AX2026-3
CITY OF TETONIA
RECEIVED 10-9-2026

Traffic Impact Study
National Parks Baseball Resort

Tetonia, Idaho



Prepared For:

National Parks Baseball Resort

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

August 19, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed National Parks Baseball Resort to be located to the west of the Pinnacle Peaks masterplan development located in Tetonia, Idaho.

The plans call for a three phase destination youth baseball complex that will accommodate 13U and 14U travel baseball teams. Upon full buildout, the complex will provide 18 baseball fields, a campground for coaches and players, a RV parking area for families/spectators, and a shared (public) park consisting of two soccer fields, a basketball court, eight tennis courts, a football field, and three playground areas. Access to the resort will be provided via a connection to Lucas Lane, which is a proposed north-south roadway being constructed as part of the Pinnacle Peaks masterplan development.

The purpose of this traffic study was to document the anticipated operations of the baseball resort, determine the peak hour vehicle trips generated by the resort, and to determine if the proposed roadway network and intersection improvements to be implemented by the Pinnacle Peak masterplan development can accommodate the total projected traffic volumes. If required, additional intersection or roadway improvements will be identified.

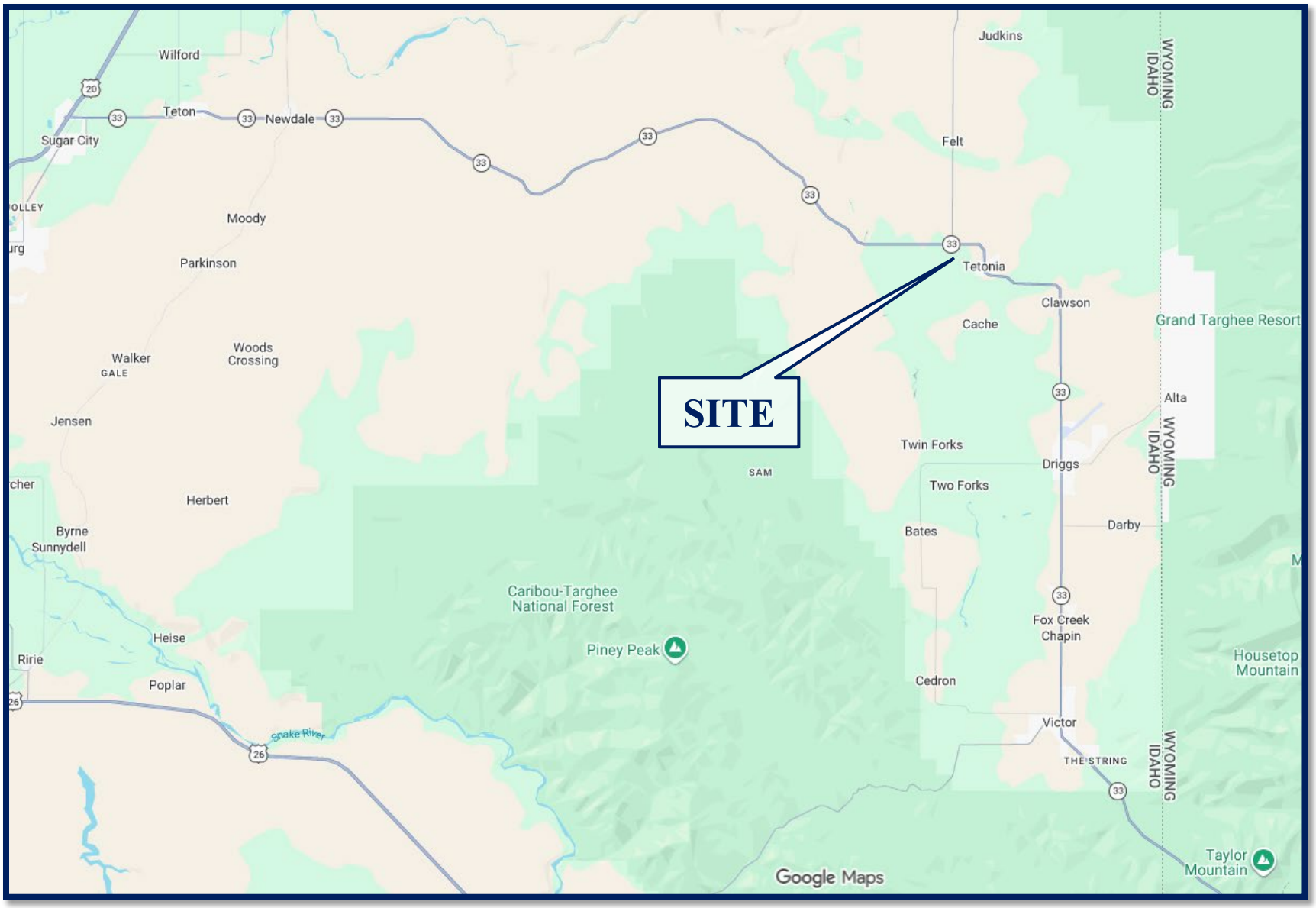
Figure 1 shows the location of the development in relation to the area road system and **Figure 2** shows a site plan overlay of an aerial view of the site. The sections of this report present the following:

- Existing roadway conditions
- Description of the proposed development
- Directional distribution of the proposed development
- Vehicle trip generation for the proposed development
- Future traffic conditions
- Traffic analyses for the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours.
- Evaluation and recommendations with respect to the adequacy of the adjacent transportation system

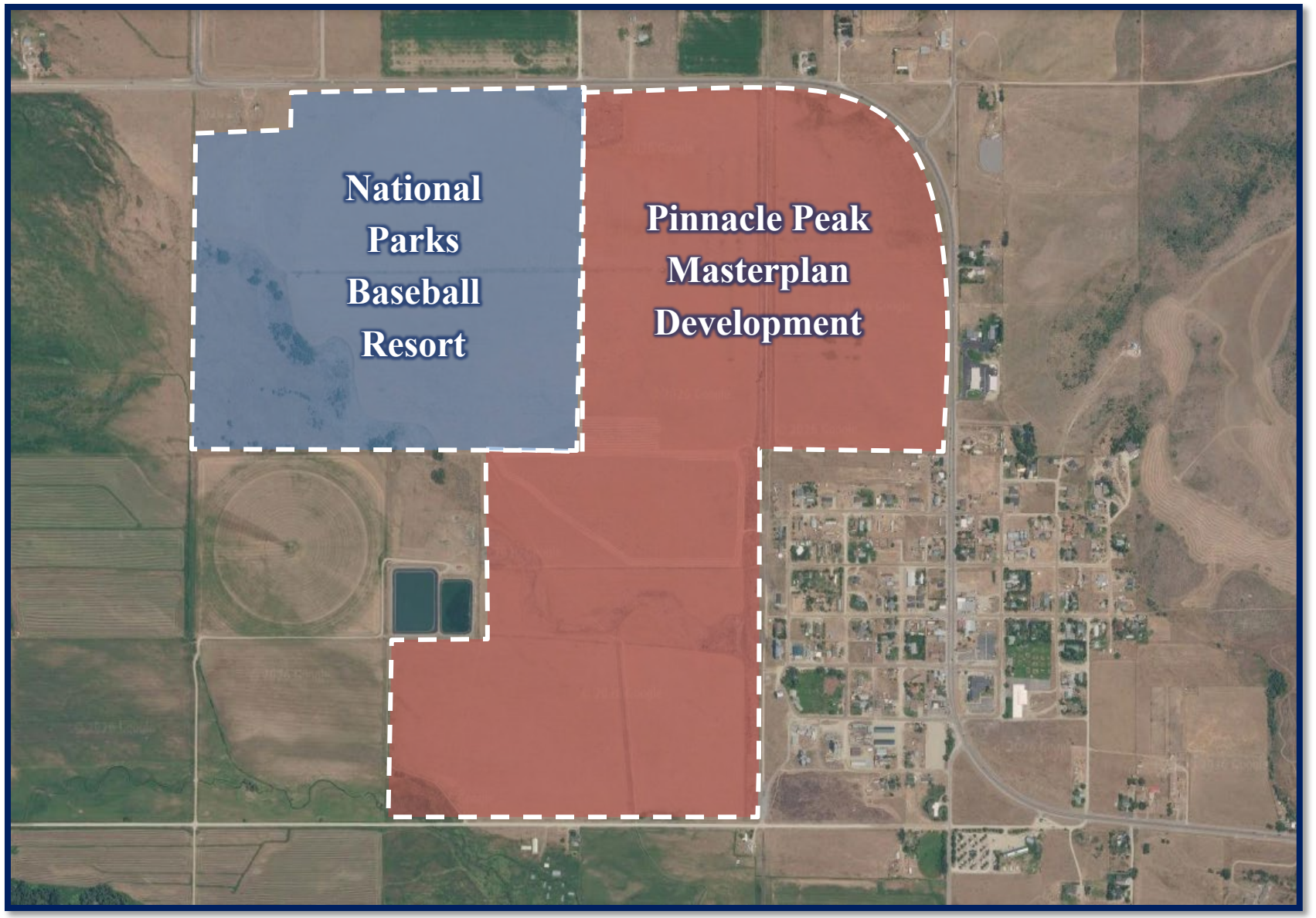
Traffic capacity analyses were conducted for the weekday morning, weekday evening, Saturday morning and Saturday evening peak hours for the following conditions:

1. Existing Conditions - Analyze the capacity of the existing road system using existing peak hour traffic volumes in the surrounding area.

2. Year 2052 (Horizon) Total Projected Conditions – Analyze the capacity of the future road system using the projected traffic volumes that include the existing traffic volumes, background traffic growth, and the traffic estimated to be generated by the full buildout of the baseball resort and Pinnacle Peak masterplan development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the development were documented in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the development, physical characteristics of the area roadway system including lane usage and traffic control devices, area alternative modes of transportation, and existing peak hour vehicle, pedestrian, and bicycle volumes.

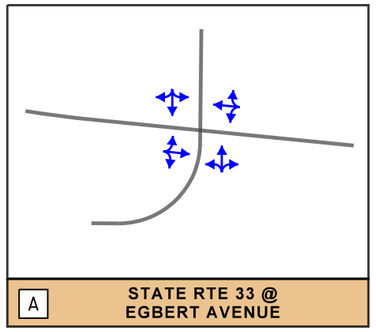
Site Location

The site is located on the south side of State Route 33, just west of the State Route 33 intersection with State Route 32, approximately three-quarters of a mile to the northwest of the City of Tetonia. The site is bordered by State Route 33 to the north and the proposed Pinnacle Peaks masterplan development on the east.

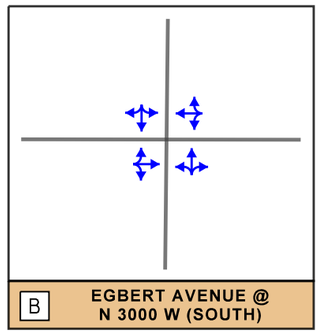
Existing Roadway System Characteristics

The key characteristics of the existing roadways and intersections within the study area are described below and illustrated in **Figures 3**.

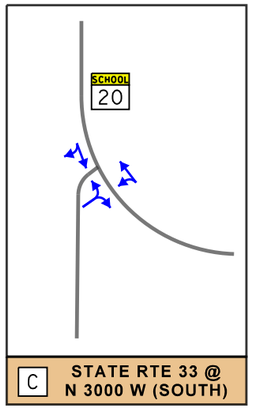
State Route 33/Main Street is a minor arterial roadway that provides one travel lane in each direction and is designated as State Route 33 outside of the City of Tetonia and Main Street within the City. At its unsignalized intersection with State Route 32, State Route 33 provides an exclusive left-turn lane and a through lane on the eastbound approach and a through lane and an exclusive right-turn lane on the westbound approach. At its unsignalized intersections with Jackson Avenue, Teton Avenue, Central Avenue, and Perry Avenue, Main Street provides a shared through/right-turn lane on the northbound and southbound approaches. Left-turn movements can be accommodated by the two-way left-turn lane. Standard crosswalks are provided on the northbound approach at the intersection with Jackson Avenue and on the southbound approach at the intersection with Perry Avenue. High-visibility crosswalks are provided on the northbound approach at the intersection with Teton Avenue and on the southbound approach at the intersection with Perry Avenue. At its unsignalized intersection with Leigh Avenue, State Route 33 provides a shared left-turn/through/right-turn lane on the northbound and southbound approaches. At its northern intersection with N 3000 W, State Route 33 provides a through lane and an exclusive right-turn lane on the northwestbound approach and a shared left-turn/through lane on the southeastbound approach. At its southern intersection with N 3000 W, State Route 33 provides a shared left-turn/through lane on the northbound approach and a shared through/right-turn lane on the southbound approach. At its unsignalized intersection with Egbert Avenue/Jorgenson Lane, State Route 33 provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. State Route 33 is under the jurisdiction of the Idaho Transportation Department (IDT), carries annual average daily traffics of 3,700 vehicles west of State Route 32 (IDT 2024), 5,100 vehicles between State Route 32 and the south leg of N 3000 W (IDT 2024), and 5,900 vehicles east of the south leg of N 3000 W (IDT 2024). State Route 33 has a posted speed limit that varies between a school zone speed limit of 20 miles per hour within the vicinity of Tetonia Elementary and 65 miles per hour outside of city limits.



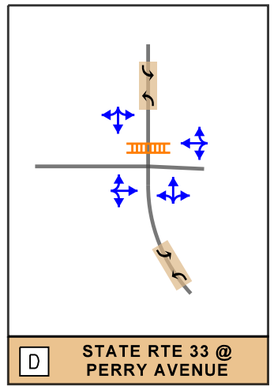
A STATE RTE 33 @ EGBERT AVENUE



B EGBERT AVENUE @ N 3000 W (SOUTH)



C STATE RTE 33 @ N 3000 W (SOUTH)



D STATE RTE 33 @ PERRY AVENUE

LEGEND

- TRAVEL LANE
- STOP SIGN
- XX - SPEED LIMIT SIGN
- R - NO PARKING
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- SCHOOL 20 - SCHOOL SPEED LIMIT SIGN
- TWO-WAY LEFT TURN LANE
- 1 - CHURCH OF JESUS CHRIST OF LDS
- 2 - TETONIA ELEMENTARY

NOT TO SCALE

NATIONAL PARKS
BASEBALL RESORT
TETONIA, IDAHO

EXISTING ROADWAY CHARACTERISTICS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-282

Figure: 3

State Route 32 is a north-south major collector roadway that provides one travel lane in each direction. At its unsignalized intersection with State Route 33, State Route 32 provides a shared left-turn/right-turn lane on the southbound approach and is under stop sign control. State Route 32 is under the jurisdiction of IDT, carries an AADT of 1,700 vehicles (IDT 2024), and has a posted speed limit of 65 miles per hour.

Jackson Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Jackson Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Jackson Avenue is under the jurisdiction of the City of Tetonia and has a posted speed limit of 20 miles per hour.

Teton Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Teton Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Teton Avenue is under the jurisdiction of the City of Tetonia.

Central Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Central Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Central Avenue is under the jurisdiction of the City of Tetonia.

Perry Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Perry Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Perry Avenue is under the jurisdiction of the City of Tetonia.

Leigh Avenue is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Main Street, Leigh Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. Leigh Avenue is under the jurisdiction of the City of Tetonia.

N 3000 W is a north-south local roadway that provides one travel lane in each direction and is divided by State Route 33 for approximately 0.8 miles. At its northern intersection with State Route 33, N 3000 W provides a shared left-turn/right-turn lane on the southwestbound approach and is under stop sign control. At its southern intersection with State Route 33, N 3000 W provides a shared left-turn/right-turn lane on the northeastbound approach and is under stop sign control. At its unsignalized intersection with Egbert Avenue, N 3000 W provides a shared left-turn/through/right-turn lane on the northbound and southbound approaches. N 3000 W has a posted speed limit of 35 miles per hour north of State Route 33 and 45 miles per hour south of State Route 33.

Jorgensen Street is a north-south local roadway that provides one travel lane in each direction. At its unsignalized intersection with State Route 33/Egbert Avenue, Jorgenson Street provides a shared left-turn/through/right-turn lane on the southbound approach. Jorgenson Street is under the jurisdiction of the City of Tetonia and has a posted speed limit of 20 miles per hour.

Egbert Avenue is generally an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with N 3000 W, Egbert Avenue provides a shared left-turn/through/right-turn lane on the eastbound and westbound approaches. Both approaches are under stop sign control. At its unsignalized intersection with State Route 33/Jorgenson Street, Egbert Avenue provides a shared left-turn/through/right-turn lane on the northbound approach and is under stop sign control. Egbert Avenue is under the jurisdiction of the City of Tetonia.

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. utilized counts conducted on a Thursday, December 11, 2025 during the weekday morning (7:00 A.M. to 9:00 P.M.) and weekday evening (2:00 P.M. to 6:00 P.M.) peak periods and on Saturday, December 13, 2025 during the morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- State Route 33 with State Route 32
- State Route 33 with N 3000 W (north intersection)
- Main Street with Jackson Avenue
- Main Street with Perry Avenue
- Main Street with Leigh Avenue
- State Route 33 with N 3000 W (south intersection)
- State Route 33 with Egbert Avenue/Jorgensen Street
- Egbert Avenue with N 3000 W

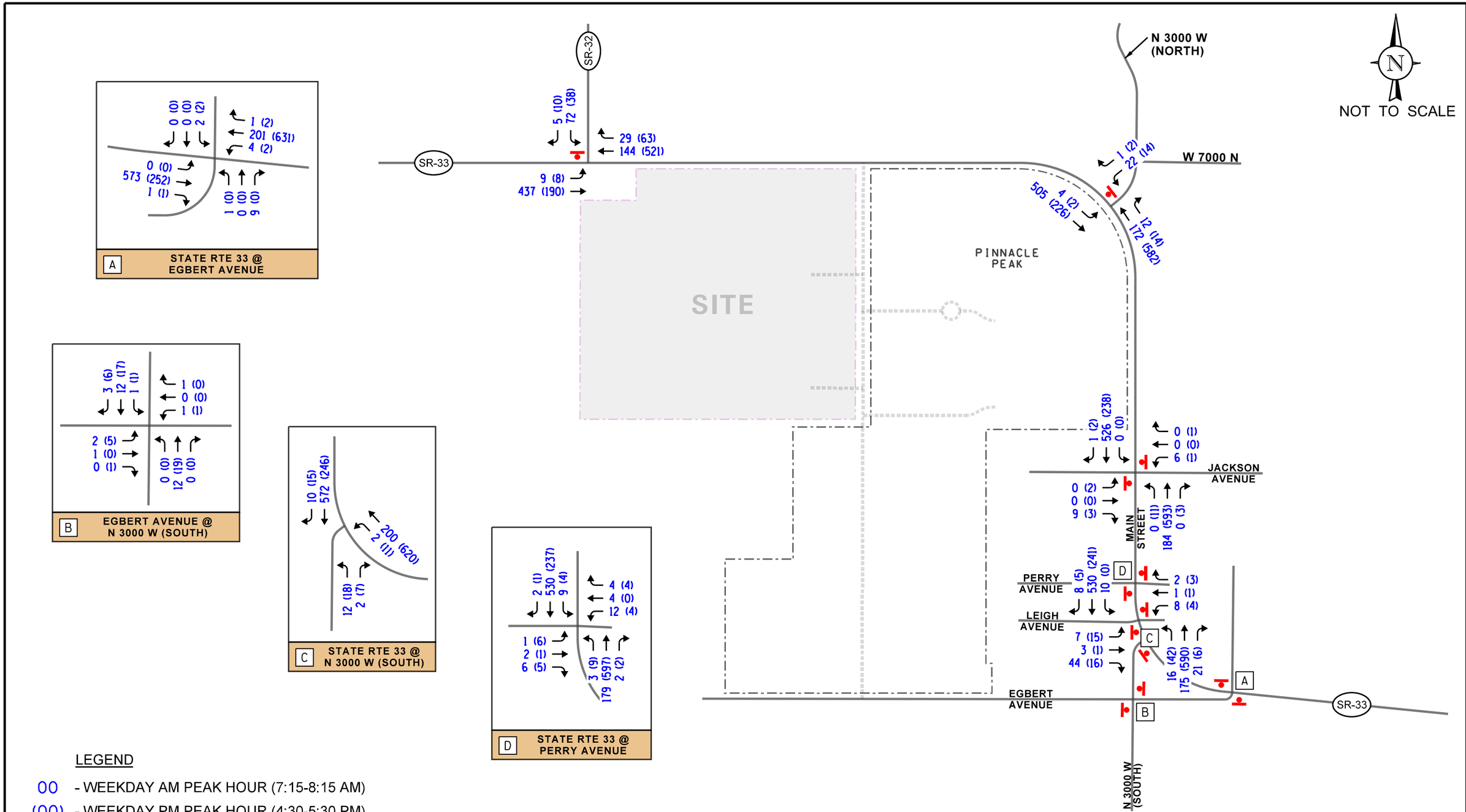
Based on scoping meetings held with both the Idaho Transportation Department (ITD) and with the City of Tetonia's engineering consultant Sunrise Engineering, these days and times were selected given that they:

- Represent the typical weekday morning and evstening peak hours of adjacent road traffic
- Encompass the traffic generated by Tetonia Elementary School
- Represent the transient weekend traffic generated by the weekday morning and evening time periods in which traffic is travelling through the city to area destinations.

The results of the traffic counts indicated the following:

- The weekday morning peak hour occurs from 7:15 A.M. to 8:15 A.M.
- The weekday evening peak hour occurs from 4:30 P.M. to 5:30 P.M.
- The Saturday morning peak hour occurs from 8:00 A.M. to 9:00 P.M.
- The Saturday evening peak hour occurs from 4:00 P.M. to 5:00 P.M.

To represent the peak season design traffic volumes, KLOA, Inc. reviewed Monthly Average Daily Traffic (MADT) volumes available from ITD and adjusted the existing traffic counts to reflect the peak season traffic volumes. Based on the MADT volumes, the December 2025 traffic volumes were increased by 52 percent to reflect the peak season which occurs in July. **Figures 4A** and **4B** illustrate the existing peak hour vehicle traffic volumes utilized for the purposes of this evaluation.



LEGEND

00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)

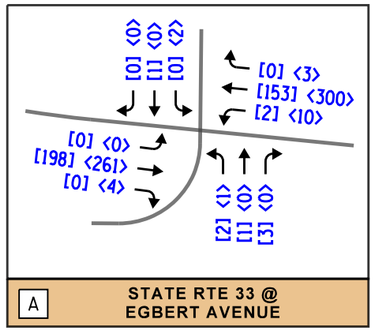
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

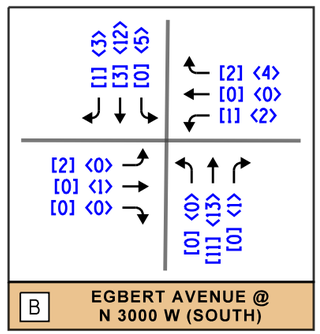
NATIONAL PARKS BASEBALL RESORT
TETONIA, IDAHO

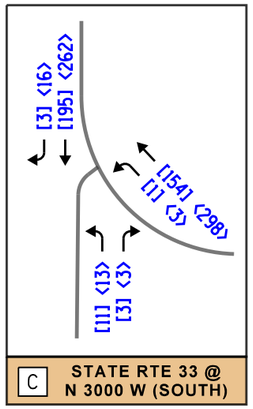
EXISTING TRAFFIC VOLUMES

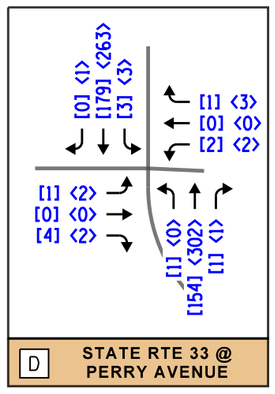
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

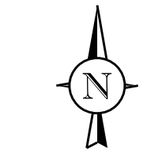
Job No: 26-282 Figure: 4A











LEGEND

[00] - SATURDAY AM PEAK HOUR (8:00-9:00 AM)

<00> - SATURDAY PM PEAK HOUR (4:00-5:00 PM)

NATIONAL PARKS
BASEBALL RESORT
TETONIA, IDAHO

EXISTING TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-282 Figure: 4B

3. Traffic Characteristics of the Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Development Plan

The National Parks Baseball Resort is a destination baseball complex that will host weekly tournaments for 13U and 14U youth travel baseball teams. The tournaments will occur Monday through Saturday starting Memorial Day weekend in May and concluding Labor Day weekend in September. The resort will provide baseball fields, a campground for players and coaches, and a RV park for players/families should they travel to the park in a RV. The resort will be constructed in three phases as follows:

- Phase I will consist of six baseball fields, the central camp, the RV park and a shared public park consisting of:
  - Two soccer fields
  - Three playgrounds
  - Eight tennis courts
  - One basketball court
  - One football field.

- Phase II will consist of six additional baseball fields

- Phase III/Full Buildout will consist of four additional baseball fields

In total, 18 baseball fields will be constructed upon full buildout that will accommodate tournaments for 20 teams. Each team will consist of approximately 13 players and three coaches. Coaches are traditionally the parents of players and any spectators will consist of the family members of players. Given that the proposed complex is a destination baseball resort, teams participating in the tournaments are national and will primarily arrive from driving a personal vehicle or flying to the area and renting a vehicle. As a result, each player typically results in one arriving vehicle with coaches and spectators within the same vehicle. However, some players may arrive together via carpooling or recreational vehicles.

Tournaments are structured such that Monday is the arrival day/opening ceremonies for all teams. On Monday, teams arrive between 8:00 A.M. and 12:00 P.M. Spectators generally remain on site during the day and departing following opening ceremonies. Players and coaches remain within the resort at the proposed camp site with any departing or arriving vehicles throughout the week consisting of spectator vehicles. With the exception of any families that arrive with RVs that are able to park within the proposed RV park. Games are played Tuesday through Saturday and are scheduled to disperse spectator generated traffic throughout the day. Each team will play a minimum of six games with the championship game occurring on Saturday.

The staff will consist of 20 umpires and 20 staff members who also stay and eat at the proposed campground . Staff will typically arrive Sunday night or Monday morning prior to the arrival of players and coaches and with less games played on Friday and Saturday, approximately 50 percent of the staff will leave Friday night or Saturday on Saturday.

Access to the baseball resort will be provided via two connections to the proposed roadway network that will be constructed as part of the Pinnacle Peak Masterplan Development. Overall, the roadway network consists of six collector roadways. However, since these roadway are not proposed to traverse the Ashton-Tetonia Trail, primary access to the existing regional roadway network from the baseball resort will be provided via the proposed Lucas Lane.

Lucas Lane will be a north-south roadway that will provide one travel lane in each direction and will have an external intersection with State Route 33 approximately 2700 feet east of State Route 32 and with Egbert Avenue approximately 2500 feet west of N 3000 W. As documented in the traffic impact study prepared by KLOA, Inc. for the Pinnacle Peak masterplan development, upon full buildout of the proposed development. Lucas Lane will have the following intersections:

- The Lucas Lane intersection with State Route 33 will be a signalized intersection with the Lucas Lane approach providing separate left-turn and right-turn lanes. State Route 33 at Lucas Lane will be widened to provide an exclusive westbound left-turn lane and an exclusive eastbound right-turn lane.

- The Lucas Lane intersection with Egbert Lane will be unsignalized and all three approaches will provide single lane approaches. The Lucas Lane approach to Egbert Lane will be under stop-sign control.

The southerly proposed connection to Lucas Lane will be the primary access to the baseball resort. The access will be designed such that during Monday arrival, the queues of vehicles arriving for registration can queue on site with the drive aisle widened internally to provide numerous entrance lanes to accommodate vehicle stacking. The drive will be designed such that queues do not extend onto Lucas Lane. The north access will be gated and available per emergency access only.

A site plan illustrating the proposed baseball resort in relation to the proposed Pinnacle Peak roadway network is included in the Appendix.

Directional Distribution

The directions from which the traffic will approach and depart the resort were estimated based on the locations of existing hotel accommodations resulting in 60 percent to/from the southeast, 20 percent to the west along State Route 33, and 20 percent to the north on State Route 32. As discussed in the following section, this directional distribution is reflective of existing conditions and does not take into consideration the potential for future hotel accommodations to be provided as part of the Pinnacle Peak masterplan development which would reduce the percentage of external trips on the area roadway network.

Trip Generation Estimates

The number of peak hour trips estimated to be generated by the proposed development was based on several assumed operating characteristics of the baseball resort that were determined based on the anticipated weekly schedule and number of teams. The assumptions regarding vehicle trip generation are as follows:

- Each player will result in one passenger vehicle. It is assumed that coaches and spectators will be accommodated within these vehicles and conservatively that there is no carpooling for individual players or teams as a whole.

- To provide a conservative analysis, it is assumed that half of the spectating vehicles will arrive during the weekday morning peak hour and half will depart during the weekday evening peak hour. Similarly, it wase assumed that approximately three teams worth of spectators would depart during the weekday morning peak hour and arrive during the weekday evening peak hour.

- On Saturday, given that the games are limited to semi-final and championship games, the morning peak hour arrival and evening peak hour departure trip generation is expected to be half of that during the weekday peak hours.

- With teams primarily leaving the campgrounds on Saturday, it was assumed that approximately one-quarter of the players/coaches/spectators would leave during the Saturday morning peak hour and a limited number of spectators would arrive during the Saturday evening peak hour which is anticipated to occur after the championship game has been played.

- All staff is expected to arrive or depart outside of the peak operating hours of the resort during off-peak hours and off-peak days, such as Saturday or Sunday.

As previously indicated, the estimated vehicle trip generation is conservative given(1) it was assumed that each player resulted in one passenger vehicle (no carpooling of individual or team players), (2) no reduction was applied for any spectators who may stay in any future hospitality land-uses constructed as part of the Pinnacle Peak masterplan development that would be able to access the resort by walking, and (3) it was assumed that no vehicles were RVs parking in the proposed RV park which would not result in less vehicle trips into/out of the resort during the week.

Further, with the full buildout of the Pinnacle Peak masterplan development, there is expected to be a significant number of internal capture trips or trips made by non-auto modes of transportation as spectators will have access to future retail, restaurant, and hospitality accommodations. This would reduce the estimated vehicle trips generated to the external roadway network for spectators traveling other regional communities to access these land-uses. However, for the purposes of this evaluation and to ensure the proposed Lucas Lane intersections are adequate in accommodating the traffic generated by the baseball resort, the trip generation was calculated assuming all vehicle trips were external to the City of Tetonia.

Table 1 summarizes the estimated vehicle trip generation for the weekday morning peak hour and weekday evening peak hour trips. **Table 2** summarizes the estimated vehicle trip generation for Saturday morning and Saturday evening trips.

Table 1
ESTIMATED PEAK HOUR TRIP GENERATION - WEEKDAY

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
National Parks Baseball Resort	130	40	170	40	130	170

Table 2
ESTIMATED PEAK HOUR TRIP GENERATION – SATURDAY

Type/Size	Saturday Morning Peak Hour			Saturday Evening Peak Hour		
	In	Out	Total	In	Out	Total
National Parks Baseball Resort	65	65	130	5	65	70

4. Projected Traffic Conditions

In order to project future traffic conditions, the study included the planned or proposed improvements in the area and other projected growth in the area.

Development Traffic Assignment

The estimated peak hour traffic volumes that will be generated the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. Taking into consideration that the primary access to the development will be provided via Lucas Lane and its proposed signalized intersection with State Route 33. **Figures 5A** and **5B** illustrate the total new traffic assignment for the proposed development.

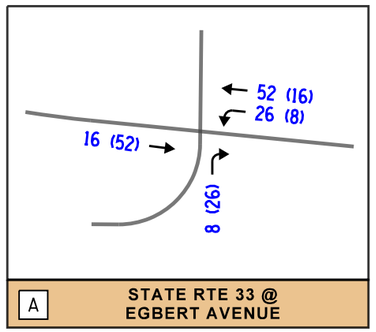
Background Traffic Conditions

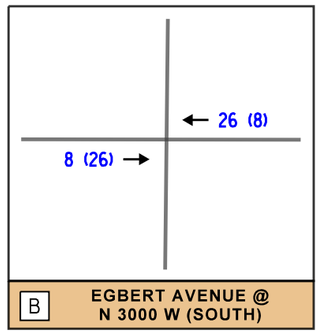
To account for any additional increase in traffic due to other factors or developments not previously discussed, an ambient growth factor of 2.5 percent per year was also applied to the through traffic volumes on State Route 33 over a 27-year period. This time period was chosen as it is the anticipated full buildout of the proposed baseball resort as well as the Pinnacle Peak masterplan development proposed development with a seven year horizon year. It should be noted that the application of this growth factor was based on a review of census data and population trends for Teton County.

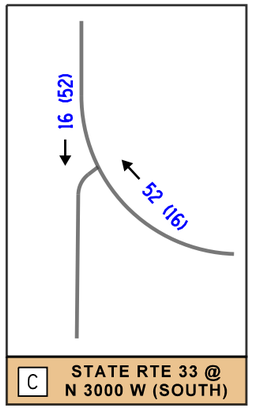
Also, the traffic estimated to be generated by the Pinnacle Peak and proposed roadways and intersections improvements as documented in the Masterplan Plan Traffic Impact Study, prepared by KLOA, Inc. was included in the Year 2052 background traffic conditions.

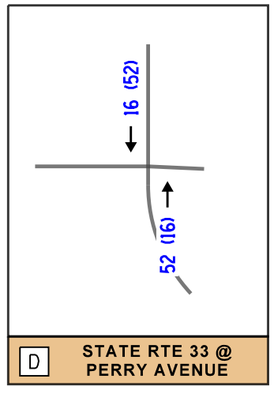
Total Projected Traffic Volumes

The existing traffic volumes increased by the regional growth factor were combined with the traffic estimated to be generated by the proposed development (Figures 5A and 5B) to determine the Year 2052 total projected traffic volumes, as illustrated in **Figures 6A** and **6B**.









NOT TO SCALE

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)

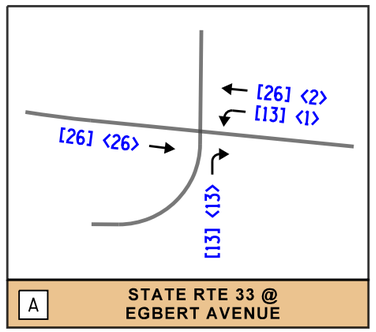
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

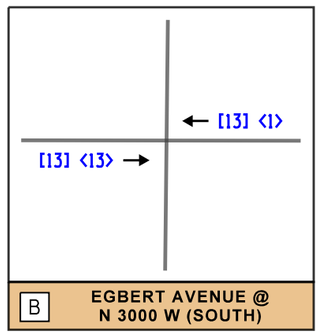
NATIONAL PARKS
BASEBALL RESORT
TETONIA, IDAHO

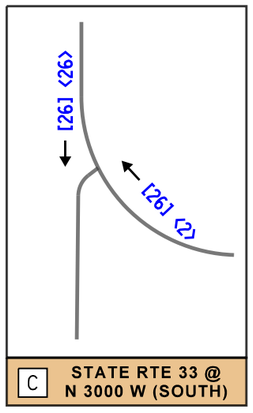
SITE-GENERATED TRAFFIC VOLUMES

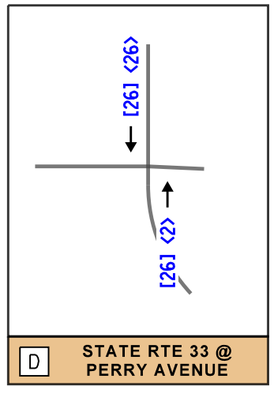
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-282 Figure: 5A









N

NOT TO SCALE

LEGEND

[00] - SATURDAY AM PEAK HOUR (8:00-9:00 AM)

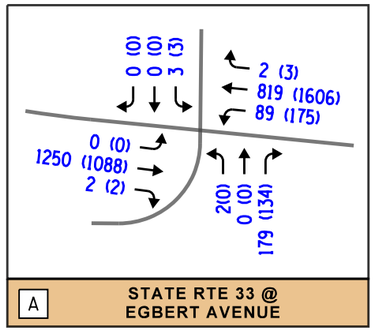
<00> - SATURDAY PM PEAK HOUR (4:00-5:00 PM)

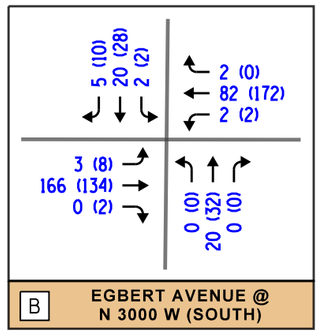
NATIONAL PARKS
BASEBALL RESORT
TETONIA, IDAHO

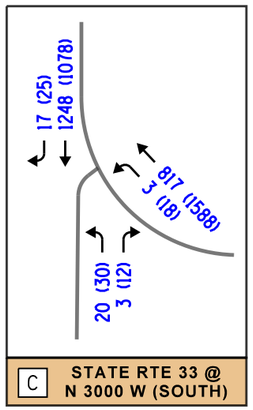
SITE-GENERATED TRAFFIC VOLUMES

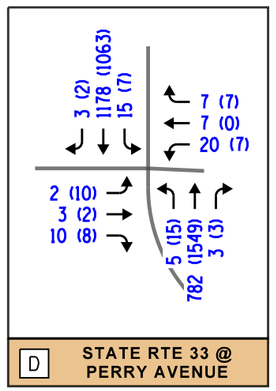
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-282 Figure: 5B









NOT TO SCALE

LEGEND

00 - WEEKDAY AM PEAK HOUR (7:15-8:15 AM)

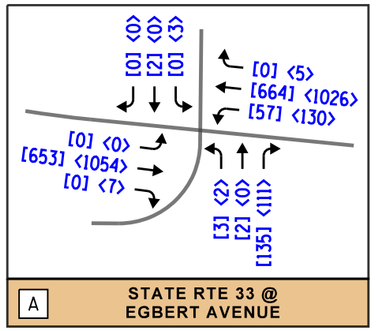
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

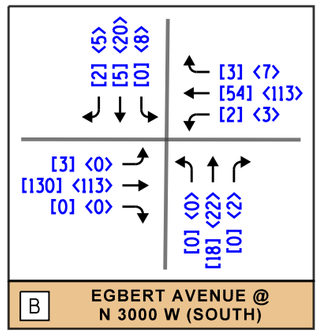
NATIONAL PARKS
BASEBALL RESORT
TETONIA, IDAHO

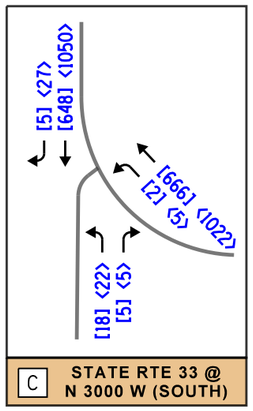
YEAR 2052 TOTAL TRAFFIC VOLUMES

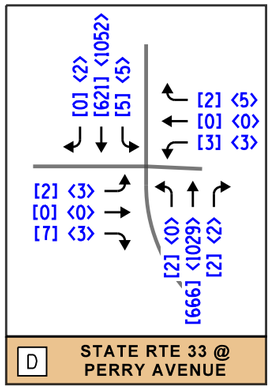
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-282 Figure: 6A









NOT TO SCALE

LEGEND

[00] - SATURDAY AM PEAK HOUR (8:00-9:00 AM)

<00> - SATURDAY PM PEAK HOUR (4:00-5:00 PM)

NATIONAL PARKS
BASEBALL RESORT
TETONIA, IDAHO

YEAR 2052 TOTAL TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-282 Figure: 6B

5. Traffic Analysis and Findings

The following provides an evaluation conducted for the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours. The analysis includes conducting capacity analyses to determine how well the road system and access drives are projected to operate and what additional roadway improvements or traffic control modifications are required to accommodate the projected traffic volumes.

Traffic Analyses

Intersection analyses were performed for the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours for the existing and total projected conditions for the horizon year 2052.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro 12 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (including the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are summarized in **Tables A** through **R** included in the Appendix. The capacity analyses summary sheets are also included in the Appendix.

As previously indicated, these analyses take into consideration the construction of Lucas Lane from State Route 33 to Egbert Avenue and the proposed signalization and intersection improvements identified as part of the Pinnacle Peak masterplan development at both existing and proposed intersections within the study area.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements necessary to accommodate the facility-generated traffic.

Existing Conditions

The results of the capacity analyses indicate that during the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours. All of the approaches and critical movements at the study area intersections are projected to operate at the acceptable levels of service (level of service C or better).

Full Buildout Conditions

The results of the capacity analyses for the Year 2052 conditions, which include the existing traffic volume adjusted for peak season (52 percent increase), a 67 percent increase in background traffic volumes, the traffic estimated to be generated by the Pinnacle Peak masterplan development, and the traffic estimated to be generated by the full buildout of the proposed development indicate the following:

- The southbound approach of State Route 32 and State Route 33 is projected to continue to operate at LOS F during the weekday morning, weekday evening and Saturday evening peak hours. This level of service was identified as part of the Pinnacle Peak masterplan development.

- The minor road approaches (Jackson Avenue, Perry Avenue, Leigh Avenue, N 3000 W, Egbert Avenue, and Jorgensen Street) at State Route 33 are projected to operate at LOS E/F during a majority of the peak hours.

- The proposed signalized intersection of State Route 33 with Lucas Lane and all of the critical movements are projected to operate the acceptable LOS D or better during the peak hours.

- The southbound approach at the proposed intersection of Egbert Avenue with Lucas Lane is projected to operate at LOS A during all four peak hours.

As documented in the masterplan traffic impact study, the LOS F on the minor road approaches of Jackson Avenue, Perry Avenue, Leigh Avenue, N 3000 W, Egbert Avenue, and Jorgensen Street is a result of the significant increase of the existing traffic volumes to adjust for peak season and the estimated regional growth over a 33 year horizon period. As such, the resulting levels of service at these intersections are not a result of the traffic estimated to be generated by the proposed baseball resort.

Overall, the traffic generated by the proposed baseball park will not result in additional improvements to the State Route 33 corridor than those already identified as part of the Pinnacle Peak masterplan development. The State Route 33 corridor should be monitored in the future to determine if the projected traffic volumes, based on both the assumed regional growth factor and traffic generated by the Pinnacle Peak masterplan development, are realized thus warranting a regional traffic study to determine the need to widen State Route 33 to provide two travel lanes in each direction. As previously mentioned, with the full buildout of the Pinnacle Peak masterplan development, it is anticipated that numerous trips made to the National Parks Baseball Resort will be internal trips to the City of Tetonia that can also be accommodated by alternative or non-auto modes of transportation such as walking or bicycling between future commercial and hospitality land-uses and the proposed baseball resort. .

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The site will be developed with a destination baseball complex that will consist of the following upon full buildout:
    - 18 baseball fields
    - A campground for players and coaches
    - A RV Park
    - A shared public park
- Access to the baseball resort will be provided via two connections to the proposed roadway network that will be constructed as part of the Pinnacle Peak Masterplan Development. Overall, the roadway network consists of six collector roadways. However, since these roadway are not proposed to traverse the Ashton-Tetonia Trail, primary access to the existing regional roadway network from the baseball resort will be provided via the proposed Lucas Lane.
- The proposed access system off Lucas Lane and the proposed Lucas Lane intersections with State Route 33 and Egbert Avenue will be sufficient in accommodating the traffic estimated to be generated by the proposed development.
- No roadway or intersection improvements are required to accommodate the traffic estimated to be generated by the proposed baseball resort except for those previously identified as part of the Pinnacle Peak masterplan development.
- Additional traffic studies will be completed as part of each of the Pinnacle Peak masterplan development phases. These studies will confirm these findings, further monitor the traffic patterns along State Route 33. The State Route 33 corridor should be monitored in the future to determine if the projected traffic volumes, based on both the assumed regional growth factor and traffic generated by the Pinnacle Peak masterplan development, are realized thus warranting a regional traffic study to determine the need to widen State Route 33 to provide two travel lanes in each direction.

Appendix

Traffic Count Summary Sheets
Site Plan
Level of Service Criteria
Capacity Analysis Summary Tables
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 32 & SR 33
City: Tetonia
Control: 1-Way Stop(SB)

Project ID: 25-810013-001
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 32				SR 32				SR 33				SR 33				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	15	0	1	0	0	44	0	0	0	8	4	0	72
7:15 AM	0	0	0	0	27	0	1	0	1	49	0	0	0	15	4	0	97
7:30 AM	0	0	0	0	24	0	2	0	2	59	0	0	0	10	7	0	104
7:45 AM	0	0	0	0	16	0	2	0	2	63	0	0	0	16	9	0	108
8:00 AM	0	0	0	0	5	0	0	0	4	37	0	0	0	23	9	0	78
8:15 AM	0	0	0	0	7	0	1	0	1	38	0	0	0	20	7	0	74
8:30 AM	0	0	0	0	19	0	1	0	1	39	0	0	0	16	7	0	83
8:45 AM	0	0	0	0	5	0	4	0	1	43	0	0	0	26	9	0	88
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	118	0	12	0	12	372	0	0	0	134	56	0	704
APPROACH %'s :					90.77%	0.00%	9.23%	0.00%	3.13%	96.88%	0.00%	0.00%	0.00%	70.53%	29.47%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	72	0	5	0	9	208	0	0	0	64	29	0	387
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.667	0.000	0.625	0.000	0.563	0.825	0.000	0.000	0.000	0.696	0.806	0.000	0.896
					0.688				0.835				0.727				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	6	0	0	0	0	13	0	0	0	28	19	0	66
2:15 PM	0	0	0	0	7	0	1	0	0	22	0	0	0	33	7	0	70
2:30 PM	0	0	0	0	6	0	1	0	1	18	0	0	0	34	9	1	70
2:45 PM	0	0	0	0	15	0	1	0	1	21	0	0	0	41	8	0	87
3:00 PM	0	0	0	0	12	0	1	0	1	26	0	0	0	36	11	0	87
3:15 PM	0	0	0	0	8	0	1	0	0	17	0	0	0	53	17	0	96
3:30 PM	0	0	0	0	10	0	2	0	6	22	0	0	0	48	6	0	94
3:45 PM	0	0	0	0	6	0	1	0	1	17	0	0	0	37	14	0	76
4:00 PM	0	0	0	0	8	0	3	0	0	20	0	0	0	40	10	0	81
4:15 PM	0	0	0	0	6	0	5	0	2	27	0	0	0	62	15	0	117
4:30 PM	0	0	0	0	12	0	0	0	3	17	0	0	0	63	18	0	113
4:45 PM	0	0	0	0	11	0	3	0	3	20	0	0	0	55	20	0	112
5:00 PM	0	0	0	0	9	0	1	0	1	29	0	0	0	60	12	0	112
5:15 PM	0	0	0	0	6	0	6	0	1	16	0	0	0	98	13	0	140
5:30 PM	0	0	0	0	12	0	2	0	0	25	0	0	0	56	24	0	119
5:45 PM	0	0	0	0	11	0	0	0	0	23	0	0	0	45	16	0	95
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	145	0	28	0	20	333	0	0	0	789	219	1	1535
APPROACH %'s :					83.82%	0.00%	16.18%	0.00%	5.67%	94.33%	0.00%	0.00%	0.00%	78.20%	21.70%	0.10%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	38	0	10	0	8	82	0	0	0	276	63	0	477
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.792	0.000	0.417	0.000	0.667	0.707	0.000	0.000	0.000	0.704	0.788	0.000	0.852
					0.857				0.750				0.764				

Prepared by National Data & Surveying Services

SR 32 & SR 33

Peak Hour Turning Movement Count

ID: 25-810013-001
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SR 32

SOUTHBOUND

AM	5	0	72	0	38	AM
NOON	0	0	0	0	0	NOON
PM	10	0	38	0	71	PM

EASTBOUND (SR 33)

AM	NOON	PM		
69	0	286	⇦	
0	0	0	↶	0
9	0	8	↱	1
208	0	82	→	1
0	0	0	↷	0
AM	NOON	PM		

WESTBOUND (SR 33)

	PM	NOON	AM
1	63	0	29
1	276	0	64
0	0	0	0
0	0	0	0
⇨	120	0	280
	PM	NOON	AM

	0	1	0	0
	0	0	0	0

CONTROL
1-Way Stop(SB)

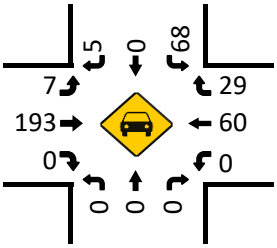
TEV	387 AM	0 NOON	477 PM
PHF	0.90		0.85

PM	0	0	0	0
NOON	0	0	0	0
AM	0	0	0	0

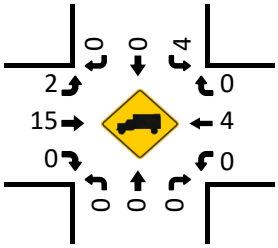
NORTHBOUND

SR 32

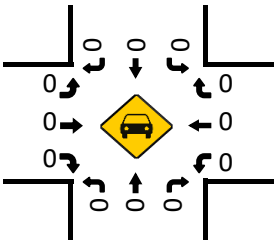
Cars (AM)



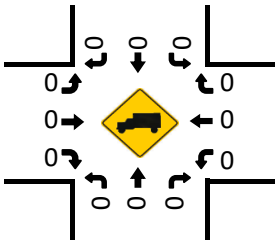
HT (AM)



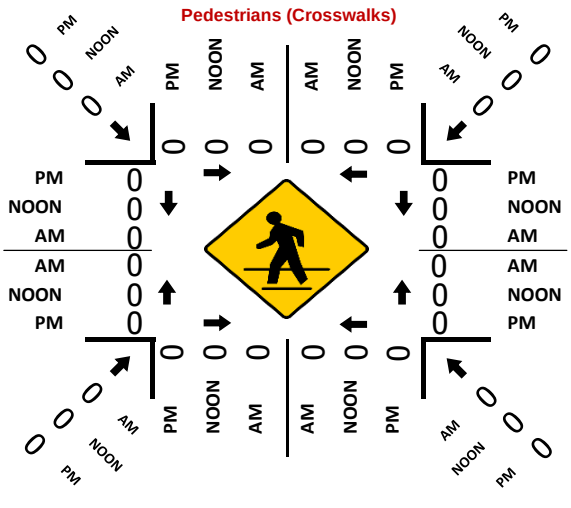
Cars (NOON)



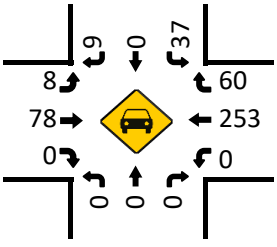
HT (NOON)



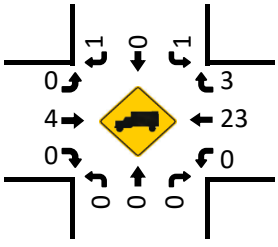
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 32 & SR 33
City: Tetonia
Control: 1-Way Stop(SB)

Project ID: 25-810013-001
Date: 12/13/2025

Data - Total

NS/EW Streets:	SR 32				SR 32				SR 33				SR 33				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	3	0	0	0	2	8	0	0	0	3	0	0	16
7:15 AM	0	0	0	0	5	0	0	0	2	14	0	0	0	9	3	0	33
7:30 AM	0	0	0	0	5	0	1	0	2	15	0	0	0	7	3	0	33
7:45 AM	0	0	0	0	3	0	0	0	0	24	0	0	0	13	6	0	46
8:00 AM	0	0	0	0	3	0	1	0	0	13	0	0	0	6	5	0	28
8:15 AM	0	0	0	0	1	0	0	0	2	23	0	0	0	20	3	0	49
8:30 AM	0	0	0	0	6	0	4	0	1	31	0	0	0	19	4	0	65
8:45 AM	0	0	0	0	11	0	3	0	1	16	0	0	0	21	11	0	63
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	37	0	9	0	10	144	0	0	0	98	35	0	333
APPROACH %'s :					80.43%	0.00%	19.57%	0.00%	6.49%	93.51%	0.00%	0.00%	0.00%	73.68%	26.32%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	21	0	8	0	4	83	0	0	0	66	23	0	205
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.477	0.000	0.500	0.000	0.500	0.669	0.000	0.000	0.000	0.786	0.523	0.000	0.788
					0.518				0.680				0.695				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	16	0	2	0	2	34	0	0	0	35	9	0	98
4:15 PM	0	0	0	0	9	0	1	0	2	27	0	0	0	23	5	0	67
4:30 PM	0	0	0	0	13	0	1	0	1	30	0	0	0	36	8	0	89
4:45 PM	0	0	0	0	10	0	1	0	2	28	0	0	0	45	8	0	94
5:00 PM	0	0	0	0	9	0	2	0	3	21	0	0	0	26	9	0	70
5:15 PM	0	0	0	0	13	0	1	0	6	22	0	0	0	19	5	0	66
5:30 PM	0	0	0	0	6	0	1	0	5	23	0	0	0	22	5	0	62
5:45 PM	0	0	0	0	2	0	1	0	1	24	0	0	0	18	6	0	52
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	78	0	10	0	22	209	0	0	0	224	55	0	598
APPROACH %'s :					88.64%	0.00%	11.36%	0.00%	9.52%	90.48%	0.00%	0.00%	0.00%	80.29%	19.71%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	48	0	5	0	7	119	0	0	0	139	30	0	348
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.625	0.000	0.875	0.875	0.000	0.000	0.000	0.772	0.833	0.000	0.888
					0.736				0.875				0.797				

Prepared by National Data & Surveying Services

SR 32 & SR 33

Peak Hour Turning Movement Count

ID: 25-810013-001
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SR 32)

AM	8	0	21	0	27	AM
NOON	0	0	0	0	0	NOON
PM	5	0	48	0	37	PM

EASTBOUND (SR 33)

AM	NOON	PM	
74	0	144	⇦
0	0	0	↶ 0
4	0	7	↱ 1
83	0	119	→ 1
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND (SR 33)

PM	NOON	AM	
30	0	23	1 ↰
139	0	66	1 ←
0	0	0	0 ↰
0	0	0	0 ↶
167	0	104	⇨
PM	NOON	AM	

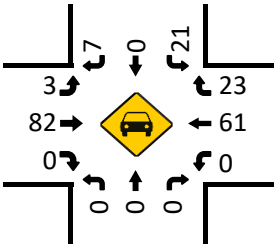
NORTHBOUND (SR 32)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

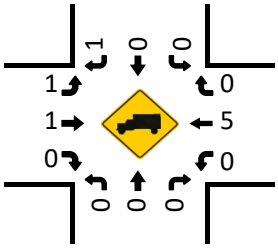
⇩ ↶ 0 ↰ 0 ↑ 0 ↱ 0

CONTROL			
1-Way Stop(SB)			
TEV	205 AM	0 NOON	348 PM
PHF	0.79		0.89

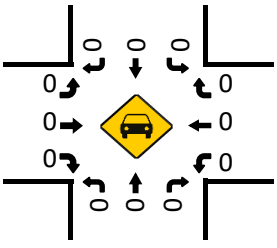
Cars (AM)



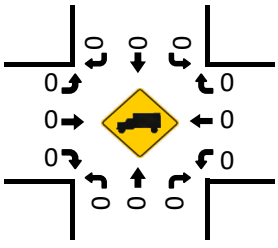
HT (AM)



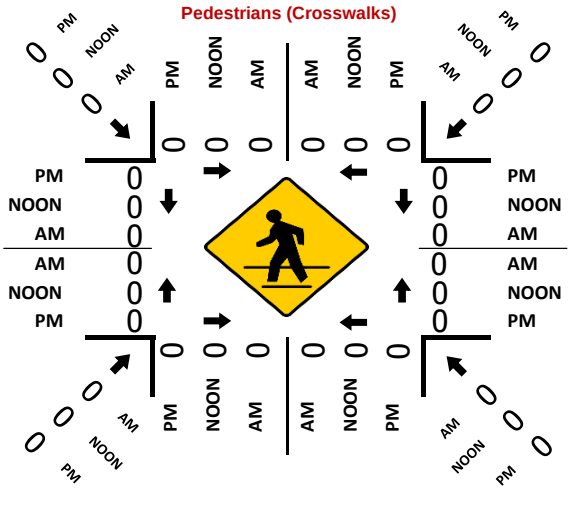
Cars (NOON)



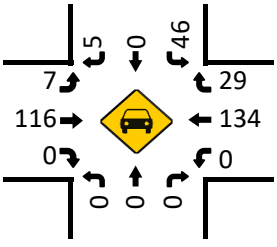
HT (NOON)



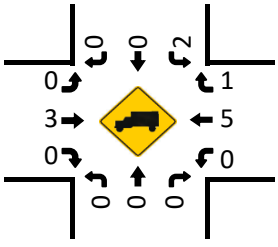
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3000 W & SR 33/N Main St
City: Tetonia
Control: 1-Way Stop(SB)

Project ID: 25-810013-002
Date: 12/11/2025

Data - Total

NS/EW Streets:	N 3000 W				N 3000 W				SR 33/N Main St				SR 33/N Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	4	0	0	0	0	60	0	0	0	14	0	0	78
7:15 AM	0	0	0	0	4	0	0	0	2	73	0	0	0	17	3	0	99
7:30 AM	0	0	0	0	11	0	0	0	1	79	0	0	0	16	2	0	109
7:45 AM	0	0	0	0	1	0	0	0	0	75	0	0	0	24	3	0	103
8:00 AM	0	0	0	0	6	0	1	0	1	48	0	0	0	33	4	0	93
8:15 AM	0	0	0	0	1	0	1	0	1	43	0	0	0	29	4	0	79
8:30 AM	0	0	0	0	7	0	1	0	1	56	0	0	0	19	0	0	84
8:45 AM	0	0	0	0	2	0	0	0	1	51	0	0	0	38	2	0	94
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	36	0	3	0	7	485	0	0	0	190	18	0	739
APPROACH %'s :					92.31%	0.00%	7.69%	0.00%	1.42%	98.58%	0.00%	0.00%	0.00%	91.35%	8.65%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	22	0	1	0	4	275	0	0	0	90	12	0	404
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.500	0.870	0.000	0.000	0.000	0.682	0.750	0.000	0.927
					0.523				0.872				0.689				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	3	0	0	0	0	20	0	0	0	51	2	0	76
2:15 PM	0	0	0	0	2	0	0	0	1	31	0	0	0	44	5	0	83
2:30 PM	0	0	0	0	1	0	0	1	1	25	0	0	0	41	1	0	70
2:45 PM	0	0	0	0	4	0	0	0	1	35	0	0	0	52	2	0	94
3:00 PM	0	0	0	0	3	0	0	0	0	40	0	0	0	49	5	0	97
3:15 PM	0	0	0	0	5	0	1	0	0	23	0	0	0	68	4	0	101
3:30 PM	0	0	0	0	1	0	0	0	1	31	0	0	0	57	4	0	94
3:45 PM	0	0	0	0	5	0	1	0	0	26	0	0	0	49	3	0	84
4:00 PM	0	0	0	0	5	0	0	0	0	27	0	0	0	54	0	0	86
4:15 PM	0	0	0	0	1	0	0	0	0	30	0	0	0	73	6	0	110
4:30 PM	0	0	0	0	1	0	0	0	0	33	0	0	0	85	4	0	123
4:45 PM	0	0	0	0	7	0	2	0	0	28	0	0	0	75	4	0	116
5:00 PM	0	0	0	0	4	0	0	0	0	40	0	0	0	81	1	0	126
5:15 PM	0	0	0	0	2	0	0	0	2	21	0	0	0	101	5	0	131
5:30 PM	0	0	0	0	3	0	0	0	0	30	0	0	0	85	1	0	119
5:45 PM	0	0	0	0	0	0	0	0	4	39	0	0	0	55	1	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	47	0	4	1	10	479	0	0	0	1020	48	0	1609
APPROACH %'s :					90.38%	0.00%	7.69%	1.92%	2.04%	97.96%	0.00%	0.00%	0.00%	95.51%	4.49%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	2	0	2	122	0	0	0	342	14	0	496
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.763	0.000	0.000	0.000	0.847	0.700	0.000	0.947
					0.444				0.775				0.840				

Prepared by National Data & Surveying Services

N 3000 W & SR 33/N Main St

Peak Hour Turning Movement Count

ID: 25-810013-002
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 2:00 PM - 06:00 PM

SOUTHBOUND (N 3000 W)

AM	1	0	22	0	16	AM
NOON	0	0	0	0	0	NOON
PM	2	0	14	0	16	PM

EASTBOUND (SR 33/N Main St)

AM	NOON	PM		
91	0	344	⇦	0
0	0	0	↶	0
4	0	2	↱	0
275	0	122	→	1
0	0	0	↴	0
AM	NOON	PM		

WESTBOUND (SR 33/N Main St)

PM	NOON	AM		
14	0	12	↰	1
342	0	90	←	1
0	0	0	↰	0
0	0	0	↶	0
136	0	297	⇨	
PM	NOON	AM		

0 1 0 0

0 0 0 0

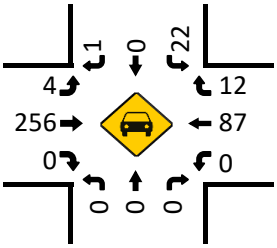
CONTROL
1-Way Stop(SB)

	AM	NOON	PM
TEV	404	0	496
PHF	0.93		0.95

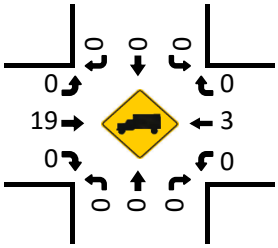
NORTHBOUND (N 3000 W)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

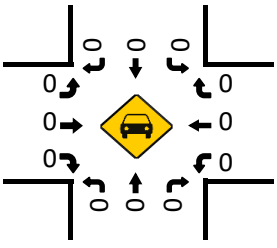
Cars (AM)



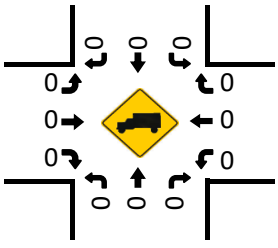
HT (AM)



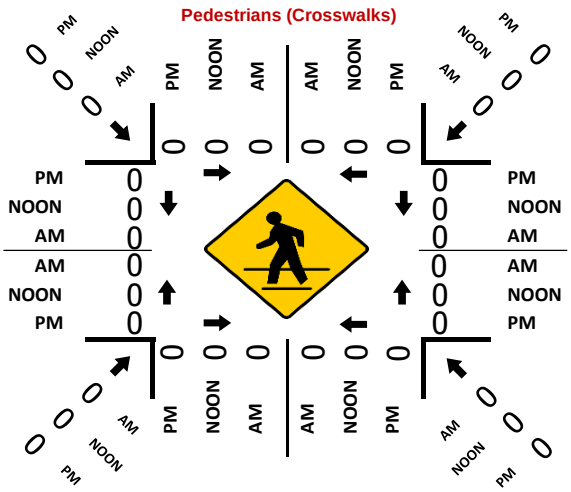
Cars (NOON)



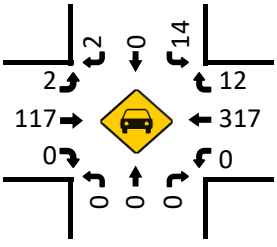
HT (NOON)



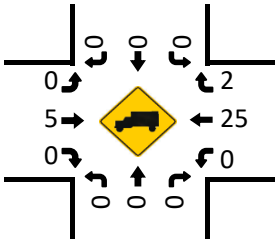
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3000 W & SR 33/N Main St
City: Tetonia
Control: 1-Way Stop(SB)

Project ID: 25-810013-002
Date: 12/13/2025

Data - Total

NS/EW Streets:	N 3000 W				N 3000 W				SR 33/N Main St				SR 33/N Main St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	3	0	0	13
7:15 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	13	0	0	34
7:30 AM	0	0	0	0	3	0	0	0	0	18	0	0	0	11	0	0	32
7:45 AM	0	0	0	0	1	0	0	0	0	26	0	0	0	19	1	0	47
8:00 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	9	3	0	29
8:15 AM	0	0	0	0	1	0	1	0	0	25	0	0	0	26	1	0	54
8:30 AM	0	0	0	0	1	0	2	0	1	33	0	0	0	19	2	0	58
8:45 AM	0	0	0	0	2	0	0	0	0	34	0	0	0	30	3	0	69
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	8	0	3	0	1	184	0	0	0	130	10	0	336
APPROACH %'s :					72.73%	0.00%	27.27%	0.00%	0.54%	99.46%	0.00%	0.00%	0.00%	92.86%	7.14%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	3	0	1	109	0	0	0	84	9	0	210
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.250	0.801	0.000	0.000	0.000	0.700	0.750	0.000	0.761
					0.583				0.809				0.705				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	1	0	2	44	0	0	0	40	2	0	90
4:15 PM	0	0	0	0	3	0	0	0	0	40	0	0	0	31	3	0	77
4:30 PM	0	0	0	0	0	0	0	0	1	40	0	0	0	43	1	0	85
4:45 PM	0	0	0	0	1	0	0	0	1	33	0	0	0	53	0	0	88
5:00 PM	0	0	0	0	2	0	0	0	1	29	0	0	0	34	0	0	66
5:15 PM	0	0	0	0	2	0	0	0	0	39	0	0	0	26	4	0	71
5:30 PM	0	0	0	0	2	0	0	0	0	30	0	0	0	27	1	0	60
5:45 PM	0	0	0	0	6	0	1	0	0	26	0	0	0	27	2	0	62
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	17	0	2	0	5	281	0	0	0	281	13	0	599
APPROACH %'s :					89.47%	0.00%	10.53%	0.00%	1.75%	98.25%	0.00%	0.00%	0.00%	95.58%	4.42%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	1	0	4	157	0	0	0	167	6	0	340
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.417	0.000	0.250	0.000	0.500	0.892	0.000	0.000	0.000	0.788	0.500	0.000	0.944
					0.500				0.875				0.816				

Prepared by National Data & Surveying Services

N 3000 W & SR 33/N Main St

Peak Hour Turning Movement Count

ID: 25-810013-002
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(SB)

	AM	NOON	PM
TEV	210	0	340
PHF	0.76		0.94

SOUTHBOUND (N 3000 W)

	Left	Thru	Right	U-Turn	Total	
AM	3	0	4	0	10	AM
NOON	0	0	0	0	0	NOON
PM	1	0	5	0	10	PM

EASTBOUND (SR 33/N Main St)

	AM	NOON	PM
Left	0	0	0
Thru	87	0	168
Right	1	0	4
U-Turn	0	0	0
Total	88	0	172

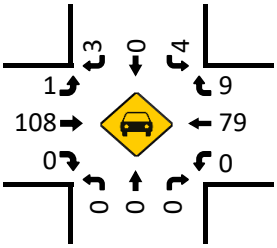
WESTBOUND (SR 33/N Main St)

	PM	NOON	AM
Left	1	0	0
Thru	6	0	9
Right	1	0	0
U-Turn	0	0	0
Total	8	0	9

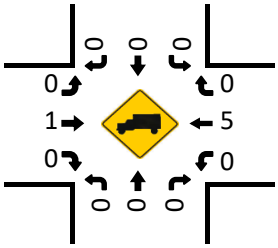
NORTHBOUND (N 3000 W)

	Left	Thru	Right	U-Turn	Total	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

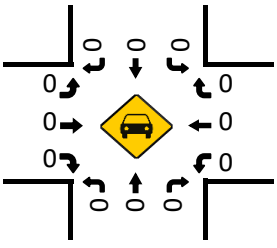
Cars (AM)



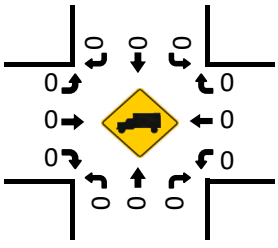
HT (AM)



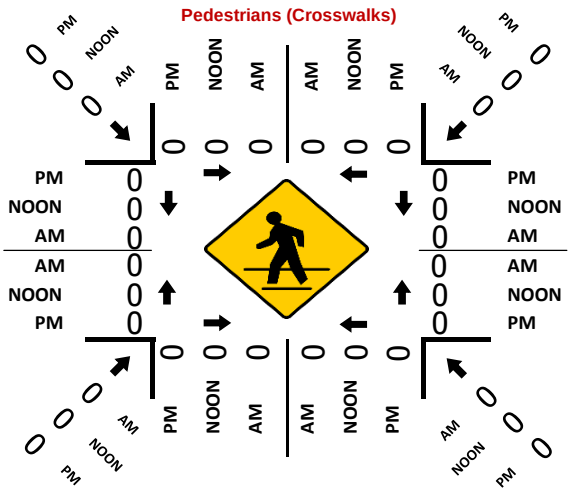
Cars (NOON)



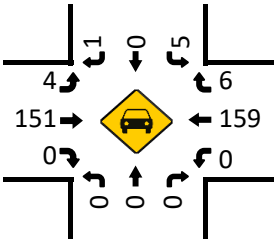
HT (NOON)



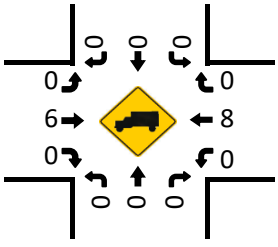
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & S 1st St/Jackson Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-003
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				S 1st St/Jackson Ave				S 1st St/Jackson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	15	1	0	0	63	0	0	0	0	1	0	1	0	0	0	82
7:15 AM	0	22	0	0	0	67	0	0	0	0	6	0	2	0	0	0	97
7:30 AM	0	19	0	0	0	103	0	0	0	0	2	0	2	0	0	0	126
7:45 AM	0	31	0	0	0	83	1	0	0	0	1	0	0	0	0	0	116
8:00 AM	0	37	0	0	0	57	0	0	0	0	0	0	2	0	0	0	96
8:15 AM	1	29	1	0	0	50	1	0	1	0	0	0	0	0	0	0	83
8:30 AM	0	21	0	0	0	60	1	0	0	0	1	0	2	0	1	0	86
8:45 AM	0	40	1	0	0	54	1	0	0	0	1	0	0	0	0	0	97
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	214	3	0	0	537	4	0	1	0	12	0	9	0	1	0	783
APPROACH %'s :	0.91%	97.72%	1.37%	0.00%	0.00%	99.26%	0.74%	0.00%	7.69%	0.00%	92.31%	0.00%	90.00%	0.00%	10.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	109	0	0	0	310	1	0	0	0	9	0	6	0	0	0	435
PEAK HR FACTOR :	0.000	0.736	0.000	0.000	0.000	0.752	0.250	0.000	0.000	0.000	0.375	0.000	0.750	0.000	0.000	0.000	0.863
		0.736				0.755				0.375				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	48	0	0	0	24	0	0	0	0	0	0	0	0	0	0	72
2:15 PM	0	50	1	0	0	33	0	0	0	0	0	0	1	0	0	0	85
2:30 PM	1	44	0	0	0	21	1	0	3	0	0	0	1	0	0	0	71
2:45 PM	2	54	0	0	0	43	0	0	0	0	0	0	0	0	0	0	99
3:00 PM	0	54	1	0	0	41	0	0	0	0	0	0	1	0	0	0	97
3:15 PM	0	71	0	0	0	29	0	0	0	0	0	0	0	0	0	0	100
3:30 PM	1	62	1	0	0	33	0	0	0	0	0	0	0	0	0	0	97
3:45 PM	1	50	1	0	0	33	0	0	1	0	0	0	1	0	1	0	88
4:00 PM	0	54	1	0	0	32	0	0	1	0	0	0	0	0	1	0	89
4:15 PM	1	81	1	0	0	27	0	0	0	0	1	0	0	0	0	0	111
4:30 PM	1	86	0	0	0	41	0	0	1	0	1	0	0	0	1	0	131
4:45 PM	2	91	2	0	0	35	1	0	1	0	1	0	0	0	0	0	133
5:00 PM	3	87	0	0	0	45	1	0	0	0	0	0	0	0	0	0	136
5:15 PM	5	103	1	0	0	24	0	0	0	0	1	0	1	0	0	0	135
5:30 PM	1	88	0	0	0	31	1	0	1	0	1	0	0	0	0	0	123
5:45 PM	3	58	1	0	1	42	0	0	1	0	0	0	0	0	0	0	106
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	1081	10	0	1	534	4	0	9	0	5	0	5	0	3	0	1673
APPROACH %'s :	1.89%	97.21%	0.90%	0.00%	0.19%	99.07%	0.74%	0.00%	64.29%	0.00%	35.71%	0.00%	62.50%	0.00%	37.50%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	367	3	0	0	145	2	0	2	0	3	0	1	0	1	0	535
PEAK HR FACTOR :	0.550	0.891	0.375	0.000	0.000	0.806	0.500	0.000	0.500	0.000	0.750	0.000	0.250	0.000	0.250	0.000	0.983
		0.874				0.799				0.625				0.500			

Prepared by National Data & Surveying Services

SR 33/N Main St & S 1st St/Jackson Ave

Peak Hour Turning Movement Count

ID: 25-810013-003
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SR 33/N Main St — SOUTHBOUND

	L	T	R	U		
AM	1	310	0	0	109	AM
NOON	0	0	0	0	0	NOON
PM	2	145	0	0	370	PM

S 1st St/Jackson Ave — EASTBOUND

AM	NOON	PM		
1	0	13	⇦	
0	0	0	↶	0
0	0	2	↰	0
0	0	0	→	1
9	0	3	↱	0
AM	NOON	PM		

CONTROL

2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	435	0	535
PHF	0.86		0.98

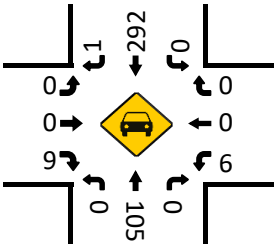
S 1st St/Jackson Ave — WESTBOUND

PM	NOON	AM		
1	0	0	↷	0
0	0	0	←	1
1	0	6	↰	0
0	0	0	↶	0
3	0	0	⇨	
PM	NOON	AM		

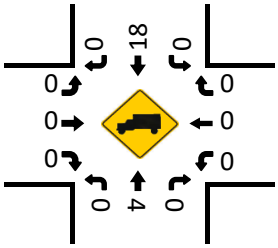
SR 33/N Main St — NORTHBOUND

	L	T	T	R	U		
PM	149	0	11	367	3	PM	
NOON	0	0	0	0	0	NOON	
AM	325	0	0	109	0	AM	

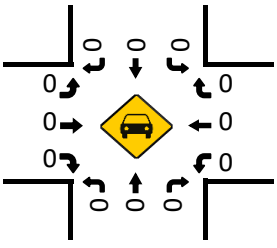
Cars (AM)



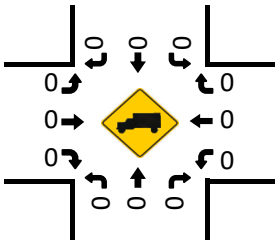
HT (AM)



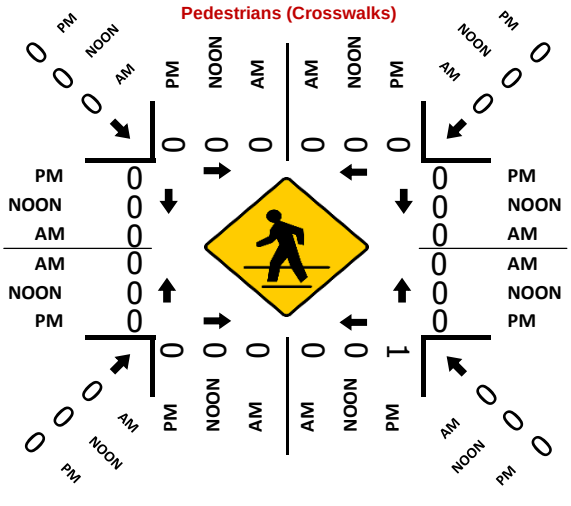
Cars (NOON)



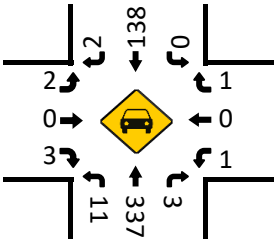
HT (NOON)



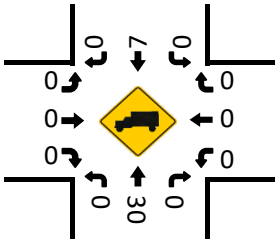
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & S 1st St/Jackson Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-003
Date: 12/13/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				S 1st St/Jackson Ave				S 1st St/Jackson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13
7:15 AM	0	13	0	0	0	20	0	0	0	0	0	0	0	0	0	0	33
7:30 AM	0	11	0	0	0	23	0	0	1	0	2	0	0	0	0	0	37
7:45 AM	0	21	0	0	0	28	1	0	0	0	1	0	0	0	0	0	51
8:00 AM	0	12	0	0	0	18	0	0	0	0	0	0	0	0	0	0	30
8:15 AM	0	27	0	0	0	26	0	0	0	0	0	0	2	0	0	0	55
8:30 AM	0	21	0	0	0	32	0	0	0	0	1	0	0	0	0	0	54
8:45 AM	2	33	0	0	0	38	0	0	0	0	1	0	3	0	0	0	77
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	141	0	0	0	195	1	0	1	0	5	0	5	0	0	0	350
APPROACH %'s :	1.40%	98.60%	0.00%	0.00%	0.00%	99.49%	0.51%	0.00%	16.67%	0.00%	83.33%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	93	0	0	0	114	0	0	0	0	2	0	5	0	0	0	216
PEAK HR FACTOR :	0.250	0.705	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.500	0.000	0.417	0.000	0.000	0.000	0.701
	0.679				0.750				0.500				0.417				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	47	1	0	0	45	1	0	1	0	1	0	0	0	0	0	98
4:15 PM	3	30	0	0	0	39	0	0	1	0	0	0	1	0	0	0	74
4:30 PM	1	46	3	0	0	43	3	0	0	0	2	0	0	0	0	0	98
4:45 PM	1	54	1	1	1	34	0	0	1	0	2	0	1	0	0	0	96
5:00 PM	0	34	1	0	0	30	0	0	0	0	0	0	2	0	0	0	67
5:15 PM	0	27	0	0	0	40	0	0	1	0	0	0	0	0	1	0	69
5:30 PM	1	29	0	0	1	33	0	0	0	0	0	0	0	0	1	0	65
5:45 PM	0	27	1	1	0	31	0	0	0	0	0	0	1	0	0	0	61
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	294	7	2	2	295	4	0	4	0	5	0	5	0	2	0	628
APPROACH %'s :	2.57%	94.53%	2.25%	0.64%	0.66%	98.01%	1.33%	0.00%	44.44%	0.00%	55.56%	0.00%	71.43%	0.00%	28.57%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	7	177	5	1	1	161	4	0	3	0	5	0	2	0	0	0	366
PEAK HR FACTOR :	0.583	0.819	0.417	0.250	0.250	0.894	0.333	0.000	0.750	0.000	0.625	0.000	0.500	0.000	0.000	0.000	0.934
	0.833				0.902				0.667				0.500				

Prepared by National Data & Surveying Services

SR 33/N Main St & S 1st St/Jackson Ave

Peak Hour Turning Movement Count

ID: 25-810013-003
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

AM	0	114	0	0	93	AM
NOON	0	0	0	0	0	NOON
PM	4	161	1	0	180	PM

EASTBOUND (S 1st St/Jackson Ave)

AM	NOON	PM	
2	0	11	⇦
0	0	0	↶ 0
0	0	3	↱ 0
0	0	0	→ 1
2	0	5	↳ 0

WESTBOUND (S 1st St/Jackson Ave)

PM	NOON	AM	
0	0	0	0 ↰
0	0	0	1 ←
2	0	5	0 ↰
0	0	0	0 ↶
6	0	0	⇨

NORTHBOUND (SR 33/N Main St)

PM	169	1	7	177	5	PM
NOON	0	0	0	0	0	NOON
AM	121	0	2	93	0	AM

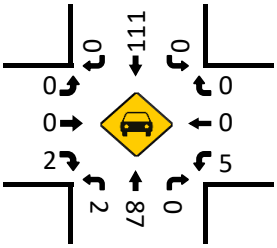
⇩	0	0	1	0
	↶	←	↑	↱

CONTROL

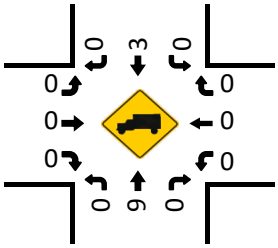
2-Way Stop(EB/WB)

TEV	216 AM	0 NOON	366 PM
PHF	0.70		0.93

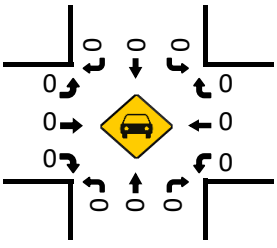
Cars (AM)



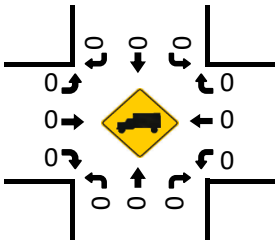
HT (AM)



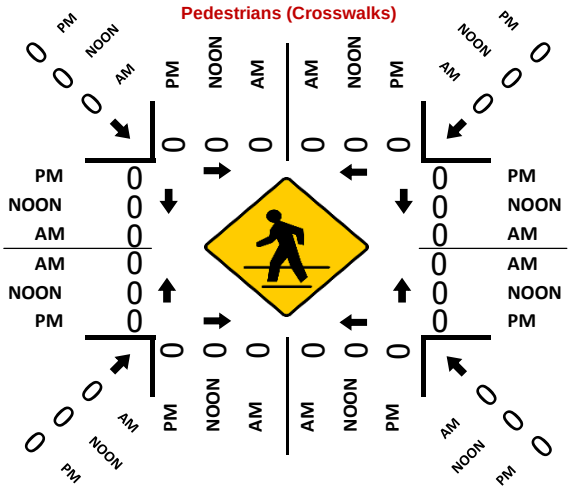
Cars (NOON)



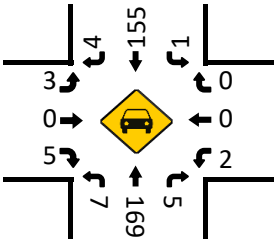
HT (NOON)



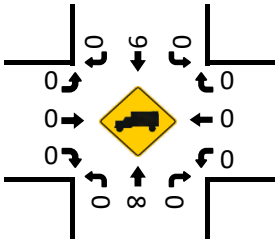
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & Perry Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-004
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				Perry Ave				Perry Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	13	0	0	0	62	2	0	1	0	3	0	0	1	0	0	83
7:15 AM	0	20	0	0	2	77	1	1	0	0	3	0	2	1	1	0	108
7:30 AM	1	19	1	0	2	120	1	0	1	0	2	0	1	2	0	0	150
7:45 AM	1	36	0	0	3	87	0	0	0	2	0	0	2	0	1	0	132
8:00 AM	1	43	1	0	2	65	0	0	0	0	1	0	7	1	2	0	123
8:15 AM	1	27	0	1	1	50	0	0	0	0	2	0	3	0	1	0	86
8:30 AM	1	29	0	0	1	65	1	0	0	0	2	0	0	0	0	0	99
8:45 AM	1	42	2	0	1	56	0	0	0	0	1	0	0	0	0	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	229	4	1	12	582	5	1	2	2	14	0	15	5	5	0	884
APPROACH %'s :	2.90%	95.02%	1.66%	0.41%	2.00%	97.00%	0.83%	0.17%	11.11%	11.11%	77.78%	0.00%	60.00%	20.00%	20.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	118	2	0	9	349	2	1	1	2	6	0	12	4	4	0	513
PEAK HR FACTOR :	0.750	0.686	0.500	0.000	0.750	0.727	0.500	0.250	0.250	0.250	0.500	0.000	0.429	0.500	0.500	0.000	0.855
		0.683				0.734				0.750				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	49	2	0	3	29	0	0	1	0	1	0	3	0	2	0	90
2:15 PM	1	54	0	0	0	33	0	0	0	0	1	0	0	0	2	0	91
2:30 PM	1	45	1	0	1	25	0	1	0	0	2	0	3	0	0	0	79
2:45 PM	2	58	0	0	1	38	3	1	1	1	1	0	1	0	0	0	107
3:00 PM	0	52	2	0	2	44	0	0	1	0	2	0	2	2	2	0	109
3:15 PM	0	65	0	0	1	30	0	0	0	1	0	0	8	1	12	0	118
3:30 PM	3	64	2	0	1	34	0	1	1	0	0	0	3	0	4	0	113
3:45 PM	1	56	1	0	0	36	0	0	0	0	1	0	1	0	0	0	96
4:00 PM	0	64	0	0	0	35	0	0	0	0	0	0	0	1	0	0	100
4:15 PM	0	86	0	0	1	30	0	0	0	0	0	0	1	0	0	0	118
4:30 PM	2	92	0	0	0	45	0	0	1	0	1	0	2	0	2	0	145
4:45 PM	3	90	0	0	2	39	1	0	2	0	1	0	0	0	0	0	138
5:00 PM	3	99	2	0	0	43	0	0	3	1	1	0	2	0	0	0	154
5:15 PM	1	112	0	0	2	29	0	0	0	0	2	0	0	0	2	0	148
5:30 PM	1	97	1	0	2	33	0	0	0	0	1	0	1	0	0	0	136
5:45 PM	1	64	1	0	0	36	0	0	0	0	0	0	1	0	0	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	1147	12	0	16	559	4	3	10	3	14	0	28	4	26	0	1845
APPROACH %'s :	1.61%	97.37%	1.02%	0.00%	2.75%	96.05%	0.69%	0.52%	37.04%	11.11%	51.85%	0.00%	48.28%	6.90%	44.83%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	9	393	2	0	4	156	1	0	6	1	5	0	4	0	4	0	585
PEAK HR FACTOR :	0.750	0.877	0.250	0.000	0.500	0.867	0.250	0.000	0.500	0.250	0.625	0.000	0.500	0.000	0.500	0.000	0.950
		0.894				0.894				0.600				0.500			

Prepared by National Data & Surveying Services

SR 33/N Main St & Perry Ave

Peak Hour Turning Movement Count

ID: 25-810013-004
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

AM	2	349	9	1	124	AM
NOON	0	0	0	0	0	NOON
PM	1	156	4	0	403	PM

EASTBOUND (Perry Ave)

AM	NOON	PM	
9	0	10	
0	0	0	0
1	0	6	0
2	0	1	1
6	0	5	0

WESTBOUND (Perry Ave)

	PM	NOON	AM
0	4	0	4
1	0	0	4
0	4	0	12
0	0	0	0
	7	0	13

NORTHBOUND (SR 33/N Main St)

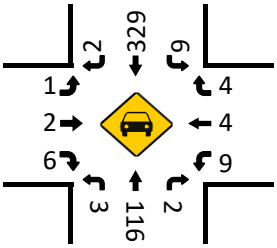
PM	165	0	9	393	2	PM
NOON	0	0	0	0	0	NOON
AM	367	0	3	118	2	AM

CONTROL

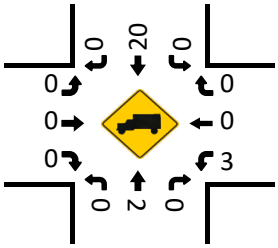
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	513	0	585
PHF	0.86		0.95

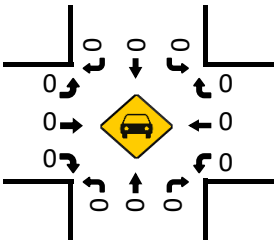
Cars (AM)



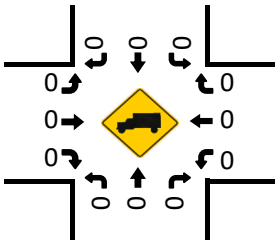
HT (AM)



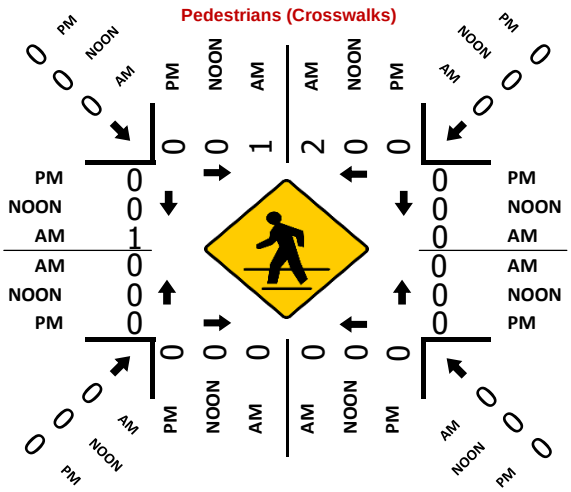
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
1
2
0
0
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & Perry Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-004
Date: 12/13/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				Perry Ave				Perry Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13
7:15 AM	0	14	0	0	0	17	0	0	0	0	0	0	0	0	0	0	31
7:30 AM	0	12	0	0	1	26	0	0	0	0	2	0	1	0	0	0	42
7:45 AM	1	21	0	0	0	30	0	0	0	0	0	0	0	0	0	0	52
8:00 AM	0	15	0	0	0	18	0	0	0	0	0	0	1	0	0	0	34
8:15 AM	0	26	0	0	0	27	0	0	1	0	1	0	0	0	0	0	55
8:30 AM	0	23	1	0	1	32	0	0	0	0	2	0	0	0	1	0	60
8:45 AM	1	37	0	0	2	41	0	1	0	0	1	0	1	0	0	0	84
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	151	1	0	4	201	0	1	1	0	6	0	3	0	1	0	371
APPROACH %'s :	1.30%	98.05%	0.65%	0.00%	1.94%	97.57%	0.00%	0.49%	14.29%	0.00%	85.71%	0.00%	75.00%	0.00%	25.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	101	1	0	3	118	0	1	1	0	4	0	2	0	1	0	233
PEAK HR FACTOR :	0.250	0.682	0.250	0.000	0.375	0.720	0.000	0.250	0.250	0.000	0.500	0.000	0.500	0.000	0.250	0.000	0.693
		0.678				0.693				0.625				0.750			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	45	0	0	1	45	0	1	0	0	1	0	1	0	2	0	96
4:15 PM	0	39	0	0	1	43	1	0	2	0	0	0	0	0	0	0	86
4:30 PM	0	52	1	0	0	45	0	0	0	0	0	0	0	0	1	0	99
4:45 PM	0	63	0	0	1	40	0	0	0	0	1	0	1	0	0	0	106
5:00 PM	2	42	1	0	1	34	2	0	0	0	2	0	0	0	0	0	84
5:15 PM	0	26	0	0	1	42	0	0	0	0	0	0	0	0	0	0	69
5:30 PM	0	32	1	0	0	30	0	0	0	0	0	0	1	0	2	0	66
5:45 PM	0	34	2	0	0	37	0	0	0	0	1	0	0	0	1	0	75
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	333	5	0	5	316	3	1	2	0	5	0	3	0	6	0	681
APPROACH %'s :	0.59%	97.94%	1.47%	0.00%	1.54%	97.23%	0.92%	0.31%	28.57%	0.00%	71.43%	0.00%	33.33%	0.00%	66.67%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	199	1	0	3	173	1	1	2	0	2	0	2	0	3	0	387
PEAK HR FACTOR :	0.000	0.790	0.250	0.000	0.750	0.961	0.250	0.250	0.250	0.000	0.500	0.000	0.500	0.000	0.375	0.000	0.913
		0.794				0.947				0.500				0.417			

Prepared by National Data & Surveying Services

SR 33/N Main St & Perry Ave

Peak Hour Turning Movement Count

ID: 25-810013-004
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

AM	0	118	3	1	104	AM
NOON	0	0	0	0	0	NOON
PM	1	173	3	1	205	PM

EASTBOUND (Perry Ave)

AM	NOON	PM	
1	0	1	
0	0	0	0
1	0	2	0
0	0	0	1
4	0	2	0

WESTBOUND (Perry Ave)

	PM	NOON	AM
0	3	0	1
1	0	0	0
0	2	0	2
0	0	0	0
	4	0	4

NORTHBOUND (SR 33/N Main St)

PM	177	0	0	199	1	PM
NOON	0	0	0	0	0	NOON
AM	124	0	1	101	1	AM

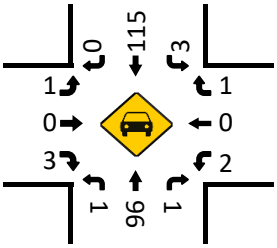
0	1	0	0
0	0	1	0

CONTROL

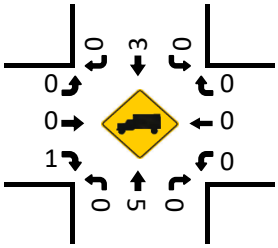
2-Way Stop(EB/WB)

TEV	233 AM	0 NOON	387 PM
PHF	0.69		0.91

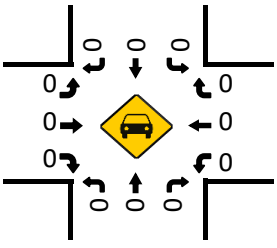
Cars (AM)



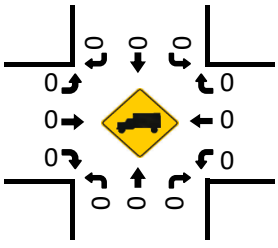
HT (AM)



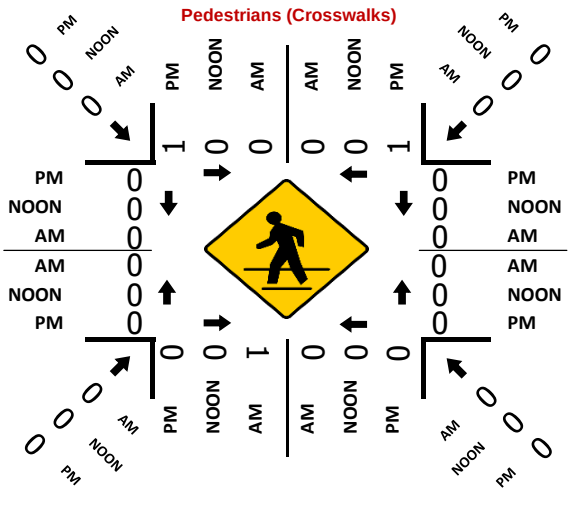
Cars (NOON)



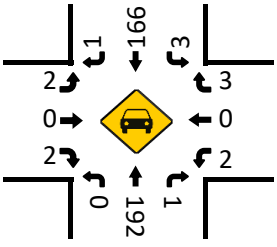
HT (NOON)



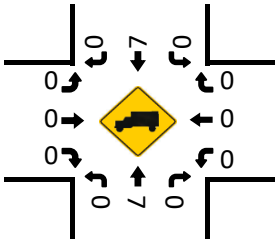
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & Leigh Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-005
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				Leigh Ave				Leigh Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	14	1	0	0	58	1	0	0	1	8	0	1	0	0	0	88
7:15 AM	5	18	4	0	1	77	3	0	0	0	11	0	0	0	1	0	120
7:30 AM	4	19	3	0	2	107	4	0	2	2	8	0	0	1	0	0	152
7:45 AM	7	30	5	0	0	85	1	0	4	0	14	0	6	0	0	0	152
8:00 AM	0	42	9	0	7	55	0	0	1	1	11	0	2	0	1	0	129
8:15 AM	1	28	0	0	0	44	3	0	1	0	8	0	0	0	0	0	85
8:30 AM	5	23	0	0	0	61	5	0	3	0	5	0	1	0	0	0	103
8:45 AM	3	39	0	0	0	55	3	0	1	0	3	0	0	0	0	0	104
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	213	22	0	10	542	20	0	12	4	68	0	10	1	2	0	933
APPROACH %'s :	10.98%	80.68%	8.33%	0.00%	1.75%	94.76%	3.50%	0.00%	14.29%	4.76%	80.95%	0.00%	76.92%	7.69%	15.38%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	16	109	21	0	10	324	8	0	7	3	44	0	8	1	2	0	553
PEAK HR FACTOR :	0.571	0.649	0.583	0.000	0.357	0.757	0.500	0.000	0.438	0.375	0.786	0.000	0.333	0.250	0.500	0.000	0.910
	0.716				0.757				0.750				0.458				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	5	47	1	0	0	31	1	0	5	0	1	0	3	0	0	0	94
2:15 PM	3	49	1	0	0	33	1	0	4	0	2	0	1	1	0	0	95
2:30 PM	6	43	0	0	0	28	2	0	4	0	4	0	0	0	0	0	87
2:45 PM	4	56	2	0	0	38	0	0	0	1	3	0	0	0	1	0	105
3:00 PM	5	53	5	0	4	40	3	0	2	0	2	0	1	0	0	0	115
3:15 PM	2	60	2	0	4	32	1	0	1	0	9	0	2	0	0	0	113
3:30 PM	2	64	2	0	1	30	2	0	0	0	5	0	0	1	0	0	107
3:45 PM	11	53	0	0	0	35	1	0	3	0	2	0	0	0	0	0	105
4:00 PM	7	59	0	0	0	30	1	0	2	1	7	0	0	0	0	0	107
4:15 PM	11	75	2	0	1	25	2	0	4	0	3	0	0	3	0	0	126
4:30 PM	9	85	3	0	0	41	2	0	5	0	8	0	1	1	1	0	156
4:45 PM	7	84	0	0	0	35	1	0	2	0	3	0	2	0	0	0	134
5:00 PM	16	95	1	0	0	41	1	0	0	1	5	0	0	0	2	0	162
5:15 PM	10	96	2	0	0	32	1	0	8	0	0	0	1	0	0	0	150
5:30 PM	9	88	2	0	0	33	1	0	6	0	3	0	1	0	2	0	145
5:45 PM	12	56	0	0	0	31	4	0	3	0	6	0	0	0	1	0	113
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	1063	23	0	10	535	24	0	49	3	63	0	12	6	7	0	1914
APPROACH %'s :	9.88%	88.22%	1.91%	0.00%	1.76%	94.02%	4.22%	0.00%	42.61%	2.61%	54.78%	0.00%	48.00%	24.00%	28.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	42	360	6	0	0	149	5	0	15	1	16	0	4	1	3	0	602
PEAK HR FACTOR :	0.656	0.938	0.500	0.000	0.000	0.909	0.625	0.000	0.469	0.250	0.500	0.000	0.500	0.250	0.375	0.000	0.929
	0.911				0.895				0.615				0.667				

Prepared by National Data & Surveying Services

SR 33/N Main St & Leigh Ave

Peak Hour Turning Movement Count

ID: 25-810013-005
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

AM	8	324	10	0	118	AM
NOON	0	0	0	0	0	NOON
PM	5	149	0	0	378	PM
	0	1	0	0		

EASTBOUND (Leigh Ave)

AM	NOON	PM	
25	0	48	
0	0	0	0
7	0	15	0
3	0	1	1
44	0	16	0
AM	NOON	PM	

WESTBOUND (Leigh Ave)

PM	NOON	AM	
3	0	2	0
1	0	1	1
4	0	8	0
0	0	0	0
7	0	34	
PM	NOON	AM	

NORTHBOUND (SR 33/N Main St)

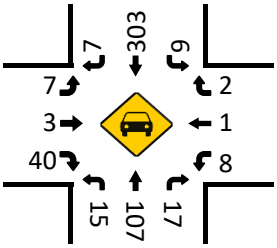
PM	169	0	42	360	6	PM
NOON	0	0	0	0	0	NOON
AM	376	0	16	109	21	AM
		0	0	1	0	

CONTROL

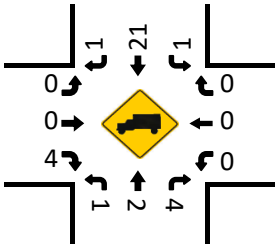
2-Way Stop(EB/WB)

TEV	553 AM	0 NOON	602 PM
PHF	0.91		0.93

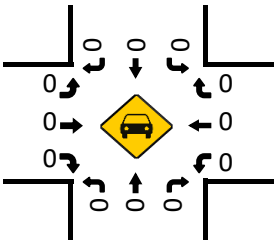
Cars (AM)



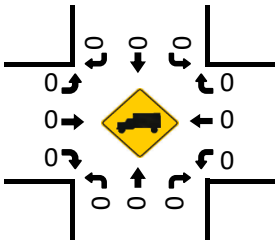
HT (AM)



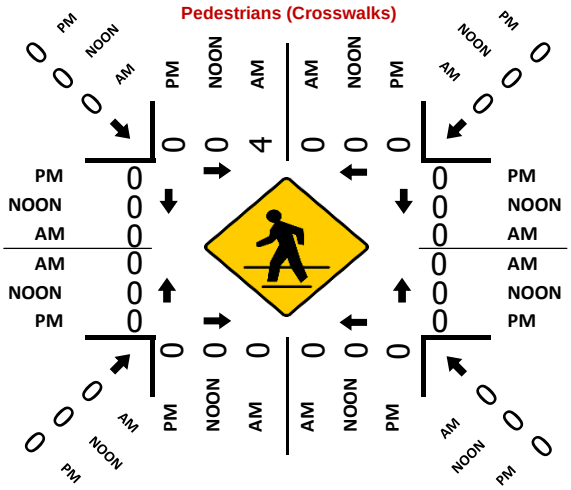
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
4
0
0
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & Leigh Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-005
Date: 12/13/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				Leigh Ave				Leigh Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	5	0	0	0	8	1	0	0	0	1	0	0	0	0	0	17
7:15 AM	3	10	0	0	0	14	0	0	1	0	3	0	0	0	0	0	31
7:30 AM	0	11	0	0	0	24	1	0	1	0	3	0	1	0	0	0	41
7:45 AM	0	20	0	0	0	25	1	0	0	0	4	0	0	0	0	0	50
8:00 AM	1	15	0	0	0	18	1	0	1	0	4	0	0	0	0	0	40
8:15 AM	1	25	0	0	0	26	0	0	1	0	2	0	0	0	0	0	55
8:30 AM	8	22	0	0	0	31	2	0	2	0	2	0	0	0	0	0	67
8:45 AM	5	33	0	0	0	42	0	0	2	0	8	0	0	0	0	0	90
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	141	0	0	0	188	6	0	8	0	27	0	1	0	0	0	391
APPROACH %'s :	12.42%	87.58%	0.00%	0.00%	0.00%	96.91%	3.09%	0.00%	22.86%	0.00%	77.14%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	15	95	0	0	0	117	3	0	6	0	16	0	0	0	0	0	252
PEAK HR FACTOR :	0.469	0.720	0.000	0.000	0.000	0.696	0.375	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.700
	0.724				0.714				0.550								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	45	0	0	0	46	2	0	1	0	6	0	1	0	0	0	104
4:15 PM	3	38	0	0	0	40	0	0	1	0	2	0	0	0	0	0	84
4:30 PM	6	44	0	0	0	40	1	0	6	0	4	0	0	0	0	0	101
4:45 PM	13	47	0	0	0	34	4	0	9	0	5	0	0	0	0	0	112
5:00 PM	4	41	1	0	0	31	0	0	2	0	4	0	0	0	0	0	83
5:15 PM	7	20	4	0	0	41	0	0	3	0	4	0	1	0	0	0	80
5:30 PM	4	31	0	0	0	26	0	0	4	0	6	0	0	0	0	0	71
5:45 PM	6	25	2	0	0	31	2	0	2	1	4	0	0	0	2	0	75
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	291	7	0	0	289	9	0	28	1	35	0	2	0	2	0	710
APPROACH %'s :	13.37%	84.59%	2.03%	0.00%	0.00%	96.98%	3.02%	0.00%	43.75%	1.56%	54.69%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	25	174	0	0	0	160	7	0	17	0	17	0	1	0	0	0	401
PEAK HR FACTOR :	0.481	0.926	0.000	0.000	0.000	0.870	0.438	0.000	0.472	0.000	0.708	0.000	0.250	0.000	0.000	0.000	0.895
	0.829				0.870				0.607				0.250				

Prepared by National Data & Surveying Services

SR 33/N Main St & Leigh Ave

Peak Hour Turning Movement Count

ID: 25-810013-005
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

AM	3	117	0	0	101	AM
NOON	0	0	0	0	0	NOON
PM	7	160	0	0	191	PM

EASTBOUND (Leigh Ave)

AM	NOON	PM	
18	0	32	
0	0	0	0
6	0	17	0
0	0	0	1
16	0	17	0

WESTBOUND (Leigh Ave)

PM	NOON	AM	
0	0	0	0
0	0	0	1
1	0	0	0
0	0	0	0
0	0	0	

NORTHBOUND (SR 33/N Main St)

PM	178	0	25	174	0	PM
NOON	0	0	0	0	0	NOON
AM	133	0	15	95	0	AM

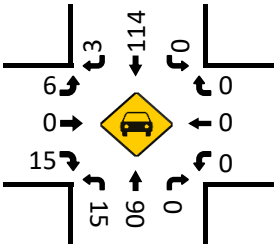
	0	0	1	0

CONTROL

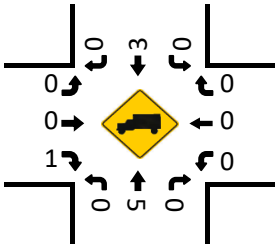
2-Way Stop(EB/WB)

TEV	252 AM	0 NOON	401 PM
PHF	0.70		0.90

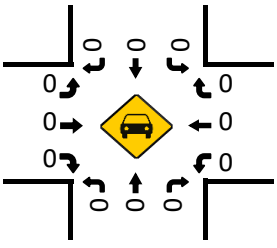
Cars (AM)



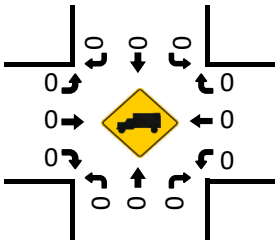
HT (AM)



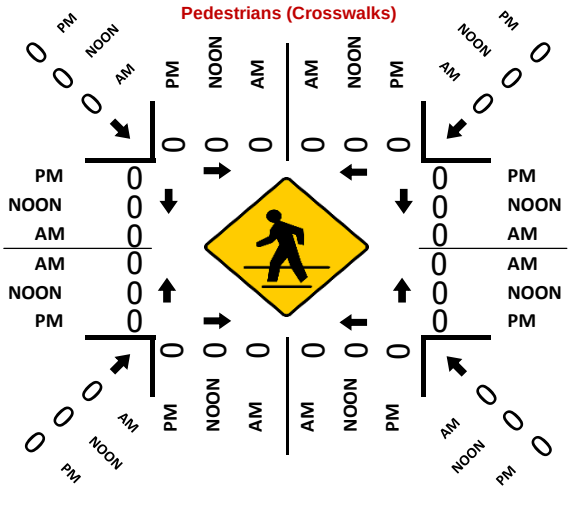
Cars (NOON)



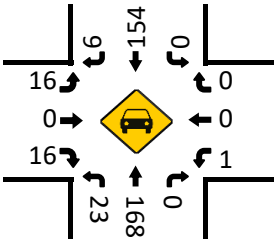
HT (NOON)



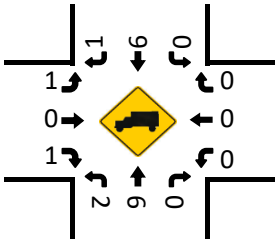
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & N 3000 W
City: Tetonia
Control: 1-Way Stop(EB)

Project ID: 25-810013-006
Date: 12/11/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				N 3000 W				N 3000 W				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	17	0	0	0	70	1	0	3	0	1	0	0	0	0	0	92
7:15 AM	0	23	0	0	0	83	3	0	3	0	0	0	0	0	0	0	112
7:30 AM	0	26	0	0	0	114	2	0	1	0	1	0	0	0	0	0	144
7:45 AM	2	37	0	0	0	101	4	0	4	0	1	0	0	0	0	0	149
8:00 AM	0	47	0	0	0	66	1	0	4	0	0	0	0	0	0	0	118
8:15 AM	0	28	0	0	0	53	1	0	1	0	0	0	0	0	0	0	83
8:30 AM	0	27	0	0	0	62	3	0	1	0	0	0	0	0	0	0	93
8:45 AM	0	43	0	0	0	59	1	0	0	0	0	0	0	0	0	0	103
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	248	0	0	0	608	16	0	17	0	3	0	0	0	0	0	894
APPROACH %'s :	0.80%	99.20%	0.00%	0.00%	0.00%	97.44%	2.56%	0.00%	85.00%	0.00%	15.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	133	0	0	0	364	10	0	12	0	2	0	0	0	0	0	523
PEAK HR FACTOR :	0.250	0.707	0.000	0.000	0.000	0.798	0.625	0.000	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.878
		0.718				0.806				0.700							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	47	0	0	0	33	1	0	3	0	0	0	0	0	0	0	84
2:15 PM	0	52	0	0	0	34	3	0	3	0	1	0	0	0	0	0	93
2:30 PM	0	47	0	0	0	27	4	0	0	0	0	0	0	0	0	0	78
2:45 PM	0	57	0	0	0	40	2	0	6	0	1	0	0	0	0	0	106
3:00 PM	0	59	0	0	0	40	1	1	4	0	0	0	0	0	0	0	105
3:15 PM	1	58	0	0	0	36	6	0	4	0	0	0	0	0	0	0	105
3:30 PM	1	69	0	0	0	32	4	0	0	0	0	0	0	0	0	0	106
3:45 PM	1	59	0	0	0	36	2	0	4	0	1	0	0	0	0	0	103
4:00 PM	0	67	0	0	0	33	4	0	0	0	0	0	0	0	0	0	104
4:15 PM	0	86	0	0	0	28	0	0	4	0	1	0	0	0	0	0	119
4:30 PM	4	92	0	0	0	43	7	0	2	0	3	0	0	0	0	0	151
4:45 PM	2	84	0	0	0	36	3	0	7	0	4	0	0	0	0	0	136
5:00 PM	1	105	0	0	0	44	3	0	7	0	0	0	0	0	0	0	160
5:15 PM	4	108	0	0	0	31	2	0	2	0	0	0	0	0	0	0	147
5:30 PM	0	95	0	0	0	35	2	0	2	0	0	0	0	0	0	0	134
5:45 PM	3	68	0	0	0	35	2	0	1	0	3	0	0	0	0	0	112
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	1153	0	0	0	563	46	1	49	0	14	0	0	0	0	0	1843
APPROACH %'s :	1.45%	98.55%	0.00%	0.00%	0.00%	92.30%	7.54%	0.16%	77.78%	0.00%	22.22%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	389	0	0	0	154	15	0	18	0	7	0	0	0	0	0	594
PEAK HR FACTOR :	0.688	0.900	0.000	0.000	0.000	0.875	0.536	0.000	0.643	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.928
		0.893				0.845				0.568							

Prepared by National Data & Surveying Services

SR 33/N Main St & N 3000 W

Peak Hour Turning Movement Count

ID: 25-810013-006
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SOUTHBOUND (SR 33/N Main St)

	L	T	R	U	Total	
AM	10	364	0	0	145	AM
NOON	0	0	0	0	0	NOON
PM	15	154	0	0	407	PM

EASTBOUND (N 3000 W)

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

WESTBOUND (N 3000 W)

	L	T	R	U	Total	
AM	12	0	26	0	38	AM
NOON	0	0	0	0	0	NOON
PM	12	0	18	0	30	PM

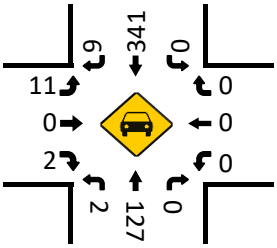
NORTHBOUND (SR 33/N Main St)

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	2	0	7	0	9	PM

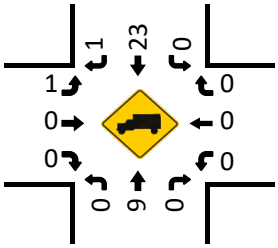
CONTROL: 1-Way Stop(EB)

	AM	NOON	PM
TEV	523	0	594
PHF	0.88		0.93

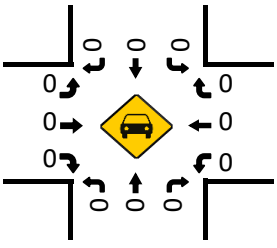
Cars (AM)



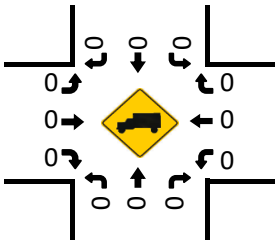
HT (AM)



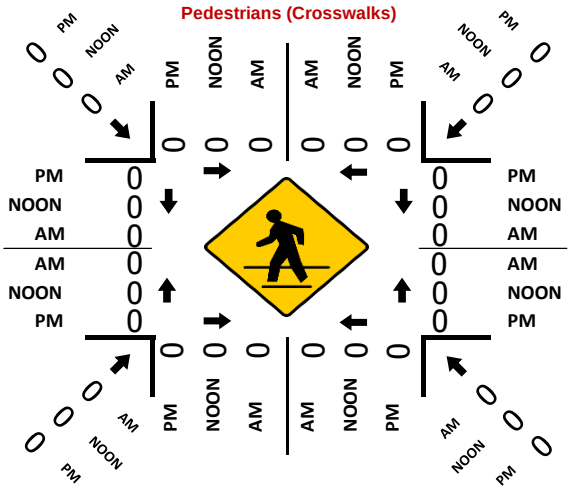
Cars (NOON)



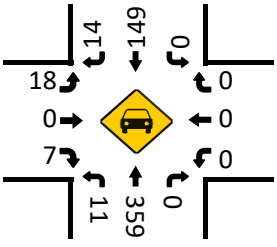
HT (NOON)



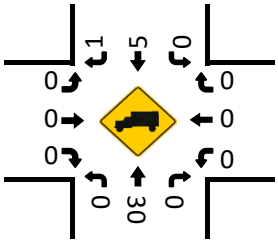
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 33/N Main St & N 3000 W
City: Tetonia
Control: 1-Way Stop(EB)

Project ID: 25-810013-006
Date: 12/13/2025

Data - Total

NS/EW Streets:	SR 33/N Main St				SR 33/N Main St				N 3000 W				N 3000 W				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	6	0	0	0	8	1	0	1	0	0	0	0	0	0	0	16
7:15 AM	0	12	0	0	0	16	0	0	1	0	0	0	0	0	0	0	29
7:30 AM	0	11	0	0	0	26	3	0	0	0	0	0	0	0	0	0	40
7:45 AM	0	20	0	0	0	29	0	0	1	0	0	0	0	0	0	0	50
8:00 AM	0	14	0	0	0	21	1	0	1	0	1	0	0	0	0	0	38
8:15 AM	0	23	0	0	0	26	1	0	3	0	0	0	0	0	0	0	53
8:30 AM	0	25	0	0	0	32	0	0	5	0	0	0	0	0	0	0	62
8:45 AM	1	36	0	0	0	51	1	0	2	0	2	0	0	0	0	0	93
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	147	0	0	0	209	7	0	14	0	3	0	0	0	0	0	381
APPROACH %'s :	0.68%	99.32%	0.00%	0.00%	0.00%	96.76%	3.24%	0.00%	82.35%	0.00%	17.65%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	98	0	0	0	130	3	0	11	0	3	0	0	0	0	0	246
PEAK HR FACTOR :	0.250	0.681	0.000	0.000	0.000	0.637	0.750	0.000	0.550	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.661
	0.669				0.639				0.700								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	44	0	0	0	49	5	0	3	0	0	0	0	0	0	0	102
4:15 PM	0	39	0	0	0	37	5	0	2	0	2	0	0	0	0	0	85
4:30 PM	1	45	0	0	0	40	3	0	5	0	1	0	0	0	0	0	95
4:45 PM	1	57	0	0	0	36	3	0	3	0	0	0	0	0	0	0	100
5:00 PM	1	45	0	0	0	35	1	0	1	0	1	0	0	0	0	0	84
5:15 PM	4	29	0	0	0	40	6	0	2	0	3	0	0	0	0	0	84
5:30 PM	2	33	0	0	0	28	4	0	2	0	0	0	0	0	0	0	69
5:45 PM	4	28	0	0	0	31	4	0	5	0	2	1	0	0	0	0	75
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	320	0	0	0	296	31	0	23	0	9	1	0	0	0	0	694
APPROACH %'s :	4.19%	95.81%	0.00%	0.00%	0.00%	90.52%	9.48%	0.00%	69.70%	0.00%	27.27%	3.03%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	185	0	0	0	162	16	0	13	0	3	0	0	0	0	0	382
PEAK HR FACTOR :	0.750	0.811	0.000	0.000	0.000	0.827	0.800	0.000	0.650	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.936
	0.810				0.824				0.667								

Prepared by National Data & Surveying Services

SR 33/N Main St & N 3000 W

Peak Hour Turning Movement Count

ID: 25-810013-006
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SR 33/N Main St — SOUTHBOUND

AM	3	130	0	0	109	AM
NOON	0	0	0	0	0	NOON
PM	16	162	0	0	198	PM

N 3000 W — EASTBOUND

AM	NOON	PM	
4	0	19	
0	0	0	0
11	0	13	0
0	0	0	1
3	0	3	0

WESTBOUND — N 3000 W

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

1 1 0 0 — 0 0 1 0

SR 33/N Main St — NORTHBOUND

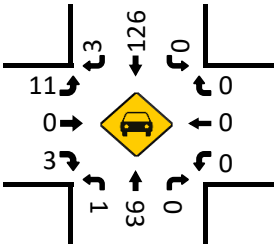
PM	165	0	3	185	0	PM
NOON	0	0	0	0	0	NOON
AM	133	0	1	98	0	AM

CONTROL

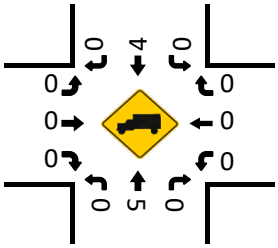
1-Way Stop(EB)

TEV	246 AM	0 NOON	382 PM
PHF	0.66		0.94

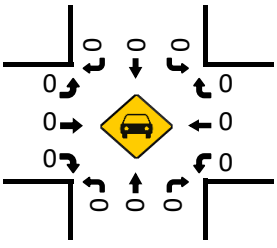
Cars (AM)



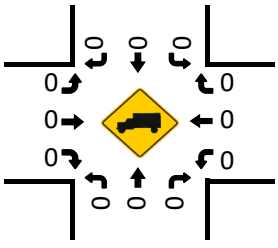
HT (AM)



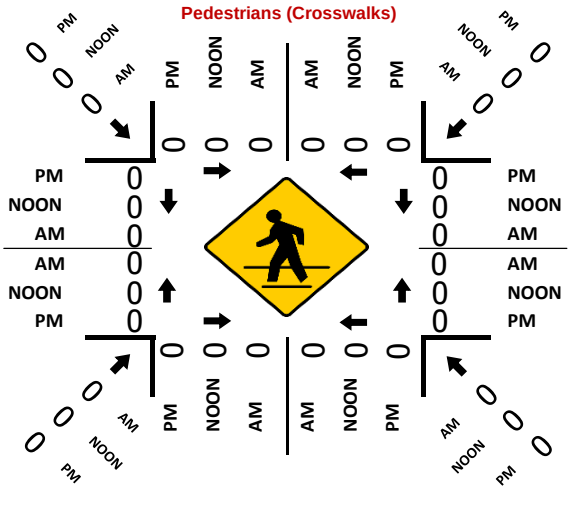
Cars (NOON)



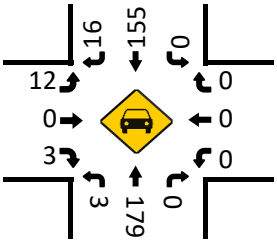
HT (NOON)



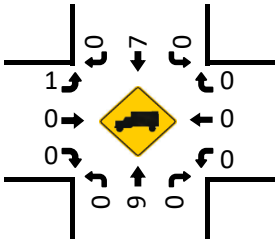
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3000 W & Egbert Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-007
Date: 12/11/2025

Data - Total

NS/EW Streets:	N 3000 W				N 3000 W				Egbert Ave				Egbert Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	2	0	5
7:15 AM	0	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4
7:45 AM	0	5	0	0	0	5	2	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	2	0	0	0	2	1	0	1	1	0	0	1	0	1	0	9
8:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	16	0	0	1	19	3	0	3	1	0	0	1	0	4	0	48
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	4.35%	82.61%	13.04%	0.00%	75.00%	25.00%	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	12	0	0	1	12	3	0	2	1	0	0	1	0	1	0	33
PEAK HR FACTOR :	0.000	0.600	0.000	0.000	0.250	0.600	0.375	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.688
		0.600				0.571				0.375				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	6
2:15 PM	0	2	0	0	0	4	0	0	1	0	0	0	0	0	0	0	7
2:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	6	0	0	0	2	0	0	1	0	0	0	1	0	0	0	10
3:00 PM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
3:15 PM	0	2	0	0	0	3	3	0	1	0	0	0	0	0	0	0	9
3:30 PM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
3:45 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
4:00 PM	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	6
4:15 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
4:30 PM	0	3	0	0	1	8	2	0	1	0	0	0	0	0	0	0	15
4:45 PM	0	7	0	0	0	3	2	0	4	0	1	0	0	0	0	0	17
5:00 PM	0	7	0	0	0	3	1	0	0	0	0	0	1	0	0	0	12
5:15 PM	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	1	0	0	0	3	1	0	1	0	0	0	0	1	0	0	7
5:45 PM	0	2	0	0	0	3	1	0	1	1	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	47	0	0	2	48	12	0	14	1	1	0	2	1	0	0	128
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	3.23%	77.42%	19.35%	0.00%	87.50%	6.25%	6.25%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	19	0	0	1	17	6	0	5	0	1	0	1	0	0	0	50
PEAK HR FACTOR :	0.000	0.679	0.000	0.000	0.250	0.531	0.750	0.000	0.313	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.735
		0.679				0.545				0.300				0.250			

Prepared by National Data & Surveying Services

N 3000 W & Egbert Ave

Peak Hour Turning Movement Count

ID: 25-810013-007
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SOUTHBOUND (N 3000 W)

	L	T	R	U	Total	
AM	3	12	1	0	15	AM
NOON	0	0	0	0	0	NOON
PM	6	17	1	0	24	PM

EASTBOUND (Egbert Ave)

	L	T	R	U	
AM	0	0	0	0	AM
NOON	0	1	0	0	NOON
PM	3	0	6	0	PM

WESTBOUND (Egbert Ave)

	L	T	R	U	
PM	0	0	1	0	PM
NOON	0	0	0	1	NOON
AM	1	0	2	0	AM

NORTHBOUND (N 3000 W)

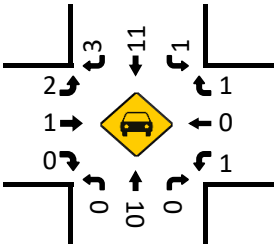
	L	T	R	U	Total	
PM	19	0	0	19	0	PM
NOON	0	0	0	0	0	NOON
AM	13	0	0	12	0	AM

CONTROL

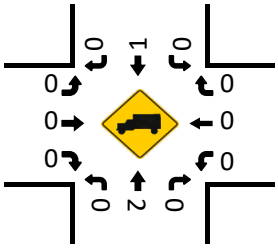
2-Way Stop(EB/WB)

TEV	33 AM	0 NOON	50 PM
PHF	0.69		0.74

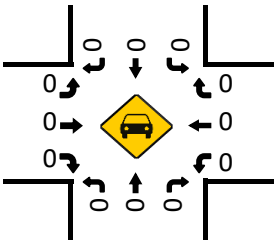
Cars (AM)



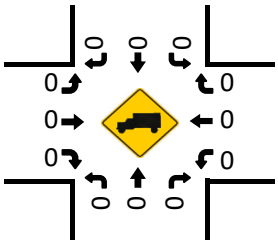
HT (AM)



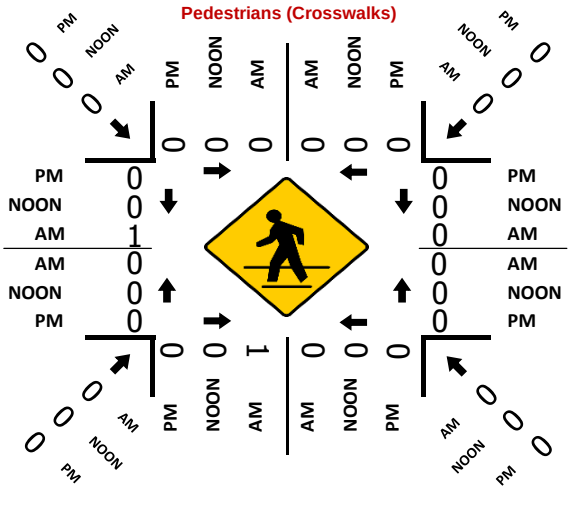
Cars (NOON)



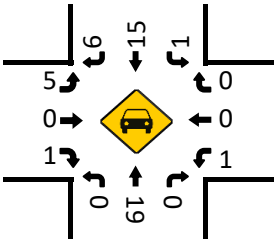
HT (NOON)



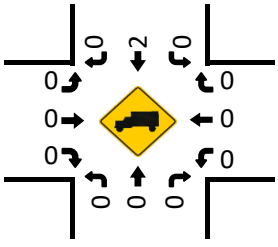
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N 3000 W & Egbert Ave
City: Tetonia
Control: 2-Way Stop(EB/WB)

Project ID: 25-810013-007
Date: 12/13/2025

Data - Total

NS/EW Streets:	N 3000 W				N 3000 W				Egbert Ave				Egbert Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5
8:45 AM	0	1	0	0	0	1	1	0	2	0	0	0	1	0	1	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	14	0	0	0	7	1	0	2	0	0	0	1	0	2	0	27
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	87.50%	12.50%	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	11	0	0	0	3	1	0	2	0	0	0	1	0	2	0	20
PEAK HR FACTOR :	0.000	0.688	0.000	0.000	0.000	0.750	0.250	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.714
	0.688				0.500				0.250				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	1	3	2	0	0	0	0	0	0	0	2	0	10
4:15 PM	0	5	1	0	2	5	0	0	0	0	0	0	0	0	0	0	13
4:30 PM	0	4	0	0	2	2	0	0	0	0	0	0	1	0	2	0	11
4:45 PM	0	2	0	0	0	2	1	0	0	1	0	0	1	0	0	0	7
5:00 PM	0	1	0	0	1	1	0	0	1	1	0	0	1	0	0	0	6
5:15 PM	0	3	0	0	5	2	0	0	1	0	0	0	0	0	1	0	12
5:30 PM	1	2	1	0	5	3	0	0	0	0	0	0	0	0	2	0	14
5:45 PM	0	7	0	0	2	1	1	3	0	0	1	0	0	0	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	26	2	0	18	19	4	3	2	2	1	0	3	0	7	0	88
APPROACH %'s :	3.45%	89.66%	6.90%	0.00%	40.91%	43.18%	9.09%	6.82%	40.00%	40.00%	20.00%	0.00%	30.00%	0.00%	70.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	13	1	0	5	12	3	0	0	1	0	0	2	0	4	0	41
PEAK HR FACTOR :	0.000	0.650	0.250	0.000	0.625	0.600	0.375	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.500	0.000	0.788
	0.583				0.714				0.250				0.500				

Prepared by National Data & Surveying Services

N 3000 W & Egbert Ave

Peak Hour Turning Movement Count

ID: 25-810013-007
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (N 3000 W)

AM	1	3	0	0	15	AM
NOON	0	0	0	0	0	NOON
PM	3	12	5	0	17	PM

EASTBOUND (Egbert Ave)

AM	NOON	PM	
1	0	3	
0	0	0	0
2	0	0	0
0	0	1	1
0	0	0	0
AM	NOON	PM	

WESTBOUND (Egbert Ave)

PM	NOON	AM	
4	0	2	0
0	0	0	1
2	0	1	0
0	0	0	0
7	0	0	
PM	NOON	AM	

NORTHBOUND (N 3000 W)

PM	14	0	0	13	1	PM
NOON	0	0	0	0	0	NOON
AM	4	0	0	11	0	AM

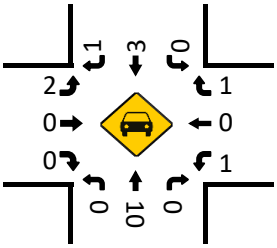
	0	1	0	0
	0	0	1	0

CONTROL

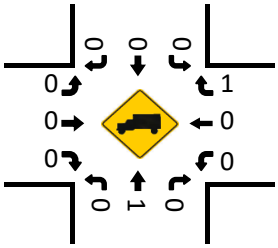
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	20	0	41
PHF	0.71		0.79

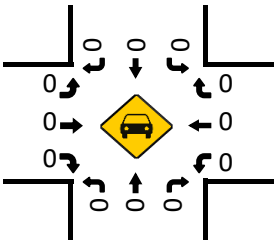
Cars (AM)



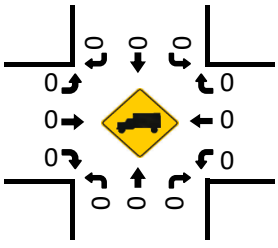
HT (AM)



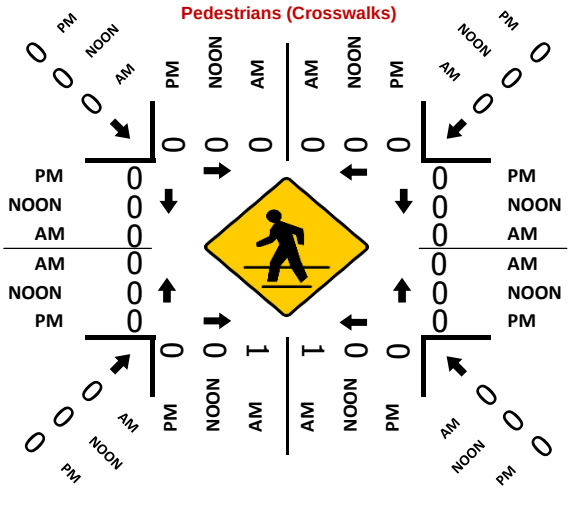
Cars (NOON)



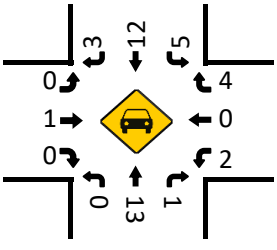
HT (NOON)



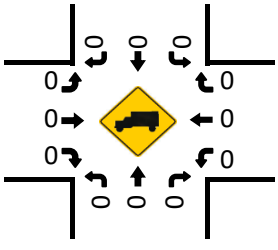
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Jorgensen St reet/W 6000Ave/Egbert Ave & SR 33
City: Tetonia
Control: 2-Way Stop(NB/SB)

Project ID: 25-810013-008
Date: 12/11/2025

Data - Total

NS/EW Streets:	Jorgensen St reet/W 6000Ave/Egbert Ave				Jorgensen St reet/W 6000Ave/Egbert Ave				SR 33				SR 33				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	1	0	0	0	0	0	0	69	0	0	0	14	0	0	85
7:15 AM	0	0	1	0	1	0	0	0	0	85	0	0	1	25	1	0	114
7:30 AM	0	0	3	0	0	0	0	0	0	111	0	0	0	24	0	0	138
7:45 AM	0	0	1	0	1	0	0	0	0	104	0	0	0	40	0	0	146
8:00 AM	1	0	4	0	0	0	0	0	0	67	1	0	3	48	0	0	124
8:15 AM	1	0	1	0	0	0	0	0	0	52	0	0	2	25	1	0	82
8:30 AM	0	0	0	0	0	0	0	0	0	63	0	0	0	27	0	0	90
8:45 AM	0	0	1	0	1	0	0	0	0	53	1	0	0	43	0	0	99
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	12	0	3	0	0	0	0	604	2	0	6	246	2	0	878
APPROACH %'s :	20.00%	0.00%	80.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	99.67%	0.33%	0.00%	2.36%	96.85%	0.79%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	9	0	2	0	0	0	0	367	1	0	4	137	1	0	522
PEAK HR FACTOR :	0.250	0.000	0.563	0.000	0.500	0.000	0.000	0.000	0.000	0.827	0.250	0.000	0.333	0.714	0.250	0.000	0.894
	0.500				0.500				0.829				0.696				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	33	1	0	0	49	0	0	83
2:15 PM	0	0	0	0	0	0	0	0	0	34	1	0	0	50	0	0	85
2:30 PM	0	0	1	0	0	0	0	0	0	27	0	0	1	47	0	0	76
2:45 PM	0	0	0	0	1	0	0	0	0	41	0	0	1	58	1	0	102
3:00 PM	0	0	0	0	0	0	1	0	0	38	0	0	0	57	1	0	97
3:15 PM	0	0	0	0	0	0	0	0	0	37	0	0	1	63	0	0	101
3:30 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	66	0	0	99
3:45 PM	1	0	0	0	0	0	0	0	0	36	1	0	1	59	1	0	99
4:00 PM	1	0	2	0	2	0	0	0	0	32	0	0	1	69	0	0	107
4:15 PM	0	0	0	0	0	0	1	0	0	28	0	0	0	82	0	0	111
4:30 PM	0	0	0	0	0	0	0	0	0	47	1	0	0	99	1	0	148
4:45 PM	0	0	0	0	0	0	0	0	0	39	0	0	1	83	1	0	124
5:00 PM	0	0	0	0	2	0	0	0	0	45	0	0	0	109	0	0	156
5:15 PM	0	0	0	0	0	0	0	0	0	30	0	0	1	114	0	0	145
5:30 PM	1	0	0	0	0	0	0	0	0	34	1	0	1	89	0	0	126
5:45 PM	0	0	1	0	0	0	0	0	0	39	0	0	2	73	0	0	115
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	4	0	5	0	2	0	0	573	5	0	10	1167	5	0	1774
APPROACH %'s :	42.86%	0.00%	57.14%	0.00%	71.43%	0.00%	28.57%	0.00%	0.00%	99.13%	0.87%	0.00%	0.85%	98.73%	0.42%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	161	1	0	2	405	2	0	573
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.856	0.250	0.000	0.500	0.888	0.500	0.000	0.918
					0.250				0.844				0.889				

Prepared by National Data & Surveying Services

Jorgensen St reet/W 6000Ave/Egbert Ave & SR 33

Peak Hour Turning Movement Count

ID: 25-810013-008
City: Tetonia

Day: Thursday
Date: 12/11/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	2:00 PM - 06:00 PM

SOUTHBOUND — Jorgensen St reet/W 6000Ave/Egbert Ave

AM	0	0	2	0	1	AM
NOON	0	0	0	0	0	NOON
PM	0	0	2	0	2	PM

EASTBOUND — SR 33

AM	NOON	PM	
138	0	405	⇦
0	0	0	↶ 0
0	0	0	↱ 0
367	0	161	→ 1
1	0	1	↴ 0
AM	NOON	PM	

WESTBOUND — SR 33

PM	NOON	AM	
2	0	1	0 ↰
405	0	137	1 ←
2	0	4	0 ↰
0	0	0	0 ↰
163	0	378	⇨
PM	NOON	AM	

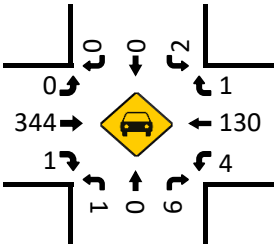
NORTHBOUND — Jorgensen St reet/W 6000Ave/Egbert Ave

PM	3	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	5	0	1	0	9	AM

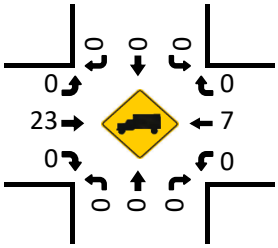
⇩ 0 0 1 0 ↰ ↰ ↑ ↱

CONTROL			
2-Way Stop(NB/SB)			
TEV	522 AM	0 NOON	573 PM
PHF	0.89		0.92

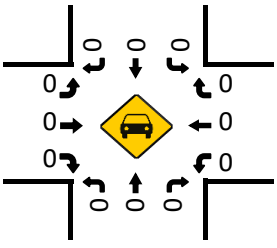
Cars (AM)



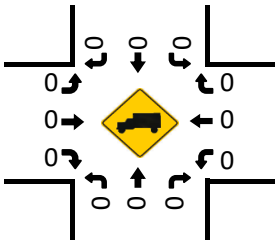
HT (AM)



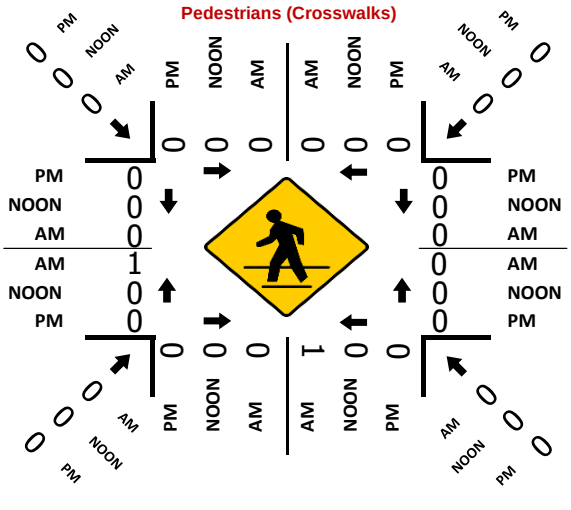
Cars (NOON)



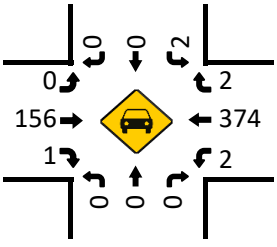
HT (NOON)



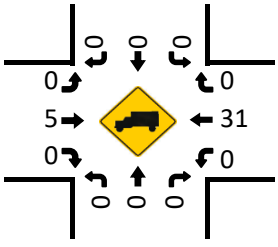
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Jorgensen St reet/W 6000Ave/Egbert Ave & SR 33
City: Tetonia
Control: 2-Way Stop(NB/SB)

Project ID: 25-810013-008
Date: 12/13/2025

Data - Total

NS/EW Streets:	Jorgensen St reet/W 6000Ave/Egbert Ave				Jorgensen St reet/W 6000Ave/Egbert Ave				SR 33				SR 33				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	12	0	0	28
7:30 AM	0	0	1	0	0	0	0	0	0	25	0	0	0	11	0	0	37
7:45 AM	0	0	1	0	0	0	0	0	0	30	0	0	1	20	0	0	52
8:00 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	14	0	0	36
8:15 AM	1	0	2	0	0	0	0	0	0	26	0	0	1	22	0	0	52
8:30 AM	0	0	0	0	0	1	0	0	0	32	0	0	1	26	0	0	60
8:45 AM	1	1	1	0	0	0	0	0	0	53	0	0	0	35	0	0	91
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	5	0	0	1	0	0	0	212	0	0	3	146	0	0	370
APPROACH %'s :	25.00%	12.50%	62.50%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	2.01%	97.99%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	1	3	0	0	1	0	0	0	133	0	0	2	97	0	0	239
PEAK HR FACTOR :	0.500	0.250	0.375	0.000	0.000	0.250	0.000	0.000	0.000	0.627	0.000	0.000	0.500	0.693	0.000	0.000	0.657
	0.500				0.250				0.627				0.707				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	48	0	0	2	49	2	0	101
4:15 PM	1	0	0	0	0	0	0	0	0	38	0	0	0	39	0	0	78
4:30 PM	0	0	0	0	0	0	0	0	0	38	3	0	3	48	0	0	92
4:45 PM	0	0	0	0	2	0	0	0	0	36	1	0	5	53	1	0	98
5:00 PM	0	0	1	0	0	0	0	0	0	36	1	0	2	50	0	0	90
5:15 PM	0	0	3	0	2	0	0	0	0	40	2	0	1	29	0	0	77
5:30 PM	3	0	9	0	0	0	0	0	0	30	0	0	2	32	0	0	76
5:45 PM	1	0	3	0	0	0	0	0	0	31	1	0	1	31	0	0	68
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	16	0	4	0	0	0	0	297	8	0	16	331	3	0	680
APPROACH %'s :	23.81%	0.00%	76.19%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	97.38%	2.62%	0.00%	4.57%	94.57%	0.86%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	2	0	0	0	0	160	4	0	10	189	3	0	369
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.833	0.333	0.000	0.500	0.892	0.375	0.000	0.913
	0.250				0.250				0.854				0.856				

Prepared by National Data & Surveying Services

Jorgensen St reet/W 6000Ave/Egbert Ave & SR 33

Peak Hour Turning Movement Count

ID: 25-810013-008
City: Tetonia

Day: Saturday
Date: 12/13/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Jorgensen St reet/W 6000Ave/Egbert Ave

AM	0	1	0	0	1	AM
NOON	0	0	0	0	0	NOON
PM	0	0	2	0	3	PM

EASTBOUND — SR 33

AM	NOON	PM	
99	0	190	⇦
0	0	0	↶ 0
0	0	0	↱ 0
133	0	160	→ 1
0	0	4	↷ 0
AM	NOON	PM	

WESTBOUND — SR 33

PM	NOON	AM	
3	0	0	0 ↰
189	0	97	1 ←
10	0	2	0 ↰
0	0	0	0 ↶
162	0	136	⇨
PM	NOON	AM	

CONTROL: 2-Way Stop(NB/SB)

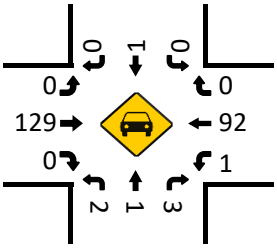
	AM	NOON	PM
TEV	239	0	369
PHF	0.66		0.91

NORTHBOUND — Jorgensen St reet/W 6000Ave/Egbert Ave

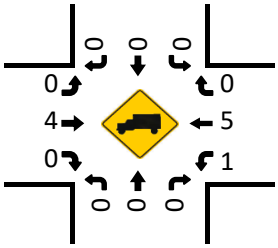
PM	14	0	1	0	0	PM
NOON	0	0	0	0	0	NOON
AM	3	0	2	1	3	AM

0 1 0 0 | 0 0 1 0

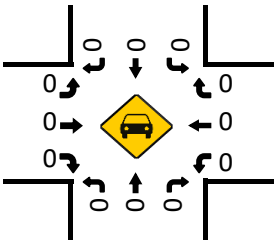
Cars (AM)



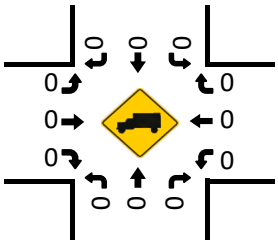
HT (AM)



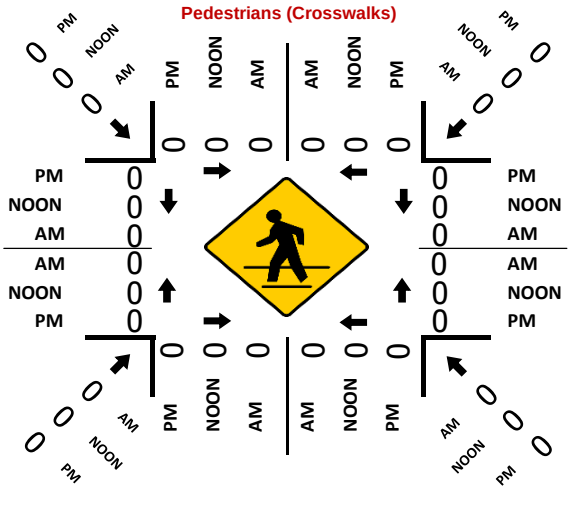
Cars (NOON)



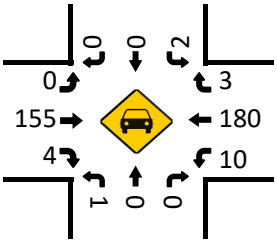
HT (NOON)



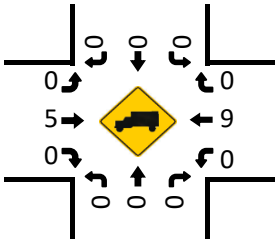
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Site Plan


HWY 33
DRY RIVER BED
CENTRAL CAMP
SHARED PARK
RV PARK
NATIONAL PARKS BASEBALL PARK
TETONIA IDAHO
0' 50' 125' 250'
methodstudio

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Tables

Table A
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH STATE ROUTE 32 - WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Southbound Approach	C	15.4	C	17.4
• Eastbound Left Turn	A	7.9	A	9.0
Year 2052 Total Projected Conditions				
• Southbound Approach	F	99+	F	99+
• Eastbound Left Turn	A	8.8	B	14.6

LOS = Level of Service
Delay is measured in seconds.

Table B
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH STATE ROUTE 32 - SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Southbound Approach	B	10.5	B	13.1
• Eastbound Left Turn	A	7.9	A	7.9
Year 2052 Total Projected Conditions				
• Southbound Approach	D	26.7	F	99+
• Eastbound Left Turn	A	8.6	A	9.9

LOS = Level of Service
Delay is measured in seconds.

Table C
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH N 3000 W (NORTH) - WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Westbound Approach	B	14.7	C	16.3
• Southbound Left Turn	A	7.6	A	8.8
Year 2052 Total Projected Conditions				
• Westbound Approach	F	54.8	F	99+
• Southbound Left Turn	A	8.5	B	12.3

LOS = Level of Service
Delay is measured in seconds.

Table D
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH N 3000 W (NORTH) - SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Westbound Approach	A	9.9	B	12.4
• Southbound Left Turn	A	7.5	A	7.9
Year 2052 Total Projected Conditions				
• Westbound Approach	C	15.2	E	35.8
• Southbound Left Turn	A	8.3	A	9.5

LOS = Level of Service
Delay is measured in seconds.

Table E
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH JACKSON AVENUE - WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	B	12.4	B	13.1
• Westbound Approach	C	17.8	C	15.3
• Northbound Left Turn	--	--	A	7.7
• Southbound Left Turn	--	--	--	--
Year 2052 Total Projected Conditions				
• Eastbound Approach	C	22.8	F	59.7
• Westbound Approach	F	99+	F	99+
• Northbound Left Turn	B	11.3	B	10.8
• Southbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.

Table F
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH JACKSON AVENUE - SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	A	9.6	B	11.4
• Westbound Approach	B	12.3	B	14.1
• Northbound Left Turn	A	7.7	A	7.8
• Southbound Left Turn	--	--	A	7.9
Year 2052 Total Projected Conditions				
• Eastbound Approach	B	12.6	E	43.2
• Westbound Approach	E	36.1	F	99+
• Northbound Left Turn	A	8.8	B	10.8
• Southbound Left Turn	--	--	B	10.4

LOS = Level of Service
Delay is measured in seconds.

Table G
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH PERRY AVENUE - WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	B	13.2	B	12.9
• Westbound Approach	B	14.7	B	14.7
• Northbound Left Turn	A	8.7	A	7.7
• Southbound Left Turn	A	7.6	A	9.3
Year 2052 Total Projected Conditions				
• Eastbound Approach	D	26.4	E	48.5
• Westbound Approach	E	40.0	F	58.1
• Northbound Left Turn	B	11.4	B	10.9
• Southbound Left Turn	B	10.2	C	15.8

LOS = Level of Service
Delay is measured in seconds.

Table H
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH PERRY AVENUE - SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	B	10.3	B	11.0
• Westbound Approach	B	10.8	B	11.0
• Northbound Left Turn	A	7.7	--	--
• Southbound Left Turn	A	7.7	A	7.9
Year 2052 Total Projected Conditions				
• Eastbound Approach	B	14.3	D	26.7
• Westbound Approach	C	18.2	D	27.1
• Northbound Left Turn	A	8.8	--	--
• Southbound Left Turn	A	9.5	B	11.4

LOS = Level of Service
Delay is measured in seconds.

Table I
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH LEIGH AVENUE – WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	B	13.8	B	13.9
• Westbound Approach	C	18.1	C	18.7
• Northbound Left Turn	A	8.8	A	7.9
• Southbound Left Turn	A	7.8	--	--
Year 2052 Total Projected Conditions				
• Eastbound Approach	E	47.7	F	99+
• Westbound Approach	F	99+	F	99+
• Northbound Left Turn	B	12.3	B	12.1
• Southbound Left Turn	A	9.7	--	--

LOS = Level of Service
Delay is measured in seconds.

Table J
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH LEIGH AVENUE – SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	B	10.4	B	11.8
• Westbound Approach	--	--	C	15.1
• Northbound Left Turn	A	7.8	A	8.0
• Southbound Left Turn	--	--	--	--
Year 2052 Total Projected Conditions				
• Eastbound Approach	C	16.4	E	43.0
• Westbound Approach	--	--	F	99+
• Northbound Left Turn	A	9.2	B	11.4
• Southbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.

Table K
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH N 3000 W (SOUTH) - WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	C	16.7	C	16.3
• Northbound Left Turn	A	8.9	A	7.8
Year 2052 Total Projected Conditions				
• Eastbound Approach	F	99+	F	99+
• Northbound Left Turn	B	12.1	B	11.2

LOS = Level of Service
Delay is measured in seconds.

Table L
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH N 3000 W (SOUTH) - SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	B	11.8	B	12.6
• Northbound Left Turn	A	7.8	A	7.8
Year 2052 Total Projected Conditions				
• Eastbound Approach	D	28.6	F	99+
• Northbound Left Turn	A	9.0	B	10.8

LOS = Level of Service
Delay is measured in seconds.

Table M
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH EGBERT AVENUE/JORGENSEN STREET – WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Northbound Approach	B	13.4	--	--
• Southbound Approach	C	18.8	C	20.4
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	8.8	A	7.8
Year 2052 Total Projected Conditions				
• Northbound Approach	F	99+	C	23.0
• Southbound Approach	F	99+	F	99+
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	B	13.7	B	11.6

LOS = Level of Service
Delay is measured in seconds.

Table N
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH EGBERT AVENUE/JORGENSEN STREET – SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Northbound Approach	B	11.5	B	14.3
• Southbound Approach	B	13.0	B	14.4
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	8.5	A	7.8
Year 2052 Total Projected Conditions				
• Northbound Approach	C	20.5	F	60.3
• Southbound Approach	E	41.5	F	99+
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	9.3	B	12.3

LOS = Level of Service
Delay is measured in seconds.

Table O
CAPACITY ANALYSIS RESULTS
EGBERT AVENUE WITH N 3000 W – WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	A	8.9	A	8.8
• Westbound Approach	A	8.6	A	8.8
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.2	A	7.2
Year 2052 Total Projected Conditions				
• Eastbound Approach	B	11.0	B	11.1
• Westbound Approach	B	10.1	B	11.5
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.3	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Table P
CAPACITY ANALYSIS RESULTS
EGBERT AVENUE WITH N 3000 W – SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Eastbound Approach	A	8.6	A	9.3
• Westbound Approach	A	8.8	A	8.5
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	--	--	A	7.2
Year 2052 Total Projected Conditions				
• Eastbound Approach	B	10.3	B	10.1
• Westbound Approach	A	9.6	B	10.1
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	--	--	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Table Q
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH LUCAS LANE – WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2052 Total Projected Conditions				
• Overall	B	19.0	C	24.0
• Eastbound Through	C	27.0	B	16.8
• Eastbound Right Turn	A	0.6	A	0.9
• Westbound Left Turn	A	8.6	B	10.8
• Westbound Through	A	3.4	C	34.8
• Northbound Left Turn	D	46.1	D	43.4
• Northbound Right Turn	A	5.2	A	2.8

LOS = Level of Service
Delay is measured in seconds.

Table R
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH LUCAS LANE – SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2052 Total Projected Conditions				
• Overall	A	8.5	B	13.6
• Eastbound Through	B	11.6	C	22.2
• Eastbound Right Turn	A	0.7	A	0.8
• Westbound Left Turn	A	4.4	B	11.2
• Westbound Through	A	5.3	A	9.4
• Northbound Left Turn	B	18.3	C	28.0
• Northbound Right Turn	A	3.7	A	4.4

LOS = Level of Service
Delay is measured in seconds.

Table S
CAPACITY ANALYSIS RESULTS
EGBERT AVENUE WITH LUCAS LANE – WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2052 Total Projected Conditions				
• Eastbound Left Turn	--	--	--	--
• Southbound Approach	A	9.1	A	9.2

LOS = Level of Service
Delay is measured in seconds.

Table T
CAPACITY ANALYSIS RESULTS
EGBERT AVENUE WITH LUCAS LANE – SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2052 Total Projected Conditions				
• Eastbound Left Turn	--	--	--	--
• Southbound Approach	A	8.9	A	8.9

LOS = Level of Service
Delay is measured in seconds.

Table U
CAPACITY ANALYSIS RESULTS
LUCAS LANE WITH PROPOSED ACCESS DRIVE – WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2052 Total Projected Conditions				
• Northbound Left Turn	A	7.5	A	7.3
• Eastbound Approach	A	9.2	A	9.2

LOS = Level of Service
Delay is measured in seconds.

Table V
CAPACITY ANALYSIS RESULTS
LUCAS LANE WITH PROPOSED ACCESS DRIVE – SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2052 Total Projected Conditions				
• Northbound Left Turn	A	7.3	A	7.2
• Eastbound Approach	A	9.0	A	8.7

LOS = Level of Service
Delay is measured in seconds.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	437	144	29	72	5
Future Vol, veh/h	9	437	144	29	72	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	22	7	6	0	6	0
Mvmt Flow	10	486	160	32	80	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	666	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	506	-
Critical Hdwy	4.32	-	-	-	6.46	6.2
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.398	-	-	-	3.554	3.3
Pot Cap-1 Maneuver	1270	-	-	-	419	890
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1270	-	-	-	415	890
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.16	0	15.43
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1270	-	-	-	430
HCM Lane V/C Ratio	0.008	-	-	-	0.199
HCM Ctrl Dly (s/v)	7.9	-	-	-	15.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	4	505	172	12	22	1
Future Vol, veh/h	4	505	172	12	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	4	543	185	13	24	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	198	0	-	0	737	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1387	-	-	-	389	862
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	387	862
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	581	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	14.68
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	397
HCM Lane V/C Ratio	-	-	0.003	-	0.062
HCM Ctrl Dly (s/v)	-	-	7.6	0	14.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	9	6	0	0	0	184	0	0	526	1
Future Vol, veh/h	0	0	9	6	0	0	0	184	0	0	526	1
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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	6	0
Mvmt Flow	0	0	10	7	0	0	0	214	0	0	612	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	826	826	612	826	827	214	613	0	0	214	0	0
Stage 1	612	612	-	214	214	-	-	-	-	-	-	-
Stage 2	214	214	-	612	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	293	309	497	294	309	831	976	-	-	1368	-	-
Stage 1	484	487	-	793	729	-	-	-	-	-	-	-
Stage 2	793	729	-	484	487	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	293	309	497	287	309	831	976	-	-	1368	-	-
Mov Cap-2 Maneuver	293	309	-	287	309	-	-	-	-	-	-	-
Stage 1	484	487	-	793	729	-	-	-	-	-	-	-
Stage 2	793	729	-	474	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.4	17.84	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	976	-	-	497	287	1368	-	-
HCM Lane V/C Ratio	-	-	-	0.021	0.024	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.4	17.8	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	6	12	4	4	3	179	2	9	530	2
Future Vol, veh/h	1	2	6	12	4	4	3	179	2	9	530	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	25	0	0	0	2	0	0	6	0
Mvmt Flow	1	2	7	14	5	5	3	208	2	10	616	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	856	856	617	855	856	209	619	0	0	210	0	0
Stage 1	638	638	-	216	216	-	-	-	-	-	-	-
Stage 2	217	217	-	638	640	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.725	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	280	297	493	254	297	836	971	-	-	1372	-	-
Stage 1	468	474	-	737	728	-	-	-	-	-	-	-
Stage 2	789	727	-	428	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	272	294	493	246	294	836	971	-	-	1372	-	-
Mov Cap-2 Maneuver	375	382	-	338	381	-	-	-	-	-	-	-
Stage 1	464	470	-	734	725	-	-	-	-	-	-	-
Stage 2	777	724	-	417	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.22	14.71	0.14	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	448	394	1372	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.059	0.008	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	13.2	14.7	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	3	44	8	1	2	16	175	21	10	530	8
Future Vol, veh/h	7	3	44	8	1	2	16	175	21	10	530	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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	9	0	0	0	6	2	19	10	6	13
Mvmt Flow	8	3	48	9	1	2	18	192	23	11	582	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	837	859	587	845	852	204	591	0	0	215	0	0
Stage 1	609	609	-	239	239	-	-	-	-	-	-	-
Stage 2	228	251	-	606	613	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.29	7.1	6.5	6.2	4.16	-	-	4.2	-	-
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	3.5	4	3.381	3.5	4	3.3	2.254	-	-	2.29	-	-
Pot Cap-1 Maneuver	289	296	497	285	299	842	965	-	-	1308	-	-
Stage 1	486	489	-	769	711	-	-	-	-	-	-	-
Stage 2	779	703	-	487	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	286	497	247	289	842	965	-	-	1308	-	-
Mov Cap-2 Maneuver	382	381	-	247	289	-	-	-	-	-	-	-
Stage 1	480	482	-	753	697	-	-	-	-	-	-	-
Stage 2	760	689	-	432	480	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.75	18.08	0.66	0.14
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	133	-	-	471	287	33	-	-
HCM Lane V/C Ratio	0.018	-	-	0.126	0.042	0.008	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	13.8	18.1	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	2	2	200	572	10
Future Vol, veh/h	12	2	2	200	572	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	0	0	5	6	10
Mvmt Flow	14	2	2	227	650	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	882	650	661	0	-	0
Stage 1	650	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	309	473	937	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	473	937	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.67	0.09	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	324	-	-
HCM Lane V/C Ratio	0.002	-	0.049	-	-
HCM Ctrl Dly (s/v)	8.9	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	573	1	4	201	1	1	0	9	2	0	0
Future Vol, veh/h	0	573	1	4	201	1	1	0	9	2	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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	644	1	4	226	1	1	0	10	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	645	0	0	879	880	644	879	880	226
Stage 1	-	-	-	-	-	-	644	644	-	235	235	-
Stage 2	-	-	-	-	-	-	235	236	-	644	645	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1353	-	-	950	-	-	270	288	476	270	288	818
Stage 1	-	-	-	-	-	-	465	471	-	772	714	-
Stage 2	-	-	-	-	-	-	773	713	-	465	471	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	950	-	-	269	286	476	263	286	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	286	-	263	286	-
Stage 1	-	-	-	-	-	-	465	471	-	768	710	-
Stage 2	-	-	-	-	-	-	769	710	-	455	471	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.17	13.36	18.81
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	442	1353	-	-	35	-	-	263
HCM Lane V/C Ratio	0.025	-	-	-	0.005	-	-	0.009
HCM Ctrl Dly (s/v)	13.4	0	-	-	8.8	0	-	18.8
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	0	1	0	1	0	12	0	1	12	3
Future Vol, veh/h	2	1	0	1	0	1	0	12	0	1	12	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	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	17	0	0	8	0
Mvmt Flow	3	1	0	1	0	1	0	17	0	1	17	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	40	40	20	38	42	17	22	0	0	17	0	0
Stage 1	22	22	-	17	17	-	-	-	-	-	-	-
Stage 2	17	17	-	21	25	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	969	856	1064	971	854	1067	1607	-	-	1613	-	-
Stage 1	1001	881	-	1007	885	-	-	-	-	-	-	-
Stage 2	1007	885	-	1003	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	967	855	1064	969	853	1067	1607	-	-	1613	-	-
Mov Cap-2 Maneuver	967	855	-	969	853	-	-	-	-	-	-	-
Stage 1	1000	880	-	1007	885	-	-	-	-	-	-	-
Stage 2	1006	885	-	1000	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.9	8.55	0	0.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	927	1016	108	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.003	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.9	8.6	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	190	521	63	38	10
Future Vol, veh/h	8	190	521	63	38	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	5	8	5	3	10
Mvmt Flow	9	224	613	74	45	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	687	0	-	0	855	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	4.1	-	-	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.39
Pot Cap-1 Maneuver	916	-	-	-	327	478
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	916	-	-	-	324	478
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0	17.37
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	916	-	-	-	347
HCM Lane V/C Ratio	0.01	-	-	-	0.163
HCM Ctrl Dly (s/v)	9	-	-	-	17.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	226	582	14	14	2
Future Vol, veh/h	2	226	582	14	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	2	243	626	15	15	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	641	0	-	0	873	626
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	953	-	-	-	323	488
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	322	488
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	799	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.08	0	16.27
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	16	-	337
HCM Lane V/C Ratio	-	-	0.002	-	0.051
HCM Ctrl Dly (s/v)	-	-	8.8	0	16.3
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	3	1	0	1	11	593	3	0	238	2
Future Vol, veh/h	2	0	3	1	0	1	11	593	3	0	238	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	2	0	3	1	0	1	11	605	3	0	243	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	871	874	244	872	874	607	245	0	0	608	0	0
Stage 1	244	244	-	629	629	-	-	-	-	-	-	-
Stage 2	628	631	-	243	245	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	273	290	800	273	290	500	1333	-	-	980	-	-
Stage 1	764	708	-	474	478	-	-	-	-	-	-	-
Stage 2	474	478	-	765	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	288	800	270	288	500	1333	-	-	980	-	-
Mov Cap-2 Maneuver	271	288	-	270	288	-	-	-	-	-	-	-
Stage 1	764	708	-	470	474	-	-	-	-	-	-	-
Stage 2	470	474	-	762	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.11	15.33	0.14	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	449	351	980	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.006	-	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	13.1	15.3	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	5	4	0	4	9	597	2	4	237	1
Future Vol, veh/h	6	1	5	4	0	4	9	597	2	4	237	1
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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	6	1	5	4	0	4	9	628	2	4	249	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	906	908	250	907	907	629	251	0	0	631	0	0
Stage 1	258	258	-	648	648	-	-	-	-	-	-	-
Stage 2	647	649	-	258	259	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
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	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	259	277	794	234	278	443	1327	-	-	851	-	-
Stage 1	751	698	-	423	469	-	-	-	-	-	-	-
Stage 2	463	468	-	698	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	254	274	794	229	274	443	1327	-	-	851	-	-
Mov Cap-2 Maneuver	360	368	-	331	369	-	-	-	-	-	-	-
Stage 1	747	694	-	420	466	-	-	-	-	-	-	-
Stage 2	455	465	-	689	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.92	14.71	0.11	0.15
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	467	379	851	-	-
HCM Lane V/C Ratio	0.007	-	-	0.027	0.022	0.005	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	12.9	14.7	9.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	1	16	4	1	3	42	590	6	0	241	5
Future Vol, veh/h	15	1	16	4	1	3	42	590	6	0	241	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	16	1	17	4	1	3	45	634	6	0	259	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	987	993	262	988	992	638	265	0	0	641	0	0
Stage 1	262	262	-	728	728	-	-	-	-	-	-	-
Stage 2	725	731	-	260	265	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	247	782	228	248	480	1271	-	-	953	-	-
Stage 1	720	695	-	418	432	-	-	-	-	-	-	-
Stage 2	400	430	-	750	693	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	234	782	210	234	480	1271	-	-	953	-	-
Mov Cap-2 Maneuver	302	328	-	210	234	-	-	-	-	-	-	-
Stage 1	720	695	-	395	408	-	-	-	-	-	-	-
Stage 2	374	406	-	732	693	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.93	18.73	0.52	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	118	-	-	437	271	953	-	-
HCM Lane V/C Ratio	0.036	-	-	0.079	0.032	-	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	13.9	18.7	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	7	11	620	246	15
Future Vol, veh/h	18	7	11	620	246	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	19	8	12	667	265	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	955	265	281	0	-	0
Stage 1	265	-	-	-	-	-
Stage 2	690	-	-	-	-	-
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	289	779	1294	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	779	1294	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.26	0.14	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	31	-	346	-	-
HCM Lane V/C Ratio	0.009	-	0.078	-	-
HCM Ctrl Dly (s/v)	7.8	0	16.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	252	1	2	631	2	0	0	0	2	0	0
Future Vol, veh/h	0	252	1	2	631	2	0	0	0	2	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	274	1	2	686	2	0	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	688	0	0	275	0	0	965	967	274	965	966	687
Stage 1	-	-	-	-	-	-	274	274	-	691	691	-
Stage 2	-	-	-	-	-	-	690	692	-	274	275	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	916	-	-	1300	-	-	236	256	769	236	256	450
Stage 1	-	-	-	-	-	-	736	687	-	438	448	-
Stage 2	-	-	-	-	-	-	438	448	-	737	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	916	-	-	1300	-	-	236	256	769	236	256	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	256	-	236	256	-
Stage 1	-	-	-	-	-	-	736	687	-	437	447	-
Stage 2	-	-	-	-	-	-	437	447	-	737	686	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.02	0	20.42
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	916	-	-	6	-	-	236
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	0.009
HCM Ctrl Dly (s/v)	0	0	-	-	7.8	0	-	20.4
HCM Lane LOS	A	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	1	0	0	0	19	0	1	17	6
Future Vol, veh/h	5	0	1	1	0	0	0	19	0	1	17	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	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	7	0	1	1	0	0	0	26	0	1	23	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	55	55	27	51	59	26	31	0	0	26	0	0
Stage 1	30	30	-	26	26	-	-	-	-	-	-	-
Stage 2	26	26	-	26	34	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	947	840	1054	953	835	1056	1595	-	-	1602	-	-
Stage 1	992	874	-	997	878	-	-	-	-	-	-	-
Stage 2	997	878	-	997	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	946	839	1054	951	835	1056	1595	-	-	1602	-	-
Mov Cap-2 Maneuver	946	839	-	951	835	-	-	-	-	-	-	-
Stage 1	991	874	-	997	878	-	-	-	-	-	-	-
Stage 2	997	878	-	995	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.77	8.79	0	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	963	951	71	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.001	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.8	8.8	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Existing Saturday Morning Peak Hour

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	151	125	23	21	8
Future Vol, veh/h	4	151	125	23	21	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	25	1	8	0	0	13
Mvmt Flow	5	191	158	29	27	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	359	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.35	-	-	-	6.4	6.33
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.425	-	-	-	3.5	3.417
Pot Cap-1 Maneuver	1260	-	-	-	643	859
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	837	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1260	-	-	-	641	859
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	837	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	10.52
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1260	-	-	-	689
HCM Lane V/C Ratio	0.004	-	-	-	0.053
HCM Ctrl Dly (s/v)	7.9	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	171	145	9	4	3
Future Vol, veh/h	1	171	145	9	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	1	184	156	10	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	166	0	-	0	342	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1425	-	-	-	658	895
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1425	-	-	-	658	895
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	851	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.04	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	10	-	742
HCM Lane V/C Ratio	-	-	0.001	-	0.01
HCM Ctrl Dly (s/v)	-	-	7.5	0	9.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	5	0	0	2	154	0	0	175	0
Future Vol, veh/h	0	0	2	5	0	0	2	154	0	0	175	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	3	0
Mvmt Flow	0	0	3	7	0	0	3	220	0	0	250	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	476	476	250	476	476	220	250	0	0	220	0	0
Stage 1	250	250	-	226	226	-	-	-	-	-	-	-
Stage 2	226	226	-	250	250	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	503	491	794	503	491	825	1327	-	-	1361	-	-
Stage 1	759	704	-	781	721	-	-	-	-	-	-	-
Stage 2	781	721	-	759	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	502	490	794	500	490	825	1327	-	-	1361	-	-
Mov Cap-2 Maneuver	502	490	-	500	490	-	-	-	-	-	-	-
Stage 1	759	704	-	780	719	-	-	-	-	-	-	-
Stage 2	780	719	-	756	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	12.31	0.1	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	794	500	1361	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.014	-	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	9.6	12.3	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	2	0	1	1	154	1	3	179	0
Future Vol, veh/h	1	0	4	2	0	1	1	154	1	3	179	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	25	0	0	0	0	5	0	0	3	0
Mvmt Flow	1	0	6	3	0	1	1	223	1	4	259	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	494	496	259	495	495	224	259	0	0	225	0	0
Stage 1	268	268	-	227	227	-	-	-	-	-	-	-
Stage 2	226	228	-	268	268	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.45	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	3.525	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	489	478	727	488	479	821	1317	-	-	1356	-	-
Stage 1	742	691	-	780	720	-	-	-	-	-	-	-
Stage 2	781	719	-	742	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	486	476	727	482	477	821	1317	-	-	1356	-	-
Mov Cap-2 Maneuver	567	537	-	564	538	-	-	-	-	-	-	-
Stage 1	739	689	-	780	719	-	-	-	-	-	-	-
Stage 2	779	719	-	734	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.29	10.76	0.05	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	688	630	1356	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.007	0.003	-	-
HCM Ctrl Dly (s/v)	7.7	-	-	10.3	10.8	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	16	0	0	0	15	150	0	0	182	3
Future Vol, veh/h	6	0	16	0	0	0	15	150	0	0	182	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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	0	6	0	0	0	0	5	0	0	3	0
Mvmt Flow	9	0	23	0	0	0	21	214	0	0	260	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	519	519	262	517	521	214	264	0	0	214	0	0
Stage 1	262	262	-	257	257	-	-	-	-	-	-	-
Stage 2	257	257	-	260	264	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.26	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	3.354	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	470	464	767	472	463	831	1311	-	-	1368	-	-
Stage 1	747	695	-	752	699	-	-	-	-	-	-	-
Stage 2	752	699	-	749	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	462	455	767	449	454	831	1311	-	-	1368	-	-
Mov Cap-2 Maneuver	550	523	-	449	454	-	-	-	-	-	-	-
Stage 1	747	695	-	738	686	-	-	-	-	-	-	-
Stage 2	738	686	-	727	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.45	0	0.71	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	692	-	1368	-	-
HCM Lane V/C Ratio	0.016	-	-	0.045	-	-	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	10.4	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	3	1	154	195	3
Future Vol, veh/h	11	3	1	154	195	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	5	3	0
Mvmt Flow	17	5	2	233	295	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	532	295	300	0	-	0
Stage 1	295	-	-	-	-	-
Stage 2	236	-	-	-	-	-
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	512	749	1273	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	511	749	1273	-	-	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.83	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	12	-	548	-	-
HCM Lane V/C Ratio	0.001	-	0.039	-	-
HCM Ctrl Dly (s/v)	7.8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	198	0	2	153	0	2	1	3	0	1	0
Future Vol, veh/h	0	198	0	2	153	0	2	1	3	0	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	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	3	0	50	5	0	0	0	0	0	0	0
Mvmt Flow	0	300	0	3	232	0	3	2	5	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	300	0	0	539	538	300	539	538	232
Stage 1	-	-	-	-	-	-	300	300	-	238	238	-
Stage 2	-	-	-	-	-	-	239	238	-	301	300	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1348	-	-	1032	-	-	457	453	744	457	453	812
Stage 1	-	-	-	-	-	-	713	669	-	770	712	-
Stage 2	-	-	-	-	-	-	769	712	-	713	669	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1348	-	-	1032	-	-	454	451	744	451	451	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	454	451	-	451	451	-
Stage 1	-	-	-	-	-	-	713	669	-	767	710	-
Stage 2	-	-	-	-	-	-	765	710	-	707	669	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.11	11.5	13.01
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	1348	-	-	23	-	-	451
HCM Lane V/C Ratio	0.016	-	-	-	0.003	-	-	0.003
HCM Ctrl Dly (s/v)	11.5	0	-	-	8.5	0	-	13
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	1	0	2	0	11	0	0	3	1
Future Vol, veh/h	2	0	0	1	0	2	0	11	0	0	3	1
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	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	50	0	9	0	0	0	0
Mvmt Flow	3	0	0	1	0	3	0	15	0	0	4	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	20	20	5	20	21	15	6	0	0	15	0	0
Stage 1	5	5	-	15	15	-	-	-	-	-	-	-
Stage 2	15	15	-	4	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.7	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	3.3	3.5	4	3.75	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	998	877	1084	999	877	940	1629	-	-	1615	-	-
Stage 1	1022	896	-	1009	887	-	-	-	-	-	-	-
Stage 2	1009	887	-	1023	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	995	877	1084	999	877	940	1629	-	-	1615	-	-
Mov Cap-2 Maneuver	995	877	-	999	877	-	-	-	-	-	-	-
Stage 1	1022	896	-	1009	887	-	-	-	-	-	-	-
Stage 2	1006	887	-	1023	895	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.63	8.77	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1629	-	-	995	959	1615	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.004	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.6	8.8	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Existing Saturday Evening Peak Hour

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	216	263	30	48	5
Future Vol, veh/h	7	216	263	30	48	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	3	4	3	4	0
Mvmt Flow	8	243	296	34	54	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	329	0	-	0	554	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1242	-	-	-	490	749
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1242	-	-	-	487	749
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.25	0	13.11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1242	-	-	-	504
HCM Lane V/C Ratio	0.006	-	-	-	0.118
HCM Ctrl Dly (s/v)	7.9	-	-	-	13.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	4	260	292	6	5	1
Future Vol, veh/h	4	260	292	6	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	4	280	314	6	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	320	0	-	0	602	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1251	-	-	-	466	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1251	-	-	-	464	731
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	765	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.12	0	12.38
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	27	-	494
HCM Lane V/C Ratio	-	-	0.003	-	0.013
HCM Ctrl Dly (s/v)	-	-	7.9	0	12.4
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	2	0	0	7	295	5	1	260	4
Future Vol, veh/h	3	0	5	2	0	0	7	295	5	1	260	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	5	0	0	4	0
Mvmt Flow	3	0	5	2	0	0	8	317	5	1	280	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	616	622	282	617	621	320	284	0	0	323	0	0
Stage 1	284	284	-	335	335	-	-	-	-	-	-	-
Stage 2	332	338	-	282	286	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	406	406	762	405	406	726	1290	-	-	1249	-	-
Stage 1	728	680	-	683	646	-	-	-	-	-	-	-
Stage 2	685	644	-	730	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	403	403	762	400	403	726	1290	-	-	1249	-	-
Mov Cap-2 Maneuver	403	403	-	400	403	-	-	-	-	-	-	-
Stage 1	727	680	-	679	642	-	-	-	-	-	-	-
Stage 2	681	641	-	724	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.4	14.06	0.18	0.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1290	-	-	571	400	1249	-	-
HCM Lane V/C Ratio	0.006	-	-	0.015	0.005	0.001	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	11.4	14.1	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	2	0	3	0	302	1	3	263	1
Future Vol, veh/h	2	0	2	2	0	3	0	302	1	3	263	1
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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	2	0	2	2	0	3	0	332	1	3	289	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	628	629	290	628	629	332	290	0	0	333	0	0
Stage 1	296	296	-	332	332	-	-	-	-	-	-	-
Stage 2	332	333	-	296	297	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	398	402	754	398	402	714	1283	-	-	1238	-	-
Stage 1	717	672	-	685	648	-	-	-	-	-	-	-
Stage 2	686	647	-	717	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	395	401	754	396	401	714	1283	-	-	1238	-	-
Mov Cap-2 Maneuver	498	482	-	500	483	-	-	-	-	-	-	-
Stage 1	715	670	-	685	648	-	-	-	-	-	-	-
Stage 2	683	647	-	713	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.04	10.96	0	0.09
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	600	609	1238	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.009	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	11	11	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	0	17	1	0	0	25	286	0	0	260	7
Future Vol, veh/h	17	0	17	1	0	0	25	286	0	0	260	7
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	0	6	0	0	0	8	3	0	0	4	14
Mvmt Flow	19	0	19	1	0	0	28	318	0	0	289	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	666	666	293	662	670	318	297	0	0	318	0	0
Stage 1	293	293	-	373	373	-	-	-	-	-	-	-
Stage 2	373	373	-	289	297	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.26	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.354	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	367	383	737	378	381	727	1231	-	-	1254	-	-
Stage 1	707	674	-	652	622	-	-	-	-	-	-	-
Stage 2	639	622	-	723	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	357	372	737	358	370	727	1231	-	-	1254	-	-
Mov Cap-2 Maneuver	464	460	-	358	370	-	-	-	-	-	-	-
Stage 1	707	674	-	634	605	-	-	-	-	-	-	-
Stage 2	622	605	-	705	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.77	15.08	0.64	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	145	-	-	569	358	1254	-	-
HCM Lane V/C Ratio	0.023	-	-	0.066	0.003	-	-	-
HCM Ctrl Dly (s/v)	8	0	-	11.8	15.1	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	3	3	298	262	16
Future Vol, veh/h	13	3	3	298	262	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	0	0	3	4	0
Mvmt Flow	14	3	3	317	279	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	602	279	296	0	-	0
Stage 1	279	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	453	765	1277	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	765	1277	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.63	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	489	-	-
HCM Lane V/C Ratio	0.002	-	0.035	-	-
HCM Ctrl Dly (s/v)	7.8	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	261	4	10	300	3	1	0	0	2	0	0
Future Vol, veh/h	0	261	4	10	300	3	1	0	0	2	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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	287	4	11	330	3	1	0	0	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	291	0	0	641	644	289	640	645	331
Stage 1	-	-	-	-	-	-	289	289	-	353	353	-
Stage 2	-	-	-	-	-	-	352	355	-	287	291	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1238	-	-	1282	-	-	391	394	755	391	394	715
Stage 1	-	-	-	-	-	-	723	677	-	668	634	-
Stage 2	-	-	-	-	-	-	669	633	-	725	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1238	-	-	1282	-	-	387	390	755	387	390	715
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	390	-	387	390	-
Stage 1	-	-	-	-	-	-	723	677	-	661	628	-
Stage 2	-	-	-	-	-	-	662	627	-	725	675	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.25	14.34	14.36
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	1238	-	-	57	-	-	387
HCM Lane V/C Ratio	0.003	-	-	-	0.009	-	-	0.006
HCM Ctrl Dly (s/v)	14.3	0	-	-	7.8	0	-	14.4
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	2	0	4	0	13	1	5	12	3
Future Vol, veh/h	0	1	0	2	0	4	0	13	1	5	12	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	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	0	3	0	5	0	16	1	6	15	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	46	47	17	46	49	17	19	0	0	18	0	0
Stage 1	30	30	-	17	17	-	-	-	-	-	-	-
Stage 2	16	18	-	28	32	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	960	848	1068	961	847	1068	1611	-	-	1612	-	-
Stage 1	992	874	-	1008	885	-	-	-	-	-	-	-
Stage 2	1008	885	-	994	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	952	845	1068	956	843	1068	1611	-	-	1612	-	-
Mov Cap-2 Maneuver	952	845	-	956	843	-	-	-	-	-	-	-
Stage 1	988	871	-	1008	885	-	-	-	-	-	-	-
Stage 2	1004	885	-	988	869	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.27	8.53	0	1.81
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	845	1028	433	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.007	0.004	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.3	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

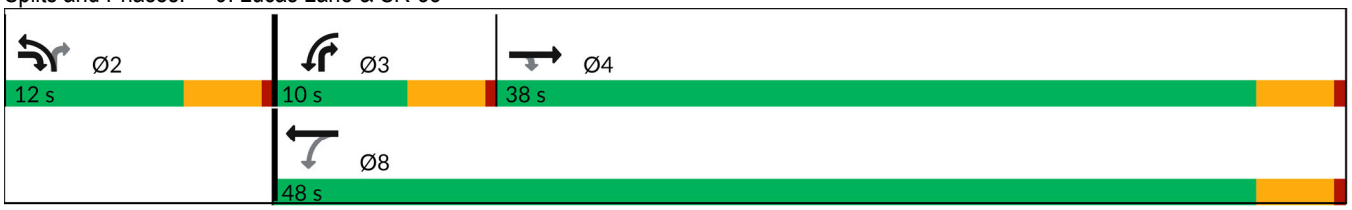
Year 2052 Total Projected Weekday Morning Peak Hour

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	951	216	123	370	170	85
Future Volume (vph)	951	216	123	370	170	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage Lanes		1	1		0	1
Taper Length (ft)			96		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.104		0.950	
Satd. Flow (perm)	1863	1583	194	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		227				89
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	2336	
Travel Time (s)	28.6			26.7	53.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1001	227	129	389	179	89
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	12.0	8.0	20.0	12.0	8.0
Total Split (s)	38.0	12.0	10.0	48.0	12.0	10.0
Total Split (%)	63.3%	20.0%	16.7%	80.0%	20.0%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	Min	None	None	Min	None	None
Act Effct Green (s)	34.3	47.2	42.0	42.0	8.0	17.9
Actuated g/C Ratio	0.59	0.81	0.72	0.72	0.14	0.31

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.91	0.17	0.43	0.29	0.74	0.16
Control Delay (s/veh)	27.0	0.6	8.6	3.4	46.1	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.0	0.6	8.6	3.4	46.1	5.2
LOS	C	A	A	A	D	A
Approach Delay (s/veh)	22.1			4.7	32.5	
Approach LOS	C			A	C	
Queue Length 50th (ft)	301	0	10	34	64	0
Queue Length 95th (ft)	#573	9	36	58	#153	26
Internal Link Dist (ft)	2646			2468	2256	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1100	1309	304	1421	245	553
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.17	0.42	0.27	0.73	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 19.0		Intersection LOS: B	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Lucas Lane & SR-33



Intersection	
Int Delay, s/veh	74.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	983	448	92	184	8
Future Vol, veh/h	15	983	448	92	184	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	5	8	5	3	10
Mvmt Flow	18	1156	527	108	216	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	635	0	-	0	1719	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	1192	-
Critical Hdwy	4.1	-	-	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.39
Pot Cap-1 Maneuver	958	-	-	-	~ 98	536
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	287	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	958	-	-	-	~ 96	536
Mov Cap-2 Maneuver	-	-	-	-	~ 96	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	287	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	$ 670.59
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	958	-	-	-	100
HCM Lane V/C Ratio	0.018	-	-	-	2.268
HCM Ctrl Dly (s/v)	8.8	-	-	-	$ 670.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	20

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

Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	7	1029	491	20	37	2
Future Vol, veh/h	7	1029	491	20	37	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	8	1106	528	22	40	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	1649	528
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	1122	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1030	-	-	-	110	554
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	314	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1030	-	-	-	108	554
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	314	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	54.85
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	12	-	113
HCM Lane V/C Ratio	-	-	0.007	-	0.373
HCM Ctrl Dly (s/v)	-	-	8.5	0	54.8
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	1.5

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	31	10	0	0	23	767	0	0	1155	2
Future Vol, veh/h	0	0	31	10	0	0	23	767	0	0	1155	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	0	0	32	10	0	0	23	783	0	0	1179	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2009	2009	1180	2008	2010	783	1181	0	0	783	0	0
Stage 1	1180	1180	-	830	830	-	-	-	-	-	-	-
Stage 2	830	830	-	1179	1181	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	45	60	234	45	60	397	599	-	-	844	-	-
Stage 1	234	266	-	367	388	-	-	-	-	-	-	-
Stage 2	367	388	-	235	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	57	234	37	57	397	599	-	-	844	-	-
Mov Cap-2 Maneuver	43	57	-	37	57	-	-	-	-	-	-	-
Stage 1	234	266	-	353	373	-	-	-	-	-	-	-
Stage 2	353	373	-	203	266	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.77	135.65	0.33	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	599	-	-	234	37	844	-	-
HCM Lane V/C Ratio	0.039	-	-	0.135	0.275	-	-	-
HCM Ctrl Dly (s/v)	11.3	-	-	22.8	135.6	0	-	-
HCM Lane LOS	B	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.9	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	3	10	20	7	7	5	782	3	15	1178	3
Future Vol, veh/h	2	3	10	20	7	7	5	782	3	15	1178	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	2	3	11	21	7	7	5	823	3	16	1240	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2111	2110	1242	2108	2110	825	1243	0	0	826	0	0
Stage 1	1273	1273	-	835	835	-	-	-	-	-	-	-
Stage 2	837	837	-	1273	1275	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
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	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	38	52	215	32	52	340	567	-	-	713	-	-
Stage 1	207	240	-	331	386	-	-	-	-	-	-	-
Stage 2	364	385	-	184	240	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	50	215	29	50	340	567	-	-	713	-	-
Mov Cap-2 Maneuver	129	152	-	111	152	-	-	-	-	-	-	-
Stage 1	203	235	-	328	382	-	-	-	-	-	-	-
Stage 2	346	381	-	169	235	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.43	40.02	0.07	0.13
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	567	-	-	184	138	713	-	-
HCM Lane V/C Ratio	0.009	-	-	0.086	0.26	0.022	-	-
HCM Ctrl Dly (s/v)	11.4	-	-	26.4	40	10.2	-	-
HCM Lane LOS	B	-	-	D	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1	0.1	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	5	74	13	2	3	27	775	35	17	1178	13
Future Vol, veh/h	12	5	74	13	2	3	27	775	35	17	1178	13
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	13	5	80	14	2	3	29	833	38	18	1267	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2203	2239	1274	2216	2227	852	1281	0	0	871	0	0
Stage 1	1310	1310	-	910	910	-	-	-	-	-	-	-
Stage 2	892	929	-	1306	1317	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	30	43	206	32	44	362	525	-	-	783	-	-
Stage 1	185	231	-	332	356	-	-	-	-	-	-	-
Stage 2	322	349	-	199	229	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	35	206	15	36	362	525	-	-	783	-	-
Mov Cap-2 Maneuver	104	128	-	15	36	-	-	-	-	-	-	-
Stage 1	170	212	-	296	318	-	-	-	-	-	-	-
Stage 2	283	311	-	109	210	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	47.74	$ 464.32	0.4	0.14
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	58	-	-	177	20	25	-	-
HCM Lane V/C Ratio	0.055	-	-	0.551	0.977	0.023	-	-
HCM Ctrl Dly (s/v)	12.3	0	-	47.7	$ 464.3	9.7	0	-
HCM Lane LOS	B	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.9	2.7	0.1	-	-

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	3	3	817	1248	17
Future Vol, veh/h	20	3	3	817	1248	17
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	22	3	3	878	1342	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2227	1342	1360	0	-	0
Stage 1	1342	-	-	-	-	-
Stage 2	885	-	-	-	-	-
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	48	188	512	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	188	512	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	123.83	0.04	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	53	-	-
HCM Lane V/C Ratio	0.006	-	0.471	-	-
HCM Ctrl Dly (s/v)	12.1	0	123.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	1250	2	89	819	2	2	0	179	3	0	0
Future Vol, veh/h	0	1250	2	89	819	2	2	0	179	3	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	1359	2	97	890	2	2	0	195	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	892	0	0	1361	0	0	2443	2446	1360	2443	2446	891
Stage 1	-	-	-	-	-	-	1360	1360	-	1085	1085	-
Stage 2	-	-	-	-	-	-	1084	1086	-	1359	1361	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	768	-	-	512	-	-	22	32	~ 184	22	32	344
Stage 1	-	-	-	-	-	-	185	219	-	265	295	-
Stage 2	-	-	-	-	-	-	265	295	-	185	218	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	768	-	-	512	-	-	14	20	~ 184	-	20	344
Mov Cap-2 Maneuver	-	-	-	-	-	-	14	20	-	-	20	-
Stage 1	-	-	-	-	-	-	185	219	-	165	184	-
Stage 2	-	-	-	-	-	-	166	184	-	-	218	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.34	198.19	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	161	768	-	-	176	-	-	-
HCM Lane V/C Ratio	1.22	-	-	-	0.189	-	-	-
HCM Ctrl Dly (s/v)	198.2	0	-	-	13.7	0	-	-
HCM Lane LOS	F	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	11.1	0	-	-	0.7	-	-	-

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

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	166	0	2	82	2	0	20	0	2	20	5
Future Vol, veh/h	3	166	0	2	82	2	0	20	0	2	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	4	224	0	3	111	3	0	27	0	3	27	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	118	63	30	172	66	27	34	0	0	27	0	0
Stage 1	36	36	-	27	27	-	-	-	-	-	-	-
Stage 2	82	27	-	145	39	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	862	832	1050	796	828	1054	1591	-	-	1600	-	-
Stage 1	985	869	-	995	877	-	-	-	-	-	-	-
Stage 2	931	877	-	863	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	744	830	1050	580	827	1054	1591	-	-	1600	-	-
Mov Cap-2 Maneuver	744	830	-	580	827	-	-	-	-	-	-	-
Stage 1	983	868	-	995	877	-	-	-	-	-	-	-
Stage 2	811	877	-	639	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.99	10.09	0	0.54
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1591	-	-	829	823	128	-	-
HCM Lane V/C Ratio	-	-	-	0.276	0.141	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	11	10.1	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	5	52	78	0
Future Vol, veh/h	0	5	5	52	78	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	5	57	85	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	62	0	-	0	39	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1541	-	-	-	973	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1541	-	-	-	973	1040
Mov Cap-2 Maneuver	-	-	-	-	973	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1541	-	-	-	973
HCM Lane V/C Ratio	-	-	-	-	0.087
HCM Ctrl Dly (s/v)	0	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	8	26	0	0	104
Future Vol, veh/h	32	8	26	0	0	104
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	8	27	0	0	109

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	55	109	0	-	0
Stage 1	55	-	-	-	-	-
Stage 2	55	-	-	-	-	-
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	893	1018	1493	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	876	1018	1493	-	-	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.19	7.46	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	901	-	-
HCM Lane V/C Ratio	0.018	-	0.047	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Capacity Analysis Summary Sheets

Year 2052 Total Projected Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	83.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	648	1232	186	126	17
Future Vol, veh/h	13	648	1232	186	126	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	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	5	8	5	3	10
Mvmt Flow	15	762	1449	219	148	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1668	0	-	0	2242	1449
Stage 1	-	-	-	-	1449	-
Stage 2	-	-	-	-	793	-
Critical Hdwy	4.1	-	-	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.39
Pot Cap-1 Maneuver	390	-	-	-	~ 46	154
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	390	-	-	-	~ 44	154
Mov Cap-2 Maneuver	-	-	-	-	~ 44	-
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.29	0	$ 1294.52
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	390	-	-	-	48
HCM Lane V/C Ratio	0.039	-	-	-	3.486
HCM Ctrl Dly (s/v)	14.6	-	-	-	$ 1294.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	18.4

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

Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	691	1269	23	23	3
Future Vol, veh/h	3	691	1269	23	23	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	3	743	1365	25	25	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1389	0	-	0	2114	1365
Stage 1	-	-	-	-	1365	-
Stage 2	-	-	-	-	749	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	499	-	-	-	57	182
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	471	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	499	-	-	-	56	182
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	471	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.05	0	107.08
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	8	-	61
HCM Lane V/C Ratio	-	-	0.006	-	0.46
HCM Ctrl Dly (s/v)	-	-	12.3	0	107.1
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	1.8

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	30	2	0	2	39	1521	5	0	1040	3
Future Vol, veh/h	3	0	30	2	0	2	39	1521	5	0	1040	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	3	0	31	2	0	2	40	1552	5	0	1061	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2694	2699	1063	2695	2698	1555	1064	0	0	1557	0	0
Stage 1	1063	1063	-	1634	1634	-	-	-	-	-	-	-
Stage 2	1632	1637	-	1061	1064	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	14	22	274	14	22	141	662	-	-	431	-	-
Stage 1	273	302	-	129	161	-	-	-	-	-	-	-
Stage 2	129	160	-	273	302	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	20	274	12	20	141	662	-	-	431	-	-
Mov Cap-2 Maneuver	13	20	-	12	20	-	-	-	-	-	-	-
Stage 1	273	302	-	121	151	-	-	-	-	-	-	-
Stage 2	120	151	-	243	302	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	59.68	202.94	0.27	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	98	22	431	-	-
HCM Lane V/C Ratio	0.06	-	-	0.343	0.186	-	-	-
HCM Ctrl Dly (s/v)	10.8	-	-	59.7	202.9	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	8	7	0	7	15	1549	3	7	1063	2
Future Vol, veh/h	10	2	8	7	0	7	15	1549	3	7	1063	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	11	2	8	7	0	7	16	1631	3	7	1119	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2797	2800	1120	2798	2799	1632	1121	0	0	1634	0	0
Stage 1	1135	1135	-	1664	1664	-	-	-	-	-	-	-
Stage 2	1662	1665	-	1135	1136	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
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	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	12	19	254	10	19	110	631	-	-	340	-	-
Stage 1	248	280	-	108	155	-	-	-	-	-	-	-
Stage 2	124	155	-	222	279	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	18	254	9	18	110	631	-	-	340	-	-
Mov Cap-2 Maneuver	71	93	-	66	95	-	-	-	-	-	-	-
Stage 1	243	274	-	105	152	-	-	-	-	-	-	-
Stage 2	113	151	-	208	273	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	48.49	58.12	0.1	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	631	-	-	103	82	340	-	-
HCM Lane V/C Ratio	0.025	-	-	0.204	0.179	0.022	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	48.5	58.1	15.8	-	-
HCM Lane LOS	B	-	-	E	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	25	2	27	7	2	5	70	1537	10	0	1070	8
Future Vol, veh/h	25	2	27	7	2	5	70	1537	10	0	1070	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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	27	2	29	8	2	5	75	1653	11	0	1151	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2959	2969	1155	2960	2968	1658	1159	0	0	1663	0	0
Stage 1	1155	1155	-	1809	1809	-	-	-	-	-	-	-
Stage 2	1804	1814	-	1152	1159	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 8	14	242	9	15	122	585	-	-	392	-	-
Stage 1	228	274	-	102	132	-	-	-	-	-	-	-
Stage 2	95	131	-	243	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	242	-	0	122	585	-	-	392	-	-
Mov Cap-2 Maneuver	-	-	-	-	0	-	-	-	-	-	-	-
Stage 1	228	274	-	102	0	-	-	-	-	-	-	-
Stage 2	91	0	-	212	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.52	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 44	-	-	-	-	392	-	-
HCM Lane V/C Ratio	0.129	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	12.1	0	-	-	-	0	-	-
HCM Lane LOS	B	A	-	-	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0	-	-

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

Intersection	
Int Delay, s/veh	40.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	12	18	1588	1078	25
Future Vol, veh/h	30	12	18	1588	1078	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	32	13	19	1708	1159	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2905	1159	1186	0	-	0
Stage 1	1159	-	-	-	-	-
Stage 2	1746	-	-	-	-	-
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	~ 18	241	596	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 6	241	596	-	-	-
Mov Cap-2 Maneuver	~ 6	-	-	-	-	-
Stage 1	111	-	-	-	-	-
Stage 2	156	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 2624.85	0.13	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	9	-	-
HCM Lane V/C Ratio	0.032	-	5.025	-	-
HCM Ctrl Dly (s/v)	11.2	$	2624.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	7	-	-

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1088	2	175	1606	3	0	0	134	3	0	0
Future Vol, veh/h	0	1088	2	175	1606	3	0	0	134	3	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	1183	2	190	1746	3	0	0	146	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1749	0	0	1185	0	0	3310	3313	1184	3310	3312	1747
Stage 1	-	-	-	-	-	-	1184	1184	-	2128	2128	-
Stage 2	-	-	-	-	-	-	2126	2129	-	1183	1185	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	363	-	-	597	-	-	5	9	233	5	9	108
Stage 1	-	-	-	-	-	-	233	265	-	66	91	-
Stage 2	-	-	-	-	-	-	66	91	-	233	265	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	363	-	-	597	-	-	-	0	233	-	0	108
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	233	265	-	66	0	-
Stage 2	-	-	-	-	-	-	66	0	-	87	265	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.36		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	363	-	-	~ 17	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.319	-	-	-
HCM Ctrl Dly (s/v)	-	0	-	-	13.8	0	-	-
HCM Lane LOS	-	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	1.4	-	-	-

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

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	134	2	2	172	0	0	32	0	2	28	10
Future Vol, veh/h	8	134	2	2	172	0	0	32	0	2	28	10
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	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	11	181	3	3	232	0	0	43	0	3	38	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	209	93	45	177	100	43	51	0	0	43	0	0
Stage 1	50	50	-	43	43	-	-	-	-	-	-	-
Stage 2	159	43	-	134	57	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	752	801	1031	790	794	1033	1568	-	-	1578	-	-
Stage 1	968	857	-	976	863	-	-	-	-	-	-	-
Stage 2	847	863	-	874	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	531	799	1031	608	792	1033	1568	-	-	1578	-	-
Mov Cap-2 Maneuver	531	799	-	608	792	-	-	-	-	-	-	-
Stage 1	966	856	-	976	863	-	-	-	-	-	-	-
Stage 2	619	863	-	686	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.15	11.48	0	0.36
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	780	790	86	-	-
HCM Lane V/C Ratio	-	-	-	0.25	0.298	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.1	11.5	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	1.2	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	83	75	0
Future Vol, veh/h	0	10	10	83	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	11	90	82	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	101	0	-	0	67	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1491	-	-	-	938	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1491	-	-	-	938	1011
Mov Cap-2 Maneuver	-	-	-	-	938	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	-	938
HCM Lane V/C Ratio	-	-	-	-	0.087
HCM Ctrl Dly (s/v)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	104	26	8	0	0	32
Future Vol, veh/h	104	26	8	0	0	32
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	109	27	8	0	0	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	34	17	34	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	17	-	-	-	-	-
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	985	1068	1591	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1068	1591	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.19	7.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	996	-	-
HCM Lane V/C Ratio	0.005	-	0.137	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



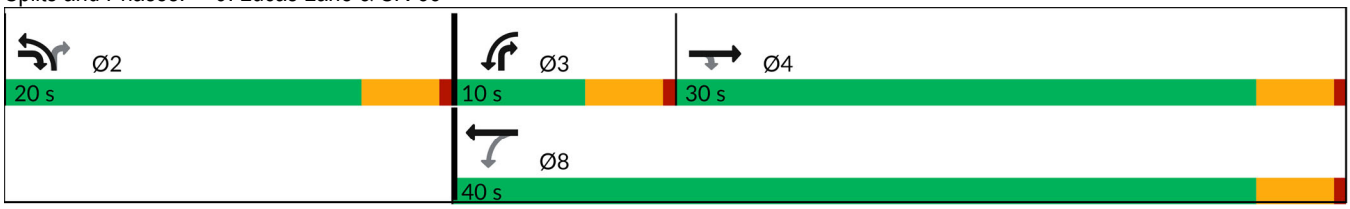
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	464	310	236	1036	381	230
Future Volume (vph)	464	310	236	1036	381	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		555	544		300	300
Storage Lanes		1	1		0	1
Taper Length (ft)			96		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.283		0.950	
Satd. Flow (perm)	1863	1583	527	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		299				242
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	2336	
Travel Time (s)	28.6			26.7	53.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	326	248	1091	401	242
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0
Total Split (s)	30.0	20.0	10.0	40.0	20.0	10.0
Total Split (%)	50.0%	33.3%	16.7%	66.7%	33.3%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	Min	None	None	Min	None	None
Act Effct Green (s)	25.8	45.3	35.9	35.9	15.4	25.4
Actuated g/C Ratio	0.44	0.76	0.61	0.61	0.26	0.43
v/c Ratio	0.60	0.25	0.56	0.97	0.87	0.30
Control Delay (s/veh)	16.8	0.9	10.8	34.8	43.4	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	0.9	10.8	34.8	43.4	2.8
LOS	B	A	B	C	D	A
Approach Delay (s/veh)	10.4			30.3	28.1	
Approach LOS	B			C	C	
Queue Length 50th (ft)	131	2	37	335	139	0
Queue Length 95th (ft)	218	13	67	#634	#280	34
Internal Link Dist (ft)	2646			2468	2256	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	818	1292	444	1132	478	817
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.25	0.56	0.96	0.84	0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 59.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 24.0		Intersection LOS: C	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Lucas Lane & SR-33



Capacity Analysis Summary Sheets

Year 2052 Total Projected Saturday Morning Peak Hour

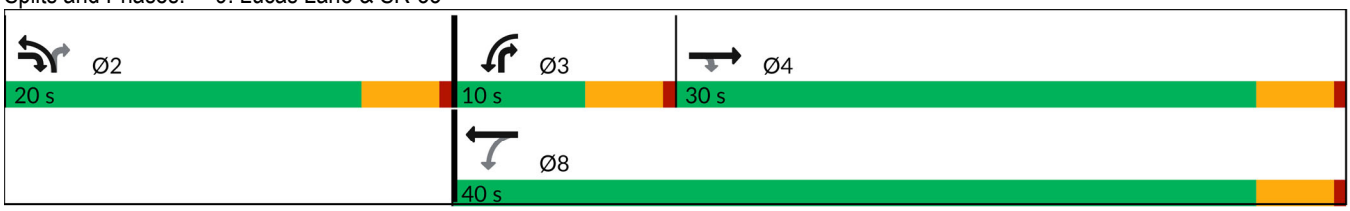


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	423	118	66	361	134	53
Future Volume (vph)	423	118	66	361	134	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		555	544		300	300
Storage Lanes		1	1		0	1
Taper Length (ft)			96		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.352		0.950	
Satd. Flow (perm)	1863	1583	656	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		124				56
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	2326	
Travel Time (s)	28.6			26.7	52.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	124	69	380	141	56
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0
Total Split (s)	30.0	20.0	10.0	40.0	20.0	10.0
Total Split (%)	50.0%	33.3%	16.7%	66.7%	33.3%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	Min	None	None	Min	None	None
Act Effct Green (s)	21.6	33.0	25.4	26.7	9.1	16.7
Actuated g/C Ratio	0.54	0.82	0.63	0.67	0.23	0.42
v/c Ratio	0.44	0.09	0.12	0.31	0.35	0.08
Control Delay (s/veh)	11.6	0.7	4.4	5.3	18.3	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.6	0.7	4.4	5.3	18.3	3.7
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	9.2			5.1	14.2	
Approach LOS	A			A	B	
Queue Length 50th (ft)	86	0	5	36	29	0
Queue Length 95th (ft)	179	7	19	90	82	17
Internal Link Dist (ft)	2646			2468	2246	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1300	1424	596	1596	764	698
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.09	0.12	0.24	0.18	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 40.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 8.5		Intersection LOS: A	
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: Lucas Lane & SR-33



Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	461	412	83	79	13
Future Vol, veh/h	7	461	412	83	79	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	5	8	5	3	10
Mvmt Flow	8	542	485	98	93	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	582	0	-	0	1044	485
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	4.1	-	-	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.39
Pot Cap-1 Maneuver	1002	-	-	-	253	566
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1002	-	-	-	251	566
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	26.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1002	-	-	-	272
HCM Lane V/C Ratio	0.008	-	-	-	0.398
HCM Ctrl Dly (s/v)	8.6	-	-	-	26.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1.8

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	474	422	15	7	5
Future Vol, veh/h	2	474	422	15	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	2	510	454	16	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	470	0	-	0	968	454
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1102	-	-	-	284	610
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1102	-	-	-	283	610
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	605	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.03	0	15.23
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	8	-	365
HCM Lane V/C Ratio	-	-	0.002	-	0.035
HCM Ctrl Dly (s/v)	-	-	8.3	0	15.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	25	8	0	0	29	640	0	0	598	0
Future Vol, veh/h	0	0	25	8	0	0	29	640	0	0	598	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	0	0	26	8	0	0	30	653	0	0	610	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1322	1322	610	1322	1322	653	610	0	0	653	0	0
Stage 1	610	610	-	712	712	-	-	-	-	-	-	-
Stage 2	712	712	-	610	610	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	135	158	498	135	158	471	978	-	-	943	-	-
Stage 1	485	488	-	426	439	-	-	-	-	-	-	-
Stage 2	426	439	-	485	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	153	498	124	153	471	978	-	-	943	-	-
Mov Cap-2 Maneuver	131	153	-	124	153	-	-	-	-	-	-	-
Stage 1	485	488	-	414	425	-	-	-	-	-	-	-
Stage 2	414	425	-	460	488	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.62	36.1	0.38	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	978	-	-	498	124	943	-	-
HCM Lane V/C Ratio	0.03	-	-	0.051	0.066	-	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	12.6	36.1	0	-	-
HCM Lane LOS	A	-	-	B	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	7	3	0	2	2	666	2	5	621	0
Future Vol, veh/h	2	0	7	3	0	2	2	666	2	5	621	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	2	0	7	3	0	2	2	701	2	5	654	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1369	1372	654	1371	1371	702	654	0	0	703	0	0
Stage 1	664	664	-	706	706	-	-	-	-	-	-	-
Stage 2	705	707	-	664	664	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
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	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	125	147	470	110	148	401	943	-	-	797	-	-
Stage 1	453	461	-	392	441	-	-	-	-	-	-	-
Stage 2	430	441	-	414	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	146	470	107	146	401	943	-	-	797	-	-
Mov Cap-2 Maneuver	255	270	-	230	271	-	-	-	-	-	-	-
Stage 1	450	458	-	391	441	-	-	-	-	-	-	-
Stage 2	427	440	-	405	458	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.31	18.22	0.03	0.08
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	396	278	797	-	-
HCM Lane V/C Ratio	0.002	-	-	0.024	0.019	0.007	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	14.3	18.2	9.5	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	0	27	0	0	0	25	659	0	0	626	5
Future Vol, veh/h	10	0	27	0	0	0	25	659	0	0	626	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	11	0	29	0	0	0	27	709	0	0	673	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1438	1438	676	1435	1441	709	678	0	0	709	0	0
Stage 1	676	676	-	762	762	-	-	-	-	-	-	-
Stage 2	762	762	-	673	678	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	105	134	457	112	134	438	890	-	-	900	-	-
Stage 1	426	456	-	400	416	-	-	-	-	-	-	-
Stage 2	381	416	-	448	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	128	457	100	127	438	890	-	-	900	-	-
Mov Cap-2 Maneuver	224	251	-	100	127	-	-	-	-	-	-	-
Stage 1	426	456	-	380	396	-	-	-	-	-	-	-
Stage 2	362	396	-	420	454	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.37	0	0.34	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	66	-	-	356	-	900	-	-
HCM Lane V/C Ratio	0.03	-	-	0.112	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	0	-	16.4	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	5	2	666	648	5
Future Vol, veh/h	18	5	2	666	648	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	19	5	2	716	697	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1417	697	702	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	720	-	-	-	-	-
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	153	445	905	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	152	445	905	-	-	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.57	0.03	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	5	-	177	-	-
HCM Lane V/C Ratio	0.002	-	0.139	-	-
HCM Ctrl Dly (s/v)	9	0	28.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	653	0	57	664	0	3	2	135	0	2	0
Future Vol, veh/h	0	653	0	57	664	0	3	2	135	0	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	710	0	62	722	0	3	2	147	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	722	0	0	710	0	0	1557	1555	710	1557	1555	722
Stage 1	-	-	-	-	-	-	710	710	-	846	846	-
Stage 2	-	-	-	-	-	-	847	846	-	711	710	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	890	-	-	899	-	-	93	114	437	93	114	430
Stage 1	-	-	-	-	-	-	428	440	-	360	381	-
Stage 2	-	-	-	-	-	-	359	381	-	427	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	890	-	-	899	-	-	80	101	437	53	101	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	101	-	53	101	-
Stage 1	-	-	-	-	-	-	428	440	-	319	337	-
Stage 2	-	-	-	-	-	-	316	337	-	282	440	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.74	20.49	41.46
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	890	-	-	142	-	-	101
HCM Lane V/C Ratio	0.398	-	-	-	0.069	-	-	0.022
HCM Ctrl Dly (s/v)	20.5	0	-	-	9.3	0	-	41.5
HCM Lane LOS	C	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	1.9	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	130	0	2	54	3	0	18	0	0	5	2
Future Vol, veh/h	3	130	0	2	54	3	0	18	0	0	5	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	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	4	176	0	3	73	4	0	24	0	0	7	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	69	32	8	119	34	24	9	0	0	24	0	0
Stage 1	8	8	-	24	24	-	-	-	-	-	-	-
Stage 2	61	24	-	95	9	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	928	864	1080	861	863	1058	1624	-	-	1604	-	-
Stage 1	1019	893	-	999	879	-	-	-	-	-	-	-
Stage 2	956	879	-	917	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	846	864	1080	686	863	1058	1624	-	-	1604	-	-
Mov Cap-2 Maneuver	846	864	-	686	863	-	-	-	-	-	-	-
Stage 1	1019	893	-	999	879	-	-	-	-	-	-	-
Stage 2	873	879	-	737	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.26	9.59	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	864	863	1604	-	-
HCM Lane V/C Ratio	-	-	-	0.208	0.092	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.3	9.6	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	2	32	68	0
Future Vol, veh/h	0	3	2	32	68	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	2	35	74	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	37	0	-	0	23	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1574	-	-	-	993	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	993	1058
Mov Cap-2 Maneuver	-	-	-	-	993	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.91
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	-	993
HCM Lane V/C Ratio	-	-	-	-	0.074
HCM Ctrl Dly (s/v)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	13	13	0	0	52
Future Vol, veh/h	52	13	13	0	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	55	14	14	0	0	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	55	27	55	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	958	1054	1563	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	950	1054	1563	-	-	-
Mov Cap-2 Maneuver	950	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9	7.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1563	-	969	-	-
HCM Lane V/C Ratio	0.009	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Capacity Analysis Summary Sheets

Year 2052 Total Projected Saturday Evening Peak Hour



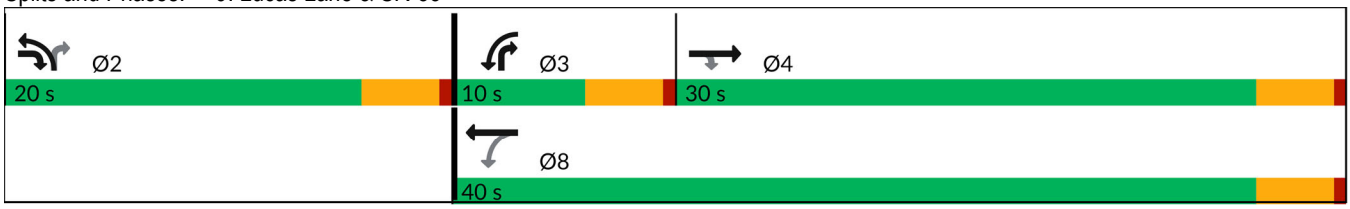
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	514	270	200	579	305	261
Future Volume (vph)	514	270	200	579	305	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		555	544		300	300
Storage Lanes		1	1		0	1
Taper Length (ft)			96		50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1863	1583	1770	1863	1770	1583
Flt Permitted			0.197		0.950	
Satd. Flow (perm)	1863	1583	367	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		283				213
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	2356	
Travel Time (s)	28.6			26.7	53.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	541	284	211	609	321	275
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	4	2	3	8	2	3
Permitted Phases		4	8			2
Detector Phase	4	2	3	8	2	3
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	8.0
Total Split (s)	30.0	20.0	10.0	40.0	20.0	10.0
Total Split (%)	50.0%	33.3%	16.7%	66.7%	33.3%	16.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	Min	None	None	Min	None	None
Act Effct Green (s)	19.5	36.9	29.8	29.8	13.3	23.6
Actuated g/C Ratio	0.38	0.72	0.58	0.58	0.26	0.46
v/c Ratio	0.77	0.23	0.55	0.56	0.70	0.33
Control Delay (s/veh)	22.2	0.8	11.2	9.4	28.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	0.8	11.2	9.4	28.0	4.4
LOS	C	A	B	A	C	A
Approach Delay (s/veh)	14.8			9.9	17.1	
Approach LOS	B			A	B	
Queue Length 50th (ft)	145	0	28	107	90	10
Queue Length 95th (ft)	250	11	57	191	#204	52
Internal Link Dist (ft)	2646			2468	2276	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	972	1297	381	1345	568	843
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.22	0.55	0.45	0.57	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 51.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 9: Lucas Lane & SR-33



Intersection	
Int Delay, s/veh	13.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	656	768	116	128	8
Future Vol, veh/h	12	656	768	116	128	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	310	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	8	5	3	10
Mvmt Flow	13	691	808	122	135	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	931	0	-	0	1524	808
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	716	-
Critical Hdwy	4.1	-	-	-	6.43	6.3
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.39
Pot Cap-1 Maneuver	743	-	-	-	~ 129	369
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	482	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	743	-	-	-	~ 127	369
Mov Cap-2 Maneuver	-	-	-	-	~ 127	-
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	482	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	167.96
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	743	-	-	-	132
HCM Lane V/C Ratio	0.017	-	-	-	1.084
HCM Ctrl Dly (s/v)	9.9	-	-	-	168
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	8.1

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

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	7	769	777	10	8	2
Future Vol, veh/h	7	769	777	10	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	7	809	818	11	8	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	828	0	-	0	1642	818
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	824	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	812	-	-	-	111	379
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	434	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	109	379
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	434	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.09	0	35.77
HCM LOS			E

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	16	-	127
HCM Lane V/C Ratio	-	-	0.009	-	0.083
HCM Ctrl Dly (s/v)	-	-	9.5	0	35.8
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	5	0	36	3	0	0	36	993	8	2	1019	7
Future Vol, veh/h	5	0	36	3	0	0	36	993	8	2	1019	7
Conflicting Peds, #/hr	7	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	8	0	0	5	0
Mvmt Flow	5	0	38	3	0	0	38	1045	8	2	1073	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2209	2210	1076	2202	2209	1056	1080	0	0	1054	0	0
Stage 1	1081	1081	-	1125	1125	-	-	-	-	-	-	-
Stage 2	1128	1129	-	1077	1084	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	32	45	269	32	45	276	653	-	-	668	-	-
Stage 1	266	297	-	251	283	-	-	-	-	-	-	-
Stage 2	250	281	-	268	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	42	269	26	42	274	653	-	-	668	-	-
Mov Cap-2 Maneuver	30	42	-	26	42	-	-	-	-	-	-	-
Stage 1	265	296	-	237	266	-	-	-	-	-	-	-
Stage 2	235	265	-	229	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	43.2	160.66	0.38	0.02
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	653	-	-	136	26	668	-	-
HCM Lane V/C Ratio	0.058	-	-	0.317	0.121	0.003	-	-
HCM Ctrl Dly (s/v)	10.8	-	-	43.2	160.7	10.4	-	-
HCM Lane LOS	B	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	3	3	0	5	0	1029	2	5	1052	2
Future Vol, veh/h	3	0	3	3	0	5	0	1029	2	5	1052	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	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	25	0	25	0	7	0	25	3	0
Mvmt Flow	3	0	3	3	0	5	0	1083	2	5	1107	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2202	2204	1108	2202	2204	1084	1109	0	0	1085	0	0
Stage 1	1119	1119	-	1084	1084	-	-	-	-	-	-	-
Stage 2	1083	1085	-	1118	1120	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.35	6.5	6.45	4.1	-	-	4.35	-	-
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	3.5	4	3.3	3.725	4	3.525	2.2	-	-	2.425	-	-
Pot Cap-1 Maneuver	32	45	258	27	45	238	637	-	-	564	-	-
Stage 1	253	285	-	238	295	-	-	-	-	-	-	-
Stage 2	265	295	-	227	284	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	45	258	27	45	238	637	-	-	564	-	-
Mov Cap-2 Maneuver	130	151	-	117	152	-	-	-	-	-	-	-
Stage 1	251	282	-	238	295	-	-	-	-	-	-	-
Stage 2	260	295	-	222	282	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.66	27.09	0	0.05
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	637	-	-	172	171	564	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.049	0.009	-	-
HCM Ctrl Dly (s/v)	0	-	-	26.7	27.1	11.4	-	-
HCM Lane LOS	A	-	-	D	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	0	28	2	0	0	42	1002	0	0	1047	12
Future Vol, veh/h	28	0	28	2	0	0	42	1002	0	0	1047	12
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	0	0	0	0	0	7	7	50	0	4	0
Mvmt Flow	29	0	29	2	0	0	44	1055	0	0	1102	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2252	2252	1108	2245	2258	1055	1115	0	0	1055	0	0
Stage 1	1108	1108	-	1143	1143	-	-	-	-	-	-	-
Stage 2	1143	1143	-	1102	1115	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 27	42	258	30	42	277	608	-	-	668	-	-
Stage 1	242	288	-	246	277	-	-	-	-	-	-	-
Stage 2	232	277	-	259	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 23	35	258	22	34	277	608	-	-	668	-	-
Mov Cap-2 Maneuver	108	132	-	22	34	-	-	-	-	-	-	-
Stage 1	242	288	-	202	229	-	-	-	-	-	-	-
Stage 2	191	229	-	229	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	43.04	184.79	0.46	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	72	-	-	152	22	668	-	-
HCM Lane V/C Ratio	0.073	-	-	0.388	0.095	-	-	-
HCM Ctrl Dly (s/v)	11.4	0	-	43	184.8	0	-	-
HCM Lane LOS	B	A	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0.3	0	-	-

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	5	5	1022	1050	27
Future Vol, veh/h	22	5	5	1022	1050	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	8	3	7
Mvmt Flow	23	5	5	1076	1105	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2192	1105	1134	0	-	0
Stage 1	1105	-	-	-	-	-
Stage 2	1086	-	-	-	-	-
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	51	259	624	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	49	259	624	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	115.61	0.05	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	58	-	-
HCM Lane V/C Ratio	0.008	-	0.488	-	-
HCM Ctrl Dly (s/v)	10.8	0	115.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1.9	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1054	7	130	1026	5	2	0	111	3	0	0
Future Vol, veh/h	0	1054	7	130	1026	5	2	0	111	3	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	0	8	0	0	0	0	0	0	0
Mvmt Flow	0	1109	7	137	1080	5	2	0	117	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	1117	0	0	2467	2472	1113	2466	2473	1083
Stage 1	-	-	-	-	-	-	1113	1113	-	1356	1356	-
Stage 2	-	-	-	-	-	-	1354	1359	-	1109	1117	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	650	-	-	633	-	-	21	30	256	21	30	267
Stage 1	-	-	-	-	-	-	255	286	-	186	219	-
Stage 2	-	-	-	-	-	-	187	219	-	257	285	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	650	-	-	633	-	-	10	14	256	5	14	267
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	14	-	5	14	-
Stage 1	-	-	-	-	-	-	255	286	-	85	100	-
Stage 2	-	-	-	-	-	-	85	99	-	139	285	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.37	60.34	$ 1058.03
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	650	-	-	201	-	-	5
HCM Lane V/C Ratio	0.678	-	-	-	0.216	-	-	0.61
HCM Ctrl Dly (s/v)	60.3	0	-	-	12.3	0	-	$ 1058
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	4	0	-	-	0.8	-	-	1

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

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	113	0	3	113	7	0	22	2	8	20	5
Future Vol, veh/h	0	113	0	3	113	7	0	22	2	8	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	12	0
Mvmt Flow	0	119	0	3	119	7	0	23	2	8	21	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	123	66	24	122	67	24	26	0	0	25	0	0
Stage 1	41	41	-	24	24	-	-	-	-	-	-	-
Stage 2	83	25	-	97	43	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	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	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	856	829	1059	858	827	1058	1601	-	-	1602	-	-
Stage 1	979	865	-	999	879	-	-	-	-	-	-	-
Stage 2	931	878	-	914	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	724	824	1059	731	823	1058	1601	-	-	1602	-	-
Mov Cap-2 Maneuver	724	824	-	731	823	-	-	-	-	-	-	-
Stage 1	974	861	-	999	879	-	-	-	-	-	-	-
Stage 2	799	878	-	784	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.1	10.13	0	1.76
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	824	831	420	-	-
HCM Lane V/C Ratio	-	-	-	0.144	0.156	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.1	10.1	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	5	53	59	0
Future Vol, veh/h	0	2	5	53	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	5	56	62	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	61	0	-	0	35	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1542	-	-	-	978	1040
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1021	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	978	1040
Mov Cap-2 Maneuver	-	-	-	-	978	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1021	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.93
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	978
HCM Lane V/C Ratio	-	-	-	-	0.064
HCM Ctrl Dly (s/v)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	13	1	0	0	4
Future Vol, veh/h	52	13	1	0	0	4
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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	55	14	1	0	0	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4	2	4	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	2	-	-	-	-	-
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	1023	1088	1631	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1088	1631	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.73	7.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1631	-	1035	-	-
HCM Lane V/C Ratio	0.001	-	0.066	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-