | - | - | 9.1 | 0 | - | 0 |
| HCM Lane LOS | C | A | - | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 1.9 | 0 | - | - | 0.2 | - | - | - |

Intersection

Int Delay, s/veh 2

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 26 | 11 | 94 | 48 | 20 | 122 |
| 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 | 58 | 58 | 76 | 76 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 1 |
| Mvmt Flow | 45 | 19 | 124 | 63 | 28 | 172 |

| Major/Minor | Minor1 | Minor2 | Major1 | Major2 | Major3 | Major4 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 383 | 155 | 0 | 0 | 187 | 0 |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 228 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 624 | 896 | - | - | 1399 | - |
| Stage 1 | 878 | - | - | - | - | - |
| Stage 2 | 815 | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 610 | 896 | - | - | 1399 | - |
| Mov Cap-2 Maneuver | 610 | - | - | - | - | - |
| Stage 1 | 878 | - | - | - | - | - |
| Stage 2 | 797 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.9 | 0 | 1.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|-----------------------|-----|-----|-------|------|-----|
| Capacity (veh/h) | - | - | 674 | 1399 | - |
| HCM Lane V/C Ratio | - | - | 0.095 | 0.02 | - |
| HCM Control Delay (s) | - | - | 10.9 | 7.6 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 7.3 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 2 | 94 | 2 | 37 | 63 | 16 | 4 | 38 | 37 | 65 | 66 | 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 | 79 | 79 | 79 | 66 | 66 | 66 | 71 | 71 | 71 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 4 | 0 | 3 | 2 | 19 | 0 | 18 | 8 | 3 | 8 | 0 |
| Mvmt Flow | 3 | 119 | 3 | 56 | 95 | 24 | 6 | 54 | 52 | 77 | 79 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-----|
| Conflicting Flow All | 120 | 0 | 0 | 122 | 0 | 0 | 387 | 357 | 120 | 398 | 347 | 108 |
| Stage 1 | - | - | - | - | - | - | 125 | 125 | - | 220 | 220 | - |
| Stage 2 | - | - | - | - | - | - | 262 | 232 | - | 178 | 127 | - |
| Critical Hdwy | 4.1 | - | - | 4.13 | - | - | 7.1 | 6.68 | 6.28 | 7.13 | 6.58 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.68 | - | 6.13 | 5.58 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.68 | - | 6.13 | 5.58 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.227 | - | - | 3.5 | 4.162 | 3.372 | 3.527 | 4.072 | 3.3 |
| Pot Cap-1 Maneuver | 1480 | - | - | 1459 | - | - | 575 | 544 | 916 | 560 | 567 | 951 |
| Stage 1 | - | - | - | - | - | - | 884 | 763 | - | 780 | 710 | - |
| Stage 2 | - | - | - | - | - | - | 747 | 684 | - | 821 | 780 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1480 | - | - | 1459 | - | - | 492 | 521 | 916 | 471 | 543 | 951 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 492 | 521 | - | 471 | 543 | - |
| Stage 1 | - | - | - | - | - | - | 882 | 761 | - | 778 | 681 | - |
| Stage 2 | - | - | - | - | - | - | 630 | 656 | - | 718 | 778 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.2 | 2.4 | 11.7 | 15.2 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 650 | 1480 | - | - | 1459 | - | - | 514 |
| HCM Lane V/C Ratio | 0.171 | 0.002 | - | - | 0.038 | - | - | 0.315 |
| HCM Control Delay (s) | 11.7 | 7.4 | 0 | - | 7.6 | 0 | - | 15.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0.1 | - | - | 1.3 |

Intersection

Int Delay, s/veh 7.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 12 | 258 | 20 | 8 | 72 | 23 | 5 | 29 | 39 | 74 | 72 | 6 |
| 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 | 83 | 83 | 83 | 86 | 86 | 86 | 76 | 76 | 76 | 70 | 70 | 70 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 4 | 0 | 20 | 3 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 14 | 311 | 24 | 9 | 84 | 27 | 7 | 38 | 51 | 106 | 103 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-----|-----|
| Conflicting Flow All | 110 | 0 | 0 | 335 | 0 | 0 | 523 | 481 | 323 | 513 | 480 | 97 |
| Stage 1 | - | - | - | - | - | - | 352 | 352 | - | 116 | 116 | - |
| Stage 2 | - | - | - | - | - | - | 171 | 129 | - | 397 | 364 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.3 | 6.53 | 6.2 | 7.13 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.53 | - | 6.13 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.53 | - | 6.13 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.68 | 4.027 | 3.3 | 3.527 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1493 | - | - | 1236 | - | - | 437 | 483 | 723 | 470 | 488 | 965 |
| Stage 1 | - | - | - | - | - | - | 629 | 630 | - | 886 | 803 | - |
| Stage 2 | - | - | - | - | - | - | 790 | 787 | - | 627 | 627 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1493 | - | - | 1236 | - | - | 356 | 473 | 723 | 404 | 478 | 965 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 356 | 473 | - | 404 | 478 | - |
| Stage 1 | - | - | - | - | - | - | 621 | 622 | - | 875 | 797 | - |
| Stage 2 | - | - | - | - | - | - | 676 | 781 | - | 540 | 619 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.3 | 0.6 | 12.7 | 20.4 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 565 | 1493 | - | - | 1236 | - | - | 447 |
| HCM Lane V/C Ratio | 0.17 | 0.01 | - | - | 0.008 | - | - | 0.486 |
| HCM Control Delay (s) | 12.7 | 7.4 | 0 | - | 7.9 | 0 | - | 20.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0 | - | - | 2.6 |

Intersection

Int Delay, s/veh 11

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 87 | 217 | 47 | 55 | 118 | 16 | 8 | 54 | 41 | 8 | 47 | 51 |
| 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 | 62 | 62 | 62 | 55 | 55 | 55 | 66 | 66 | 66 |
| Heavy Vehicles, % | 0 | 2 | 4 | 0 | 8 | 19 | 0 | 0 | 2 | 0 | 2 | 0 |
| Mvmt Flow | 101 | 252 | 55 | 89 | 190 | 26 | 15 | 98 | 75 | 12 | 71 | 77 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-------|-----|
| Conflicting Flow All | 216 | 0 | 0 | 307 | 0 | 0 | 937 | 876 | 280 | 949 | 890 | 203 |
| Stage 1 | - | - | - | - | - | - | 482 | 482 | - | 381 | 381 | - |
| Stage 2 | - | - | - | - | - | - | 455 | 394 | - | 568 | 509 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.22 | 7.1 | 6.52 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.52 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.318 | 3.5 | 4.018 | 3.3 |
| Pot Cap-1 Maneuver | 1366 | - | - | 1265 | - | - | 247 | 290 | 759 | 242 | 282 | 843 |
| Stage 1 | - | - | - | - | - | - | 569 | 557 | - | 645 | 613 | - |
| Stage 2 | - | - | - | - | - | - | 589 | 609 | - | 511 | 538 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1366 | - | - | 1265 | - | - | 152 | 243 | 759 | 132 | 236 | 843 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 152 | 243 | - | 132 | 236 | - |
| Stage 1 | - | - | - | - | - | - | 518 | 507 | - | 587 | 564 | - |
| Stage 2 | - | - | - | - | - | - | 430 | 560 | - | 338 | 490 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 1.9 | 2.3 | 32.3 | 25.7 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 313 | 1366 | - | - | 1265 | - | - | 331 |
| HCM Lane V/C Ratio | 0.598 | 0.074 | - | - | 0.07 | - | - | 0.485 |
| HCM Control Delay (s) | 32.3 | 7.8 | 0 | - | 8.1 | 0 | - | 25.7 |
| HCM Lane LOS | D | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 3.6 | 0.2 | - | - | 0.2 | - | - | 2.5 |

Intersection

Int Delay, s/veh 6.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 7 | 261 | 13 | 21 | 168 | 4 | 6 | 47 | 17 | 31 | 78 | 18 |
| 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 | 74 | 74 | 74 | 67 | 67 | 67 | 74 | 74 | 74 |
| Heavy Vehicles, % | 14 | 2 | 15 | 10 | 8 | 0 | 17 | 2 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 8 | 303 | 15 | 28 | 227 | 5 | 9 | 70 | 25 | 42 | 105 | 24 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | | | | | | | | |
|----------------------|--------|--------|--------|--------|---|---|-------|-------|-----|-----|-------|-----|
| Conflicting Flow All | 232 | 0 | 0 | 319 | 0 | 0 | 678 | 616 | 311 | 661 | 621 | 230 |
| Stage 1 | - | - | - | - | - | - | 327 | 327 | - | 286 | 286 | - |
| Stage 2 | - | - | - | - | - | - | 351 | 289 | - | 375 | 335 | - |
| Critical Hdwy | 4.24 | - | - | 4.2 | - | - | 7.27 | 6.52 | 6.2 | 7.1 | 6.54 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.52 | - | 6.1 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.52 | - | 6.1 | 5.54 | - |
| Follow-up Hdwy | 2.326 | - | - | 2.29 | - | - | 3.653 | 4.018 | 3.3 | 3.5 | 4.036 | 3.3 |
| Pot Cap-1 Maneuver | 1268 | - | - | 1197 | - | - | 347 | 406 | 734 | 379 | 401 | 814 |
| Stage 1 | - | - | - | - | - | - | 655 | 648 | - | 726 | 671 | - |
| Stage 2 | - | - | - | - | - | - | 636 | 673 | - | 650 | 639 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1268 | - | - | 1197 | - | - | 259 | 392 | 734 | 307 | 387 | 814 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 259 | 392 | - | 307 | 387 | - |
| Stage 1 | - | - | - | - | - | - | 650 | 643 | - | 720 | 653 | - |
| Stage 2 | - | - | - | - | - | - | 503 | 655 | - | 555 | 634 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.2 | 0.9 | 16.4 | 21.2 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 421 | 1268 | - | - | 1197 | - | - | 391 |
| HCM Lane V/C Ratio | 0.248 | 0.006 | - | - | 0.024 | - | - | 0.439 |
| HCM Control Delay (s) | 16.4 | 7.9 | 0 | - | 8.1 | 0 | - | 21.2 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1 | 0 | - | - | 0.1 | - | - | 2.2 |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 5.1 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 31 | 274 | 6 | 5 | 187 | 14 | 3 | 34 | 9 | 55 | 37 | 7 |
| 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 | 84 | 84 | 84 | 82 | 82 | 82 | 72 | 72 | 72 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 2 | 0 | 40 | 8 | 7 | 33 | 0 | 11 | 0 | 0 | 0 |
| Mvmt Flow | 37 | 326 | 7 | 6 | 228 | 17 | 4 | 47 | 12 | 73 | 49 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|-----|
| Conflicting Flow All | 245 | 0 | 0 | 333 | 0 | 0 | 682 | 661 | 330 | 682 | 656 | 237 |
| Stage 1 | - | - | - | - | - | - | 404 | 404 | - | 249 | 249 | - |
| Stage 2 | - | - | - | - | - | - | 278 | 257 | - | 433 | 407 | - |
| Critical Hdwy | 4.1 | - | - | 4.5 | - | - | 7.43 | 6.5 | 6.31 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.43 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.56 | - | - | 3.797 | 4 | 3.399 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1333 | - | - | 1042 | - | - | 325 | 385 | 691 | 367 | 388 | 807 |
| Stage 1 | - | - | - | - | - | - | 566 | 603 | - | 759 | 704 | - |
| Stage 2 | - | - | - | - | - | - | 666 | 699 | - | 605 | 601 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1333 | - | - | 1042 | - | - | 280 | 369 | 691 | 315 | 372 | 807 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 280 | 369 | - | 315 | 372 | - |
| Stage 1 | - | - | - | - | - | - | 547 | 582 | - | 733 | 699 | - |
| Stage 2 | - | - | - | - | - | - | 608 | 694 | - | 527 | 581 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.8 | 0.2 | 15.8 | 21.4 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 397 | 1333 | - | - | 1042 | - | - | 350 |
| HCM Lane V/C Ratio | 0.161 | 0.028 | - | - | 0.006 | - | - | 0.377 |
| HCM Control Delay (s) | 15.8 | 7.8 | 0 | - | 8.5 | 0 | - | 21.4 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - | - | 1.7 |

| Intersection | | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 9.6 | | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 49 | 83 | 5 | 2 | 24 | 61 | 0 | 54 | 8 | 52 | 24 | 18 |
| 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 | 61 | 61 | 61 | 59 | 59 | 59 | 50 | 50 | 50 | 60 | 60 | 60 |
| Heavy Vehicles, % | 0 | 6 | 0 | 0 | 8 | 2 | 0 | 6 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 80 | 136 | 8 | 3 | 41 | 103 | 0 | 108 | 16 | 87 | 40 | 30 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 416 | 352 | 55 | 416 | 359 | 116 | 70 | 0 | 0 | 124 | 0 | 0 |
| Stage 1 | 228 | 228 | - | 116 | 116 | - | - | - | - | - | - | - |
| Stage 2 | 188 | 124 | - | 300 | 243 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.56 | 6.2 | 7.1 | 6.58 | 6.22 | 4.1 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.56 | - | 6.1 | 5.58 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.56 | - | 6.1 | 5.58 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.054 | 3.3 | 3.5 | 4.072 | 3.318 | 2.2 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 551 | 566 | 1018 | 551 | 558 | 936 | 1544 | - | - | 1463 | - | - |
| Stage 1 | 779 | 708 | - | 894 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 818 | 786 | - | 713 | 694 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 439 | 531 | 1018 | 419 | 523 | 936 | 1544 | - | - | 1463 | - | - |
| Mov Cap-2 Maneuver | 439 | 531 | - | 419 | 523 | - | - | - | - | - | - | - |
| Stage 1 | 779 | 664 | - | 894 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 690 | 786 | - | 527 | 651 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|----|-----|
| HCM Control Delay, s | 17.8 | 11 | 0 | 4.2 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1544 | - | - | 502 | 751 | 1463 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.447 | 0.196 | 0.059 | - | - |
| HCM Control Delay (s) | 0 | - | - | 17.8 | 11 | 7.6 | 0 | - |
| HCM Lane LOS | A | - | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 2.3 | 0.7 | 0.2 | - | - |

| Intersection | | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 9.3 | | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 8 | 127 | 12 | 15 | 72 | 6 | 20 | 49 | 21 | 31 | 65 | 14 |
| 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 | 69 | 69 | 69 | 65 | 65 | 65 | 63 | 63 | 63 | 76 | 76 | 76 |
| Heavy Vehicles, % | 0 | 4 | 0 | 27 | 4 | 0 | 0 | 2 | 5 | 0 | 2 | 7 |
| Mvmt Flow | 12 | 184 | 17 | 23 | 111 | 9 | 32 | 78 | 33 | 41 | 86 | 18 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-----|--------|-------|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 394 | 351 | 95 | 435 | 344 | 94 | 104 | 0 | 0 | 111 | 0 | 0 |
| Stage 1 | 176 | 176 | - | 158 | 158 | - | - | - | - | - | - | - |
| Stage 2 | 218 | 175 | - | 277 | 186 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.54 | 6.2 | 7.37 | 6.54 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.54 | - | 6.37 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.54 | - | 6.37 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.036 | 3.3 | 3.743 | 4.036 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 569 | 570 | 967 | 491 | 575 | 968 | 1500 | - | - | 1492 | - | - |
| Stage 1 | 831 | 750 | - | 789 | 763 | - | - | - | - | - | - | - |
| Stage 2 | 789 | 750 | - | 678 | 742 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 457 | 541 | 967 | 342 | 545 | 968 | 1500 | - | - | 1492 | - | - |
| Mov Cap-2 Maneuver | 457 | 541 | - | 342 | 545 | - | - | - | - | - | - | - |
| Stage 1 | 812 | 728 | - | 771 | 745 | - | - | - | - | - | - | - |
| Stage 2 | 650 | 733 | - | 483 | 720 | - | - | - | - | - | - | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|------|--|--|------|--|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 15.5 | | | 14.8 | | | 1.7 | | | 2.1 | | |
| HCM LOS | C | | | B | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1500 | - | - | 555 | 511 | 1492 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | - | 0.384 | 0.28 | 0.027 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 15.5 | 14.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.8 | 1.1 | 0.1 | - | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 4.8 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 18 | 165 | 1 | 6 | 73 | 7 | 2 | 14 | 16 | 49 | 12 | 18 |
| 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 | 80 | 80 | 80 | 73 | 73 | 73 | 56 | 56 | 56 |
| Heavy Vehicles, % | 6 | 3 | 100 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 21 | 190 | 1 | 8 | 91 | 9 | 3 | 19 | 22 | 88 | 21 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 100 | 0 | 0 | 191 | 0 | 0 | 369 | 347 | 190 | 363 | 343 | 96 |
| Stage 1 | - | - | - | - | - | - | 232 | 232 | - | 111 | 111 | - |
| Stage 2 | - | - | - | - | - | - | 137 | 115 | - | 252 | 232 | - |
| Critical Hdwy | 4.16 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.254 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1468 | - | - | 1395 | - | - | 591 | 580 | 857 | 597 | 583 | 966 |
| Stage 1 | - | - | - | - | - | - | 775 | 716 | - | 899 | 807 | - |
| Stage 2 | - | - | - | - | - | - | 871 | 804 | - | 757 | 716 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1468 | - | - | 1395 | - | - | 546 | 567 | 857 | 557 | 570 | 966 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 546 | 567 | - | 557 | 570 | - |
| Stage 1 | - | - | - | - | - | - | 763 | 705 | - | 885 | 802 | - |
| Stage 2 | - | - | - | - | - | - | 815 | 799 | - | 706 | 705 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.7 | 0.5 | 10.7 | 12.5 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 681 | 1468 | - | - | 1395 | - | - | 619 |
| HCM Lane V/C Ratio | 0.064 | 0.014 | - | - | 0.005 | - | - | 0.228 |
| HCM Control Delay (s) | 10.7 | 7.5 | 0 | - | 7.6 | 0 | - | 12.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.9 |

| Intersection | | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 6.4 | | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 20 | 30 | 0 | 1 | 25 | 6 | 0 | 34 | 6 | 7 | 18 | 8 |
| 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 | 48 | 48 | 48 | 57 | 57 | 57 | 71 | 71 | 71 | 59 | 59 | 59 |
| Heavy Vehicles, % | 5 | 7 | 0 | 0 | 12 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 42 | 62 | 0 | 2 | 44 | 11 | 0 | 48 | 8 | 12 | 31 | 14 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|------|--------|-------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 140 | 117 | 37 | 144 | 120 | 52 | 44 | 0 | 0 | 56 | 0 | 0 |
| Stage 1 | 61 | 61 | - | 52 | 52 | - | - | - | - | - | - | - |
| Stage 2 | 79 | 56 | - | 92 | 68 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.15 | 6.57 | 6.2 | 7.1 | 6.62 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.15 | 5.57 | - | 6.1 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.15 | 5.57 | - | 6.1 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 4.063 | 3.3 | 3.5 | 4.108 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 823 | 764 | 1041 | 830 | 752 | 1021 | 1577 | - | - | 1562 | - | - |
| Stage 1 | 943 | 834 | - | 966 | 832 | - | - | - | - | - | - | - |
| Stage 2 | 922 | 838 | - | 920 | 819 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 773 | 758 | 1041 | 773 | 746 | 1021 | 1577 | - | - | 1562 | - | - |
| Mov Cap-2 Maneuver | 773 | 758 | - | 773 | 746 | - | - | - | - | - | - | - |
| Stage 1 | 943 | 827 | - | 966 | 832 | - | - | - | - | - | - | - |
| Stage 2 | 864 | 838 | - | 844 | 812 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|-----|----|-----|
| HCM Control Delay, s | 10.5 | 9.9 | 0 | 1.6 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1577 | - | - | 764 | 787 | 1562 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.136 | 0.071 | 0.008 | - | - |
| HCM Control Delay (s) | 0 | - | - | 10.5 | 9.9 | 7.3 | 0 | - |
| HCM Lane LOS | A | - | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.2 | 0 | - | - |

Intersection

Int Delay, s/veh 4.5

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 2 | 39 | 3 | 13 | 25 | 2 | 4 | 42 | 8 | 10 | 63 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 85 | 85 | 85 | 67 | 67 | 67 | 61 | 61 | 61 | 75 | 75 | 75 |
| Heavy Vehicles, % | 0 | 5 | 0 | 7 | 12 | 0 | 0 | 5 | 13 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 46 | 4 | 19 | 37 | 3 | 7 | 69 | 13 | 13 | 84 | 3 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-----|--------|-------|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 221 | 207 | 85 | 226 | 202 | 75 | 87 | 0 | 0 | 82 | 0 | 0 |
| Stage 1 | 112 | 112 | - | 89 | 89 | - | - | - | - | - | - | - |
| Stage 2 | 109 | 95 | - | 137 | 113 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.55 | 6.2 | 7.17 | 6.62 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.55 | - | 6.17 | 5.62 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.55 | - | 6.17 | 5.62 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.045 | 3.3 | 3.563 | 4.108 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 739 | 684 | 980 | 719 | 677 | 992 | 1522 | - | - | 1528 | - | - |
| Stage 1 | 898 | 797 | - | 906 | 802 | - | - | - | - | - | - | - |
| Stage 2 | 901 | 810 | - | 854 | 783 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 698 | 674 | 980 | 672 | 668 | 992 | 1522 | - | - | 1528 | - | - |
| Mov Cap-2 Maneuver | 698 | 674 | - | 672 | 668 | - | - | - | - | - | - | - |
| Stage 1 | 894 | 790 | - | 901 | 798 | - | - | - | - | - | - | - |
| Stage 2 | 852 | 806 | - | 794 | 776 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 10.6 | 10.8 | 0.5 | 1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1522 | - | - | 690 | 680 | 1528 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.075 | 0.088 | 0.009 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10.6 | 10.8 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.3 | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 3.4 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 79 | 0 | 8 | 31 | 6 | 2 | 7 | 30 | 7 | 4 | 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 | 77 | 77 | 77 | 75 | 75 | 75 | 75 | 75 | 75 | 67 | 67 | 67 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 14 | 25 | 0 |
| Mvmt Flow | 1 | 103 | 0 | 11 | 41 | 8 | 3 | 9 | 40 | 10 | 6 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-------|------|
| Conflicting Flow All | 49 | 0 | 0 | 103 | 0 | 0 | 178 | 176 | 103 | 197 | 172 | 45 |
| Stage 1 | - | - | - | - | - | - | 105 | 105 | - | 67 | 67 | - |
| Stage 2 | - | - | - | - | - | - | 73 | 71 | - | 130 | 105 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.23 | 7.24 | 6.75 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.24 | 5.75 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.24 | 5.75 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.327 | 3.626 | 4.225 | 3.3 |
| Pot Cap-1 Maneuver | 1571 | - | - | 1502 | - | - | 789 | 721 | 949 | 737 | 682 | 1031 |
| Stage 1 | - | - | - | - | - | - | 906 | 812 | - | 914 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 942 | 840 | - | 846 | 766 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1571 | - | - | 1502 | - | - | 773 | 715 | 949 | 694 | 676 | 1031 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 773 | 715 | - | 694 | 676 | - |
| Stage 1 | - | - | - | - | - | - | 905 | 811 | - | 913 | 790 | - |
| Stage 2 | - | - | - | - | - | - | 921 | 833 | - | 800 | 765 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 0.1 | 1.3 | 9.3 | 9.8 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 887 | 1571 | - | - | 1502 | - | - | 767 |
| HCM Lane V/C Ratio | 0.059 | 0.001 | - | - | 0.007 | - | - | 0.031 |
| HCM Control Delay (s) | 9.3 | 7.3 | 0 | - | 7.4 | 0 | - | 9.8 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

Intersection

Int Delay, s/veh 6.5

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 49 | 166 | 75 | 34 | 148 | 62 |
| 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 | 87 | 87 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 6 | 5 | 4 | 9 | 1 | 5 |
| Mvmt Flow | 56 | 191 | 94 | 42 | 185 | 78 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 136 | 0 | 115 |
| Stage 1 | - | - | 115 |
| Stage 2 | - | - | 303 |
| Critical Hdwy | 4.16 | - | 6.25 |
| Critical Hdwy Stg 1 | - | - | 5.41 |
| Critical Hdwy Stg 2 | - | - | 5.41 |
| Follow-up Hdwy | 2.254 | - | 3.345 |
| Pot Cap-1 Maneuver | 1424 | - | 929 |
| Stage 1 | - | - | 912 |
| Stage 2 | - | - | 751 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1424 | - | 929 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | 912 |
| Stage 2 | - | - | 718 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.7 | 0 | 14.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1424 | - | - | - | 641 |
| HCM Lane V/C Ratio | 0.04 | - | - | - | 0.41 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 14.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 2 |

Intersection

Int Delay, s/veh 4.9

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 30 | 15 | 14 | 26 | 1 | 32 | 67 | 15 | 1 | 45 | 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 | 75 | 75 | 75 | 73 | 73 | 73 | 92 | 92 | 92 | 77 | 77 | 77 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 0 | 2 | 33 |
| Mvmt Flow | 0 | 40 | 20 | 19 | 36 | 1 | 35 | 73 | 16 | 1 | 58 | 4 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-----|------|--------|-----|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 232 | 222 | 60 | 244 | 216 | 81 | 62 | 0 | 0 | 89 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 151 | 151 | - | - | - | - | - | - | - |
| Stage 2 | 169 | 159 | - | 93 | 65 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.13 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.227 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 727 | 680 | 1011 | 714 | 685 | 985 | 1535 | - | - | 1519 | - | - |
| Stage 1 | 953 | 846 | - | 856 | 776 | - | - | - | - | - | - | - |
| Stage 2 | 838 | 770 | - | 919 | 845 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 683 | 663 | 1011 | 655 | 668 | 985 | 1535 | - | - | 1519 | - | - |
| Mov Cap-2 Maneuver | 683 | 663 | - | 655 | 668 | - | - | - | - | - | - | - |
| Stage 1 | 930 | 845 | - | 835 | 757 | - | - | - | - | - | - | - |
| Stage 2 | 778 | 752 | - | 857 | 844 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 10.2 | 10.9 | 2.1 | 0.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1535 | - | - | 749 | 669 | 1519 | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.08 | 0.084 | 0.001 | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 10.2 | 10.9 | 7.4 | 0 |
| HCM Lane LOS | A | A | - | B | B | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.3 | 0.3 | 0 | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 5.1 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 7 | 200 | 1 | 44 | 263 | 118 | 6 | 34 | 47 | 72 | 32 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 250 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 75 | 75 | 75 | 90 | 90 | 90 |
| Heavy Vehicles, % | 14 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 |
| Mvmt Flow | 8 | 230 | 1 | 51 | 302 | 136 | 8 | 45 | 63 | 80 | 36 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|-----|
| Conflicting Flow All | 302 | 0 | 0 | 231 | 0 | 0 | 670 | 650 | 230 | 704 | 650 | 302 |
| Stage 1 | - | - | - | - | - | - | 247 | 247 | - | 403 | 403 | - |
| Stage 2 | - | - | - | - | - | - | 423 | 403 | - | 301 | 247 | - |
| Critical Hdwy | 4.24 | - | - | 4.15 | - | - | 7.1 | 6.5 | 6.24 | 7.11 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.11 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.11 | 5.5 | - |
| Follow-up Hdwy | 2.326 | - | - | 2.245 | - | - | 3.5 | 4 | 3.336 | 3.509 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1194 | - | - | 1319 | - | - | 373 | 391 | 804 | 353 | 391 | 742 |
| Stage 1 | - | - | - | - | - | - | 761 | 706 | - | 626 | 603 | - |
| Stage 2 | - | - | - | - | - | - | 613 | 603 | - | 710 | 706 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1194 | - | - | 1319 | - | - | 328 | 368 | 804 | 282 | 368 | 742 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 328 | 368 | - | 282 | 368 | - |
| Stage 1 | - | - | - | - | - | - | 755 | 700 | - | 621 | 572 | - |
| Stage 2 | - | - | - | - | - | - | 542 | 572 | - | 607 | 700 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|------|
| HCM Control Delay, s | 0.3 | 0.8 | 14 | 23.7 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 514 | 1194 | - | - | 1319 | - | - | 311 |
| HCM Lane V/C Ratio | 0.226 | 0.007 | - | - | 0.038 | - | - | 0.386 |
| HCM Control Delay (s) | 14 | 8 | 0 | - | 7.8 | 0 | - | 23.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.9 | 0 | - | - | 0.1 | - | - | 1.8 |

Intersection

Int Delay, s/veh 3.3

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 34 | 186 | 228 | 121 | 93 | 42 |
| 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 | 83 | 83 | 93 | 93 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 1 | 1 | 1 | 19 |
| Mvmt Flow | 41 | 224 | 245 | 130 | 102 | 46 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 375 | 0 | 310 |
| Stage 1 | - | - | 310 |
| Stage 2 | - | - | 306 |
| Critical Hdwy | 4.13 | - | 6.39 |
| Critical Hdwy Stg 1 | - | - | 5.41 |
| Critical Hdwy Stg 2 | - | - | 5.41 |
| Follow-up Hdwy | 2.227 | - | 3.471 |
| Pot Cap-1 Maneuver | 1178 | - | 692 |
| Stage 1 | - | - | 746 |
| Stage 2 | - | - | 749 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1178 | - | 692 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | 746 |
| Stage 2 | - | - | 719 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.3 | 0 | 15.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1178 | - | - | - | 494 |
| HCM Lane V/C Ratio | 0.035 | - | - | - | 0.3 |
| HCM Control Delay (s) | 8.2 | 0 | - | - | 15.4 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.3 |

| Intersection | | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 4.4 | | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 171 | 50 | 50 | 216 | 1 | 82 | 0 | 50 | 0 | 0 | 0 |
| 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 | 93 | 93 | 93 | 75 | 75 | 75 | 38 | 38 | 38 |
| Heavy Vehicles, % | 0 | 2 | 2 | 18 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 199 | 58 | 54 | 232 | 1 | 109 | 0 | 67 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|-----|
| Conflicting Flow All | 233 | 0 | 0 | 257 | 0 | 0 | 568 | 569 | 228 | 601 | 597 | 233 |
| Stage 1 | - | - | - | - | - | - | 228 | 228 | - | 340 | 340 | - |
| Stage 2 | - | - | - | - | - | - | 340 | 341 | - | 261 | 257 | - |
| Critical Hdwy | 4.1 | - | - | 4.28 | - | - | 7.1 | 6.5 | 6.28 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.362 | - | - | 3.5 | 4 | 3.372 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1346 | - | - | 1220 | - | - | 437 | 435 | 797 | 415 | 419 | 811 |
| Stage 1 | - | - | - | - | - | - | 779 | 719 | - | 679 | 643 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 642 | - | 748 | 699 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1346 | - | - | 1220 | - | - | 420 | 413 | 797 | 365 | 398 | 811 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 420 | 413 | - | 365 | 398 | - |
| Stage 1 | - | - | - | - | - | - | 779 | 719 | - | 679 | 610 | - |
| Stage 2 | - | - | - | - | - | - | 644 | 609 | - | 685 | 699 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|------|----|
| HCM Control Delay, s | 0 | 1.5 | 15.7 | 0 |
| HCM LOS | | | C | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 512 | 1346 | - | - | 1220 | - | - | - |
| HCM Lane V/C Ratio | 0.344 | - | - | - | 0.044 | - | - | - |
| HCM Control Delay (s) | 15.7 | 0 | - | - | 8.1 | 0 | - | 0 |
| HCM Lane LOS | C | A | - | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 1.5 | 0 | - | - | 0.1 | - | - | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 276 | 33 | 98 | 360 | 0 | 53 | 0 | 71 | 1 | 1 | 0 |
| 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 | 93 | 93 | 93 | 95 | 95 | 95 | 89 | 89 | 89 | 25 | 25 | 25 |
| Heavy Vehicles, % | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 297 | 35 | 103 | 379 | 0 | 60 | 0 | 80 | 4 | 4 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|-----|
| Conflicting Flow All | 379 | 0 | 0 | 332 | 0 | 0 | 902 | 900 | 315 | 939 | 917 | 379 |
| Stage 1 | - | - | - | - | - | - | 315 | 315 | - | 585 | 585 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 585 | - | 354 | 332 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.23 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.327 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1191 | - | - | 1239 | - | - | 261 | 280 | 723 | 246 | 274 | 672 |
| Stage 1 | - | - | - | - | - | - | 700 | 659 | - | 501 | 501 | - |
| Stage 2 | - | - | - | - | - | - | 499 | 501 | - | 667 | 648 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1191 | - | - | 1239 | - | - | 237 | 251 | 723 | 201 | 245 | 672 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 237 | 251 | - | 201 | 245 | - |
| Stage 1 | - | - | - | - | - | - | 700 | 659 | - | 501 | 448 | - |
| Stage 2 | - | - | - | - | - | - | 443 | 448 | - | 593 | 648 | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|------|------|
| HCM Control Delay, s | 0 | 1.7 | 19.6 | 21.9 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 385 | 1191 | - | - | 1239 | - | - | 221 |
| HCM Lane V/C Ratio | 0.362 | - | - | - | 0.083 | - | - | 0.036 |
| HCM Control Delay (s) | 19.6 | 0 | - | - | 8.2 | 0 | - | 21.9 |
| HCM Lane LOS | C | A | - | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.6 | 0 | - | - | 0.3 | - | - | 0.1 |

Intersection

Int Delay, s/veh 5.5

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 59 | 29 | 84 | 100 | 42 | 103 |
| 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 | 76 | 76 | 84 | 84 | 76 | 76 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 78 | 38 | 100 | 119 | 55 | 136 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 116 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.1 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.2 |
| Pot Cap-1 Maneuver | - | - | 1485 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1485 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 3.5 | 11 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 794 | - | - | 1485 | - |
| HCM Lane V/C Ratio | 0.24 | - | - | 0.067 | - |
| HCM Control Delay (s) | 11 | - | - | 7.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.9 | - | - | 0.2 | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 5.5 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 6 | 101 | 12 | 27 | 192 | 44 | 22 | 81 | 24 | 25 | 42 | 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 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 | 0 | 0 |
| Mvmt Flow | 7 | 115 | 14 | 31 | 218 | 50 | 25 | 92 | 27 | 30 | 50 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-----|-----|
| Conflicting Flow All | 268 | 0 | 0 | 128 | 0 | 0 | 470 | 465 | 122 | 500 | 447 | 243 |
| Stage 1 | - | - | - | - | - | - | 135 | 135 | - | 305 | 305 | - |
| Stage 2 | - | - | - | - | - | - | 335 | 330 | - | 195 | 142 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.51 | 6.2 | 7.14 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.51 | - | 6.14 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.51 | - | 6.14 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4.009 | 3.3 | 3.536 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1307 | - | - | 1470 | - | - | 507 | 496 | 935 | 478 | 509 | 801 |
| Stage 1 | - | - | - | - | - | - | 873 | 787 | - | 700 | 666 | - |
| Stage 2 | - | - | - | - | - | - | 683 | 648 | - | 802 | 783 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1307 | - | - | 1470 | - | - | 450 | 481 | 935 | 387 | 493 | 801 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 450 | 481 | - | 387 | 493 | - |
| Stage 1 | - | - | - | - | - | - | 868 | 782 | - | 696 | 649 | - |
| Stage 2 | - | - | - | - | - | - | 605 | 632 | - | 683 | 778 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.4 | 0.8 | 14.5 | 14.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 523 | 1307 | - | - | 1470 | - | - | 474 |
| HCM Lane V/C Ratio | 0.276 | 0.005 | - | - | 0.021 | - | - | 0.193 |
| HCM Control Delay (s) | 14.5 | 7.8 | 0 | - | 7.5 | 0 | - | 14.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 1.1 | 0 | - | - | 0.1 | - | - | 0.7 |

Intersection

Int Delay, s/veh 7.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 5 | 50 | 2 | 37 | 83 | 66 | 6 | 68 | 38 | 97 | 37 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 72 | 72 | 72 | 95 | 95 | 95 | 80 | 80 | 80 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 4 | 5 | 1 | 0 | 0 |
| Mvmt Flow | 7 | 69 | 3 | 39 | 87 | 69 | 8 | 85 | 48 | 109 | 42 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | | | | | | | | |
|----------------------|--------|--------|--------|--------|---|---|-------|-------|-------|-------|-----|-----|
| Conflicting Flow All | 157 | 0 | 0 | 72 | 0 | 0 | 306 | 320 | 71 | 351 | 286 | 122 |
| Stage 1 | - | - | - | - | - | - | 85 | 85 | - | 200 | 200 | - |
| Stage 2 | - | - | - | - | - | - | 221 | 235 | - | 151 | 86 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.27 | 6.54 | 6.25 | 7.11 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.54 | - | 6.11 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.54 | - | 6.11 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.653 | 4.036 | 3.345 | 3.509 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1435 | - | - | 1541 | - | - | 618 | 594 | 983 | 606 | 627 | 935 |
| Stage 1 | - | - | - | - | - | - | 887 | 820 | - | 804 | 739 | - |
| Stage 2 | - | - | - | - | - | - | 749 | 707 | - | 854 | 827 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1435 | - | - | 1541 | - | - | 570 | 574 | 983 | 499 | 606 | 935 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 570 | 574 | - | 499 | 606 | - |
| Stage 1 | - | - | - | - | - | - | 883 | 816 | - | 800 | 718 | - |
| Stage 2 | - | - | - | - | - | - | 685 | 687 | - | 724 | 823 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.7 | 1.5 | 11.8 | 14.6 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 668 | 1435 | - | - | 1541 | - | - | 526 |
| HCM Lane V/C Ratio | 0.21 | 0.005 | - | - | 0.025 | - | - | 0.288 |
| HCM Control Delay (s) | 11.8 | 7.5 | 0 | - | 7.4 | 0 | - | 14.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.8 | 0 | - | - | 0.1 | - | - | 1.2 |

Intersection

Int Delay, s/veh 2

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Vol, veh/h | 36 | 15 | 136 | 25 | 7 | 110 |
| 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 | 71 | 71 | 86 | 86 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 0 | 4 | 0 | 1 |
| Mvmt Flow | 51 | 21 | 158 | 29 | 10 | 155 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 348 | 173 | 0 |
| Stage 1 | 173 | - | - |
| Stage 2 | 175 | - | - |
| Critical Hdwy | 6.4 | 6.2 | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 |
| Pot Cap-1 Maneuver | 653 | 876 | 1399 |
| Stage 1 | 862 | - | - |
| Stage 2 | 860 | - | - |
| Platoon blocked, % | | | |
| Mov Cap-1 Maneuver | 648 | 876 | 1399 |
| Mov Cap-2 Maneuver | 648 | - | - |
| Stage 1 | 862 | - | - |
| Stage 2 | 853 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.7 | 0 | 0.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 702 | 1399 |
| HCM Lane V/C Ratio | - | - | 0.102 | 0.007 |
| HCM Control Delay (s) | - | - | 10.7 | 7.6 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

Intersection

Int Delay, s/veh 4.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 23 | 226 | 2 | 13 | 299 | 40 | 2 | 68 | 14 | 26 | 35 | 17 |
| 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 | 84 | 84 | 84 | 89 | 89 | 89 | 78 | 78 | 78 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| Mvmt Flow | 27 | 269 | 2 | 15 | 336 | 45 | 3 | 87 | 18 | 31 | 41 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-------|--------|-----|-----|
| Conflicting Flow All | 381 | 0 | 0 | 271 | 0 | 0 | 743 | 735 | 270 | 766 | 714 | 358 |
| Stage 1 | - | - | - | - | - | - | 325 | 325 | - | 388 | 388 | - |
| Stage 2 | - | - | - | - | - | - | 418 | 410 | - | 378 | 326 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.27 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.363 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1189 | - | - | 1304 | - | - | 334 | 349 | 757 | 322 | 359 | 691 |
| Stage 1 | - | - | - | - | - | - | 692 | 653 | - | 640 | 612 | - |
| Stage 2 | - | - | - | - | - | - | 616 | 599 | - | 648 | 652 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1189 | - | - | 1304 | - | - | 285 | 334 | 757 | 243 | 344 | 691 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 285 | 334 | - | 243 | 344 | - |
| Stage 1 | - | - | - | - | - | - | 673 | 635 | - | 623 | 603 | - |
| Stage 2 | - | - | - | - | - | - | 549 | 590 | - | 531 | 634 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.7 | 0.3 | 18.8 | 19.8 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 367 | 1189 | - | - | 1304 | - | - | 334 |
| HCM Lane V/C Ratio | 0.293 | 0.023 | - | - | 0.011 | - | - | 0.275 |
| HCM Control Delay (s) | 18.8 | 8.1 | 0 | - | 7.8 | 0 | - | 19.8 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.2 | 0.1 | - | - | 0 | - | - | 1.1 |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 6.8 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 11 | 208 | 5 | 11 | 258 | 43 | 12 | 91 | 14 | 18 | 46 | 21 |
| 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 | 77 | 77 | 77 | 90 | 90 | 90 | 66 | 66 | 66 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 11 | 4 | 5 |
| Mvmt Flow | 14 | 270 | 6 | 12 | 287 | 48 | 18 | 138 | 21 | 25 | 65 | 30 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 334 | 0 | 0 | 277 | 0 | 0 | 684 | 661 | 273 | 716 | 640 | 311 |
| Stage 1 | - | - | - | - | - | - | 302 | 302 | - | 335 | 335 | - |
| Stage 2 | - | - | - | - | - | - | 382 | 359 | - | 381 | 305 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.52 | 6.2 | 7.21 | 6.54 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.52 | - | 6.21 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.52 | - | 6.21 | 5.54 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4.018 | 3.3 | 3.599 | 4.036 | 3.345 |
| Pot Cap-1 Maneuver | 1237 | - | - | 1298 | - | - | 365 | 383 | 771 | 334 | 391 | 722 |
| Stage 1 | - | - | - | - | - | - | 712 | 664 | - | 660 | 639 | - |
| Stage 2 | - | - | - | - | - | - | 645 | 627 | - | 623 | 659 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1237 | - | - | 1298 | - | - | 299 | 374 | 771 | 228 | 382 | 722 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 299 | 374 | - | 228 | 382 | - |
| Stage 1 | - | - | - | - | - | - | 703 | 655 | - | 651 | 632 | - |
| Stage 2 | - | - | - | - | - | - | 549 | 620 | - | 472 | 650 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.4 | 0.3 | 21.8 | 19.2 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 388 | 1237 | - | - | 1298 | - | - | 372 |
| HCM Lane V/C Ratio | 0.457 | 0.012 | - | - | 0.009 | - | - | 0.322 |
| HCM Control Delay (s) | 21.8 | 7.9 | 0 | - | 7.8 | 0 | - | 19.2 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 2.3 | 0 | - | - | 0 | - | - | 1.4 |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 6.8 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 70 | 179 | 10 | 24 | 231 | 30 | 6 | 46 | 27 | 12 | 38 | 89 |
| 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 | 77 | 77 | 77 | 82 | 82 | 82 | 76 | 76 | 76 | 72 | 72 | 72 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| Mvmt Flow | 91 | 232 | 13 | 29 | 282 | 37 | 8 | 61 | 36 | 17 | 53 | 124 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-------|
| Conflicting Flow All | 318 | 0 | 0 | 245 | 0 | 0 | 868 | 798 | 239 | 828 | 786 | 300 |
| Stage 1 | - | - | - | - | - | - | 421 | 421 | - | 359 | 359 | - |
| Stage 2 | - | - | - | - | - | - | 447 | 377 | - | 469 | 427 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.21 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.309 |
| Pot Cap-1 Maneuver | 1253 | - | - | 1333 | - | - | 275 | 321 | 805 | 293 | 326 | 742 |
| Stage 1 | - | - | - | - | - | - | 614 | 592 | - | 663 | 631 | - |
| Stage 2 | - | - | - | - | - | - | 595 | 619 | - | 579 | 589 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1253 | - | - | 1333 | - | - | 181 | 286 | 805 | 216 | 291 | 742 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 181 | 286 | - | 216 | 291 | - |
| Stage 1 | - | - | - | - | - | - | 562 | 542 | - | 607 | 614 | - |
| Stage 2 | - | - | - | - | - | - | 441 | 602 | - | 450 | 540 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.2 | | | 0.7 | | | 19.8 | | | 18.7 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 347 | 1253 | - | - | 1333 | - | - | 454 |
| HCM Lane V/C Ratio | 0.3 | 0.073 | - | - | 0.022 | - | - | 0.425 |
| HCM Control Delay (s) | 19.8 | 8.1 | 0 | - | 7.8 | 0 | - | 18.7 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 1.2 | 0.2 | - | - | 0.1 | - | - | 2.1 |

| Intersection | | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 6.5 | | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 17 | 21 | 2 | 9 | 44 | 30 | 1 | 20 | 4 | 19 | 30 | 8 |
| 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 | 91 | 91 | 91 | 69 | 69 | 69 | 63 | 63 | 63 | 65 | 65 | 65 |
| Heavy Vehicles, % | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 19 | 23 | 2 | 13 | 64 | 43 | 2 | 32 | 6 | 29 | 46 | 12 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-----|------|--------|-----|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 203 | 152 | 52 | 161 | 155 | 35 | 58 | 0 | 0 | 38 | 0 | 0 |
| Stage 1 | 111 | 111 | - | 38 | 38 | - | - | - | - | - | - | - |
| Stage 2 | 92 | 41 | - | 123 | 117 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.7 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.75 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 759 | 743 | 895 | 809 | 741 | 1044 | 1559 | - | - | 1585 | - | - |
| Stage 1 | 899 | 807 | - | 982 | 867 | - | - | - | - | - | - | - |
| Stage 2 | 920 | 865 | - | 886 | 803 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 668 | 728 | 895 | 776 | 726 | 1044 | 1559 | - | - | 1585 | - | - |
| Mov Cap-2 Maneuver | 668 | 728 | - | 776 | 726 | - | - | - | - | - | - | - |
| Stage 1 | 898 | 792 | - | 981 | 866 | - | - | - | - | - | - | - |
| Stage 2 | 816 | 864 | - | 842 | 788 | - | - | - | - | - | - | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|------|--|--|------|--|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 10.4 | | | 10.1 | | | 0.3 | | | 2.4 | | |
| HCM LOS | B | | | B | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1559 | - | - | 708 | 822 | 1585 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.062 | 0.146 | 0.018 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 10.4 | 10.1 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.5 | 0.1 | - | - |

| Intersection | | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 6.9 | | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 7 | 48 | 5 | 29 | 75 | 35 | 8 | 60 | 12 | 8 | 48 | 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 | 75 | 75 | 75 | 76 | 76 | 76 | 59 | 59 | 59 | 82 | 82 | 82 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Mvmt Flow | 9 | 64 | 7 | 38 | 99 | 46 | 14 | 102 | 20 | 10 | 59 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|------|--------|-----|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 289 | 227 | 59 | 252 | 217 | 112 | 59 | 0 | 0 | 122 | 0 | 0 |
| Stage 1 | 78 | 78 | - | 139 | 139 | - | - | - | - | - | - | - |
| Stage 2 | 211 | 149 | - | 113 | 78 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.52 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.52 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.52 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.018 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 667 | 672 | 1012 | 706 | 685 | 947 | 1558 | - | - | 1478 | - | - |
| Stage 1 | 936 | 830 | - | 869 | 785 | - | - | - | - | - | - | - |
| Stage 2 | 796 | 774 | - | 897 | 834 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 556 | 661 | 1012 | 641 | 673 | 947 | 1558 | - | - | 1478 | - | - |
| Mov Cap-2 Maneuver | 556 | 661 | - | 641 | 673 | - | - | - | - | - | - | - |
| Stage 1 | 927 | 824 | - | 860 | 777 | - | - | - | - | - | - | - |
| Stage 2 | 654 | 766 | - | 816 | 828 | - | - | - | - | - | - | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|------|--|--|------|--|--|-----|--|--|-----|--|--|
| HCM Control Delay, s | 11.1 | | | 11.7 | | | 0.7 | | | 1.1 | | |
| HCM LOS | B | | | B | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1558 | - | - | 666 | 718 | 1478 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.12 | 0.255 | 0.007 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 11.1 | 11.7 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 1 | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 10 | 69 | 3 | 12 | 146 | 42 | 1 | 19 | 3 | 7 | 25 | 12 |
| 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 | 78 | 78 | 78 | 52 | 52 | 52 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 1 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 11 | 78 | 3 | 15 | 187 | 54 | 2 | 37 | 6 | 8 | 27 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-------|-----|
| Conflicting Flow All | 241 | 0 | 0 | 81 | 0 | 0 | 367 | 374 | 79 | 368 | 348 | 214 |
| Stage 1 | - | - | - | - | - | - | 102 | 102 | - | 245 | 245 | - |
| Stage 2 | - | - | - | - | - | - | 265 | 272 | - | 123 | 103 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.54 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.54 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4.036 | 3.3 |
| Pot Cap-1 Maneuver | 1337 | - | - | 1529 | - | - | 593 | 560 | 987 | 592 | 572 | 831 |
| Stage 1 | - | - | - | - | - | - | 909 | 815 | - | 763 | 700 | - |
| Stage 2 | - | - | - | - | - | - | 745 | 688 | - | 886 | 806 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1337 | - | - | 1529 | - | - | 554 | 549 | 987 | 550 | 561 | 831 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 554 | 549 | - | 550 | 561 | - |
| Stage 1 | - | - | - | - | - | - | 901 | 808 | - | 756 | 692 | - |
| Stage 2 | - | - | - | - | - | - | 697 | 680 | - | 833 | 799 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.9 | 0.4 | 11.7 | 11.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 583 | 1337 | - | - | 1529 | - | - | 613 |
| HCM Lane V/C Ratio | 0.076 | 0.008 | - | - | 0.01 | - | - | 0.078 |
| HCM Control Delay (s) | 11.7 | 7.7 | 0 | - | 7.4 | 0 | - | 11.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.3 |

Intersection

Int Delay, s/veh 4.6

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 6 | 23 | 1 | 5 | 33 | 3 | 0 | 23 | 3 | 0 | 35 | 6 |
| 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 | 75 | 75 | 75 | 85 | 85 | 85 | 65 | 65 | 65 | 73 | 73 | 73 |
| Heavy Vehicles, % | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Mvmt Flow | 8 | 31 | 1 | 6 | 39 | 4 | 0 | 35 | 5 | 0 | 48 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|------|--------|-------|------|--------|---|---|--------|---|---|
| Conflicting Flow All | 111 | 92 | 52 | 106 | 94 | 38 | 56 | 0 | 0 | 40 | 0 | 0 |
| Stage 1 | 52 | 52 | - | 38 | 38 | - | - | - | - | - | - | - |
| Stage 2 | 59 | 40 | - | 68 | 56 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.59 | 6.2 | 7.1 | 6.56 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.59 | - | 6.1 | 5.56 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.59 | - | 6.1 | 5.56 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.081 | 3.3 | 3.5 | 4.054 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 872 | 785 | 1021 | 878 | 789 | 1040 | 1562 | - | - | 1583 | - | - |
| Stage 1 | 966 | 838 | - | 982 | 855 | - | - | - | - | - | - | - |
| Stage 2 | 958 | 848 | - | 947 | 840 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 836 | 785 | 1021 | 851 | 789 | 1040 | 1562 | - | - | 1583 | - | - |
| Mov Cap-2 Maneuver | 836 | 785 | - | 851 | 789 | - | - | - | - | - | - | - |
| Stage 1 | 966 | 838 | - | 982 | 855 | - | - | - | - | - | - | - |
| Stage 2 | 911 | 848 | - | 911 | 840 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1562 | - | - | 801 | 811 | 1583 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.05 | 0.059 | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 9.7 | 9.7 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0 | - | - |

Intersection

Int Delay, s/veh 4.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 6 | 20 | 0 | 9 | 37 | 6 | 2 | 56 | 6 | 9 | 37 | 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 76 | 76 | 76 | 76 | 76 | 76 | 71 | 71 | 71 |
| Heavy Vehicles, % | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 11 | 3 | 0 |
| Mvmt Flow | 9 | 31 | 0 | 12 | 49 | 8 | 3 | 74 | 8 | 13 | 52 | 3 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|------|--------|-------|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 190 | 166 | 54 | 177 | 163 | 78 | 55 | 0 | 0 | 82 | 0 | 0 |
| Stage 1 | 79 | 79 | - | 83 | 83 | - | - | - | - | - | - | - |
| Stage 2 | 111 | 87 | - | 94 | 80 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.55 | 6.2 | 7.1 | 6.58 | 6.2 | 4.1 | - | - | 4.21 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.55 | - | 6.1 | 5.58 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.55 | - | 6.1 | 5.58 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.045 | 3.3 | 3.5 | 4.072 | 3.3 | 2.2 | - | - | 2.299 | - | - |
| Pot Cap-1 Maneuver | 774 | 721 | 1019 | 790 | 719 | 988 | 1563 | - | - | 1460 | - | - |
| Stage 1 | 935 | 823 | - | 930 | 814 | - | - | - | - | - | - | - |
| Stage 2 | 899 | 817 | - | 918 | 817 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 722 | 713 | 1019 | 758 | 711 | 988 | 1563 | - | - | 1460 | - | - |
| Mov Cap-2 Maneuver | 722 | 713 | - | 758 | 711 | - | - | - | - | - | - | - |
| Stage 1 | 933 | 816 | - | 928 | 812 | - | - | - | - | - | - | - |
| Stage 2 | 837 | 815 | - | 875 | 810 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 10.3 | 10.3 | 0.2 | 1.4 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1563 | - | - | 715 | 743 | 1460 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.056 | 0.092 | 0.009 | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 10.3 | 10.3 | 7.5 | 0 |
| HCM Lane LOS | A | A | - | B | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.3 | 0 | - |

| Intersection | | | | | | | | | | | | |
|------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Int Delay, s/veh | 4.3 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 1 | 42 | 0 | 37 | 64 | 12 | 0 | 12 | 13 | 8 | 18 | 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 | 57 | 57 | 57 | 78 | 78 | 78 | 42 | 42 | 42 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 25 | 0 | 0 |
| Mvmt Flow | 2 | 74 | 0 | 47 | 82 | 15 | 0 | 29 | 31 | 10 | 22 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 97 | 0 | 0 | 74 | 0 | 0 | 275 | 269 | 74 | 292 | 262 | 90 |
| Stage 1 | - | - | - | - | - | - | 77 | 77 | - | 185 | 185 | - |
| Stage 2 | - | - | - | - | - | - | 198 | 192 | - | 107 | 77 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.35 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.35 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.35 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.725 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1509 | - | - | 1538 | - | - | 681 | 641 | 993 | 617 | 646 | 973 |
| Stage 1 | - | - | - | - | - | - | 937 | 835 | - | 766 | 751 | - |
| Stage 2 | - | - | - | - | - | - | 808 | 745 | - | 845 | 835 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1509 | - | - | 1538 | - | - | 643 | 620 | 993 | 562 | 625 | 973 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 643 | 620 | - | 562 | 625 | - |
| Stage 1 | - | - | - | - | - | - | 936 | 834 | - | 765 | 727 | - |
| Stage 2 | - | - | - | - | - | - | 755 | 721 | - | 790 | 834 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|------|
| HCM Control Delay, s | 0.2 | 2.4 | 10.1 | 11.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 770 | 1509 | - | - | 1538 | - | - | 629 |
| HCM Lane V/C Ratio | 0.077 | 0.001 | - | - | 0.031 | - | - | 0.057 |
| HCM Control Delay (s) | 10.1 | 7.4 | 0 | - | 7.4 | 0 | - | 11.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0.1 | - | - | 0.2 |