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CITY OF TETONIA
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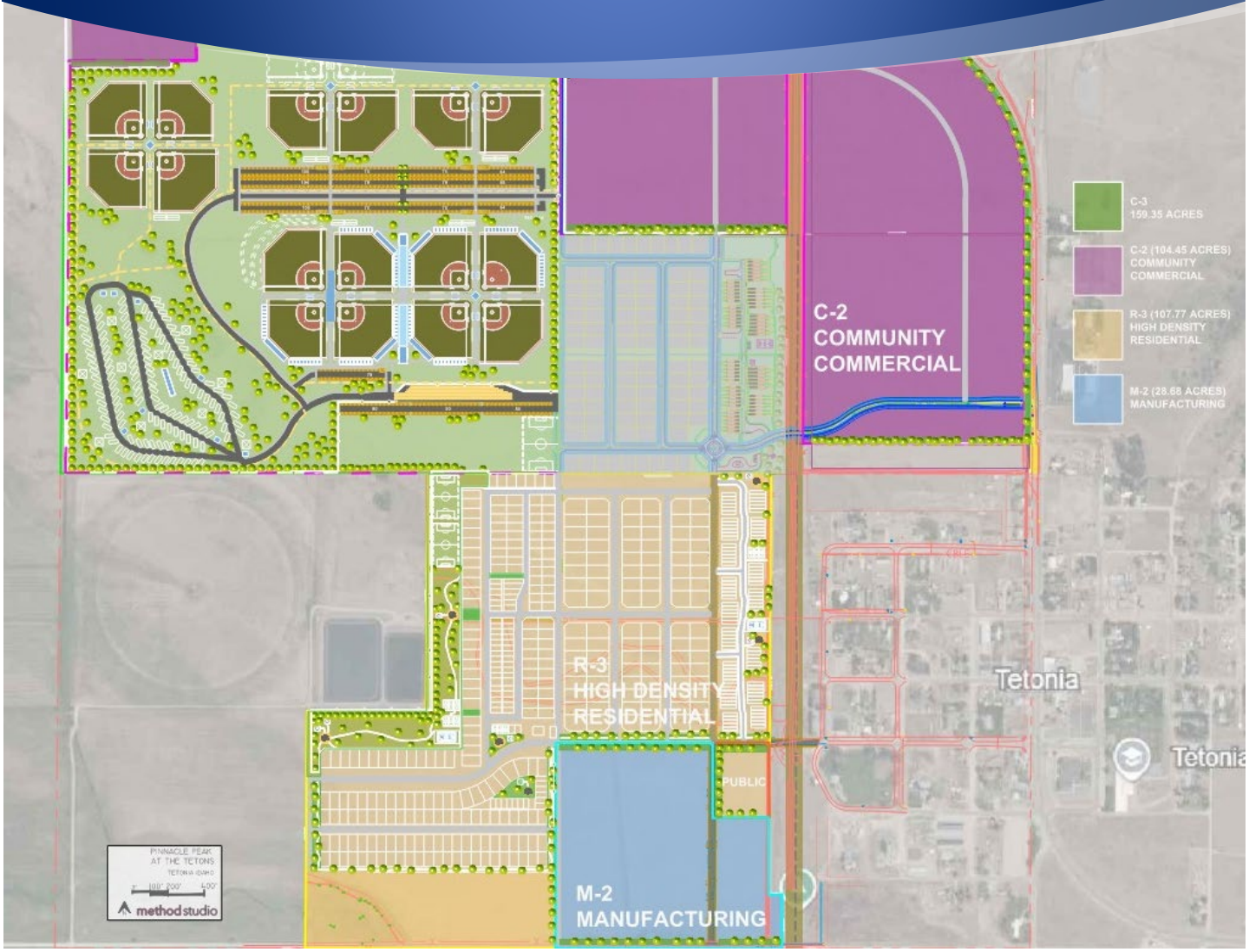
Transportation Planning Study
Pinnacle Peak Masterplan Development

Tetonia, Idaho



Prepared For:

Powell Family Group

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

October 9, 2026

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Executive Summary

This report summarizes the methodologies, results, and findings of a transportation study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Pinnacle Peak Masterplan Development in Tetonia, Idaho. Overall, the development consists of approximately 440 acres of land located to the west and northwest of the City of Tetonia. Upon full buildout, the development will contain the following:

- 310 single family homes
- 288 townhome units
- 120 manufactured homes
- 72 apartment units
- 303,860 square feet of retail space
- A 40,000 square foot grocery store
- A hotel with 120 rooms
- A 45,738 square foot self-storage facility
- 116,000 square feet of office space
- A 7,000 square foot convenience store
- A 4,000 square foot bank
- 87,120 square feet of light industrial space
- A three-acre parcel reserved for civic land-uses
- 44.5 acres of green space
- 3 acres of park/green space and three acres of land that will be reserved for civic land-uses

Additionally, to the north/west of the above is the proposed National Parks Baseball Resort which consists of 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 development will be provided via an internal roadway network consisting of six collector roadways. These access roadways, as proposed, will result in three new connections with State Route 33, two connections to Egbert Avenue, and one of the roadways will be an extension of Perry Avenue. However, the site will be bisected by the Ashton-Tetonia Trail and the proposed roadway network will not cross the Ashton-Tetonia Trail.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine the transportation improvements that will be necessary to accommodate traffic generated by the proposed development.

Development Transportation Improvements

As part of the overall development, a number of traffic and transportation related infrastructure improvements are proposed that include new roadways with enhanced pedestrian and bicycle accommodations and facilities that will be implemented in phases. The following summarizes the proposed traffic and transportation related infrastructure improvements.

Street Improvements and/or Modifications

- A proposed collector roadway network consisting of Lucas Lane, Chloe Circle, Asher Park Lane, Lincoln Lane, the extension of Perry Avenue, and the extension of 3rd Street.

- The proposed collector roadway network will connect the development to State Route 33 at three locations, Egbert Avenue at two locations, and will connect the development to the City of Tetonia at two locations.

- Upon full buildout of the proposed development, exclusive left-turn lanes and exclusive right-turn lanes will be warranted at all three connections to State Route 33.

- The intersections of Lucas Lane and Asher Park Lane with State Route 33 will be monitored for the provision of traffic signal control.

Pedestrian and Bicycle Improvements

- Sidewalk will be provided on both sides of the proposed collector and local roadway network, connecting the proposed development to the existing City as well as the Ashton-Tetonia Trail.

- High visibility crosswalks will be provided at all crossing locations within the proposed development.

For the purpose of this transportation evaluation, the following intersections were included in the study area:

1. State Route 33 with State Route 32
2. State Route 33 with north N 3000 W
3. Main Street with Jackson Avenue
4. Main Street with Teton Avenue
5. Main Street with Central Avenue
6. Main Street with Perry Avenue
7. Main Street with Leigh Avenue
8. State Route 33 with south N 3000 W
9. State Route 33 with Egbert Avenue/Jorgenson Street
10. Egbert Avenue with N 3000 W

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

- The development will consist of a mixture of land-uses including residential, office, hotel, commercial, and industrial uses as well as green space, civic areas, and connections to existing regional trails. As such, the development will be a live, work, and play community that will promote interaction between uses within the development and the City of Tetonia which will reduce reliance on the automobile.

- As part of the overall development, a number of traffic and transportation related infrastructure improvements are proposed that include new streets as well as enhanced pedestrian accommodations and facilities that will be implemented in phases. The following lists some of the traffic and transportation related infrastructure improvements proposed as part of the development:

    - A network of six collector roadways that result in three connections to State Route 33, two connections to Egbert Avenue, and two connections to the City of Tetonia. However, the east-west roadways will not traverse the Ashton-Tetonia Trail.
    - Sidewalk will be provided on both sides of the proposed streets and high visibility crosswalks will be provided at all crossing locations.

- The number of vehicle trips to be generated by the development will be reduced due to the following characteristics of the masterplan development and the area:

    - The mixed-use nature of the development
    - The location of the development adjacent to the City of Tetonia.
    - The existing and proposed alternative modes of transportation infrastructure serving the area

    As such, the number of new trips generated by the development will be reduced due to captive market effects, multipurpose trips, and the available non-motorized transportation serving the area.

- With the infrastructure improvements identified in Table 3, the majority of the intersections within the study area are projected to operate at acceptable levels of service with some of the intersections projected to operate at or near capacity with the additional traffic generated by the total buildout of the development. If the projected traffic volumes are realized, some of the approaches and individual movements at these intersections may experience additional delays and queueing.

- The traffic volumes along the State Route 33 corridor should be monitored in the future to determine if the projected traffic volumes are realized thus warranting a regional traffic study to determine the need to widen the roadway to provide two travel lanes in each direction.

- Additional traffic studies will be completed as part of each of the development phases. These studies will confirm these findings, further monitor the traffic patterns along State Route 33, and determine at what phase the identified improvements will be required.

1. Introduction

This report summarizes the methodologies, results, and findings of a transportation study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Pinnacle Peak Masterplan Development in Tetonia, Idaho. Overall, the development consists of approximately 440 acres of land located to the west and northwest of the City of Tetonia. Upon full buildout, the development will contain the following:

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- 87,120 square feet of light industrial space
- A three-acre parcel reserved for civic land-uses
- 44.5 acres of green space
- 3 acres of park/green space and three acres of land that will be reserved for civic land-uses

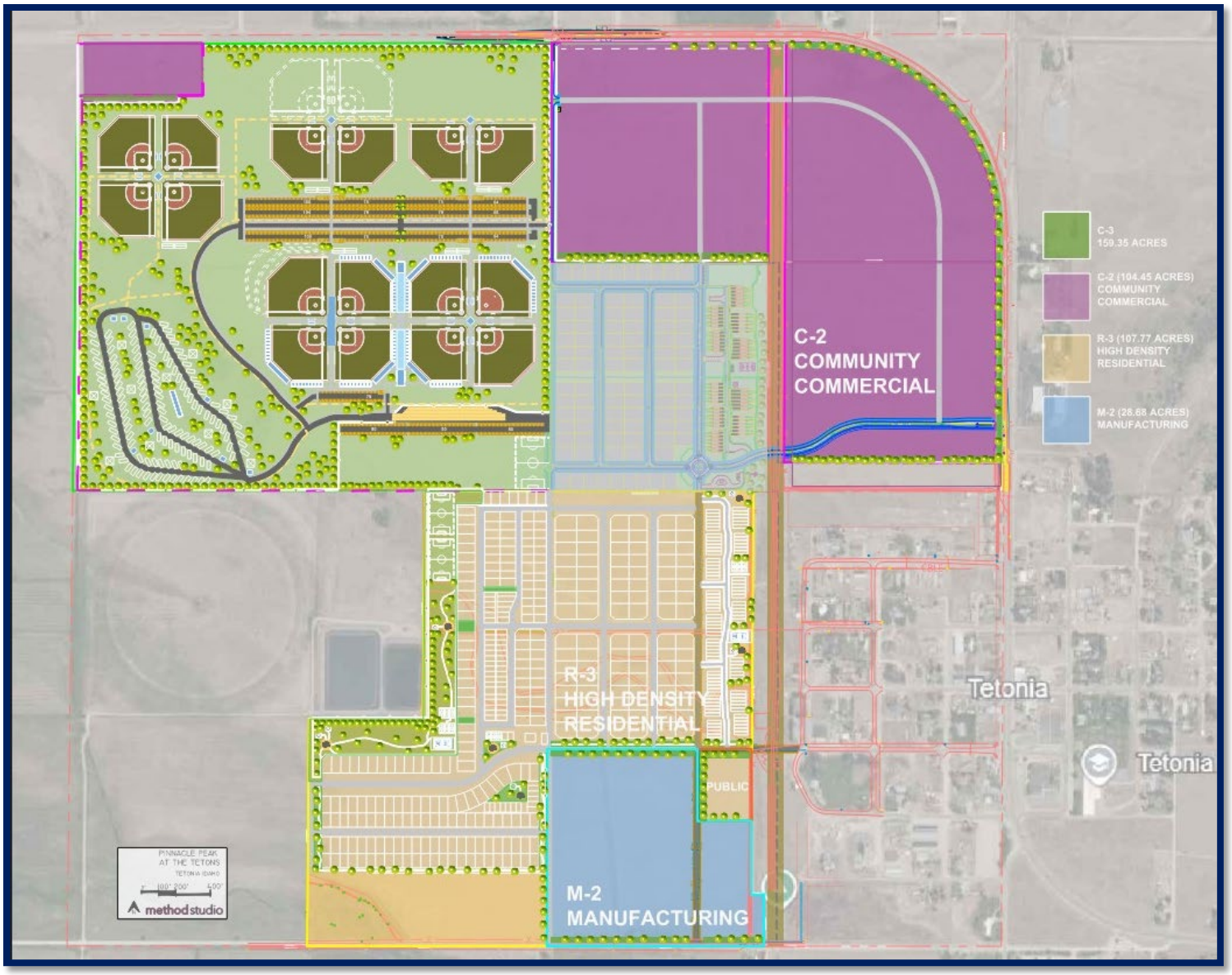
Additionally, to the north/west of the above is the proposed National Parks Baseball Resort which consists of a three phase destination youth baseball complex that will accommodate 13U and 14U travel baseball teams. Upon full buildout, the complex will provide 18 baseball fields, a campground for coaches 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 development will be provided via an internal roadway network consisting of six collector roadways. These access roadways, as proposed, will result in three new connections with State Route 33, two connections to Egbert Avenue, and one of the roadways will be an extension of the existing Perry Avenue that currently terminates at 1st Street within the City of Tetonia. However, the site will be bisected by the Ashton-Tetonia Trail and the proposed roadway network will not cross the Ashton-Tetonia Trail.

Figure 1 shows the location of the development in relation to the area street system and **Figure 2** shows a site plan overlay of an aerial view of the site.



Site Location **Figure 1**



Aerial View of Development **Figure 2**

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 street system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyze the capacity of the future street system using the no-build traffic volumes that include the existing traffic volumes and background traffic growth. For the purposes of the evaluation, it was assumed that the full buildout of the development would occur by Year 2045 and a horizon year of 2052 (seven years after full buildout) was analyzed.

3. Total Projected Conditions – Analyze the capacity of the future street 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 development. Both Year 2045 and Year 2052 were analyzed.

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.

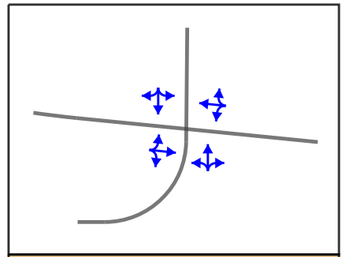
Site Location

The development consists of approximately 300 acres of land located to the west and north of the City of Tetonia and is generally bounded by State Route 33 on the north and east, Egbert Avenue on the south, and vacant land to the west.

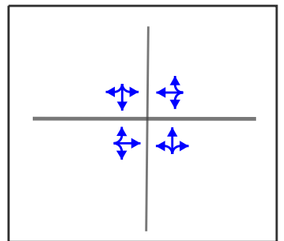
Existing Roadway System Characteristics

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

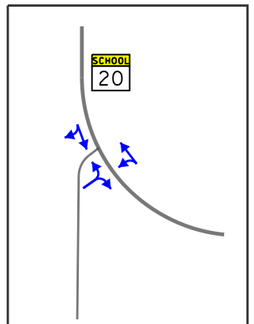
State Route 33/Main Street is a minor arterial roadway that provides one travel lane in each direction and is designated as State Route 33 outside of the City of Tetonia and Main Street within the City. At its unsignalized intersection with State Route 32, State Route 33 provides an exclusive left-turn 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 (ITD), carries annual average daily traffics of 3,700 vehicles west of State Route 32 (ITD 2024), 5,100 vehicles between State Route 32 and the south leg of N 3000 W (ITD 2024), and 5,900 vehicles east of the south leg of N 3000 W (ITD 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.



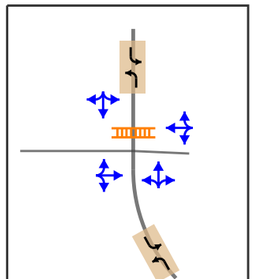
Ⓐ STATE RTE 33 @ EGBERT AVENUE



Ⓑ EGBERT AVENUE @ N 3000 W (SOUTH)



Ⓒ STATE RTE 33 @ N 3000 W (SOUTH)



Ⓓ STATE RTE 33 @ PERRY AVENUE

NOT TO SCALE

LEGEND

- TRAVEL LANE
- STOP SIGN
- XX - SPEED LIMIT SIGN
- Ⓡ - 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

PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

EXISTING ROADWAY CHARACTERISTICS

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

Job No: 25-342

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 ITD, carries an AADT of 1,700 vehicles (ITD 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.

Alternative Modes of Transportation

The alternative modes of transportation serving the area are summarized below and are also illustrated in Figure 3**.**

Pedestrian Accommodations. Sidewalks are generally located on both sides of State Route 33 (Main Street) within the limits of the city. Furthermore, striped pedestrian crossings are provided at the following locations:

- A standard style crossing is provided on the south leg of Main Street with Jackson Avenue
- A high visibility crossing is provided on the south leg of Main Street with Teton Avenue
- A standard style crossing is provided on the north leg of Main Street with Central Avenue
- A high visibility crossing is provided on the north leg of Main Street with Perry Avenue

Bike Facilities. Bordering the west side of the City of Tetonia is the Ashton-Tetonia Trail, which is an approximately 30-mile trail that extends from the trailhead located just north of Egbert Avenue to the north and west to its terminus at the City of Ashton. Within the study area, the Ashton-Tetonia Trail has an unmarked crossing with State Route 33, approximately one-quarter mile northwest of the intersection of State Route 33 with N 3000 W.

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 A.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

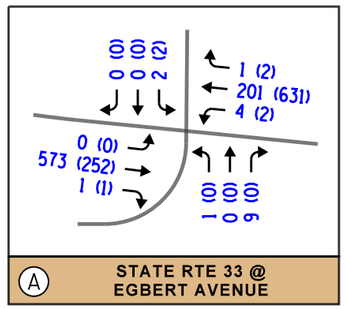
Based on scoping meetings held with both the Idaho Transportation Department (ITD) and with the City of Tetonia' s engineering consultant Sunrise Engineering, these days and times were selected given that they:

- Represent the typical weekday morning and evening peak hours of adjacent street 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.

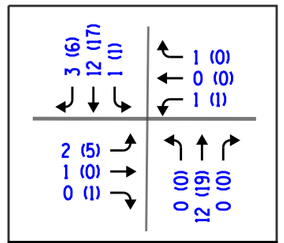
The results of the traffic counts indicated the following:

- 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 A.M.
- The Saturday evening peak hour occurs from 4:00 P.M. to 5:00 P.M.

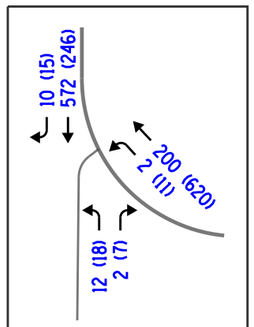
To represent the peak season design traffic volumes, KLOA, Inc. reviewed monthly average daily traffic (MADT) volumes available from ITD and adjusted the existing traffic counts to reflect the peak season traffic volumes. Based on the MADT volumes, the December 2025 traffic volumes were increased by 52 percent to reflect the peak season. **Figure 4** illustrates the existing peak hour vehicle traffic volumes utilized for the purposes of this evaluation.



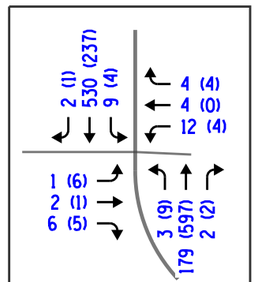
Ⓐ STATE RTE 33 @ EGBERT AVENUE



Ⓑ EGBERT AVENUE @ N 3000 W (SOUTH)



Ⓒ STATE RTE 33 @ N 3000 W (SOUTH)



Ⓓ STATE RTE 33 @ PERRY AVENUE

LEGEND

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

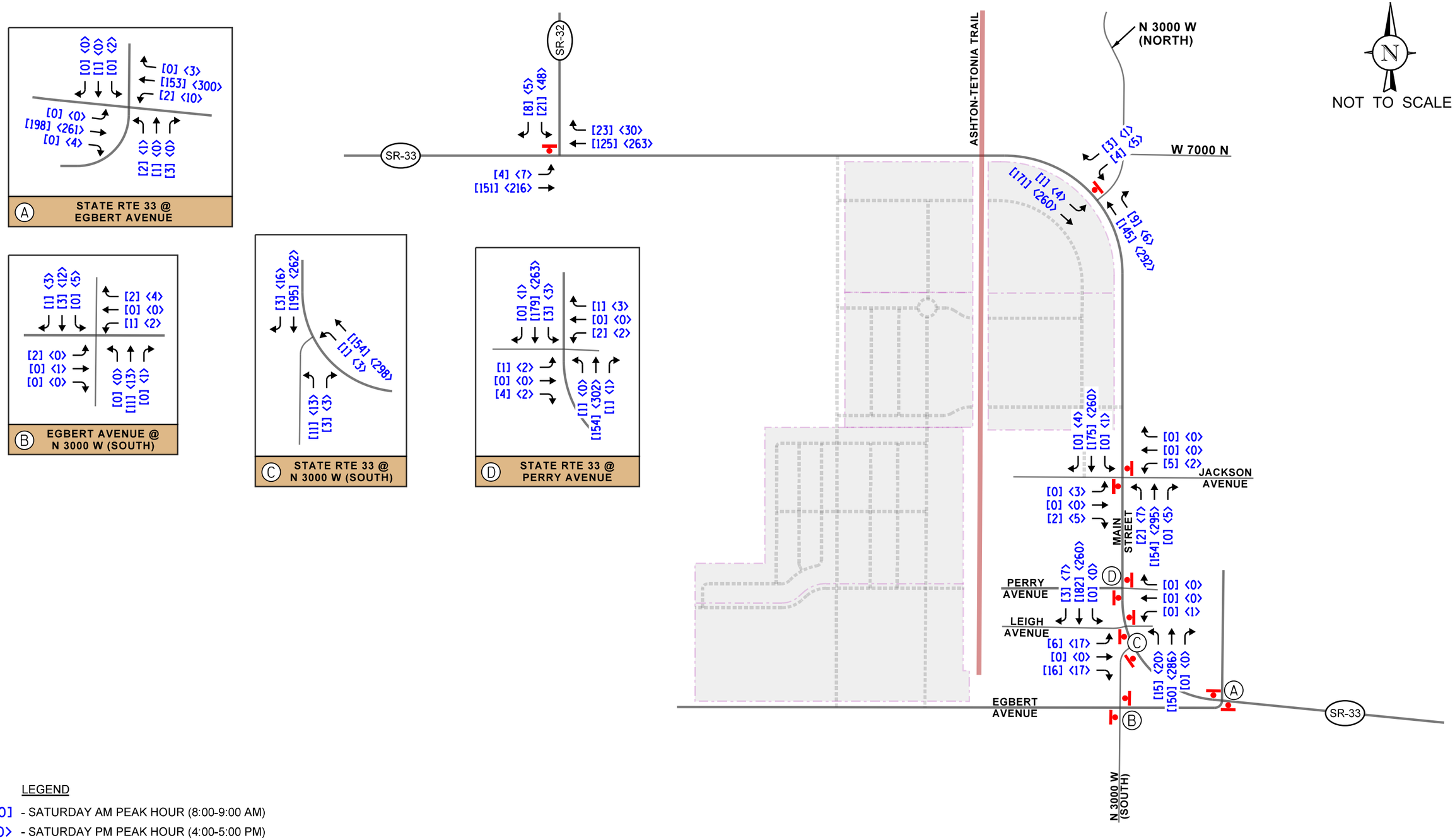
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

EXISTING TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 4A



LEGEND

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

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

PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

EXISTING TRAFFIC VOLUMES

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

Job No: 25-342 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

As planned, the approximately 300-acre development will provide a variety of residential and commercial land-uses. In total, the development is anticipated to consist of the following:

- 310 single family homes
- 288 townhome units
- 120 manufactured homes
- 72 apartment units
- 303,860 square feet of retail space
- A 40,000 square foot grocery store
- A hotel with 120 rooms
- A 45,738 square foot self-storage facility
- 116,000 square feet of office space
- A 7,000 square foot convenience store
- A 4,000 square foot bank
- 87,120 square feet of light industrial space
- A three-acre parcel reserved for civic land-uses
- 11 acres of green space

The development consists of eight total zones to be built in multiple phases. As of February 2026, only the first two phases of the development are identified with the full buildout of the development to be completed by Year 2045. The breakdown of land-uses by zone, and the phase of implementation, is as follows:

- Zone Annexed (Phase I)
  - 60 townhome units
  - 90 single family homes

- Zone 1 (Phase II)
  - A 7,000 square-foot convenience store
  - 15,000 square feet of retail space
  - A 40,000 square-foot grocery store
  - A hotel with 120 rooms
  - Approximately 45,738 square feet of storage
  - Approximately 96,000 square feet of office space
  - Approximately 60,984 square feet (40 units) of live/work space

- Zone 2 (Future Phase/Full Buildout)
    - A 4,000 square-foot bank
    - Approximately 114,620 square feet of retail space
    - Approximately 87,120 square feet of light industrial space
    - Approximately 20,000 square feet of office space

- Zone 3 (Future Phase/Full Buildout)
    - 64 townhomes
    - 34 single-family homes
    - Approximately 174,240 square-feet of retail space
    - Two acres of green space

- Zone 4 (Phase II)
    - 84 townhomes
    - 120 manufactured homes
    - 98 single-family homes
    - Three acres of land reserved for civic land-uses
    - Six acres of park/green space

- Zone 5 (Future Phase/Full Buildout)
    - 40 townhomes
    - 72 multifamily housing units

- Zone 6 (Future Phase/Full Buildout)
    - 73 single-family units

- Zone 7 (Future Phase/Full Buildout)
    - 15 large single-family home lots
    - Three acres of green space

- National Parks Baseball Resort
    - 18 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.

Access to the development will be provided via an internal roadway network consisting of six collector roadways. These access roadways, as proposed, will result in three new connections with State Route 33, two connections to Egbert Avenue, and one of the roadways will be an extension of Perry Avenue. A description of the six collector roadways and their major intersections is as follows. While these roadways are described as if they were continuous, it should be noted that the proposed east-west roadways will not be continuous and will terminate on either side of the Ashton-Tetonia Trail

- 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. Furthermore, this roadway will have internal intersections with Chloe Circle, Asher Park Lane, the extension of Perry Avenue, and a commercial circulation roadway that this report will identify as Roadway A.

- Chloe Circle will be an east-west roadway located approximately 1,500 feet north of Jackson Avenue that will provide one travel lane in each direction. This roadway will have internal intersections with Lucas Lane, Lincoln Lane and Roadway A. The intersection of Chloe Circle with Lincoln Lane is proposed to be a roundabout.

- Asher Park Lane will be an east-west roadway located approximately 760 feet north of Jackson Avenue that will provide one travel lane in each direction. This roadway will have an external intersection with State Route 33 and internal intersections with Lucas Lane, Lincoln Lane and Roadway A.

- An extension of Perry Avenue from its current terminus at the City of Tetonia limits, west through the subject site terminating at the western boundary. Perry Avenue will provide one travel lane in each direction and will have internal intersections with Lucas Lane and Lincoln Lane.

- Lincoln Lane will be a north-south roadway located approximately 1,700 feet west of N 3000 W. This roadway will provide one travel lane in each direction, will have an external intersection with Egbert Avenue, and will have internal intersections with Chloe Circle (roundabout), Asher Park Lane, and the extension of Perry Avenue.

- Roadway A will be an extension of 3rd Street that will run parallel to State Route 33 through the site to the north where it'll curve west and terminate at Lucas Lane. The roadway will also have intersections with Chloe Circle and Asher Park Lane.

The recommended roadway geometrics of these intersections (both internal and external) and recommended traffic control is discussed later in this report. A master plan illustrating the development, zones, proposed internal roadway network and external connections is included in the Appendix.

Directional Distribution

The directions from which the traffic will approach and depart the development were estimated based on the existing travel patterns as determined from the traffic counts. The counts indicated that approximately 65 percent of vehicles travel to/from the southeast of the City of Tetonia, while 30 percent travel to/from the west on State Route 33 and 5 percent travel to/from the north on State Route 32.

Trip Generation Estimates

The number of peak hour trips estimated to be generated by the Zone Annexed and Zones 1 through 7 of the development was based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 12th Edition. The following land-use codes were utilized:

- Land-Use Code 110 – Light Industrial
- Land-Use Code 151 – Mini Warehouse
- Land-Use Code 210 – Single Family Detached Housing
- Land-Use Code 215 – Single Family Attached Housing
- Land-Use Code 221 – Multifamily Attached Housing (Low Rise)
- Land-Use Code 240 – Manufactured Homes
- Land-Use Code 310 – Hotel
- Land-Use Code 710 – General Office
- Land-Use Code 820 – Shopping Center (>150k)
- Land-Use Code 821 – Shopping Plaza (40-150k)
- Land-Use Code 822 – Strip Retail Plaza (<40k)
- Land-Use Code 850 – Supermarket
- Land-Use Code 851 – Convenience Store
- Land-Use Code 912 – Drive-In Bank

It should be noted that all of the aforementioned land-uses have trip generation available for the weekday daily two-way trips as well as the weekday morning and weekday evening peak hours of adjacent street traffic. However, not all of the land-uses had Saturday daily two-way trips or hourly trip rates for Saturday. As such, the trips estimated to be generated by the proposed development for Saturday were estimated as follows:

- Where available, the Saturday daily two-way trip generation was utilized with the Saturday morning and Saturday evening trip generation determined based on available vehicle time of day distribution.

- Where vehicle time of day distribution was not available, the Saturday peak hour of generator data was conservatively assumed to occur during the Saturday evening peak hour. Furthermore, the Saturday morning peak hour was determined by utilizing the trip generation ratios between the weekday morning and weekday evening peak hours.

- Where Saturday daily two-way trip generation was not available, the Saturday daily trips were estimated by utilizing the trip generation ratios between the weekday evening peak hour to the weekday daily two-way trips.

It is important to note that surveys conducted by ITE have shown that approximately 20 percent and 35 percent of trips made to supermarkets and retail uses, respectively, are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips.

Such diverted trips are referred to as pass-by traffic. As such, these pass-by percentages were applied to the trips estimated to be generated by these uses.

Additionally, given the mixed-use nature of the proposed development, proposed internal roadway network consisting of six collector roadways and with two connections to the existing City of Tetonia, the trips estimated to be generated by the proposed development will be internal capture between both the existing City and within the proposed zones.

Based on the OTISS Pro software provided on the itetripgen.org website, it is estimated that the proposed development will have an internal capture of approximately 10 percent. This internal capture is likely limited by the trips generated by the proposed residential units. As such, given the proposed development will be accessible to existing City of Tetonia residents via internal roadway connections or via other non-auto modes of transportation, a ten percent interaction was applied to the estimated trip generation for the predominantly residential zones with a 20 percent interaction reduction applied to the mixed-use (commercial) zones. The OTISS Pro output sheets are included in the Appendix.

Furthermore, it is anticipated that the proposed green space and acreage of land dedicated to civic land-uses would all be utilized by existing or future residents of the City of Tetonia and thus no trips were generated for these uses.

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

The trips estimated to be generated by the National Parks Baseball Resort were based on the trip generation estimated as discussed in the Traffic Impact Study prepared for the complex by KLOA, Inc. dated August 19, 2026. The relevant development description and trip generation characteristic pages from the TIS are included in the Appendix.

Table 1
ESTIMATED PEAK HOUR TRIP GENERATION - WEEKDAY

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Two Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
	Annexed Parcel (Phase I)									
215	Townhomes (60 Units)	5	15	20	15	11	26	198	198	396
210	Single Family (90 Units)	18	48	66	54	33	87	496	496	992
Annexed Parcel Subtotal		**23**	**63**	**86**	**69**	**44**	**113**	**694**	**694**	**1,388**
Interaction Reduction (10%)		*-2*	*-6*	*-8*	*-7*	*-4*	*-11*	*-69*	*-69*	*-138*
Annexed Parcel Total		**21**	**57**	**78**	**62**	**40**	**102**	**625**	**625**	**1,250**
	Zone 1 (Phase II)									
851	Convenience Store (7,000 s.f.)	223	223	446	172	166	338	3,033	3,033	6,066
822	Retail (15,000 s.f.)	32	27	59	50	51	101	432	432	864
850	Grocery Store (40,000 s.f.)	70	48	118	182	181	363	1,887	1,887	3,774
310	Hotel (120 rooms)	21	19	40	24	23	47	350	351	701
151	Storage (45,738 s.f.)	2	2	4	3	3	6	29	30	59
710	Office (96,000 s.f.)	112	15	127	20	106	126	401	400	801
215	Live/work (40 units)	2	6	8	9	6	15	132	132	264
Zone 1 Subtotal		**462**	**340**	**802**	**460**	**536**	**996**	**6,264**	**6,265**	**12,529**
Interaction Reduction (20%)		*-92*	*-68*	*-160*	*-92*	*-107*	*-199*	*-1,253*	*-1,253*	*-2,506*
Pass-By Reduction (20%)		*-10*	*-10*	*-20*	*-30*	*-30*	*-60*	*-302*	*-302*	*-604*
Pass-By Reduction (35%)		*-9*	*-9*	*-18*	*-15*	*-15*	*-30*	*-121*	*-121*	*-242*
Zone 1 New Trips		**351**	**253**	**604**	**323**	**384**	**707**	**4,588**	**4,589**	**9,177**
Zone 1 Pass-By Trips		**19**	**19**	**38**	**45**	**45**	**90**	**423**	**423**	**846**
	Zone 2 (Full Buildout)									
822	Retail (27,500 s.f.)	59	49	108	76	76	152	695	695	1,390
912	Bank (4,000 s.f.)	23	17	40	42	42	84	198	198	396
821	Retail (87,120 s.f.)	187	124	311	366	381	747	4,602	4,602	9,204
110	Light Industrial (87,120 s.f.)	36	6	42	10	33	43	157	157	314
710	Office (20,000 s.f.)	37	5	42	8	43	51	166	166	332
Zone 2 Subtotal		**342**	**201**	**543**	**502**	**575**	**1,077**	**5,818**	**5,818**	**11,636**
Interaction Reduction (20%)		*-68*	*-40*	*-108*	*-100*	*-115*	*-215*	*-1,164*	*-1,164*	*-2,328*
Pass-By Reduction (35%)		*-59*	*-59*	*-118*	*-126*	*-126*	*-252*	*-1,484*	*-1,484*	*-2,968*
Zone 2 New Trips		**215**	**102**	**317**	**276**	**334**	**610**	**3,170**	**3,170**	**6,340**
Zone 2 Pass-By Trips		**59**	**59**	**118**	**126**	**126**	**252**	**1,484**	**1,484**	**2,968**
	Zone 3 (Full Buildout)									
215	Townhomes (64 Units)	6	17	23	16	13	29	211	210	421
210	Single Family (34 Units)	8	20	28	22	14	36	270	270	540
820	Retail (174,240 s.f.)	148	91	239	373	389	762	3,170	3,171	6,341
--	Green Space (2 acres)	--	--	--	--	--	--	--	--	--
Zone 3 Subtotal		**162**	**128**	**290**	**411**	**416**	**827**	**3,651**	**3,651**	**7,302**
Interaction Reduction (20%)		*-32*	*-26*	*-58*	*-82*	*-83*	*-165*	*-730*	*-730*	*-1,460*
Pass-By Reduction (35%)		*-34*	*-34*	*-68*	*-107*	*-107*	*-214*	*-888*	*-888*	*-1,776*
Zone 3 New Trips		**96**	**68**	**164**	**222**	**226**	**448**	**2,033**	**2,033**	**4,066**
Zone 3 Pass-By Trips		**34**	**34**	**68**	**107**	**107**	**214**	**888**	**888**	**1,776**
	Zone 4 (Phase II)									
215	Townhomes (84 Units)	9	25	34	23	17	40	276	276	552
210	Single Family (98 Units)	19	52	71	59	35	94	528	528	1,056
--	Civic (3.0 Acres)	--	--	--	--	--	--	--	--	--
240	Manufactured Homes (120 units)	10	21	31	34	21	55	460	460	920
--	Green Space (6 acres.)	--	--	--	--	--	--	--	--	--
Zone 4 Subtotal		**38**	**98**	**136**	**116**	**73**	**189**	**1,264**	**1,264**	**2,528**
Interaction Reduction (10%)		*-4*	*-10*	*-14*	*-12*	*-7*	*-19*	*-126*	*-126*	*-252*
Zone 4 Total		**34**	**88**	**122**	**104**	**66**	**170**	**1,138**	**1,138**	**2,276**
	Zone 5 (Full Buildout)									
221	Apartments (72 Units)	9	29	38	26	16	42	155	155	310
215	Townhomes (40 Units)	2	6	8	9	6	15	132	132	264
Zone 5 Subtotal		**11**	**35**	**46**	**35**	**22**	**57**	**287**	**287**	**574**
Interaction Reduction (10%)		*-1*	*-4*	*-5*	*-4*	*-2*	*-6*	*-29*	*-29*	*-58*
Zone 5 Total		**10**	**31**	**41**	**31**	**20**	**51**	**258**	**258**	**516**
	Zone 6 (Full Buildout)									
210	Single Family (73 Units)	15	40	55	45	27	72	427	428	855
Zone 6 Subtotal		**15**	**40**	**55**	**45**	**27**	**72**	**427**	**428**	**855**
Interaction Reduction (10%)		*-2*	*-4*	*-6*	*-5*	*-3*	*-8*	*-43*	*-43*	*-86*
Zone 6 Total		**13**	**36**	**49**	**40**	**24**	**64**	**384**	**385**	**769**
	Zone 7 (Full Buildout)									
210	Single Family (15 Units)	4	12	16	10	7	17	193	194	387
--	Green Space (3 acres.)	--	--	--	--	--	--	--	--	--
Zone 7 Subtotal		**4**	**12**	**16**	**10**	**7**	**17**	**193**	**194**	**387**
Interaction Reduction (10%)		*0*	*-1*	*-1*	*-1*	*-1*	*-2*	*-19*	*-19*	*-38*
Zone 7 Total		**4**	**11**	**15**	**9**	**6**	**15**	**174**	**175**	**349**

Table 2
ESTIMATED PEAK HOUR TRIP GENERATION - SATURDAY

ITE Land-Use Code	Type/Size	Saturday Morning Peak Hour			Saturday Evening Peak Hour			Saturday Daily Two Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
	Annexed Parcel (Phase I)									
215	Townhomes (60 Units)	5	16	21	14	14	28	214	214	428
210	Single Family (90 Units)	23	33	56	30	26	56	436	436	872
	Annexed Parcel Subtotal	**28**	**49**	**77**	**44**	**40**	**84**	**650**	**650**	**1,300**
	Interaction Reduction (10%)	*-3*	*-5*	*-8*	*-4*	*-4*	*-8*	*-65*	*-65*	*-130*
	Annexed Parcel Total	**25**	**44**	**69**	**40**	**36**	**76**	**585**	**585**	**1,170**
	Zone 1 (Phase II)									
851	Convenience Store (7,000 s.f.)	350	350	700	265	265	530	4,756	4,756	9,512
822	Retail (15,000 s.f.)	31	27	58	51	48	99	424	424	848
850	Grocery Store (40,000 s.f.)	66	30	96	152	171	323	1,691	1,691	3,382
310	Hotel (120 rooms)	16	26	42	27	27	54	415	415	830
151	Storage (45,738 s.f.)	2	2	4	3	3	6	32	32	64
710	Office (96,000 s.f.)	59	8	67	11	56	67	211	211	422
215	Live/work (40 units)	3	8	11	9	10	19	168	168	336
	Zone 1 Subtotal	**527**	**451**	**978**	**518**	**580**	**1,098**	**7,697**	**7,697**	**15,394**
	Interaction Reduction (20%)	*-105*	*-90*	*-195*	*-104*	*-116*	*-220*	*-1,539*	*-1,539*	*-3,078*
	Pass-By Reduction (20%)	*-8*	*-8*	*-16*	*-26*	*-26*	*-52*	*-271*	*-271*	*-542*
	Pass-By Reduction (35%)	*-9*	*-9*	*-18*	*-14*	*-14*	*-28*	*-119*	*-119*	*-238*
	Zone 1 New Trips	**405**	**344**	**749**	**374**	**424**	**798**	**5,768**	**5,768**	**11,536**
	Zone 1 Pass-By Trips	**17**	**17**	**34**	**40**	**40**	**80**	**390**	**390**	**780**
	Zone 2 (Full Buildout)									
822	Retail (27,500 s.f.)	71	59	130	93	89	182	833	833	1,666
912	Bank (4,000 s.f.)	20	15	35	37	37	74	173	173	346
821	Retail (87,120 s.f.)	123	82	205	256	237	493	3,038	3,038	6,076
110	Light Industrial (87,120 s.f.)	--	--	--	--	--	--	--	--	--
710	Office (20,000 s.f.)	10	1	11	2	11	13	44	44	88
	Zone 2 Subtotal	**224**	**157**	**381**	**388**	**374**	**762**	**4,088**	**4,088**	**8,176**
	Interaction Reduction (20%)	*-45*	*-31*	*-76*	*-78*	*-75*	*-153*	*-818*	*-818*	*-1,636*
	Pass-By Reduction (35%)	*-47*	*-47*	*-94*	*-95*	*-95*	*-190*	*-1,084*	*-1,084*	*-2,168*
	Zone 2 New Trips	**132**	**79**	**211**	**215**	**204**	**419**	**2,186**	**2,186**	**4,372**
	Zone 2 Pass-By Trips	**47**	**47**	**94**	**95**	**95**	**190**	**1,084**	**1,084**	**2,168**
	Zone 3 (Full Buildout)									
215	Townhomes (64 Units)	6	18	24	14	16	30	218	218	436
210	Single Family (34 Units)	5	11	16	14	11	25	207	207	414
820	Retail (174,240 s.f.)	70	26	96	386	461	847	4,386	4,386	8,772
--	Green Space (2 acres)	--	--	--	--	--	--	--	--	--
	Zone 3 Subtotal	**81**	**55**	**136**	**414**	**488**	**902**	**4,811**	**4,811**	**9,622**
	Interaction Reduction (20%)	*-16*	*-11*	*-27*	*-83*	*-98*	*-181*	*-962*	*-962*	*-1,924*
	Pass-By Reduction (35%)	*-14*	*-14*	*-28*	*-119*	*-119*	*-238*	*-1,229*	*-1,229*	*-2,458*
	Zone 3 New Trips	**51**	**30**	**81**	**212**	**271**	**483**	**2,620**	**2,620**	**5,240**
	Zone 3 Pass-By Trips	**14**	**14**	**28**	**119**	**119**	**238**	**1,229**	**1,229**	**2,458**
	Zone 4 (Phase II)									
215	Townhomes (84 Units)	9	24	33	19	20	39	270	270	540
210	Single Family (98 Units)	12	24	36	32	25	57	469	469	938
--	Civic (3.0 Acres)	--	--	--	--	--	--	--	--	--
240	Manufactured Homes (120 units)	9	20	29	32	20	52	429	429	858
--	Green Space (6 acres.)	--	--	--	--	--	--	--	--	--
	Zone 4 Subtotal	**30**	**68**	**98**	**83**	**65**	**148**	**1,168**	**1,168**	**2,336**
	Interaction Reduction (10%)	*-3*	*-7*	*-10*	*-8*	*-7*	*-15*	*-117*	*-117*	*-234*
	Zone 4 Total	**27**	**61**	**88**	**75**	**58**	**133**	**1,051**	**1,051**	**2,102**
	Zone 5 (Full Buildout)									
221	Apartments (72 Units)	4	8	12	11	8	19	155	155	310
215	Townhomes (40 Units)	3	8	11	9	10	19	168	168	336
	Zone 5 Subtotal	**7**	**16**	**23**	**20**	**18**	**38**	**323**	**323**	**646**
	Interaction Reduction (10%)	*-1*	*-2*	*-3*	*-2*	*-2*	*-4*	*-32*	*-32*	*-64*
	Zone 5 Total	**6**	**14**	**20**	**18**	**16**	**34**	**291**	**291**	**582**
	Zone 6 (Full Buildout)									
210	Single Family (73 Units)	9	19	28	25	20	45	366	366	732
	Zone 6 Subtotal	**9**	**19**	**28**	**25**	**20**	**45**	**366**	**366**	**732**
	Interaction Reduction (10%)	*-1*	*-2*	*-3*	*-3*	*-2*	*-5*	*-37*	*-37*	*-74*
	Zone 6 Total	**8**	**17**	**25**	**22**	**18**	**40**	**329**	**329**	**658**
	Zone 7 (Full Buildout)									
210	Single Family (15 Units)	3	7	10	9	7	16	129	129	258
--	Green Space (3 acres.)	--	--	--	--	--	--	--	--	--
	Zone 7 Subtotal	**3**	**7**	**10**	**9**	**7**	**16**	**129**	**129**	**258**
	Interaction Reduction (10%)	*0*	*-1*	*-1*	*-1*	*-1*	*-2*	*-13*	*-13*	*-26*
	Zone 7 Total	**3**	**6**	**9**	**8**	**6**	**14**	**116**	**116**	**232**

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

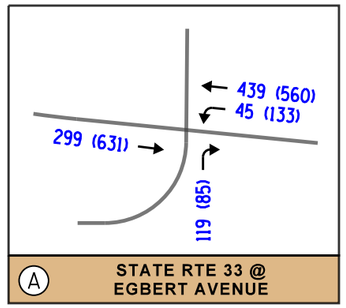
The estimated peak hour traffic volumes that will be generated by each zone of the proposed development were assigned to the roadway system in accordance with the previously described directional distribution, taking into consideration the full buildout of all six collector roadways. **Figure 5** illustrates the total new traffic assignment for the proposed development and **Figure 6** illustrates the pass-by traffic assignment for the development zones. The traffic assignments for the National Park Baseball Resort, as documented in the August 19, 2026 TIS, are included in the Appendix.

Background Traffic Conditions

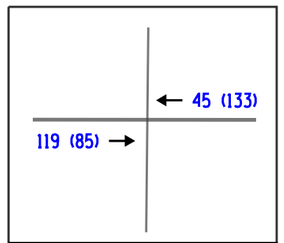
To account for any additional increase in traffic due to other factors or developments not previously discussed, an ambient growth factor of 2.5 percent per year was also applied to the through traffic volumes on State Route 33 over a 20 year period (anticipated full-buildout of the proposed development) and over a 27 year period (full-build out plus 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. **Figures 7** and **8** illustrate the Year 2045 and Year 2052 no-build traffic volumes, respectively.

Total Projected Traffic Volumes

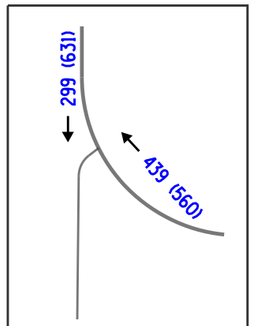
The existing traffic volumes increased by the regional growth factor were combined with the traffic estimated to be generated by the Zone Annexed and Zones 1 through 7 (Figures 5 and 6) and the traffic estimated to be generated by the National Parks Baseball Resort (Figures included in the Appendix) to determine the Year 2045 and Year 2052 total projected traffic volumes. The Year 2045 and Year 2052 total projected traffic volumes are illustrated in **Figures 9** and **10**.



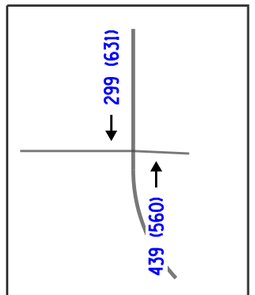
Ⓐ STATE RTE 33 @ EGBERT AVENUE



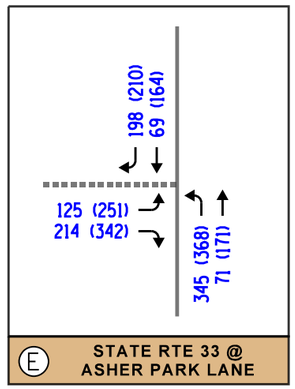
Ⓑ EGBERT AVENUE @ N 3000 W (SOUTH)



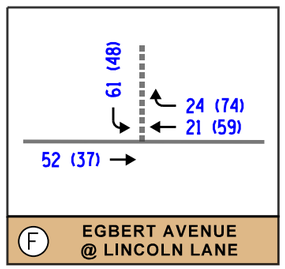
Ⓒ STATE RTE 33 @ N 3000 W (SOUTH)



Ⓓ STATE RTE 33 @ PERRY AVENUE



Ⓔ STATE RTE 33 @ ASHER PARK LANE



Ⓕ EGBERT AVENUE @ LINCOLN LANE

NOT TO SCALE

LEGEND

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

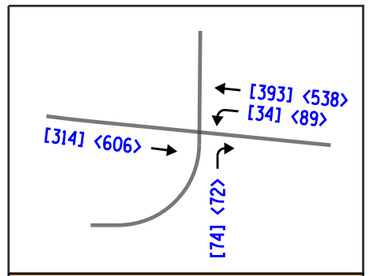
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

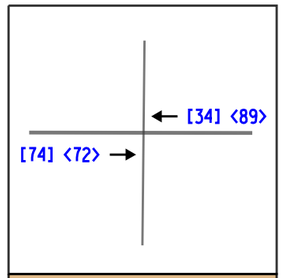
SITE-GENERATED TRAFFIC VOLUMES - NEW TRIPS

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

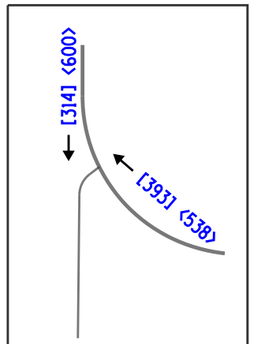
Job No: 25-342 Figure: 5A



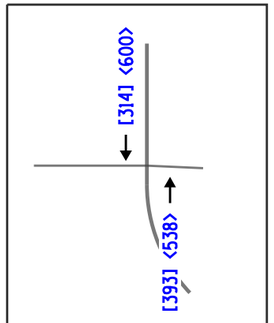
Ⓐ STATE RTE 33 @ EGBERT AVENUE



Ⓑ EGBERT AVENUE @ N 3000 W (SOUTH)



Ⓒ STATE RTE 33 @ N 3000 W (SOUTH)



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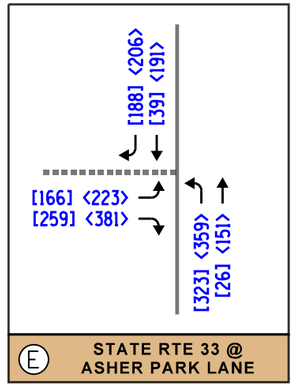

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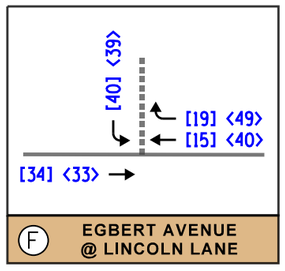


Ⓕ EGBERT AVENUE @ LINCOLN LANE

NOT TO SCALE

LEGEND

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

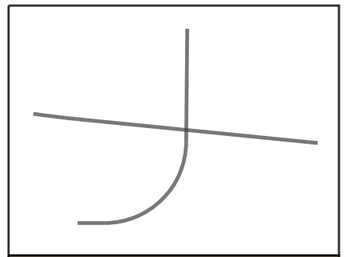
<00> - SATURDAY PM PEAK HOUR (4:00-5:00 PM)

PINNACLE PEAK MASTERPLAN
TETONIA, IDAHO

SITE-GENERATED TRAFFIC VOLUMES - NEW TRIPS

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

Job No: 25-342 Figure: 5B



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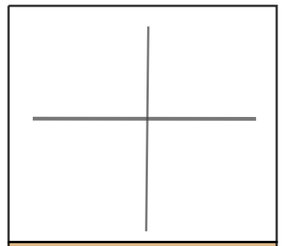

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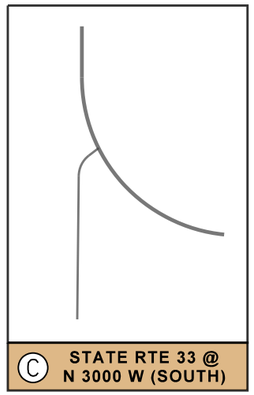

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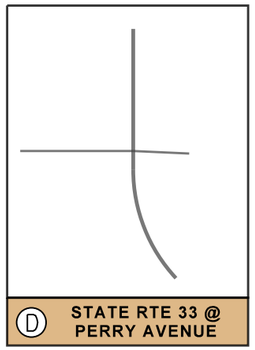

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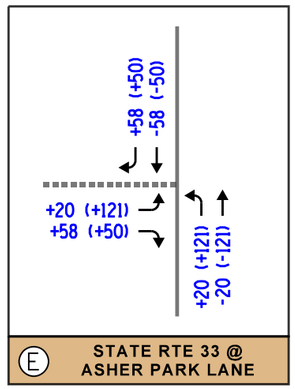

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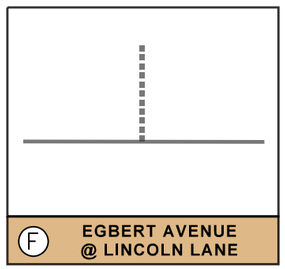


Ⓕ EGBERT AVENUE @ LINCOLN LANE

NOT TO SCALE

LEGEND

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

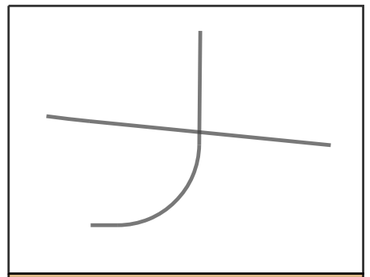
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

PASS-BY TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 6A



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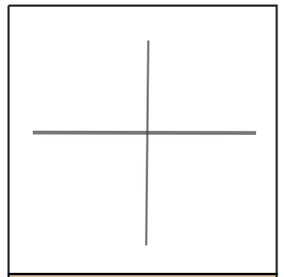

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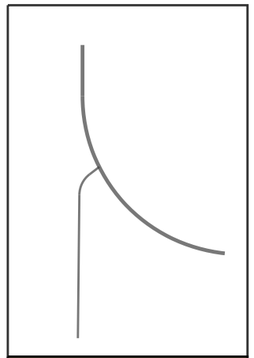

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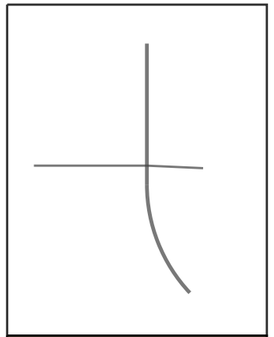

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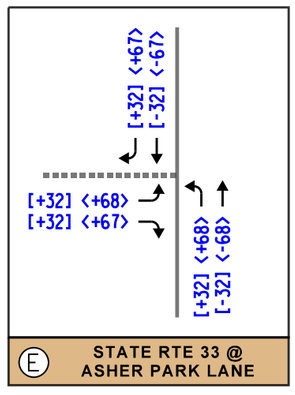

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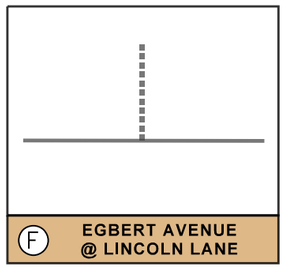


Ⓕ EGBERT AVENUE @ LINCOLN LANE

NOT TO SCALE

LEGEND

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

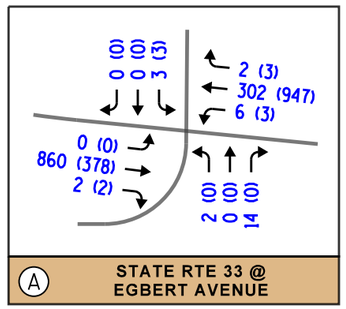
<00> - SATURDAY PM PEAK HOUR (4:00-5:00 PM)

PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

PASS-BY TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 6B



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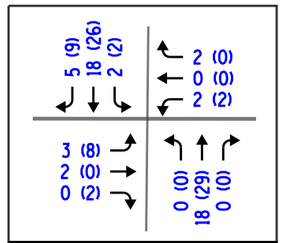

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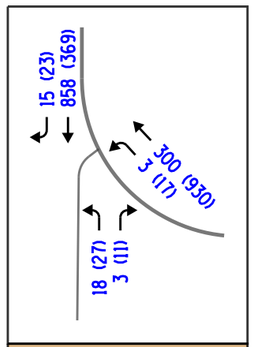

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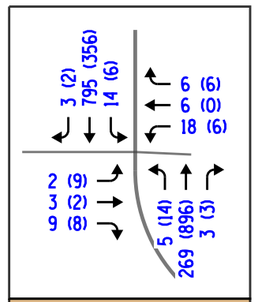

Ⓓ STATE RTE 33 @ PERRY AVENUE

NOT TO SCALE

LEGEND

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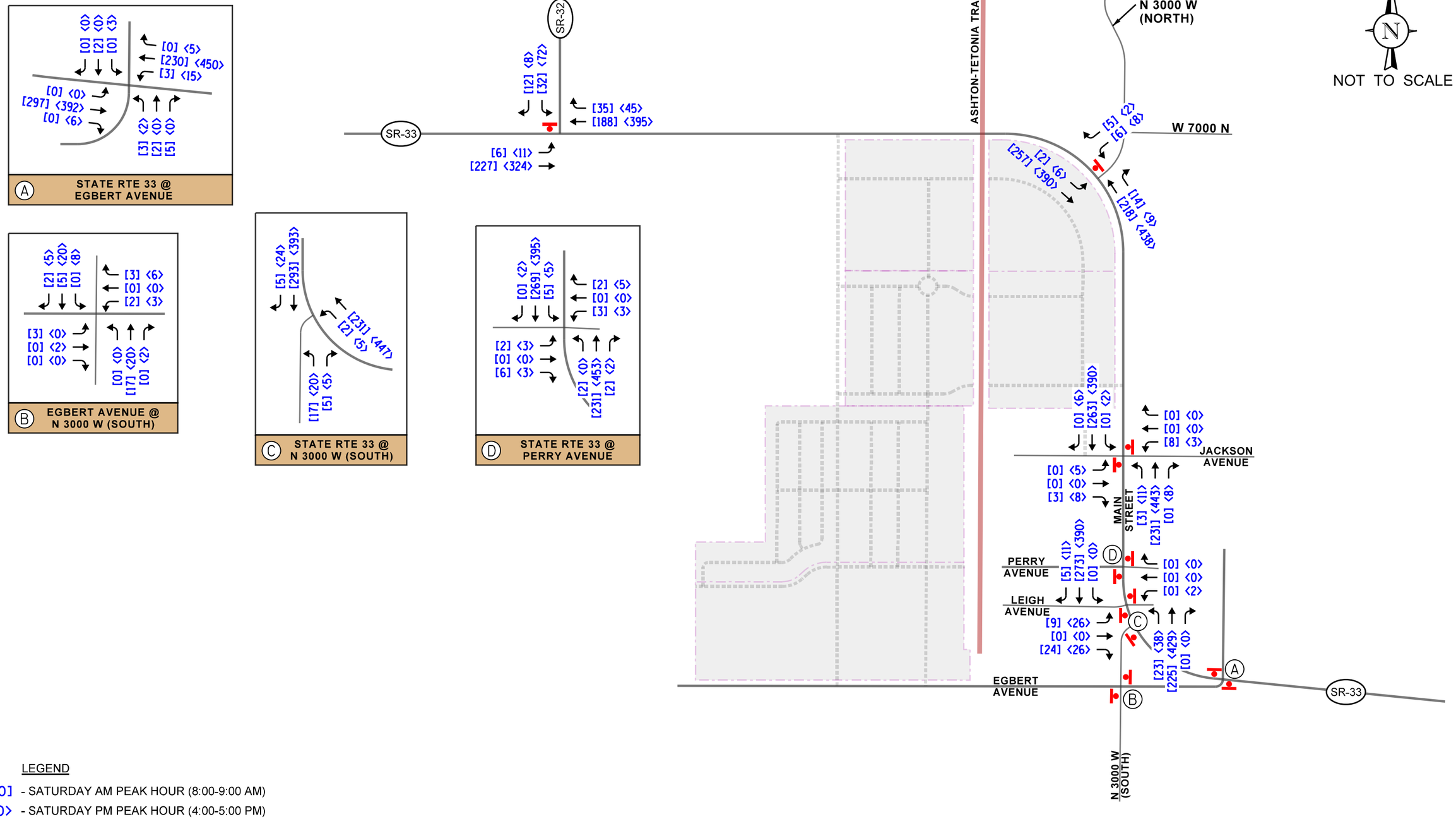
PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

YEAR 2045 NO-BUILD TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 7A



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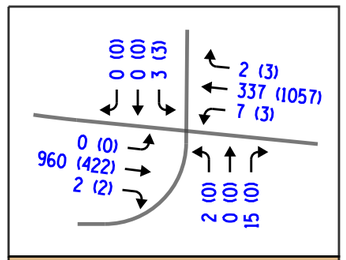
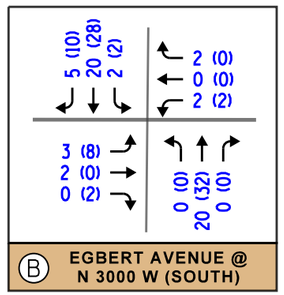
PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

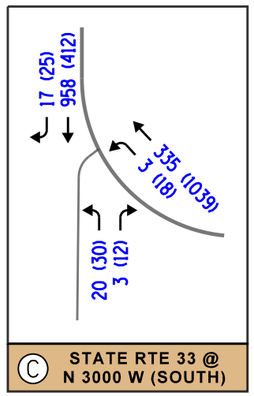
YEAR 2045 NO-BUILD TRAFFIC VOLUMES

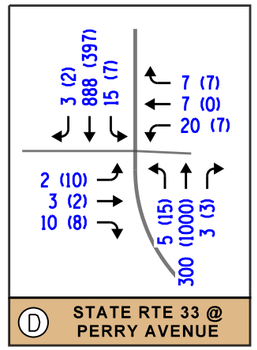
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

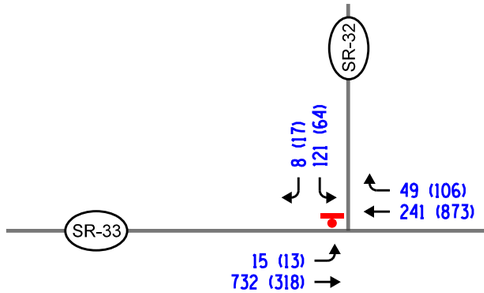
Job No: 25-342 Figure: 7B

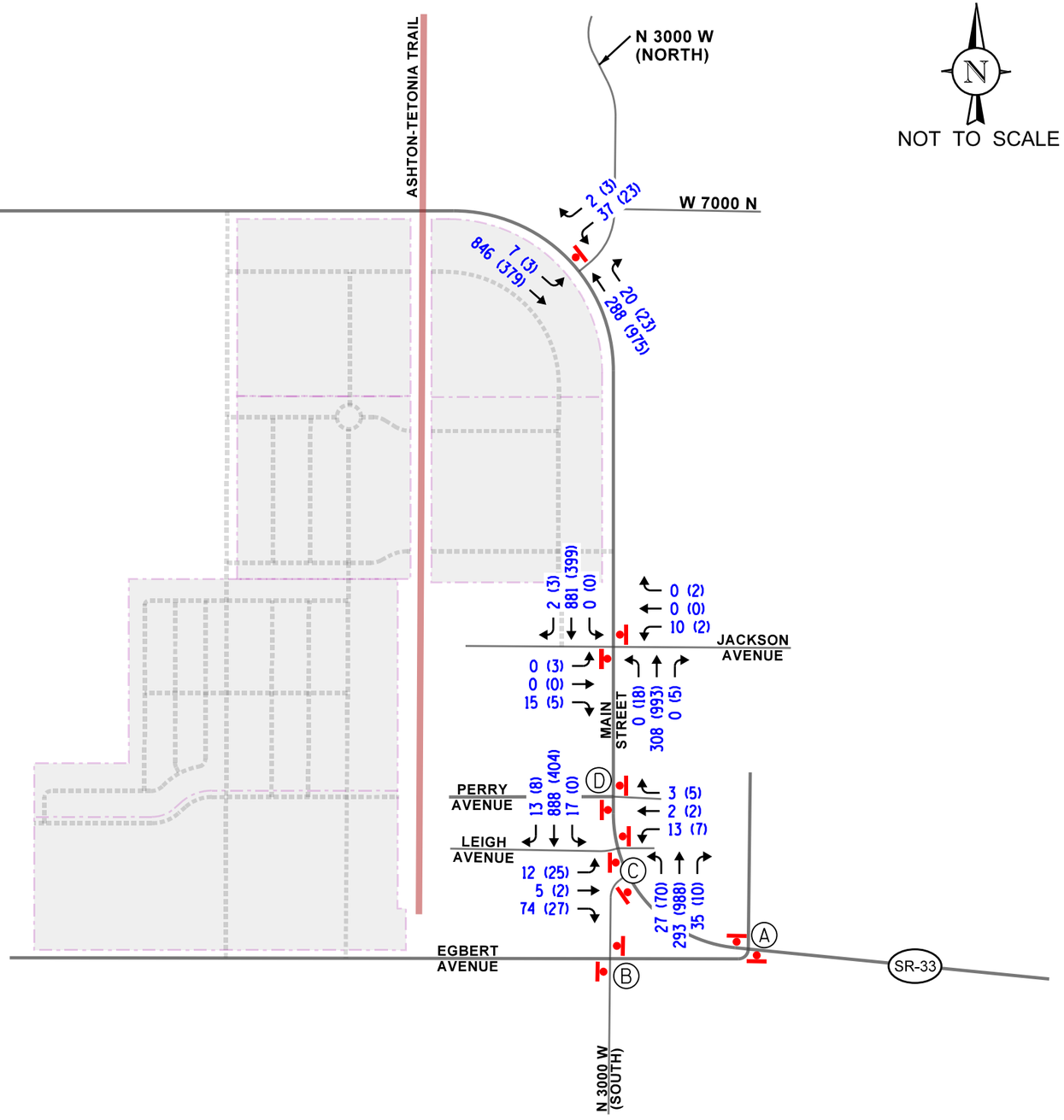












NOT TO SCALE

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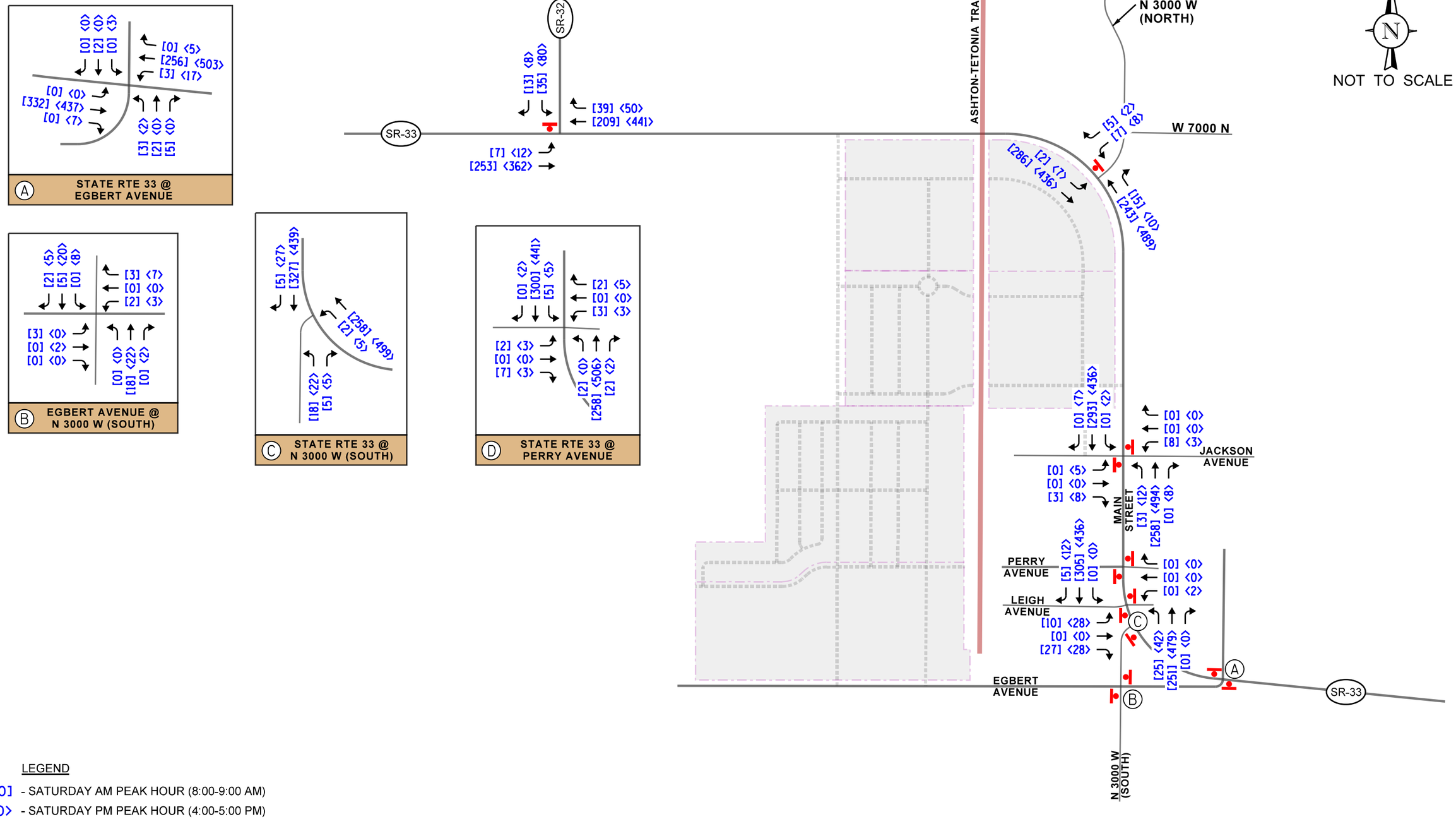
PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

YEAR 2052 NO-BUILD TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 8A



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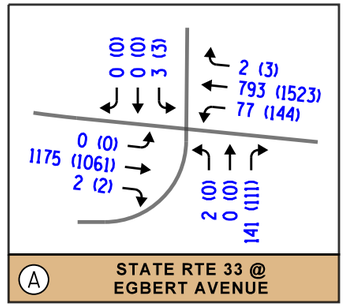
PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

YEAR 2052 NO-BUILD TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 8B



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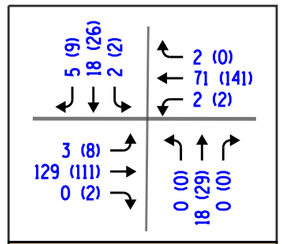
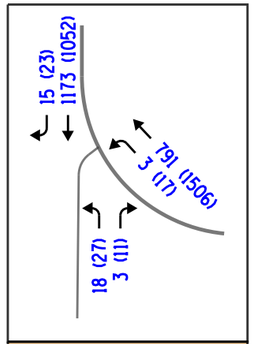


Ⓑ EGBERT AVENUE @ N 3000 W (SOUTH)



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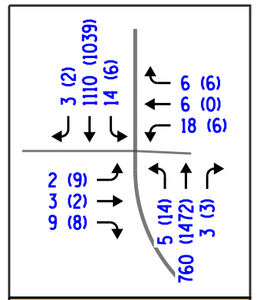

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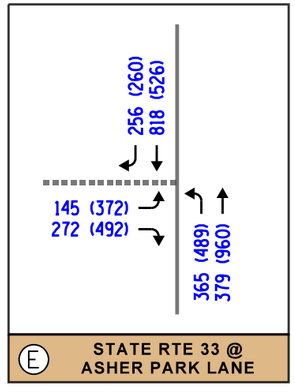

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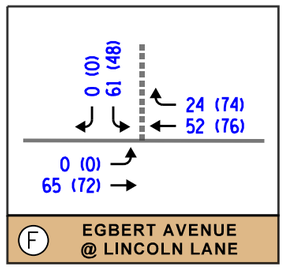

Ⓕ EGBERT AVENUE @ LINCOLN LANE

NOT TO SCALE

LEGEND

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

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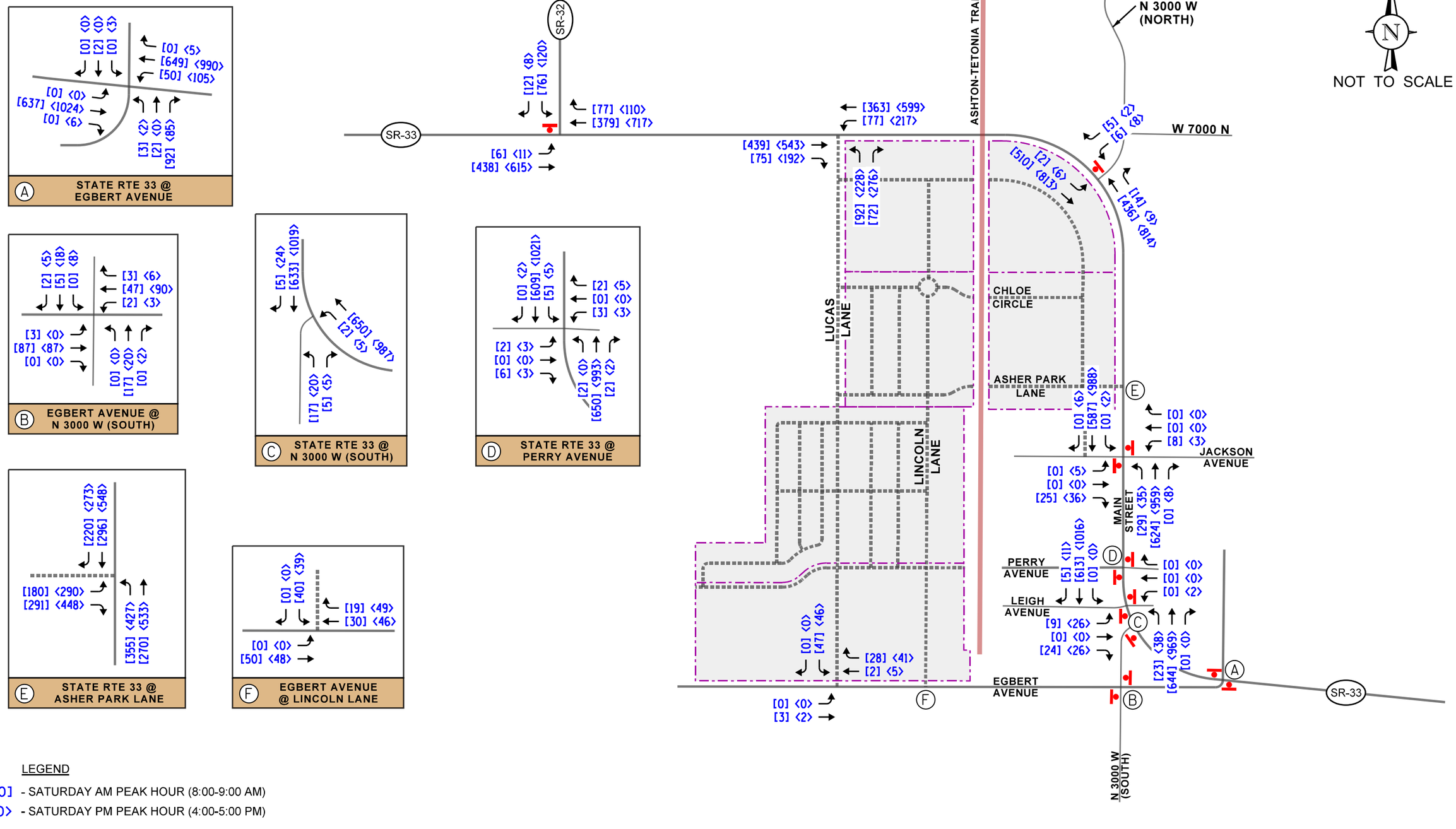
PINNACLE PEAK MASTERPLAN
TETONIA, IDAHO

YEAR 2045 TOTAL TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 9A



LEGEND

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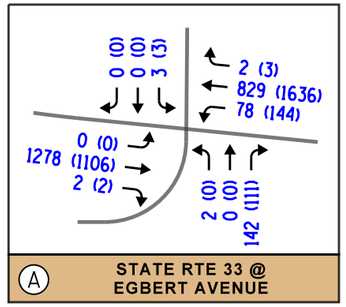
PINNACLE PEAK MASTERPLAN
TETONIA, IDAHO

YEAR 2045 TOTAL TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 9B



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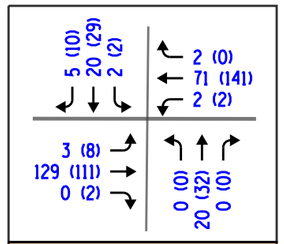

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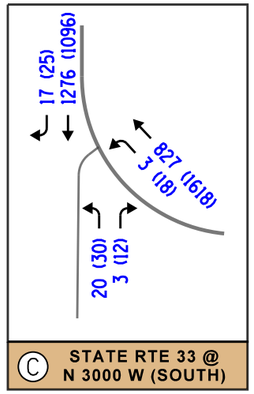

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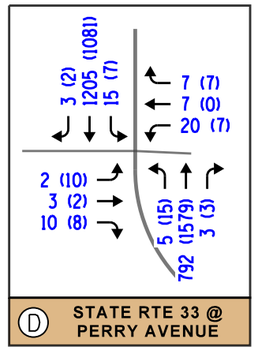

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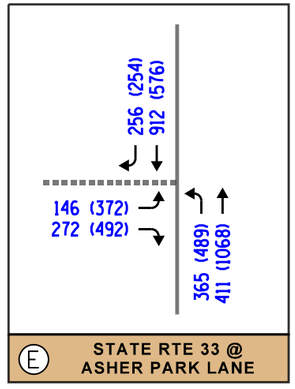

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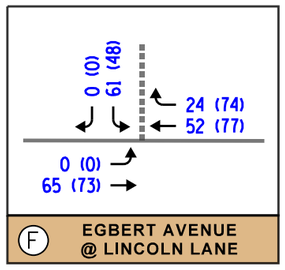


Ⓕ EGBERT AVENUE @ LINCOLN LANE

NOT TO SCALE

LEGEND

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

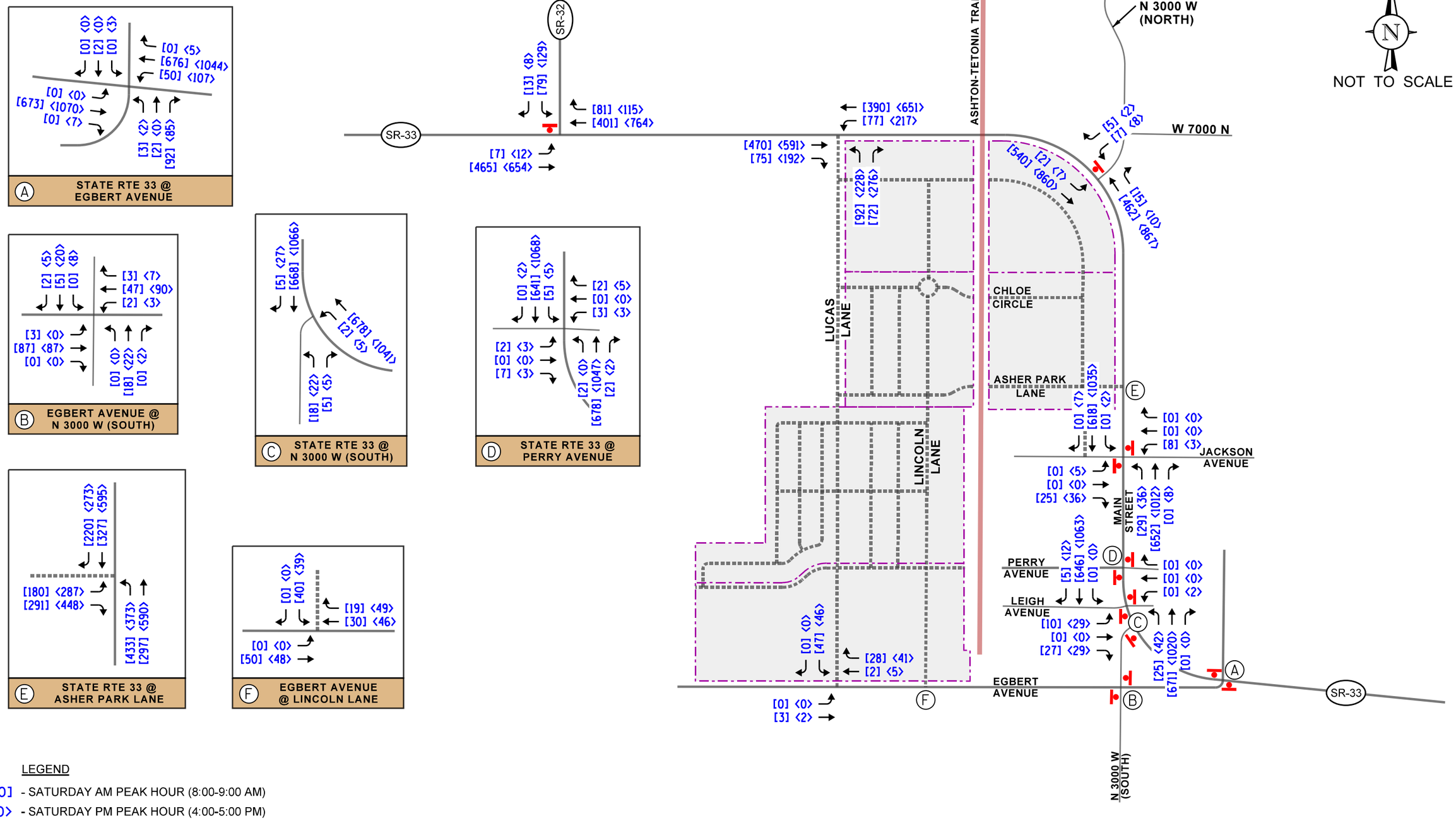
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

PINNACLE PEAK MASTERPLAN
TETONIA, IDAHO

YEAR 2052 TOTAL TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 10A



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LEGEND

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PINNACLE PEAK
MASTERPLAN
TETONIA, IDAHO

YEAR 2052 TOTAL TRAFFIC VOLUMES

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

Job No: 25-342 Figure: 10B

5. Full Buildout Infrastructure Improvements

To determine if the traffic generated by the full buildout of the development at the three proposed connections to State Route 33 warrant turn lane or traffic control (signalization) improvement, the horizon (Year 2052) total projected traffic volumes at the critical intersections along State Route 33 were compared to the following:

- Figure 3B-1 (Right-Turn Lane Warrant) published in the Traffic Manual: Idaho Supplementary Guidance to the MUTCD.

- The left turn warrant criteria for intersections on two-lane highways in rural areas (Table 9,25, Figure 9-36) published in the A Policy on Geometric Design of Highways and Streets published by the American Association of State Highway and Transportation Officials (AASHTO).

- Warrant 3 (Peak Hour) traffic signal warrant criteria published in the Manual on Uniform Traffic Control Devices (MUTCD). The base warrant and 70 percent warrant were utilized appropriately based on the speed limit at each location of the State Route 33 intersections. It should be noted that the ITD supplementary guidance does not provide any additional criteria for this warrant.

Figures 11 and **12** illustrate the right-turn lane and traffic signal warrant evaluations for each intersection, respectively. It should be noted that the AASHTO criteria for left-turn lanes indicate that five left-turn vehicles warrant the provision of a left-turn lane on State Route 33. Therefore, State Route 33 should be improved/widened to provide left-turn lanes at both intersections. **Table 3** summarizes the warrants for all five intersections and provides storage and taper recommendations based on the Traffic Manual: Idaho Supplementary Guidance to the MUTCD.

Table 3
GEOMETRIC AND TRAFFIC CONTROL IMPROVEMENT SUMMARY TABLE

Intersection	Right-Turn Lane			Left-Turn Lane			Signal Warranted?
	Warranted?	Storage	Taper	Warranted?	Storage	Taper	
SR 33 with Lucas Lane	Yes	555	96	Yes	544	96	Yes
SR 33 with Asher Park Lane	Yes	155	96	Yes	450	96	Yes
Note: Storage and Taper lengths are in feet							

Figure 3B-1. Right-Turn Lane Warrant

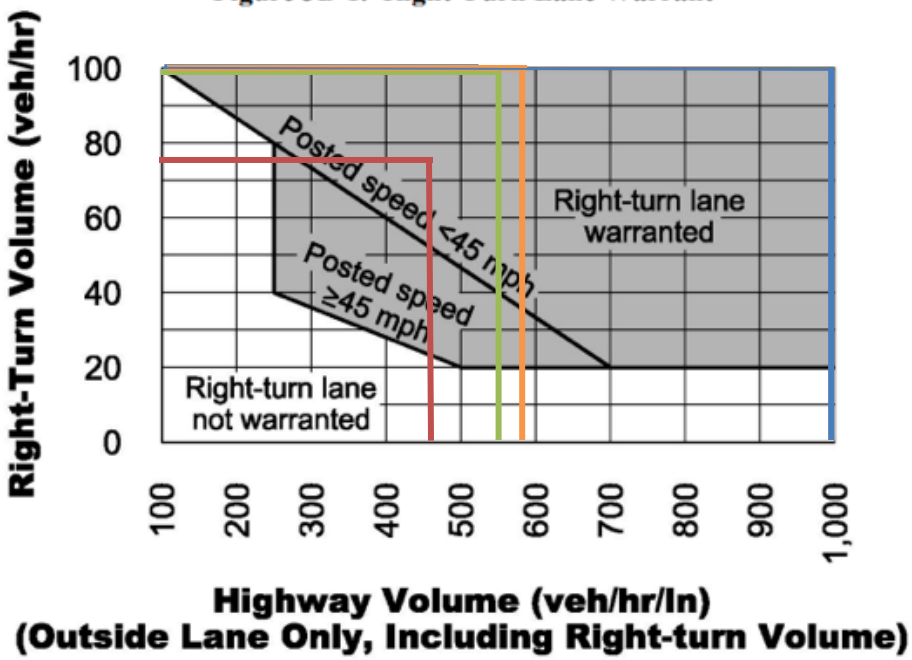
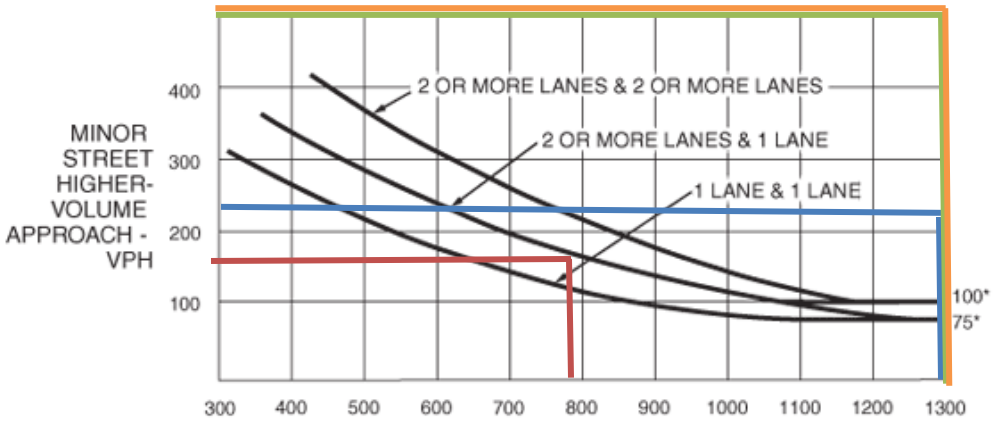


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

- Weekday Morning - Weekday Evening - Saturday Morning - Saturday Evening

State Route 33 with Lucas Lane – Geometric and Traffic Control Improvements
Figure 11

Figure 3B-1. Right-Turn Lane Warrant

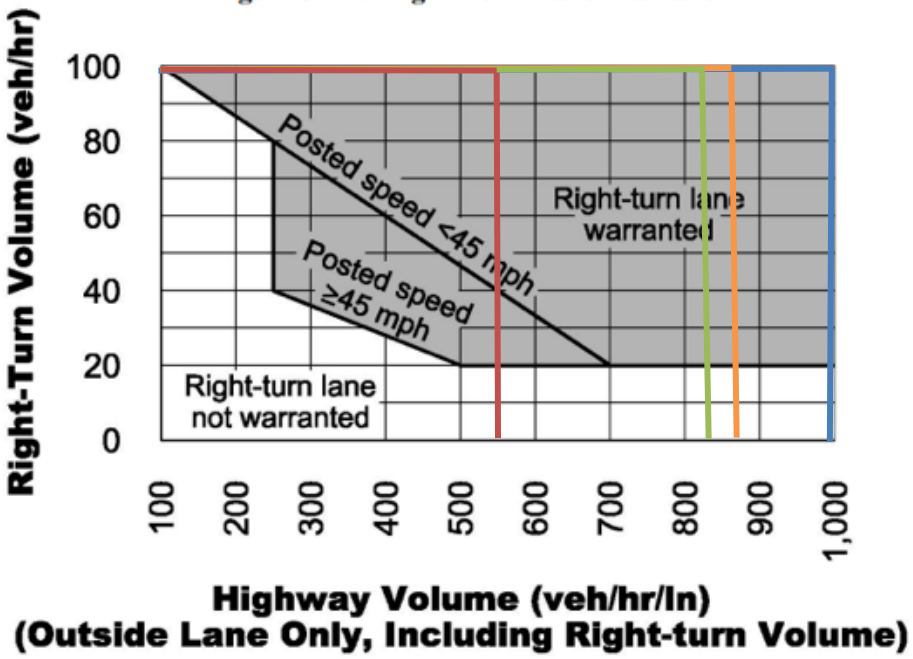
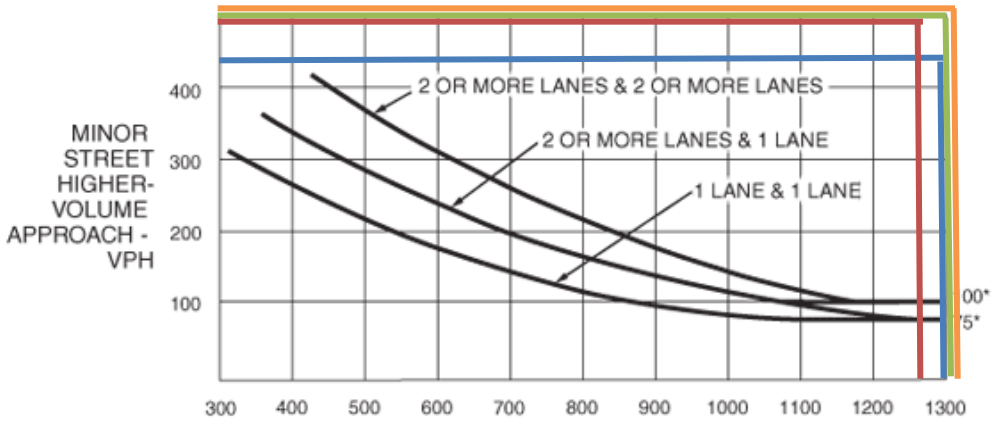


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

- Weekday Morning - Weekday Evening - Saturday Morning - Saturday Evening

State Route 33 with Asher Park Lane – Geometric and Traffic Control Improvements
Figure 12

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 street 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. Additionally, these analyses determined the configuration of the three proposed access road approaches to State Route 33.

Traffic Analyses

Intersection analyses were performed for the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours for the existing, no-build, and total projected conditions for both full buildout of Pinnacle Peak (which is anticipated to be Year 2045) and 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 analysis 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 **V** included in the Appendix. The capacity analyses summary sheets are also included in the Appendix.

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).

No Build Conditions

The results of the capacity analyses indicate that under Year 2045 and Year 2052 no-build conditions indicate that all approaches and critical movements at the study area intersections operate at the acceptable level of service (LOS) D or better during the peak hours except for the following:

- The southbound approach of State Route 32 at State Route 33 which is projected to operate at:
    - LOS E during the weekday evening peak hour under Year 2045 conditions
    - LOS E during the weekday morning peak hour under Year 2052 conditions.
    - LOS F during the weekday evening peak hour under Year 2052 conditions.
- The westbound approach of Jackson Avenue at State Route 33 which is projected to operate at LOS E during th weekday morning peak hour under Year 2052 conditions.
- The westbound approach of Leigh Avenue at State Route 33 which is projected to operate at
    - LOS E during the weekday morning and weekday evening peak hours under Year 2045 conditions
    - LOS F during the weekday morning and weekday evening peak hours under Year 2052 conditions.
- The northbound approach of N 3000 W at State Route 33 which is projected to operate at LOS E during the weekday morning and weekday evening peak hour under Year 2052 conditions.
- The southbound approach of Jorgenson Street at State Route 33 which is projected to operate at LOS E during the weekday evening peak hour under Year 2045 conditions and during the weekday morning and weekday evening peak hours under Year 2052 conditions.

It should be noted that the results of these analyses reflect (1) the peak season traffic volumes along State Route 33 and (2) the existing traffic volumes increased by 50 percent and 67 percent regional growth factors, respectively.

Full Buildout Conditions

The results of the capacity analyses for the Year 2045 and Year 2052 conditions, which include the existing traffic volume adjusted for peak season, a 50 and 67 percent increase in background traffic volumes, 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 operate at LOS F during the weekday morning, weekday evening and Saturday evening peak hours.

- The minor street approaches (Jackson Avenue, Perry Avenue, Leigh Avenue, N 300 W, Egbert Avenue, and Jorgensen Street) at State Route 33 are projected to operate at LOS E/F during the peak hours.

- The two proposed intersections of State Route 33 with Lucas Lane and Asher Park Lane with the aforementioned traffic signal and geometric improvements will operate at LOS D or better during the peak hours. The proposed turn lanes as designed in Table 3 will be adequate in accommodating the projected 95th percentile queues and will be designed to ITD standards.

Overall, the State Route 33 corridor should be monitored in the future to determine if the projected traffic volumes, both regionally and generated by the 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. It should be noted that additional traffic studies will be completed as part of each of the development phases (Two phases currently planned). These studies will confirm these findings, further monitor the traffic patterns along State Route 33, and determine at what phase the identified improvements will be required.

Internal Roadway Network

As previously indicated, the masterplan development will provide six collector roadways that will connect the parcels to one another and to the City of Tetonia. Additionally, these roadways will provide five total connections to the area roadway network of which three will be located along State Route 33. Per the City of Tetonia, no parking will be permitted on either side of the collector roadways. Based on a review of the conceptual layout of the masterplan development, the following is recommended:

- At four-legged intersections between the collector roadway, all legs of the intersection should be under stop sign control (all way-stop). In lieu of all-way stop sign controlled intersections, consideration should be given to providing roundabouts, such as at the future intersection of Lucas Lane with Perry Avenue.

- At “T” intersections between the collector roadways, the terminating roadway should be under stop sign control.

- The right of way of the collector roadways (approximately 82 feet that will be dedicated) will be adequate in accommodating one travel lane in each direction with the ability to provide left turn lanes, if needed.

- Where additional pavement width is not needed to accommodate future traffic volumes, consideration should be given to providing dedicated/enhanced pedestrian and bicycle facilities including:

    - On street bicycle facilities such as exclusive bike lanes, particularly for roadway segments that connect the residential zones to the Ashton-Tetonia Trail or to the proposed commercial zones.

    - Corner bumpouts at key crossing locations to narrow the width of roadway pavement needed to be crossed by pedestrians.

6. Conclusion

This report summarizes the methodologies, results, and findings of a transportation study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Pinnacle Peak Masterplan Development to be located in Tetonia, Idaho. Overall, the development consists of 300-acres of land generally bounded by State Route 33 on the north and east, the City of Tetonia to the east, and Egbert Avenue to the south. Based on the preceding analyses and recommendations, the following conclusions have been made:

- The development will consist of a mixture of land-uses including residential, office, hotel, commercial, and industrial uses as well as green space, civic areas, and connections to existing regional trails. As such, the development will be a live, work, and play community that will promote interaction between uses within the development and the City of Tetonia which will reduce reliance on the automobile.

- As part of the overall development, a number of traffic and transportation related infrastructure improvements are proposed that include new streets as well as enhanced pedestrian accommodation and facilities that will be implemented in phases. The following lists some of the traffic and transportation related infrastructure improvements proposed as part of the development:

    - A network of six collector roadways that result in three connections to State Route 33, two connections to Egbert Avenue, and two connections to the City of Tetonia. The east-west collector roadways will not traverse the Ashton-Tetonia Trail.

    - Sidewalk will be provided on both sides of the proposed streets and high visibility crosswalks will be provided at all crossing locations.

- The number of vehicle trips to be generated by the development will be reduced due to the following characteristics of the masterplan development and the area:

    - The mixed-use nature of the development
    - The location of the development adjacent to the City of Tetonia.
    - The existing and proposed alternative modes of transportation infrastructure serving the area

    As such, the number of new trips generated by the development will be reduced due to captive market effects, multipurpose trips, and the available non-motorized transportation serving the area.

- With the infrastructure improvements identified in Tables 3, the majority of the intersections within the study area are projected to operate at acceptable levels of service with some of the intersections projected to operate at or near capacity with the additional traffic generated by the total buildout of the development. If the projected traffic volumes are realized, some of the approaches and individual movements at these intersections may experience additional delays and queueing.

- The traffic volumes along the State Route 33 corridor should be monitored in the future to determine if the projected traffic volumes, both regionally and site generated, are realized thus warranting a regional traffic study to determine the need to widen the roadway to provide two travel lanes in each direction.

- Additional traffic studies will be completed as part of each of the development phases. These studies will confirm these findings, further monitor the traffic patterns along State Route 33, and determine at what phase the identified improvements will be required.

Appendix

Traffic Count Summary Sheets
Master Plan
National Parks Baseball Result – TIS Pages
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)

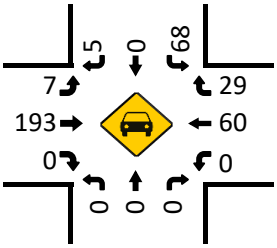
TEV	387 AM	0 NOON	477 PM
PHF	0.90		0.85

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

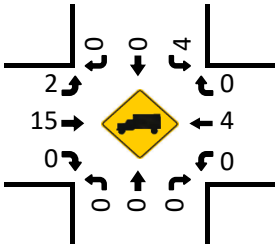
NORTHBOUND

SR 32

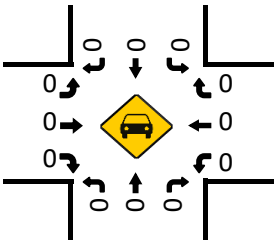
Cars (AM)



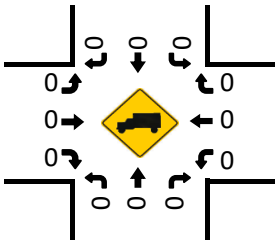
HT (AM)



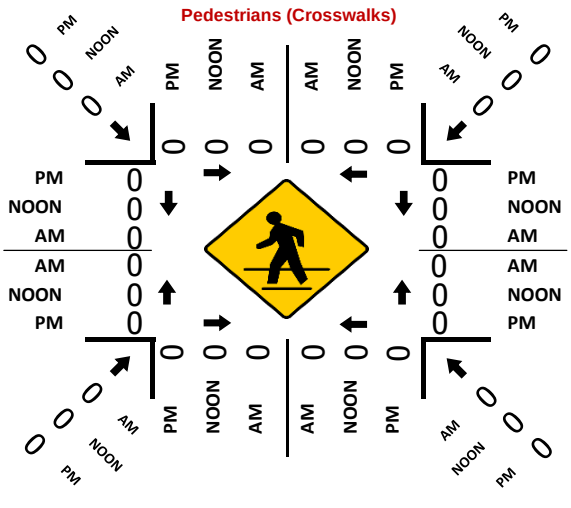
Cars (NOON)



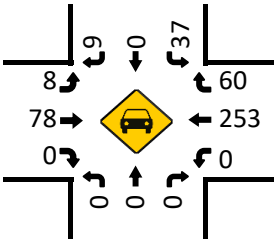
HT (NOON)



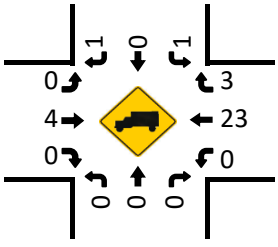
Pedestrians (Crosswalks)



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	

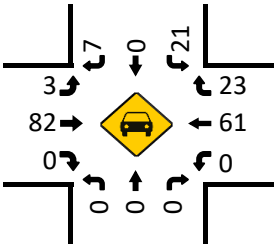
NORTHBOUND (SR 32)

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

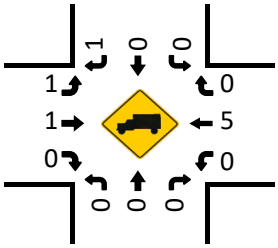
⇩ ↶ 0 ↰ 0 ↑ 0 ↱ 0

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

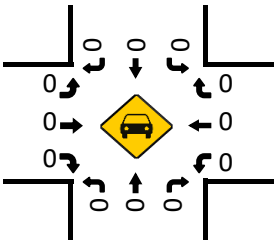
Cars (AM)



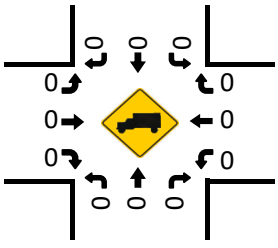
HT (AM)



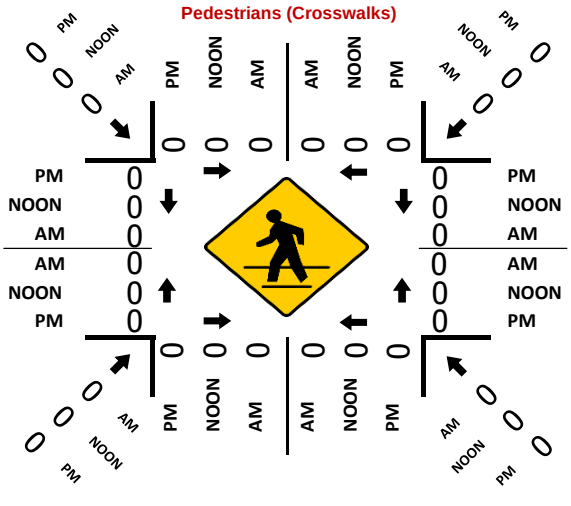
Cars (NOON)



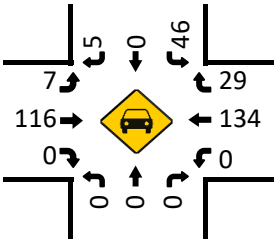
HT (NOON)



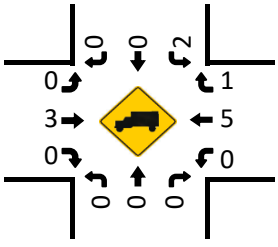
Pedestrians (Crosswalks)



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

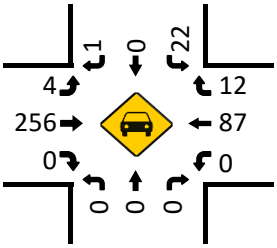
CONTROL
1-Way Stop(SB)

	AM	NOON	PM
TEV	404	0	496
PHF	0.93		0.95

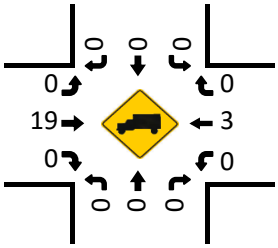
NORTHBOUND (N 3000 W)

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

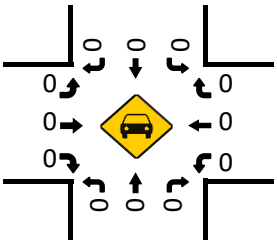
Cars (AM)



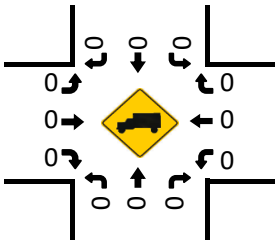
HT (AM)



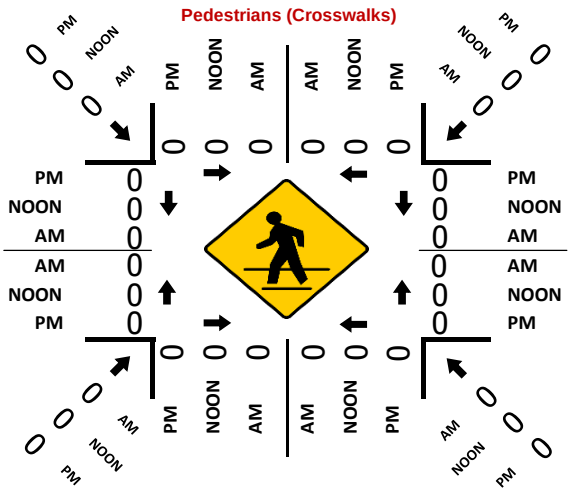
Cars (NOON)



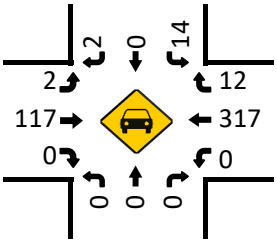
HT (NOON)



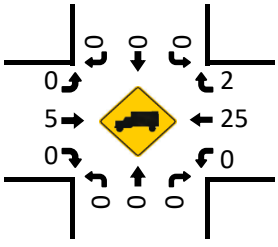
Pedestrians (Crosswalks)



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

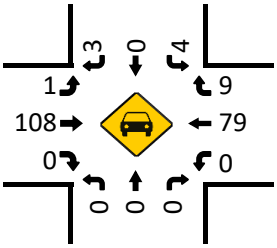
WESTBOUND (SR 33/N Main St)

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

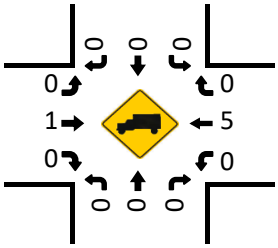
NORTHBOUND (N 3000 W)

	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

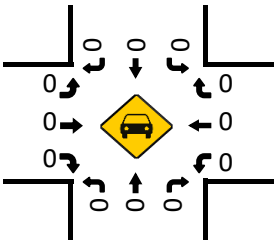
Cars (AM)



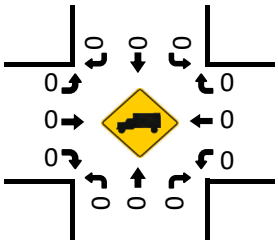
HT (AM)



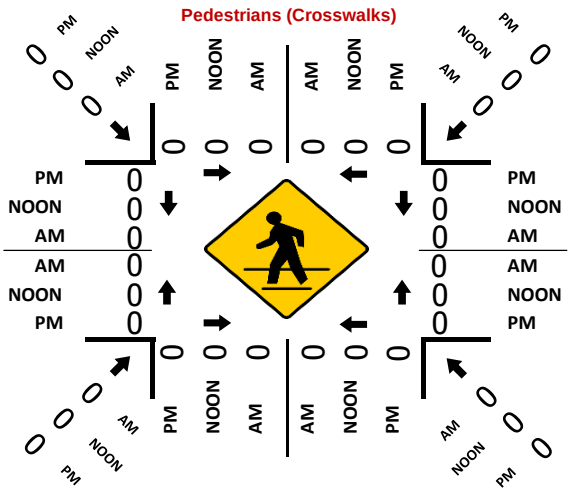
Cars (NOON)



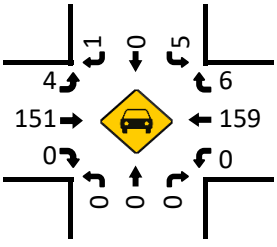
HT (NOON)



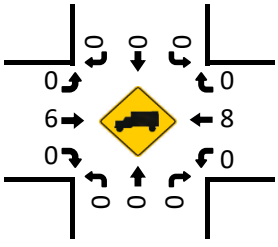
Pedestrians (Crosswalks)



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

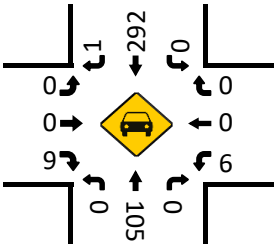
S 1st St/Jackson Ave — WESTBOUND

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		

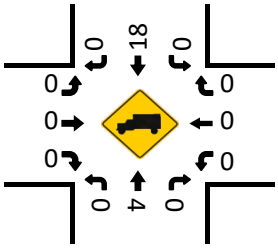
SR 33/N Main St — NORTHBOUND

	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	

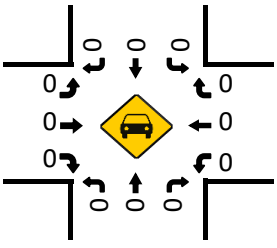
Cars (AM)



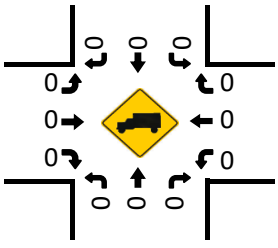
HT (AM)



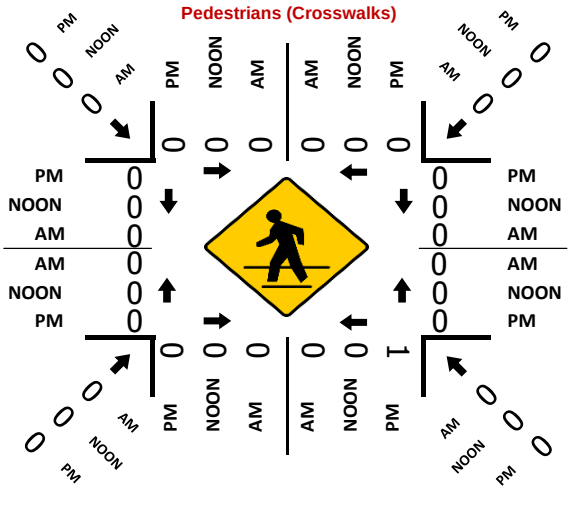
Cars (NOON)



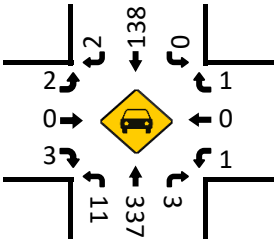
HT (NOON)



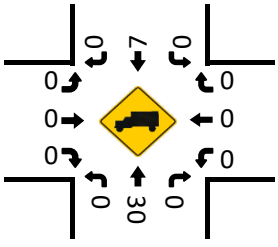
Pedestrians (Crosswalks)



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

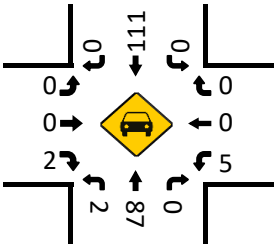
⇩	0	0	1	0
	↶	←	↑	↱

CONTROL

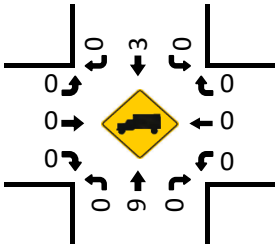
2-Way Stop(EB/WB)

TEV	216 AM	0 NOON	366 PM
PHF	0.70		0.93

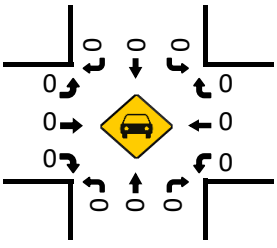
Cars (AM)



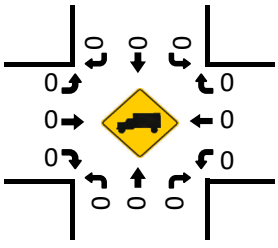
HT (AM)



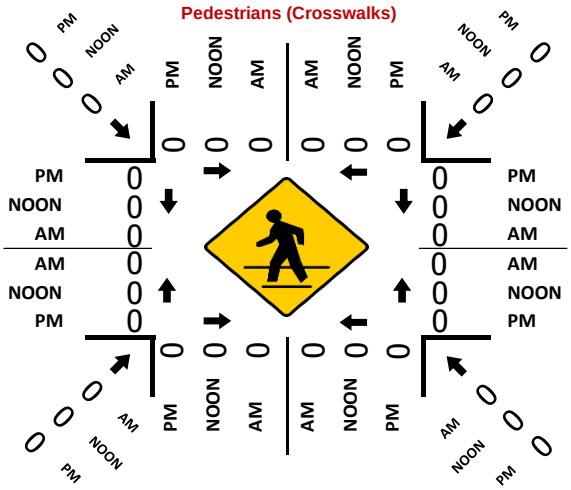
Cars (NOON)



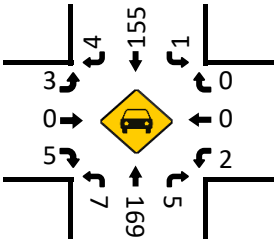
HT (NOON)



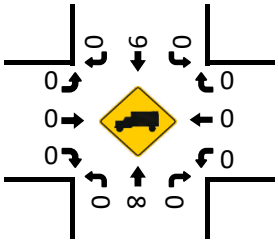
Pedestrians (Crosswalks)



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)

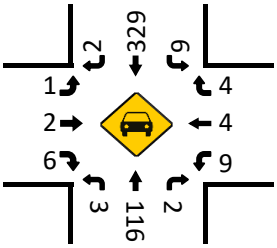
PM	165	0	9	393	2	PM
NOON	0	0	0	0	0	NOON
AM	367	0	3	118	2	AM

CONTROL

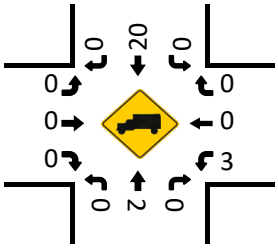
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	513	0	585
PHF	0.86		0.95

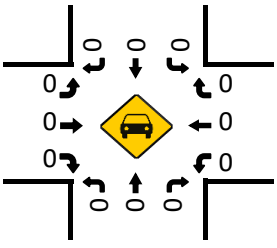
Cars (AM)



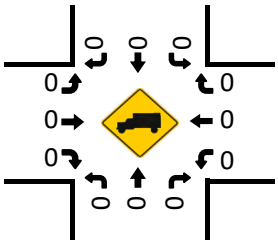
HT (AM)



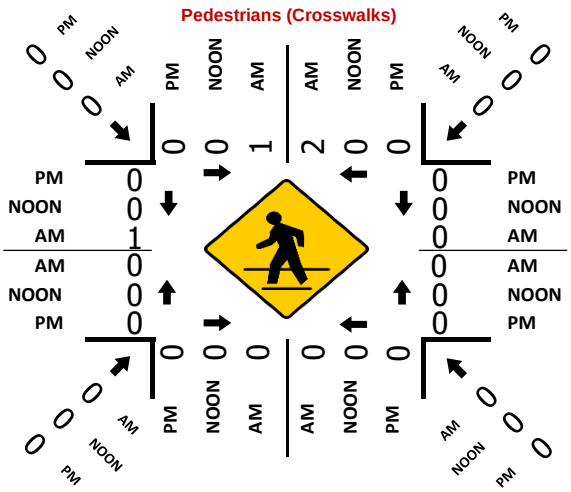
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
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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

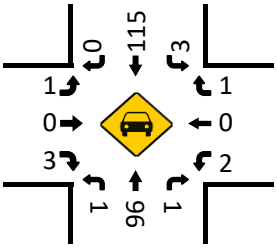
0	1	0	0
0	0	1	0

CONTROL

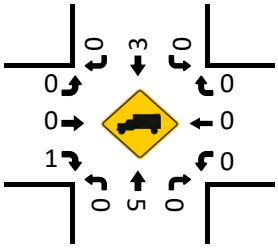
2-Way Stop(EB/WB)

TEV	233 AM	0 NOON	387 PM
PHF	0.69		0.91

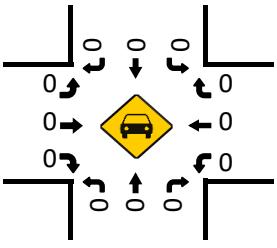
Cars (AM)



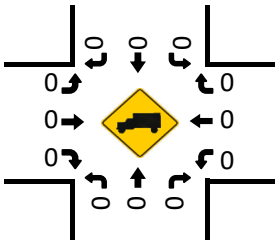
HT (AM)



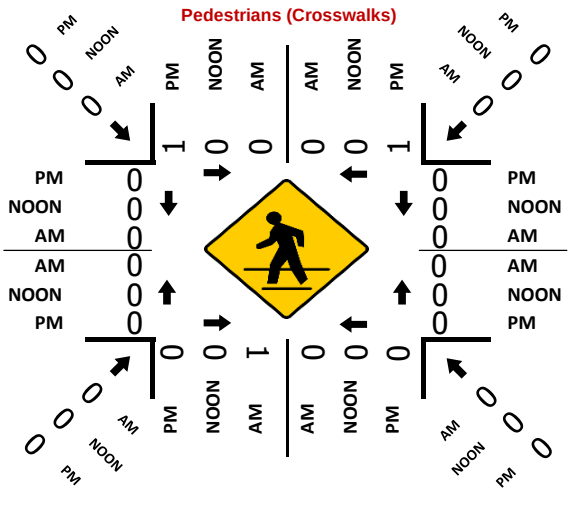
Cars (NOON)



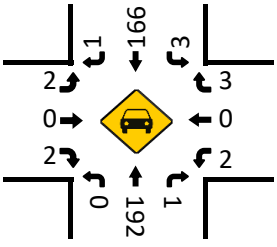
HT (NOON)



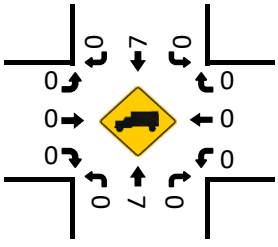
Pedestrians (Crosswalks)



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)

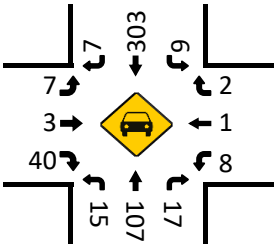
PM	169	0	42	360	6	PM
NOON	0	0	0	0	0	NOON
AM	376	0	16	109	21	AM
		0	0	1	0	

CONTROL

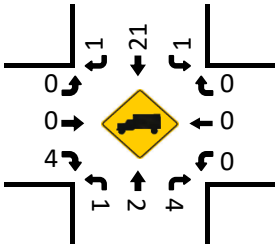
2-Way Stop(EB/WB)

TEV	553 AM	0 NOON	602 PM
PHF	0.91		0.93

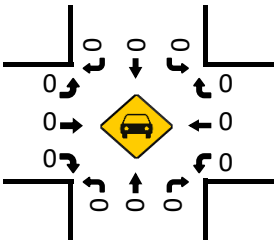
Cars (AM)



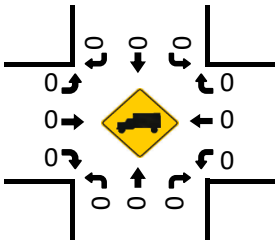
HT (AM)



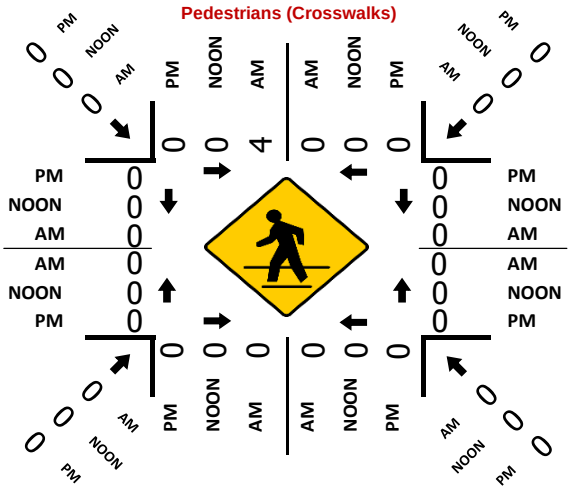
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
4
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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

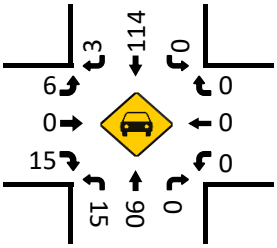
	0	0	1	0

CONTROL

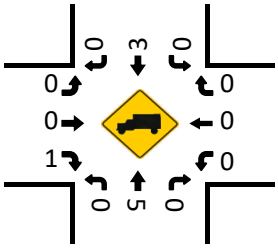
2-Way Stop(EB/WB)

TEV	252 AM	0 NOON	401 PM
PHF	0.70		0.90

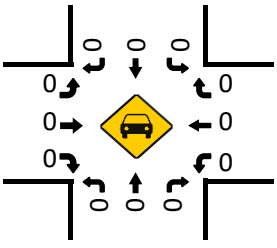
Cars (AM)



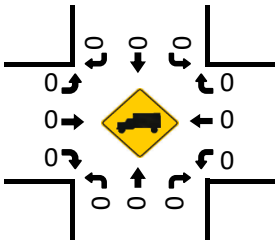
HT (AM)



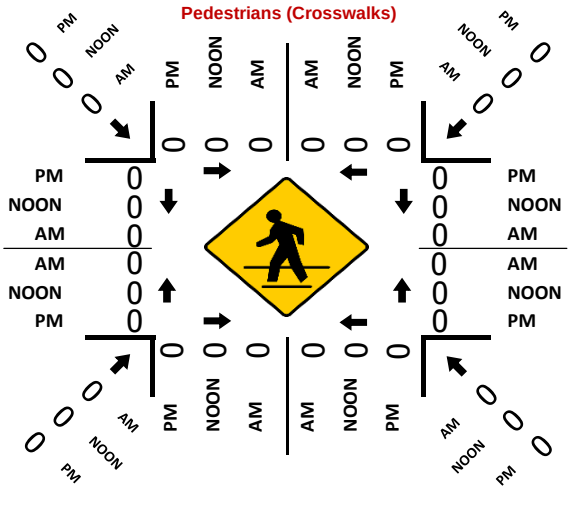
Cars (NOON)



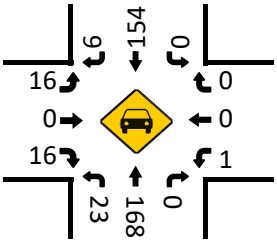
HT (NOON)



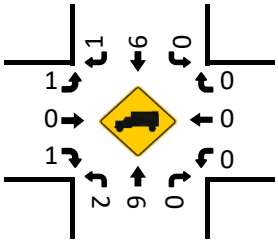
Pedestrians (Crosswalks)



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

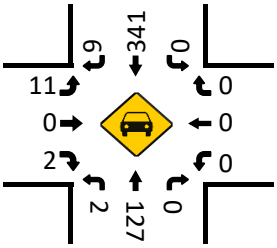
NORTHBOUND (SR 33/N Main St)

	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

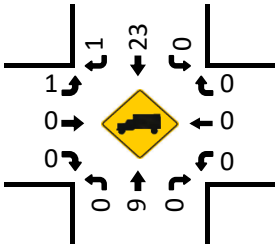
CONTROL: 1-Way Stop(EB)

	AM	NOON	PM
TEV	523	0	594
PHF	0.88		0.93

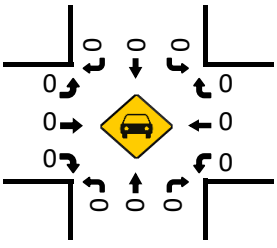
Cars (AM)



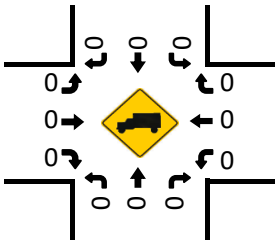
HT (AM)



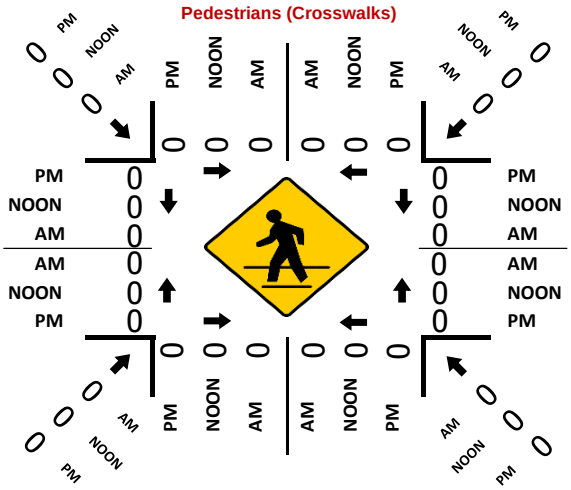
Cars (NOON)



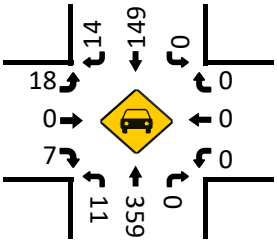
HT (NOON)



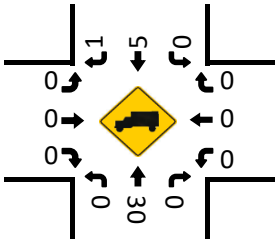
Pedestrians (Crosswalks)



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

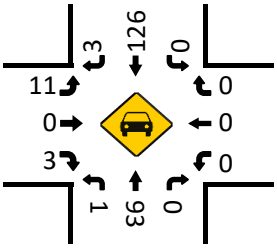
PM	165	0	3	185	0	PM
NOON	0	0	0	0	0	NOON
AM	133	0	1	98	0	AM

CONTROL

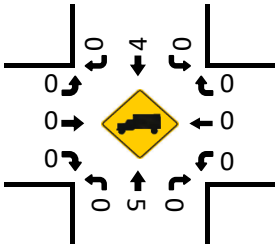
1-Way Stop(EB)

TEV	246 AM	0 NOON	382 PM
PHF	0.66		0.94

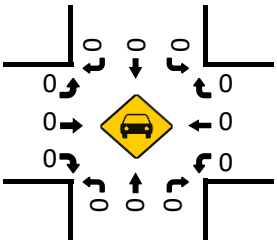
Cars (AM)



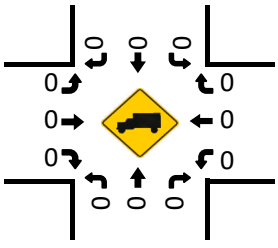
HT (AM)



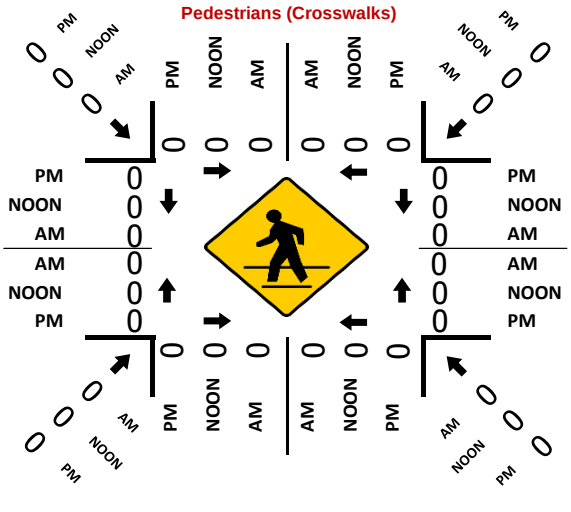
Cars (NOON)



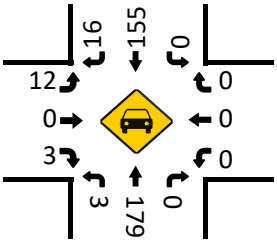
HT (NOON)



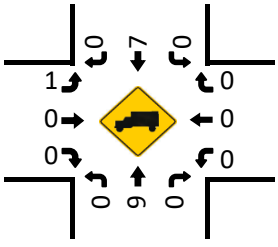
Pedestrians (Crosswalks)



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)

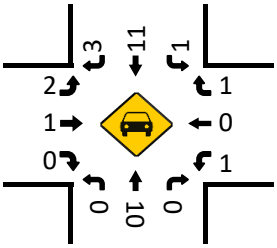
	L	T	R	U	Total	
PM	19	0	0	19	0	PM
NOON	0	0	0	0	0	NOON
AM	13	0	0	12	0	AM

CONTROL

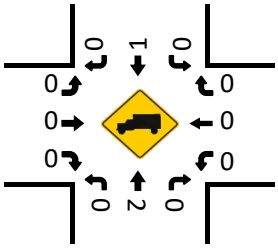
2-Way Stop(EB/WB)

TEV	33 AM	0 NOON	50 PM
PHF	0.69		0.74

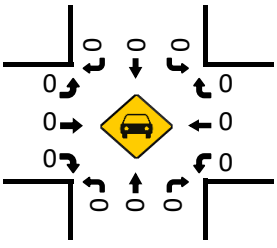
Cars (AM)



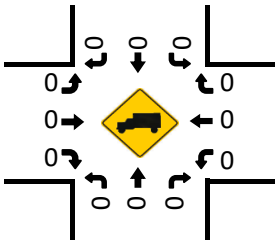
HT (AM)



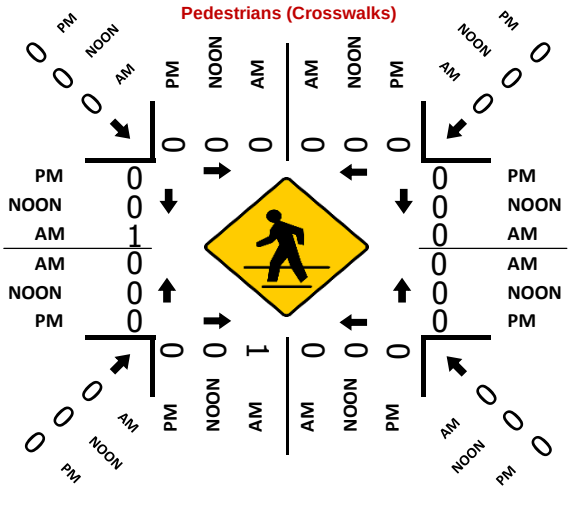
Cars (NOON)



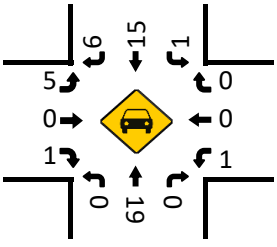
HT (NOON)



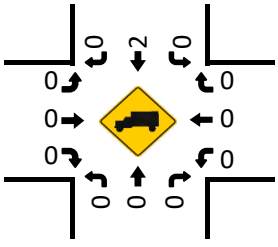
Pedestrians (Crosswalks)



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

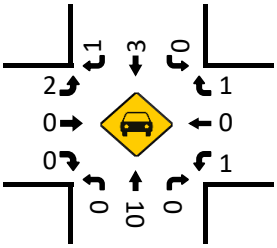
	0	1	0	0
	0	0	1	0

CONTROL

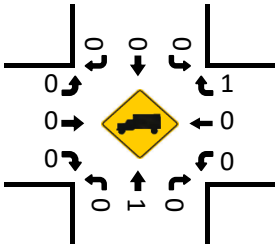
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	20	0	41
PHF	0.71		0.79

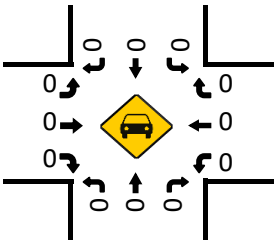
Cars (AM)



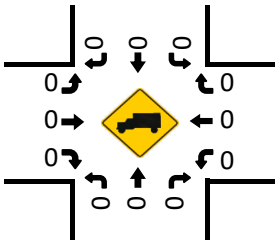
HT (AM)



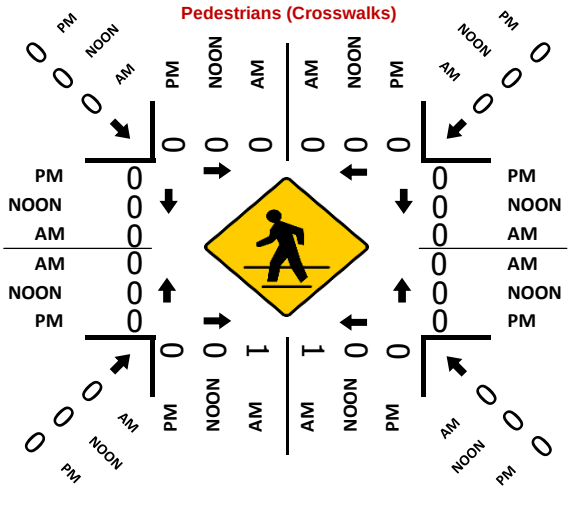
Cars (NOON)



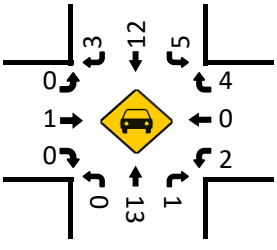
HT (NOON)



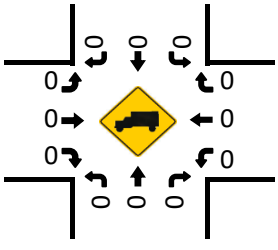
Pedestrians (Crosswalks)



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	

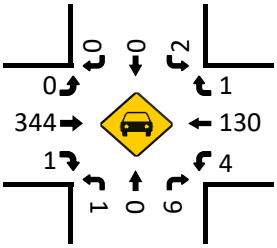
NORTHBOUND — Jorgensen St reet/W 6000Ave/Egbert Ave

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)



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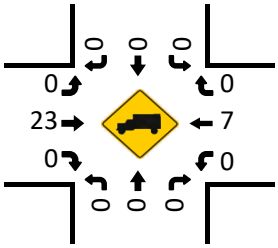

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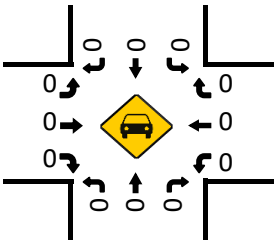

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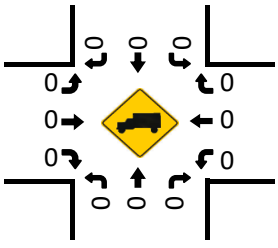
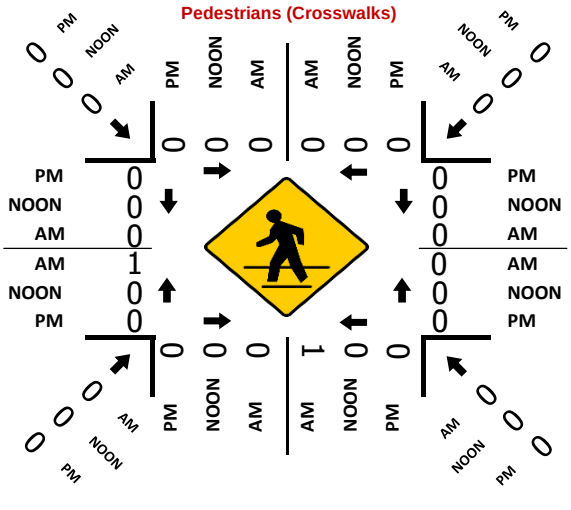
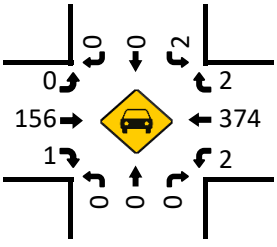


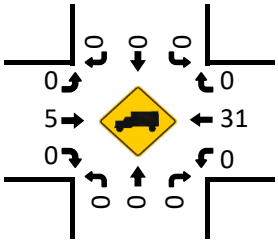
Pedestrians (Crosswalks)



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)

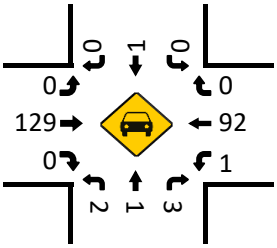
	AM	NOON	PM
TEV	239	0	369
PHF	0.66		0.91

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)



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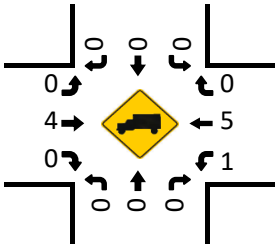

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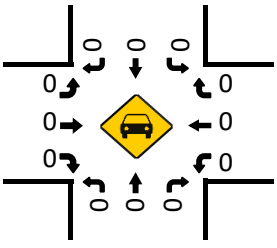
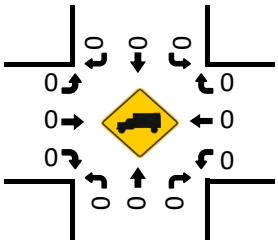
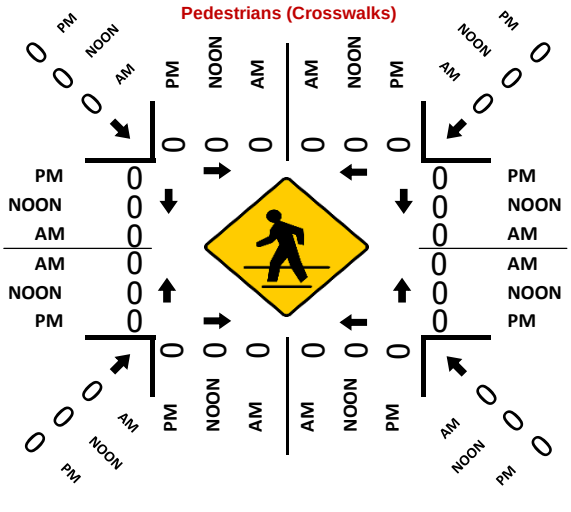


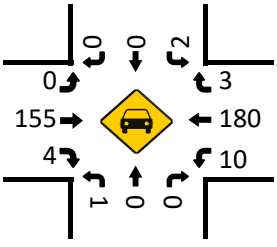
HT (NOON)



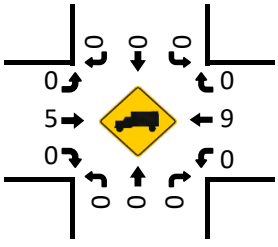
Pedestrians (Crosswalks)



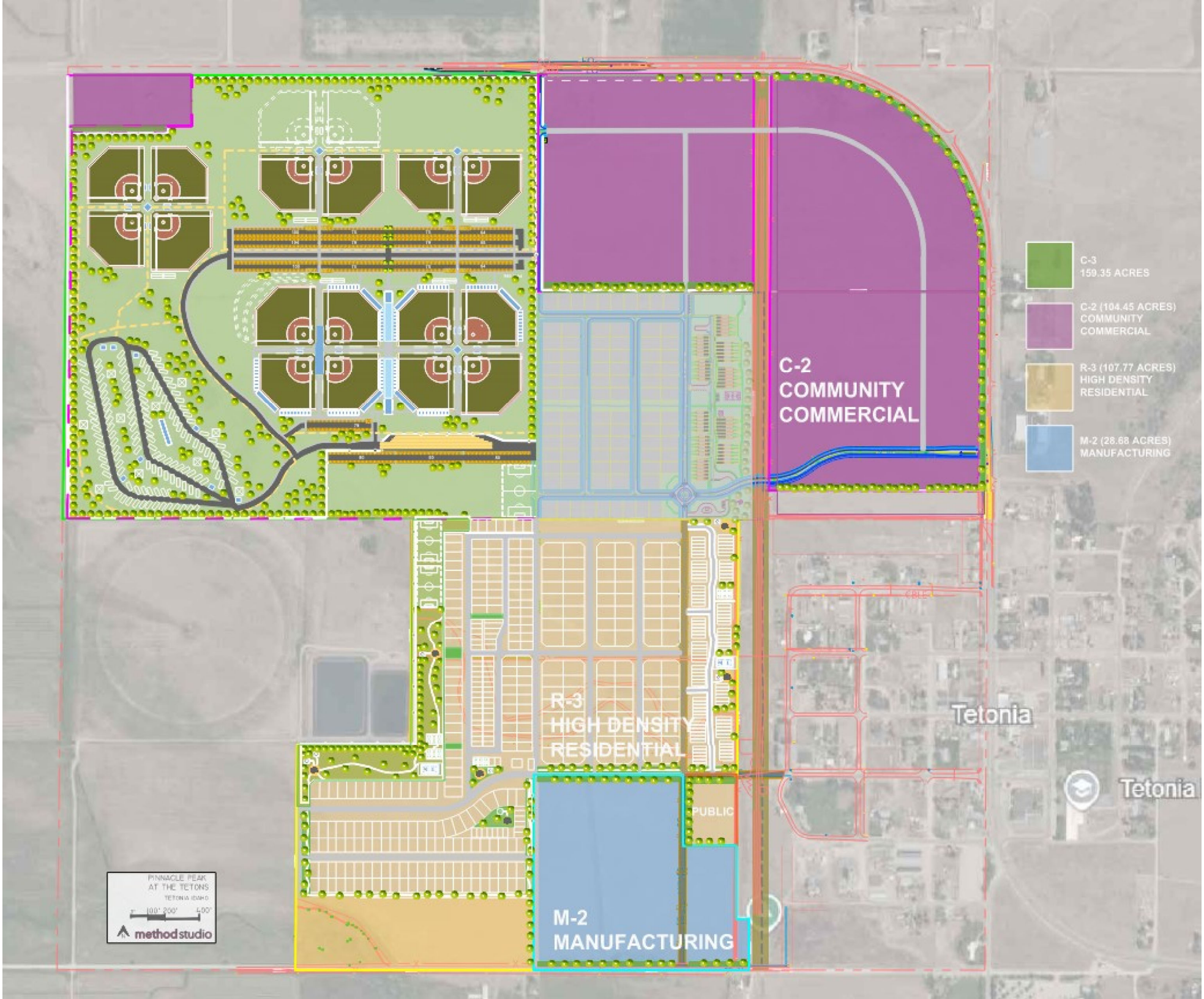
Cars (PM)



HT (PM)



Master Plan


C-3
159.35 ACRES
C-2 (104.45 ACRES)
COMMUNITY
COMMERCIAL
R-3 (107.77 ACRES)
HIGH DENSITY
RESIDENTIAL
M-2 (28.68 ACRES)
MANUFACTURING
C-2
COMMUNITY
COMMERCIAL
R-3
HIGH DENSITY
RESIDENTIAL
PUBLIC
M-2
MANUFACTURING
Tetonia
Tetonia
PINNACLE PEAK
AT THE TETONS
TETONIA IDAHO
method studio

National Parks Baseball Park – TIS Pages

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.

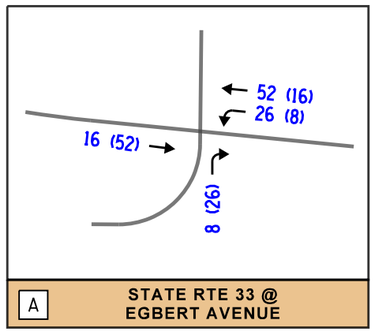
Table 1 summarizes the estimated vehicle trip generation for the weekday morning peak hour and weekday evening peak hour trips. **Table 2** summarizes the estimated vehicle trip generation for Saturday morning and Saturday evening trips.

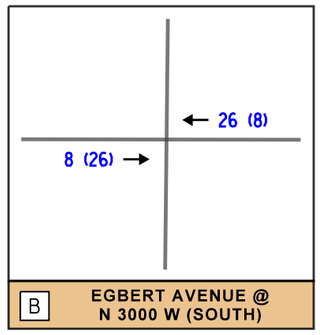
Table 1
ESTIMATED PEAK HOUR TRIP GENERATION - WEEKDAY

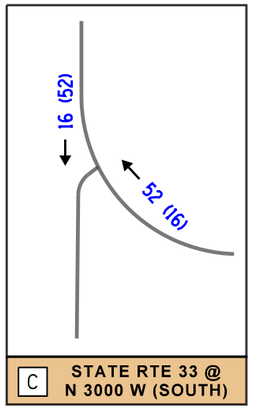
Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
National Parks Baseball Resort	130	40	170	40	130	170

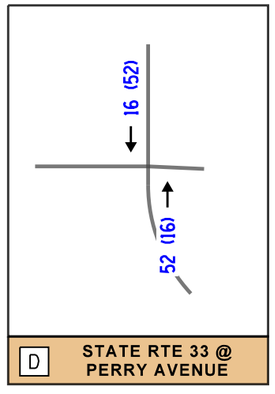
Table 2
ESTIMATED PEAK HOUR TRIP GENERATION – SATURDAY

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









NOT TO SCALE

LEGEND

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

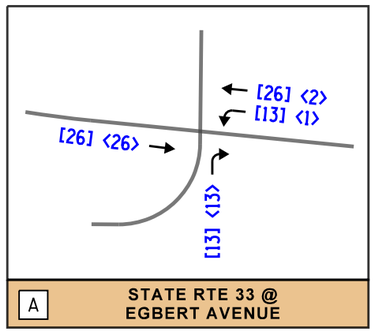
(00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)

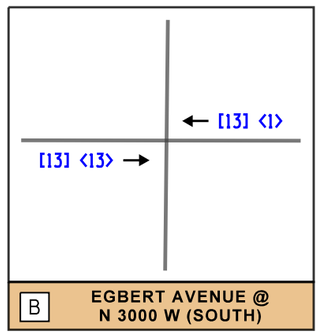
NATIONAL PARKS
BASEBALL RESORT
TETONIA, IDAHO

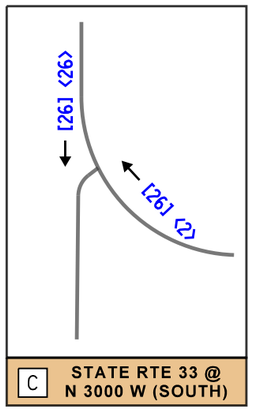
SITE-GENERATED TRAFFIC VOLUMES

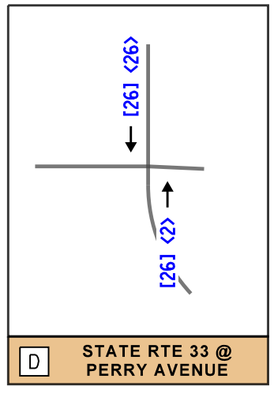
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

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

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 2045 No-Build Conditions				
• Southbound Approach	D	29.3	E	36.8
• Eastbound Left Turn	A	8.1	B	10.4
Year 2052 No-Build Conditions				
• Southbound Approach	E	42.3	F	56.5
• Eastbound Left Turn	A	8.2	B	11.0
Year 2045 Total Projected Conditions				
• Southbound Approach	F	99+	F	99+
• Eastbound Left Turn	A	8.9	B	12.4
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 2045 No-Build Conditions				
• Southbound Approach	B	12.2	C	18.9
• Eastbound Left Turn	A	8.1	A	8.4
Year 2052 No-Build Conditions				
• Southbound Approach	B	12.9	C	22.4
• Eastbound Left Turn	A	8.2	A	8.5
Year 2045 Total Projected Conditions				
• Southbound Approach	C	19.3	F	99+
• Eastbound Left Turn	A	8.7	A	9.7
Year 2052 Total Projected Conditions				
• Southbound Approach	D	26.3	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 2045 No-Build Conditions				
• Westbound Approach	C	22.5	D	27.3
• Southbound Left Turn	A	7.8	A	10.0
Year 2052 No-Build Conditions				
• Westbound Approach	D	27.4	D	34.2
• Southbound Left Turn	A	7.9	B	10.5
Year 2045 Total Projected Conditions				
• Westbound Approach	F	50.5	F	99+
• Southbound Left Turn	A	8.5	B	12.3
Year 2052 Total Projected Conditions				
• Westbound Approach	F	76.6	F	82.7
• Southbound Left Turn	A	8.7	B	13.4

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 2045 No-Build Conditions				
• Westbound Approach	B	10.9	C	15.9
• Southbound Left Turn	A	7.7	A	8.3
Year 2052 No-Build Conditions				
• Westbound Approach	B	11.4	C	17.6
• Southbound Left Turn	A	7.8	A	8.5
Year 2045 Total Projected Conditions				
• Westbound Approach	C	15.3	E	39.8
• Southbound Left Turn	A	8.0	A	9.6
Year 2052 Total Projected Conditions				
• Westbound Approach	B	16.7	E	46.2
• Southbound Left Turn	A	8.4	A	9.9

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 2045 No-Build Conditions				
• Eastbound Approach	C	16.4	C	18.7
• Westbound Approach	D	31.5	C	24.2
• Northbound Left Turn	--	--	A	8.0
• Southbound Left Turn	--	--	--	--
Year 2052 No-Build Conditions				
• Eastbound Approach	C	18.3	C	21.9
• Westbound Approach	E	39.8	D	28.9
• Northbound Left Turn	--	--	A	8.2
• Southbound Left Turn	--	--	--	--
Year 2045 Total Projected Conditions				
• Eastbound Approach	C	21.9	F	58.9
• Westbound Approach	F	99+	F	99+
• Northbound Left Turn	B	11.1	B	10.8
• Southbound Left Turn	--	--	--	--
Year 2052 Total Projected Conditions				
• Eastbound Approach	C	23.6	F	65.1
• Westbound Approach	F	99+	F	99+
• Northbound Left Turn	B	11.4	B	10.9
• 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 2045 No-Build Conditions				
• Eastbound Approach	B	10.4	B	14.4
• Westbound Approach	C	15.8	C	20.0
• Northbound Left Turn	A	8.0	A	8.2
• Southbound Left Turn	--	--	A	8.3
Year 2052 No-Build Conditions				
• Eastbound Approach	B	10.7	C	15.8
• Westbound Approach	C	17.3	C	22.7
• Northbound Left Turn	A	8.1	A	8.3
• Southbound Left Turn	--	--	A	8.5
Year 2045 Total Projected Conditions				
• Eastbound Approach	B	12.7	E	38.4
• Westbound Approach	E	37.0	F	99+
• Northbound Left Turn	A	8.8	B	10.7
• Southbound Left Turn	--	--	B	10.2
Year 2052 Total Projected Conditions				
• Eastbound Approach	B	12.8	E	45.7
• Westbound Approach	E	37.9	F	99+
• Northbound Left Turn	A	8.9	B	10.9
• Southbound Left Turn	--	--	B	10.5

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 2045 No-Build Conditions				
• Eastbound Approach	C	17.8	C	17.1
• Westbound Approach	C	21.3	C	20.7
• Northbound Left Turn	A	9.9	A	8.1
• Southbound Left Turn	A	7.9	B	10.7
Year 2052 No-Build Conditions				
• Eastbound Approach	C	19.8	C	19.4
• Westbound Approach	C	24.7	C	23.7
• Northbound Left Turn	B	10.3	A	8.2
• Southbound Left Turn	A	8.0	B	11.3
Year 2045 Total Projected Conditions				
• Eastbound Approach	C	24.5	E	41.9
• Westbound Approach	D	35.0	F	50.6
• Northbound Left Turn	B	11.0	B	10.7
• Southbound Left Turn	A	9.4	C	15.0
Year 2052 Total Projected Conditions				
• Eastbound Approach	D	27.3	F	50.8
• Westbound Approach	E	41.7	F	61.0
• Northbound Left Turn	B	11.6	B	11.0
• Southbound Left Turn	B	10.2	C	16.2

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 2045 No-Build Conditions				
• Eastbound Approach	B	11.6	B	12.9
• Westbound Approach	B	12.0	B	12.7
• Northbound Left Turn	A	8.1	--	--
• Southbound Left Turn	A	7.9	A	8.4
Year 2052 No-Build Conditions				
• Eastbound Approach	B	12.0	B	13.6
• Westbound Approach	B	12.6	B	13.4
• Northbound Left Turn	A	8.2	--	--
• Southbound Left Turn	A	8.0	A	8.5
Year 2045 Total Projected Conditions				
• Eastbound Approach	B	14.9	D	25.5
• Westbound Approach	C	16.7	C	23.5
• Northbound Left Turn	A	8.8	--	--
• Southbound Left Turn	A	8.9	B	10.4
Year 2052 Total Projected Conditions				
• Eastbound Approach	B	14.6	D	27.3
• Westbound Approach	C	18.6	D	27.7
• Northbound Left Turn	A	8.9	--	--
• Southbound Left Turn	A	9.6	B	11.6

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 2045 No-Build Conditions				
• Eastbound Approach	C	20.9	C	21.6
• Westbound Approach	E	37.4	E	37.2
• Northbound Left Turn	A	10.0	A	8.4
• Southbound Left Turn	A	8.1	--	--
Year 2052 No-Build Conditions				
• Eastbound Approach	D	25.4	D	26.2
• Westbound Approach	F	54.2	F	53.0
• Northbound Left Turn	B	10.5	A	8.5
• Southbound Left Turn	A	8.2	--	--
Year 2045 Total Projected Conditions				
• Eastbound Approach	E	36.1	F	99+
• Westbound Approach	F	99+	F	99+
• Northbound Left Turn	B	11.5	B	11.6
• Southbound Left Turn	A	9.8	--	--
Year 2052 Total Projected Conditions				
• Eastbound Approach	F	51.2	F	99+
• Westbound Approach	F	99+	F	99+
• Northbound Left Turn	B	12.5	B	12.2
• Southbound Left Turn	A	9.8	--	--

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 2045 No-Build Conditions				
• Eastbound Approach	B	11.9	B	14.6
• Westbound Approach	--	--	C	22.9
• Northbound Left Turn	A	8.2	A	8.5
• Southbound Left Turn	--	--	--	--
Year 2052 No-Build Conditions				
• Eastbound Approach	B	12.6	C	15.9
• Westbound Approach	--	--	D	26.9
• Northbound Left Turn	A	8.3	A	8.6
• Southbound Left Turn	--	--	--	--
Year 2045 Total Projected Conditions				
• Eastbound Approach	C	15.5	E	37.3
• Westbound Approach	--	--	F	99+
• Northbound Left Turn	A	8.9	B	11.2
• Southbound Left Turn	--	--	--	--
Year 2052 Total Projected Conditions				
• Eastbound Approach	C	16.7	E	45.7
• Westbound Approach	--	--	F	99+
• Northbound Left Turn	A	9.2	B	11.5
• 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 2045 No-Build Conditions				
• Eastbound Approach	D	28.3	D	29.8
• Northbound Left Turn	B	10.1	A	8.2
Year 2052 No-Build Conditions				
• Eastbound Approach	E	35.7	E	40.0
• Northbound Left Turn	B	10.7	A	8.3
Year 2045 Total Projected Conditions				
• Eastbound Approach	F	90.4	F	99+
• Northbound Left Turn	B	11.4	B	10.9
Year 2052 Total Projected Conditions				
• Eastbound Approach	F	99+	F	99+
• Northbound Left Turn	B	12.3	B	11.4

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 2045 No-Build Conditions				
• Eastbound Approach	B	15.0	C	16.7
• Northbound Left Turn	A	8.2	A	8.2
Year 2052 No-Build Conditions				
• Eastbound Approach	C	16.5	C	18.9
• Northbound Left Turn	A	8.4	A	8.4
Year 2045 Total Projected Conditions				
• Eastbound Approach	D	26.0	F	99+
• Northbound Left Turn	A	8.9	B	10.6
Year 2052 Total Projected Conditions				
• Eastbound Approach	D	29.9	F	99+
• Northbound Left Turn	A	9.1	B	10.9

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 2045 No-Build Conditions				
• Northbound Approach	C	19.5	--	--
• Southbound Approach	D	34.2	E	38.9
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	B	10.1	A	8.1
Year 2052 No-Build Conditions				
• Northbound Approach	C	22.4	--	--
• Southbound Approach	E	43.2	E	49.8
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	B	10.6	A	8.3
Year 2045 Total Projected Conditions				
• Northbound Approach	F	68.8	F	99+
• Southbound Approach	F	99+	F	99+
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	B	12.4	B	12.5
Year 2052 Total Projected Conditions				
• Northbound Approach	F	99+	F	99+
• Southbound Approach	F	99+	F	99+
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	B	13.7	B	13.4

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 2045 No-Build Conditions				
• Northbound Approach	B	14.2	C	20.6
• Southbound Approach	C	16.5	C	20.7
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	9.0	A	8.2
Year 2052 No-Build Conditions				
• Northbound Approach	C	15.4	C	23.7
• Southbound Approach	C	18.1	C	23.8
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	9.2	A	8.4
Year 2045 Total Projected Conditions				
• Northbound Approach	C	17.5	E	39.3
• Southbound Approach	E	36.8	F	99+
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	B	10.3	B	11.7
Year 2052 Total Projected Conditions				
• Northbound Approach	C	19.5	E	49.1
• Southbound Approach	E	42.0	F	99+
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	9.3	B	12.0

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 2045 No-Build Conditions				
• Eastbound Approach	A	9.1	A	8.9
• Westbound Approach	A	8.6	A	9.0
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.3	A	7.3
Year 2052 No-Build Conditions				
• Eastbound Approach	A	9.1	A	9.0
• Westbound Approach	A	8.7	A	9.0
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.3	A	7.3
Year 2045 Total Projected Conditions				
• Eastbound Approach	B	10.1	B	10.21
• Westbound Approach	A	9.7	A	10.37
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	A	7.2	A	7.3
Year 2052 Total Projected Conditions				
• Eastbound Approach	B	10.5	B	10.8
• Westbound Approach	B	10.0	B	11.0
• 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 2045 No-Build Conditions				
• Eastbound Approach	A	8.7	A	9.4
• Westbound Approach	A	8.8	A	8.6
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	--	--	A	7.3
Year 2052 No-Build Conditions				
• Eastbound Approach	A	8.7	A	9.5
• Westbound Approach	A	8.8	A	8.6
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	--	--	A	7.3
Year 2045 Total Projected Conditions				
• Eastbound Approach	A	9.6	A	9.9
• Westbound Approach	A	9.4	A	9.9
• Northbound Left Turn	--	--	--	--
• Southbound Left Turn	--	--	A	7.3
Year 2052 Total Projected Conditions				
• Eastbound Approach	A	9.8	A	9.9
• Westbound Approach	A	9.5	A	9.9
• 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 2045 Total Projected Conditions				
• Overall	B	18.1	B	18.7
• Eastbound Approach	C	21.8	B	14.5
• Westbound Approach	A	7.8	B	19.4
• Northbound Approach	C	23.3	C	22.6
Year 2052 Total Projected Conditions				
• Overall	B	19.6	C	21.1
• Eastbound Approach	C	22.1	B	13.4
• Westbound Approach	B	11.7	C	22.7
• Northbound Approach	C	24.7	C	27.9

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 2045 Total Projected Conditions				
• Overall	A	8.4	B	14.0
• Eastbound Approach	B	10.8	B	18.0
• Westbound Approach	A	4.4	A	9.1
• Northbound Approach	B	12.1	B	16.3
Year 2052 Total Projected Conditions				
• Overall	A	8.6	B	14.9
• Eastbound Approach	B	11.0	B	18.7
• Westbound Approach	A	4.4	A	9.6
• Northbound Approach	B	12.6	B	17.9

LOS = Level of Service
Delay is measured in seconds.

Table S
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH ASHER PARK LANE – WEEKDAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2045 Total Projected Conditions				
• Overall	C	26.5	C	32.1
• Eastbound Approach	C	25.6	C	30.0
• Northbound Approach	C	21.7	C	33.0
• Southbound Approach	C	30.2	C	33.0
Year 2052 Total Projected Conditions				
• Overall	C	32.3	D	37.5
• Eastbound Approach	C	28.3	C	31.5
• Westbound Approach	C	23.9	D	40.2
• Northbound Approach	D	39.4	D	38.7

LOS = Level of Service
Delay is measured in seconds.

Table T
CAPACITY ANALYSIS RESULTS
STATE ROUTE 33 WITH ASHER PARK LANE – SATURDAY

Intersection	Saturday Morning Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Year 2045 Total Projected Conditions				
• Overall	A	9.9	C	24.4
• Eastbound Approach	B	10.2	C	26.1
• Northbound Approach	A	8.4	B	19.9
• Southbound Approach	B	11.5	C	28.3
Year 2052 Total Projected Conditions				
• Overall	B	10.4	C	26.4
• Eastbound Approach	B	10.4	C	27.4
• Northbound Approach	A	8.7	C	21.2
• Southbound Approach	B	12.3	C	31.7

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 2045 No-Build Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	656	216	44	108	8
Future Vol, veh/h	14	656	216	44	108	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	90	90	90	90	90	90
Heavy Vehicles, %	22	7	6	0	6	0
Mvmt Flow	16	729	240	49	120	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	289	0	-	0	1000	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	760	-
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	1167	-	-	-	265	804
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1167	-	-	-	261	804
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	455	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	29.26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	274
HCM Lane V/C Ratio	0.013	-	-	-	0.47
HCM Ctrl Dly (s/v)	8.1	-	-	-	29.3
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.4

Intersection	
Int Delay, s/veh	0.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	758	258	18	33	2
Future Vol, veh/h	6	758	258	18	33	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	6	815	277	19	35	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	297	0	-	0	1105	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	828	-
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	1276	-	-	-	235	766
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1276	-	-	-	233	766
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	433	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	22.54
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	243
HCM Lane V/C Ratio	-	-	0.005	-	0.155
HCM Ctrl Dly (s/v)	-	-	7.8	0	22.5
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	9	0	0	0	276	0	0	789	2
Future Vol, veh/h	0	0	14	9	0	0	0	276	0	0	789	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	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	16	10	0	0	0	321	0	0	917	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1240	1240	919	1238	1241	321	920	0	0	321	0	0
Stage 1	919	919	-	321	321	-	-	-	-	-	-	-
Stage 2	321	321	-	917	920	-	-	-	-	-	-	-
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	154	177	332	154	177	725	750	-	-	1250	-	-
Stage 1	328	353	-	695	655	-	-	-	-	-	-	-
Stage 2	695	655	-	328	352	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	177	332	146	177	725	750	-	-	1250	-	-
Mov Cap-2 Maneuver	154	177	-	146	177	-	-	-	-	-	-	-
Stage 1	328	353	-	695	655	-	-	-	-	-	-	-
Stage 2	695	655	-	312	352	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.41	31.5	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	750	-	-	332	146	1250	-	-
HCM Lane V/C Ratio	-	-	-	0.049	0.072	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	16.4	31.5	0	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	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	2	3	9	18	6	6	5	269	3	14	795	3
Future Vol, veh/h	2	3	9	18	6	6	5	269	3	14	795	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	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	2	3	10	21	7	7	6	313	3	16	924	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1287	1287	926	1285	1287	315	928	0	0	316	0	0
Stage 1	959	959	-	326	326	-	-	-	-	-	-	-
Stage 2	328	328	-	959	960	-	-	-	-	-	-	-
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	143	166	328	127	166	731	745	-	-	1255	-	-
Stage 1	312	338	-	641	652	-	-	-	-	-	-	-
Stage 2	689	651	-	281	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	162	328	119	162	731	745	-	-	1255	-	-
Mov Cap-2 Maneuver	241	263	-	209	261	-	-	-	-	-	-	-
Stage 1	308	334	-	636	647	-	-	-	-	-	-	-
Stage 2	670	646	-	266	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.82	21.27	0.18	0.14
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	745	-	-	297	256	1255	-	-
HCM Lane V/C Ratio	0.008	-	-	0.055	0.136	0.013	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	17.8	21.3	7.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	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	11	5	66	12	2	3	24	263	32	15	795	12
Future Vol, veh/h	11	5	66	12	2	3	24	263	32	15	795	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	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	12	5	73	13	2	3	26	289	35	16	874	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1256	1290	880	1269	1279	307	887	0	0	324	0	0
Stage 1	913	913	-	359	359	-	-	-	-	-	-	-
Stage 2	343	377	-	909	920	-	-	-	-	-	-	-
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	150	165	336	147	167	738	747	-	-	1192	-	-
Stage 1	330	355	-	663	630	-	-	-	-	-	-	-
Stage 2	677	619	-	332	352	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	137	153	336	105	156	738	747	-	-	1192	-	-
Mov Cap-2 Maneuver	247	261	-	105	156	-	-	-	-	-	-	-
Stage 1	321	345	-	634	603	-	-	-	-	-	-	-
Stage 2	642	593	-	249	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.92	37.43	0.75	0.15
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	133	-	-	315	129	33	-	-
HCM Lane V/C Ratio	0.035	-	-	0.286	0.144	0.014	-	-
HCM Ctrl Dly (s/v)	10	0	-	20.9	37.4	8.1	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	3	3	300	858	15
Future Vol, veh/h	18	3	3	300	858	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	88	88	88	88	88	88
Heavy Vehicles, %	8	0	0	5	6	10
Mvmt Flow	20	3	3	341	975	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1323	975	992	0	-	0
Stage 1	975	-	-	-	-	-
Stage 2	348	-	-	-	-	-
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	167	308	705	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	308	705	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.32	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	178	-	-
HCM Lane V/C Ratio	0.005	-	0.134	-	-
HCM Ctrl Dly (s/v)	10.1	0	28.3	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

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	0	860	2	6	302	2	2	0	14	3	0	0
Future Vol, veh/h	0	860	2	6	302	2	2	0	14	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	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	966	2	7	339	2	2	0	16	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	969	0	0	1320	1322	967	1320	1322	340
Stage 1	-	-	-	-	-	-	967	967	-	354	354	-
Stage 2	-	-	-	-	-	-	353	355	-	966	969	-
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	1229	-	-	720	-	-	135	158	311	135	158	707
Stage 1	-	-	-	-	-	-	308	335	-	667	634	-
Stage 2	-	-	-	-	-	-	668	633	-	309	335	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1229	-	-	720	-	-	134	156	311	127	156	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	156	-	127	156	-
Stage 1	-	-	-	-	-	-	308	335	-	660	627	-
Stage 2	-	-	-	-	-	-	661	626	-	293	335	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.19	19.47	34.16
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	267	1229	-	-	35	-	-	127
HCM Lane V/C Ratio	0.067	-	-	-	0.009	-	-	0.027
HCM Ctrl Dly (s/v)	19.5	0	-	-	10.1	0	-	34.2
HCM Lane LOS	C	A	-	-	B	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	0	2	0	2	0	18	0	2	18	5
Future Vol, veh/h	3	2	0	2	0	2	0	18	0	2	18	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	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	4	3	0	3	0	3	0	26	0	3	26	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	62	62	30	59	65	26	33	0	0	26	0	0
Stage 1	36	36	-	26	26	-	-	-	-	-	-	-
Stage 2	26	26	-	33	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	938	833	1051	942	829	1056	1592	-	-	1601	-	-
Stage 1	985	869	-	997	877	-	-	-	-	-	-	-
Stage 2	997	877	-	988	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	934	832	1051	936	828	1056	1592	-	-	1601	-	-
Mov Cap-2 Maneuver	934	832	-	936	828	-	-	-	-	-	-	-
Stage 1	984	868	-	997	877	-	-	-	-	-	-	-
Stage 2	994	877	-	983	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.08	8.65	0	0.58
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	890	992	138	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.006	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2045 No-Build Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	285	782	95	57	15
Future Vol, veh/h	12	285	782	95	57	15
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	14	335	920	112	67	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1032	0	-	0	1284	920
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	364	-
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	681	-	-	-	181	317
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	681	-	-	-	177	317
Mov Cap-2 Maneuver	-	-	-	-	177	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.42	0	36.83
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	681	-	-	-	195
HCM Lane V/C Ratio	0.021	-	-	-	0.434
HCM Ctrl Dly (s/v)	10.4	-	-	-	36.8
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2

Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	339	873	21	21	3
Future Vol, veh/h	3	339	873	21	21	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	365	939	23	23	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	961	0	-	0	1310	939
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	371	-
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	724	-	-	-	177	323
Stage 1	-	-	-	-	384	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	176	323
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	702	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.09	0	27.33
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	16	-	187
HCM Lane V/C Ratio	-	-	0.004	-	0.138
HCM Ctrl Dly (s/v)	-	-	10	0	27.3
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0	-	0.5

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	2	17	890	5	0	357	3
Future Vol, veh/h	3	0	5	2	0	2	17	890	5	0	357	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	5	2	0	2	17	908	5	0	364	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1309	1314	366	1310	1313	911	367	0	0	913	0	0
Stage 1	366	366	-	945	945	-	-	-	-	-	-	-
Stage 2	943	948	-	364	367	-	-	-	-	-	-	-
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	138	160	684	137	160	335	1202	-	-	755	-	-
Stage 1	658	626	-	317	343	-	-	-	-	-	-	-
Stage 2	318	342	-	659	625	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	157	684	134	158	335	1202	-	-	755	-	-
Mov Cap-2 Maneuver	135	157	-	134	158	-	-	-	-	-	-	-
Stage 1	658	626	-	312	338	-	-	-	-	-	-	-
Stage 2	311	337	-	654	625	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.72	24.17	0.15	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1202	-	-	271	192	755	-	-
HCM Lane V/C Ratio	0.014	-	-	0.03	0.021	-	-	-
HCM Ctrl Dly (s/v)	8	-	-	18.7	24.2	0	-	-
HCM Lane LOS	A	-	-	C	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	9	2	8	6	0	6	14	896	3	6	356	2
Future Vol, veh/h	9	2	8	6	0	6	14	896	3	6	356	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	9	2	8	6	0	6	15	943	3	6	375	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1361	1364	376	1363	1364	945	377	0	0	946	0	0
Stage 1	388	388	-	974	974	-	-	-	-	-	-	-
Stage 2	973	976	-	388	389	-	-	-	-	-	-	-
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	127	149	675	112	149	288	1193	-	-	640	-	-
Stage 1	639	612	-	275	333	-	-	-	-	-	-	-
Stage 2	306	332	-	592	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	121	146	675	107	146	288	1193	-	-	640	-	-
Mov Cap-2 Maneuver	226	249	-	208	251	-	-	-	-	-	-	-
Stage 1	633	606	-	272	328	-	-	-	-	-	-	-
Stage 2	296	328	-	576	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.06	20.72	0.12	0.18
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1193	-	-	318	242	640	-	-
HCM Lane V/C Ratio	0.012	-	-	0.063	0.052	0.01	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	17.1	20.7	10.7	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	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	23	2	24	6	2	5	63	885	9	0	362	8
Future Vol, veh/h	23	2	24	6	2	5	63	885	9	0	362	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	25	2	26	6	2	5	68	952	10	0	389	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1482	1490	394	1482	1490	956	398	0	0	961	0	0
Stage 1	394	394	-	1092	1092	-	-	-	-	-	-	-
Stage 2	1088	1097	-	390	398	-	-	-	-	-	-	-
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	98	125	660	104	125	315	1134	-	-	724	-	-
Stage 1	610	609	-	262	293	-	-	-	-	-	-	-
Stage 2	249	291	-	638	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	109	660	87	109	315	1134	-	-	724	-	-
Mov Cap-2 Maneuver	170	202	-	87	109	-	-	-	-	-	-	-
Stage 1	610	609	-	229	255	-	-	-	-	-	-	-
Stage 2	211	254	-	611	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.57	37.22	0.55	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	118	-	-	270	126	724	-	-
HCM Lane V/C Ratio	0.06	-	-	0.195	0.111	-	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	21.6	37.2	0	-	-
HCM Lane LOS	A	A	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	11	17	930	369	23
Future Vol, veh/h	27	11	17	930	369	23
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	29	12	18	1000	397	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1433	397	422	0	-	0
Stage 1	397	-	-	-	-	-
Stage 2	1037	-	-	-	-	-
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	149	657	1149	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	657	1149	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	29.75	0.15	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	32	-	186	-	-
HCM Lane V/C Ratio	0.016	-	0.22	-	-
HCM Ctrl Dly (s/v)	8.2	0	29.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

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	378	2	3	947	3	0	0	0	3	0	0
Future Vol, veh/h	0	378	2	3	947	3	0	0	0	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	411	2	3	1029	3	0	0	0	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1033	0	0	413	0	0	1448	1451	412	1448	1451	1031
Stage 1	-	-	-	-	-	-	412	412	-	1038	1038	-
Stage 2	-	-	-	-	-	-	1036	1039	-	411	413	-
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	681	-	-	1157	-	-	110	132	644	110	132	286
Stage 1	-	-	-	-	-	-	621	598	-	282	311	-
Stage 2	-	-	-	-	-	-	282	310	-	622	597	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	681	-	-	1157	-	-	110	131	644	109	131	286
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	131	-	109	131	-
Stage 1	-	-	-	-	-	-	621	598	-	280	309	-
Stage 2	-	-	-	-	-	-	280	308	-	622	597	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.03	0	38.9
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	681	-	-	6	-	-	109
HCM Lane V/C Ratio	-	-	-	-	0.003	-	-	0.03
HCM Ctrl Dly (s/v)	0	0	-	-	8.1	0	-	38.9
HCM Lane LOS	A	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	2	2	0	0	0	29	0	2	26	9
Future Vol, veh/h	8	0	2	2	0	0	0	29	0	2	26	9
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	0	3	3	0	0	0	39	0	3	35	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	86	41	80	92	39	47	0	0	39	0	0
Stage 1	47	47	-	39	39	-	-	-	-	-	-	-
Stage 2	39	39	-	41	53	-	-	-	-	-	-	-
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	905	808	1035	913	802	1038	1573	-	-	1584	-	-
Stage 1	972	860	-	981	866	-	-	-	-	-	-	-
Stage 2	981	866	-	979	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	904	807	1035	909	801	1038	1573	-	-	1584	-	-
Mov Cap-2 Maneuver	904	807	-	909	801	-	-	-	-	-	-	-
Stage 1	970	859	-	981	866	-	-	-	-	-	-	-
Stage 2	981	866	-	975	853	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.94	8.97	0	0.39
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1573	-	-	927	909	93	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.003	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.9	9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2045 Saturday Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	227	188	35	32	12
Future Vol, veh/h	6	227	188	35	32	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	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	8	287	238	44	41	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	282	0	-	0	541	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	303	-
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	1159	-	-	-	506	775
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1159	-	-	-	503	775
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1159	-	-	-	556
HCM Lane V/C Ratio	0.007	-	-	-	0.1
HCM Ctrl Dly (s/v)	8.1	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	257	218	14	6	5
Future Vol, veh/h	2	257	218	14	6	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	276	234	15	6	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	515	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	281	-
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	1328	-	-	-	523	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1328	-	-	-	522	810
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	771	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.06	0	10.89
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	623
HCM Lane V/C Ratio	-	-	0.002	-	0.019
HCM Ctrl Dly (s/v)	-	-	7.7	0	10.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

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	0	0	3	8	0	0	3	231	0	0	263	0
Future Vol, veh/h	0	0	3	8	0	0	3	231	0	0	263	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	4	11	0	0	4	330	0	0	376	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	714	714	376	714	714	330	376	0	0	330	0	0
Stage 1	376	376	-	339	339	-	-	-	-	-	-	-
Stage 2	339	339	-	376	376	-	-	-	-	-	-	-
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	349	359	675	349	359	716	1194	-	-	1241	-	-
Stage 1	650	620	-	680	644	-	-	-	-	-	-	-
Stage 2	680	644	-	650	620	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	348	358	675	345	358	716	1194	-	-	1241	-	-
Mov Cap-2 Maneuver	348	358	-	345	358	-	-	-	-	-	-	-
Stage 1	650	620	-	678	641	-	-	-	-	-	-	-
Stage 2	678	641	-	645	620	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.37	15.78	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1194	-	-	675	345	1241	-	-
HCM Lane V/C Ratio	0.004	-	-	0.006	0.033	-	-	-
HCM Ctrl Dly (s/v)	8	-	-	10.4	15.8	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	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	2	0	6	3	0	2	2	231	2	5	269	0
Future Vol, veh/h	2	0	6	3	0	2	2	231	2	5	269	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	3	0	9	4	0	3	3	335	3	7	390	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	745	748	390	746	746	336	390	0	0	338	0	0
Stage 1	404	404	-	342	342	-	-	-	-	-	-	-
Stage 2	341	343	-	404	404	-	-	-	-	-	-	-
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	333	343	611	332	344	710	1180	-	-	1233	-	-
Stage 1	627	602	-	677	642	-	-	-	-	-	-	-
Stage 2	678	641	-	627	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	329	341	611	324	341	710	1180	-	-	1233	-	-
Mov Cap-2 Maneuver	444	436	-	440	437	-	-	-	-	-	-	-
Stage 1	623	599	-	676	640	-	-	-	-	-	-	-
Stage 2	674	639	-	614	599	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.58	12.03	0.07	0.14
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	558	519	1233	-	-
HCM Lane V/C Ratio	0.002	-	-	0.021	0.014	0.006	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	11.6	12	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	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	9	0	24	0	0	0	23	225	0	0	273	5
Future Vol, veh/h	9	0	24	0	0	0	23	225	0	0	273	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	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	13	0	34	0	0	0	33	321	0	0	390	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	781	781	394	777	784	321	397	0	0	321	0	0
Stage 1	394	394	-	387	387	-	-	-	-	-	-	-
Stage 2	387	387	-	390	397	-	-	-	-	-	-	-
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	315	329	647	317	327	724	1172	-	-	1250	-	-
Stage 1	635	609	-	640	613	-	-	-	-	-	-	-
Stage 2	640	613	-	638	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	318	647	289	316	724	1172	-	-	1250	-	-
Mov Cap-2 Maneuver	425	419	-	289	316	-	-	-	-	-	-	-
Stage 1	635	609	-	619	592	-	-	-	-	-	-	-
Stage 2	619	592	-	604	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.94	0	0.76	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	167	-	-	566	-	1250	-	-
HCM Lane V/C Ratio	0.028	-	-	0.083	-	-	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	11.9	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	5	2	231	293	5
Future Vol, veh/h	17	5	2	231	293	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	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	5	3	0
Mvmt Flow	26	8	3	350	444	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	800	444	452	0	-	0
Stage 1	444	-	-	-	-	-
Stage 2	356	-	-	-	-	-
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	357	618	1120	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	618	1120	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.99	0.07	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	15	-	394	-	-
HCM Lane V/C Ratio	0.003	-	0.085	-	-
HCM Ctrl Dly (s/v)	8.2	0	15	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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	0	297	0	3	230	0	3	2	5	0	2	0
Future Vol, veh/h	0	297	0	3	230	0	3	2	5	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	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	450	0	5	348	0	5	3	8	0	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	348	0	0	450	0	0	809	808	450	809	808	348
Stage 1	-	-	-	-	-	-	450	450	-	358	358	-
Stage 2	-	-	-	-	-	-	359	358	-	452	450	-
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	1222	-	-	898	-	-	301	317	613	301	317	699
Stage 1	-	-	-	-	-	-	592	575	-	664	632	-
Stage 2	-	-	-	-	-	-	663	632	-	591	575	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	898	-	-	296	315	613	293	315	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	315	-	293	315	-
Stage 1	-	-	-	-	-	-	592	575	-	660	628	-
Stage 2	-	-	-	-	-	-	656	628	-	581	575	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.12	14.2	16.53
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	406	1222	-	-	23	-	-	315
HCM Lane V/C Ratio	0.037	-	-	-	0.005	-	-	0.01
HCM Ctrl Dly (s/v)	14.2	0	-	-	9	0	-	16.5
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	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	3	0	0	2	0	3	0	17	0	0	5	2
Future Vol, veh/h	3	0	0	2	0	3	0	17	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	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	4	0	0	3	0	4	0	24	0	0	7	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	32	32	8	31	34	24	10	0	0	24	0	0
Stage 1	8	8	-	24	24	-	-	-	-	-	-	-
Stage 2	24	24	-	7	10	-	-	-	-	-	-	-
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	980	864	1079	982	863	930	1623	-	-	1604	-	-
Stage 1	1018	893	-	999	879	-	-	-	-	-	-	-
Stage 2	999	879	-	1020	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	976	864	1079	982	863	930	1623	-	-	1604	-	-
Mov Cap-2 Maneuver	976	864	-	982	863	-	-	-	-	-	-	-
Stage 1	1018	893	-	999	879	-	-	-	-	-	-	-
Stage 2	995	879	-	1020	891	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.71	8.82	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1623	-	-	976	950	1604	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.007	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.7	8.8	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2045 Saturday Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	324	395	45	72	8
Future Vol, veh/h	11	324	395	45	72	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	89	89	89	89	89	89
Heavy Vehicles, %	0	3	4	3	4	0
Mvmt Flow	12	364	444	51	81	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	494	0	-	0	833	444
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	389	-
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	1080	-	-	-	336	618
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1080	-	-	-	332	618
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	18.89
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1080	-	-	-	348
HCM Lane V/C Ratio	0.011	-	-	-	0.258
HCM Ctrl Dly (s/v)	8.4	-	-	-	18.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	390	438	9	8	2
Future Vol, veh/h	6	390	438	9	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	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	6	419	471	10	9	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	481	0	-	0	903	471
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	432	-
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	1092	-	-	-	310	597
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1092	-	-	-	308	597
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	659	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.13	0	15.91
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	27	-	341
HCM Lane V/C Ratio	-	-	0.006	-	0.032
HCM Ctrl Dly (s/v)	-	-	8.3	0	15.9
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.1

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	5	0	8	3	0	0	11	443	8	2	390	6
Future Vol, veh/h	5	0	8	3	0	0	11	443	8	2	390	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	-	-	-	-	-	-	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	5	0	9	3	0	0	12	476	9	2	419	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	927	935	423	928	934	481	426	0	0	485	0	0
Stage 1	427	427	-	504	504	-	-	-	-	-	-	-
Stage 2	500	509	-	424	430	-	-	-	-	-	-	-
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	251	267	636	250	268	589	1144	-	-	1088	-	-
Stage 1	610	589	-	554	544	-	-	-	-	-	-	-
Stage 2	557	542	-	612	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	264	636	244	264	589	1144	-	-	1088	-	-
Mov Cap-2 Maneuver	248	264	-	244	264	-	-	-	-	-	-	-
Stage 1	608	588	-	548	538	-	-	-	-	-	-	-
Stage 2	551	536	-	603	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.41	19.95	0.19	0.04
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1144	-	-	397	244	1088	-	-
HCM Lane V/C Ratio	0.01	-	-	0.035	0.013	0.002	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	14.4	20	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	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	3	3	0	5	0	453	2	5	395	2
Future Vol, veh/h	3	0	3	3	0	5	0	453	2	5	395	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	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	3	0	3	3	0	5	0	498	2	5	434	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	944	946	435	944	946	499	436	0	0	500	0	0
Stage 1	446	446	-	499	499	-	-	-	-	-	-	-
Stage 2	498	500	-	445	447	-	-	-	-	-	-	-
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	244	264	625	244	264	576	1134	-	-	1075	-	-
Stage 1	595	577	-	557	547	-	-	-	-	-	-	-
Stage 2	558	546	-	596	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	262	625	242	262	576	1134	-	-	1075	-	-
Mov Cap-2 Maneuver	369	374	-	372	375	-	-	-	-	-	-	-
Stage 1	592	574	-	557	547	-	-	-	-	-	-	-
Stage 2	553	546	-	590	574	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.87	12.68	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1134	-	-	464	477	1075	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.018	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.9	12.7	8.4	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	0	26	2	0	0	38	429	0	0	390	11
Future Vol, veh/h	26	0	26	2	0	0	38	429	0	0	390	11
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	29	0	29	2	0	0	42	477	0	0	433	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1001	1001	439	994	1007	477	446	0	0	477	0	0
Stage 1	439	439	-	561	561	-	-	-	-	-	-	-
Stage 2	561	561	-	433	446	-	-	-	-	-	-	-
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	218	245	609	226	243	593	1084	-	-	1096	-	-
Stage 1	589	581	-	516	513	-	-	-	-	-	-	-
Stage 2	505	513	-	605	578	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	232	609	204	230	593	1084	-	-	1096	-	-
Mov Cap-2 Maneuver	333	346	-	204	230	-	-	-	-	-	-	-
Stage 1	589	581	-	488	486	-	-	-	-	-	-	-
Stage 2	478	486	-	576	578	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.64	22.87	0.69	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	146	-	-	431	204	1096	-	-
HCM Lane V/C Ratio	0.039	-	-	0.134	0.011	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	14.6	22.9	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	5	5	447	393	24
Future Vol, veh/h	20	5	5	447	393	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	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	21	5	5	476	418	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	904	418	444	0	-	0
Stage 1	418	-	-	-	-	-
Stage 2	486	-	-	-	-	-
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	300	639	1127	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	298	639	1127	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.73	0.09	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	334	-	-
HCM Lane V/C Ratio	0.005	-	0.08	-	-
HCM Ctrl Dly (s/v)	8.2	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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	392	6	15	450	5	2	0	0	3	0	0
Future Vol, veh/h	0	392	6	15	450	5	2	0	0	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	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	431	7	16	495	5	2	0	0	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	500	0	0	437	0	0	962	967	434	961	968	497
Stage 1	-	-	-	-	-	-	434	434	-	530	530	-
Stage 2	-	-	-	-	-	-	527	533	-	431	437	-
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	1075	-	-	1133	-	-	238	256	626	238	256	577
Stage 1	-	-	-	-	-	-	604	584	-	536	530	-
Stage 2	-	-	-	-	-	-	538	528	-	607	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1075	-	-	1133	-	-	233	251	626	233	251	577
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	251	-	233	251	-
Stage 1	-	-	-	-	-	-	604	584	-	525	519	-
Stage 2	-	-	-	-	-	-	527	518	-	607	583	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.26	20.61	20.67
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	1075	-	-	57	-	-	233
HCM Lane V/C Ratio	0.009	-	-	-	0.015	-	-	0.014
HCM Ctrl Dly (s/v)	20.6	0	-	-	8.2	0	-	20.7
HCM Lane LOS	C	A	-	-	A	A	-	C
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	2	0	3	0	6	0	20	2	8	18	5
Future Vol, veh/h	0	2	0	3	0	6	0	20	2	8	18	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	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	3	0	4	0	8	0	25	3	10	23	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	72	74	26	71	76	27	29	0	0	28	0	0
Stage 1	46	46	-	27	27	-	-	-	-	-	-	-
Stage 2	25	28	-	44	49	-	-	-	-	-	-	-
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	925	820	1056	926	818	1055	1597	-	-	1599	-	-
Stage 1	973	860	-	996	877	-	-	-	-	-	-	-
Stage 2	998	876	-	975	858	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	912	815	1056	917	813	1055	1597	-	-	1599	-	-
Mov Cap-2 Maneuver	912	815	-	917	813	-	-	-	-	-	-	-
Stage 1	966	855	-	996	877	-	-	-	-	-	-	-
Stage 2	990	876	-	966	852	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.43	8.63	0	1.88
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	815	1004	445	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.011	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.4	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2052 No-Build Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	732	241	49	121	8
Future Vol, veh/h	15	732	241	49	121	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	90	90	90	90	90	90
Heavy Vehicles, %	22	7	6	0	6	0
Mvmt Flow	17	813	268	54	134	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	322	0	-	0	1114	268
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	847	-
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	1133	-	-	-	226	776
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	414	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1133	-	-	-	223	776
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	414	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	42.35
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1133	-	-	-	233
HCM Lane V/C Ratio	0.015	-	-	-	0.615
HCM Ctrl Dly (s/v)	8.2	-	-	-	42.3
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	3.6

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	7	846	288	20	37	2
Future Vol, veh/h	7	846	288	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	910	310	22	40	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	331	0	-	0	1234	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	925	-
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	1240	-	-	-	197	735
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1240	-	-	-	194	735
Mov Cap-2 Maneuver	-	-	-	-	194	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	390	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.07	0	27.43
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	15	-	202
HCM Lane V/C Ratio	-	-	0.006	-	0.208
HCM Ctrl Dly (s/v)	-	-	7.9	0	27.4
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0	-	0.8

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	0	0	15	10	0	0	0	308	0	0	881	2
Future Vol, veh/h	0	0	15	10	0	0	0	308	0	0	881	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	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	17	12	0	0	0	358	0	0	1024	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1384	1384	1026	1383	1385	358	1027	0	0	358	0	0
Stage 1	1026	1026	-	358	358	-	-	-	-	-	-	-
Stage 2	358	358	-	1024	1027	-	-	-	-	-	-	-
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	122	145	288	122	145	691	684	-	-	1212	-	-
Stage 1	286	315	-	664	631	-	-	-	-	-	-	-
Stage 2	664	631	-	286	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	145	288	115	145	691	684	-	-	1212	-	-
Mov Cap-2 Maneuver	122	145	-	115	145	-	-	-	-	-	-	-
Stage 1	286	315	-	664	631	-	-	-	-	-	-	-
Stage 2	664	631	-	269	314	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.32	39.81	0	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	684	-	-	288	115	1212	-	-
HCM Lane V/C Ratio	-	-	-	0.061	0.101	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	18.3	39.8	0	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	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	300	3	15	888	3
Future Vol, veh/h	2	3	10	20	7	7	5	300	3	15	888	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	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	2	3	12	23	8	8	6	349	3	17	1033	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1434	1433	1034	1431	1433	351	1036	0	0	352	0	0
Stage 1	1069	1069	-	362	362	-	-	-	-	-	-	-
Stage 2	365	364	-	1069	1071	-	-	-	-	-	-	-
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	113	135	284	100	135	697	679	-	-	1218	-	-
Stage 1	270	300	-	612	629	-	-	-	-	-	-	-
Stage 2	659	628	-	242	300	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	132	284	92	132	697	679	-	-	1218	-	-
Mov Cap-2 Maneuver	208	232	-	178	229	-	-	-	-	-	-	-
Stage 1	266	296	-	606	623	-	-	-	-	-	-	-
Stage 2	637	622	-	226	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.85	24.67	0.17	0.13
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	679	-	-	260	222	1218	-	-
HCM Lane V/C Ratio	0.009	-	-	0.067	0.178	0.014	-	-
HCM Ctrl Dly (s/v)	10.3	-	-	19.8	24.7	8	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	5	74	13	2	3	27	293	35	17	888	13
Future Vol, veh/h	12	5	74	13	2	3	27	293	35	17	888	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	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	13	5	81	14	2	3	30	322	38	19	976	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1440	983	1416	1428	341	990	0	0	360	0	0
Stage 1	1020	1020	-	401	401	-	-	-	-	-	-	-
Stage 2	382	420	-	1016	1027	-	-	-	-	-	-	-
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	119	134	293	116	136	706	683	-	-	1155	-	-
Stage 1	288	317	-	630	605	-	-	-	-	-	-	-
Stage 2	644	593	-	289	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	122	293	75	124	706	683	-	-	1155	-	-
Mov Cap-2 Maneuver	212	228	-	75	124	-	-	-	-	-	-	-
Stage 1	277	305	-	596	572	-	-	-	-	-	-	-
Stage 2	604	561	-	198	303	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	25.43	54.2	0.8	0.15
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	134	-	-	275	93	33	-	-
HCM Lane V/C Ratio	0.043	-	-	0.364	0.214	0.016	-	-
HCM Ctrl Dly (s/v)	10.5	0	-	25.4	54.2	8.2	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.8	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	3	3	335	958	17
Future Vol, veh/h	20	3	3	335	958	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	88	88	88	88	88	88
Heavy Vehicles, %	8	0	0	5	6	10
Mvmt Flow	23	3	3	381	1089	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1476	1089	1108	0	-	0
Stage 1	1089	-	-	-	-	-
Stage 2	388	-	-	-	-	-
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	135	264	638	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	264	638	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	35.72	0.09	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	143	-	-
HCM Lane V/C Ratio	0.005	-	0.183	-	-
HCM Ctrl Dly (s/v)	10.7	0	35.7	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

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	0	960	2	7	337	2	2	0	15	3	0	0
Future Vol, veh/h	0	960	2	7	337	2	2	0	15	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	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	1079	2	8	379	2	2	0	17	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	381	0	0	1081	0	0	1474	1476	1080	1474	1476	380
Stage 1	-	-	-	-	-	-	1080	1080	-	396	396	-
Stage 2	-	-	-	-	-	-	394	397	-	1079	1081	-
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	1189	-	-	653	-	-	106	127	268	106	127	672
Stage 1	-	-	-	-	-	-	267	297	-	634	608	-
Stage 2	-	-	-	-	-	-	635	607	-	267	297	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	653	-	-	104	125	268	98	125	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	125	-	98	125	-
Stage 1	-	-	-	-	-	-	267	297	-	624	599	-
Stage 2	-	-	-	-	-	-	625	598	-	250	297	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.21	22.4	43.21
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	226	1189	-	-	36	-	-	98
HCM Lane V/C Ratio	0.085	-	-	-	0.012	-	-	0.035
HCM Ctrl Dly (s/v)	22.4	0	-	-	10.6	0	-	43.2
HCM Lane LOS	C	A	-	-	B	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	0	2	0	2	0	20	0	2	20	5
Future Vol, veh/h	3	2	0	2	0	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	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	4	3	0	3	0	3	0	29	0	3	29	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	67	67	33	65	71	29	36	0	0	29	0	0
Stage 1	38	38	-	29	29	-	-	-	-	-	-	-
Stage 2	29	29	-	36	42	-	-	-	-	-	-	-
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	930	827	1047	933	823	1052	1588	-	-	1597	-	-
Stage 1	982	867	-	993	875	-	-	-	-	-	-	-
Stage 2	993	875	-	984	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	926	826	1047	928	822	1052	1588	-	-	1597	-	-
Mov Cap-2 Maneuver	926	826	-	928	822	-	-	-	-	-	-	-
Stage 1	980	865	-	993	875	-	-	-	-	-	-	-
Stage 2	990	875	-	979	862	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.11	8.67	0	0.54
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1588	-	-	883	986	128	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.006	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2052 No-Build Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	318	873	106	64	17
Future Vol, veh/h	13	318	873	106	64	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	374	1027	125	75	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1152	0	-	0	1432	1027
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	405	-
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	614	-	-	-	147	275
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	614	-	-	-	144	275
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.43	0	56.47
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	614	-	-	-	159
HCM Lane V/C Ratio	0.025	-	-	-	0.597
HCM Ctrl Dly (s/v)	11	-	-	-	56.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.2

Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	379	975	23	23	3
Future Vol, veh/h	3	379	975	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	408	1048	25	25	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1073	0	-	0	1462	1048
Stage 1	-	-	-	-	1048	-
Stage 2	-	-	-	-	414	-
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	657	-	-	-	143	279
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	657	-	-	-	142	279
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	671	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.08	0	34.22
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	14	-	151
HCM Lane V/C Ratio	-	-	0.005	-	0.185
HCM Ctrl Dly (s/v)	-	-	10.5	0	34.2
HCM Lane LOS	-	-	B	A	D
HCM 95th %tile Q(veh)	-	-	0	-	0.7

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	2	19	993	5	0	399	3
Future Vol, veh/h	3	0	5	2	0	2	19	993	5	0	399	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	5	2	0	2	19	1013	5	0	407	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1461	1466	409	1462	1465	1016	410	0	0	1018	0	0
Stage 1	409	409	-	1055	1055	-	-	-	-	-	-	-
Stage 2	1052	1057	-	407	410	-	-	-	-	-	-	-
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	108	129	647	108	129	291	1160	-	-	689	-	-
Stage 1	624	600	-	275	305	-	-	-	-	-	-	-
Stage 2	276	304	-	625	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	127	647	105	127	291	1160	-	-	689	-	-
Mov Cap-2 Maneuver	105	127	-	105	127	-	-	-	-	-	-	-
Stage 1	624	600	-	271	300	-	-	-	-	-	-	-
Stage 2	270	299	-	620	599	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.9	28.91	0.15	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1160	-	-	221	155	689	-	-
HCM Lane V/C Ratio	0.017	-	-	0.037	0.026	-	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	21.9	28.9	0	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	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	2	8	7	0	7	15	1000	3	7	397	2
Future Vol, veh/h	10	2	8	7	0	7	15	1000	3	7	397	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	1053	3	7	418	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1518	1521	419	1519	1521	1054	420	0	0	1056	0	0
Stage 1	434	434	-	1086	1086	-	-	-	-	-	-	-
Stage 2	1084	1087	-	434	435	-	-	-	-	-	-	-
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	99	120	639	86	120	248	1150	-	-	579	-	-
Stage 1	605	585	-	237	295	-	-	-	-	-	-	-
Stage 2	265	294	-	558	584	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	117	639	82	117	248	1150	-	-	579	-	-
Mov Cap-2 Maneuver	192	218	-	178	221	-	-	-	-	-	-	-
Stage 1	597	577	-	234	291	-	-	-	-	-	-	-
Stage 2	254	290	-	542	577	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.38	23.7	0.12	0.19
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	271	207	579	-	-
HCM Lane V/C Ratio	0.014	-	-	0.078	0.071	0.013	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	19.4	23.7	11.3	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	2	27	7	2	5	70	988	10	0	404	8
Future Vol, veh/h	25	2	27	7	2	5	70	988	10	0	404	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	1062	11	0	434	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1653	1662	439	1654	1661	1068	443	0	0	1073	0	0
Stage 1	439	439	-	1218	1218	-	-	-	-	-	-	-
Stage 2	1214	1224	-	435	443	-	-	-	-	-	-	-
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	74	98	622	79	98	272	1091	-	-	657	-	-
Stage 1	576	582	-	223	255	-	-	-	-	-	-	-
Stage 2	211	254	-	603	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	81	622	62	81	272	1091	-	-	657	-	-
Mov Cap-2 Maneuver	137	168	-	62	81	-	-	-	-	-	-	-
Stage 1	576	582	-	185	212	-	-	-	-	-	-	-
Stage 2	169	210	-	573	579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.24	53.01	0.56	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	118	-	-	227	90	657	-	-
HCM Lane V/C Ratio	0.069	-	-	0.256	0.168	-	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	26.2	53	0	-	-
HCM Lane LOS	A	A	-	D	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.6	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	12	18	1039	412	25
Future Vol, veh/h	30	12	18	1039	412	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	1117	443	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1599	443	470	0	-	0
Stage 1	443	-	-	-	-	-
Stage 2	1156	-	-	-	-	-
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	118	619	1102	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	619	1102	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	39.98	0.14	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	31	-	147	-	-
HCM Lane V/C Ratio	0.018	-	0.307	-	-
HCM Ctrl Dly (s/v)	8.3	0	40	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

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	422	2	3	1057	3	0	0	0	3	0	0
Future Vol, veh/h	0	422	2	3	1057	3	0	0	0	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	459	2	3	1149	3	0	0	0	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1152	0	0	461	0	0	1615	1618	460	1616	1618	1151
Stage 1	-	-	-	-	-	-	460	460	-	1157	1157	-
Stage 2	-	-	-	-	-	-	1155	1159	-	459	461	-
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	614	-	-	1111	-	-	84	104	606	84	104	243
Stage 1	-	-	-	-	-	-	585	569	-	241	273	-
Stage 2	-	-	-	-	-	-	242	273	-	586	569	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	614	-	-	1111	-	-	84	104	606	84	104	243
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	104	-	84	104	-
Stage 1	-	-	-	-	-	-	585	569	-	239	271	-
Stage 2	-	-	-	-	-	-	240	270	-	586	569	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.02	0	49.82
HCM LOS			A	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	614	-	-	5	-	-	84
HCM Lane V/C Ratio	-	-	-	-	0.003	-	-	0.039
HCM Ctrl Dly (s/v)	0	0	-	-	8.3	0	-	49.8
HCM Lane LOS	A	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	2	2	0	0	0	32	0	2	28	10
Future Vol, veh/h	8	0	2	2	0	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	0	3	3	0	0	0	43	0	3	38	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	93	45	86	100	43	51	0	0	43	0	0
Stage 1	50	50	-	43	43	-	-	-	-	-	-	-
Stage 2	43	43	-	43	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	895	801	1031	904	794	1033	1568	-	-	1578	-	-
Stage 1	968	857	-	976	863	-	-	-	-	-	-	-
Stage 2	976	863	-	976	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	894	799	1031	900	792	1033	1568	-	-	1578	-	-
Mov Cap-2 Maneuver	894	799	-	900	792	-	-	-	-	-	-	-
Stage 1	966	856	-	976	863	-	-	-	-	-	-	-
Stage 2	976	863	-	972	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	9.01	0	0.36
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	918	900	86	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.003	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	9	9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2052 No-Build Saturday Morning Peak Hour

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	253	209	39	35	13
Future Vol, veh/h	7	253	209	39	35	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	79	79	79	79	79	79
Heavy Vehicles, %	25	1	8	0	0	13
Mvmt Flow	9	320	265	49	44	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	314	0	-	0	603	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	338	-
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	1127	-	-	-	466	748
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1127	-	-	-	462	748
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	12.92
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1127	-	-	-	515
HCM Lane V/C Ratio	0.008	-	-	-	0.118
HCM Ctrl Dly (s/v)	8.2	-	-	-	12.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	286	243	15	7	5
Future Vol, veh/h	2	286	243	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	308	261	16	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	573	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	312	-
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	1297	-	-	-	484	782
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	483	782
Mov Cap-2 Maneuver	-	-	-	-	483	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	747	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.05	0	11.41
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	13	-	575
HCM Lane V/C Ratio	-	-	0.002	-	0.022
HCM Ctrl Dly (s/v)	-	-	7.8	0	11.4
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	0	3	8	0	0	3	258	0	0	293	0
Future Vol, veh/h	0	0	3	8	0	0	3	258	0	0	293	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	4	11	0	0	4	369	0	0	419	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	796	796	419	796	796	369	419	0	0	369	0	0
Stage 1	419	419	-	377	377	-	-	-	-	-	-	-
Stage 2	377	377	-	419	419	-	-	-	-	-	-	-
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	308	322	639	308	322	681	1151	-	-	1201	-	-
Stage 1	616	594	-	648	619	-	-	-	-	-	-	-
Stage 2	648	619	-	616	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	321	639	304	321	681	1151	-	-	1201	-	-
Mov Cap-2 Maneuver	306	321	-	304	321	-	-	-	-	-	-	-
Stage 1	616	594	-	646	617	-	-	-	-	-	-	-
Stage 2	646	617	-	612	594	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.67	17.29	0.09	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1151	-	-	639	304	1201	-	-
HCM Lane V/C Ratio	0.004	-	-	0.007	0.038	-	-	-
HCM Ctrl Dly (s/v)	8.1	-	-	10.7	17.3	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	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	2	0	7	3	0	2	2	258	2	5	300	0
Future Vol, veh/h	2	0	7	3	0	2	2	258	2	5	300	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	3	0	10	4	0	3	3	374	3	7	435	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	832	435	830	830	375	435	0	0	377	0	0
Stage 1	449	449	-	381	381	-	-	-	-	-	-	-
Stage 2	380	383	-	449	449	-	-	-	-	-	-	-
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	292	307	575	291	308	675	1136	-	-	1193	-	-
Stage 1	593	575	-	645	617	-	-	-	-	-	-	-
Stage 2	646	616	-	593	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	288	304	575	284	305	675	1136	-	-	1193	-	-
Mov Cap-2 Maneuver	410	408	-	406	409	-	-	-	-	-	-	-
Stage 1	589	572	-	644	615	-	-	-	-	-	-	-
Stage 2	642	614	-	579	572	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.99	12.56	0.06	0.13
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1136	-	-	528	483	1193	-	-
HCM Lane V/C Ratio	0.003	-	-	0.025	0.015	0.006	-	-
HCM Ctrl Dly (s/v)	8.2	-	-	12	12.6	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	27	0	0	0	25	251	0	0	305	5
Future Vol, veh/h	10	0	27	0	0	0	25	251	0	0	305	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	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	14	0	39	0	0	0	36	359	0	0	436	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	869	869	439	866	873	359	443	0	0	359	0	0
Stage 1	439	439	-	430	430	-	-	-	-	-	-	-
Stage 2	430	430	-	436	443	-	-	-	-	-	-	-
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	274	292	609	276	291	690	1128	-	-	1211	-	-
Stage 1	600	581	-	607	587	-	-	-	-	-	-	-
Stage 2	607	587	-	603	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	264	281	609	248	279	690	1128	-	-	1211	-	-
Mov Cap-2 Maneuver	390	389	-	248	279	-	-	-	-	-	-	-
Stage 1	600	581	-	583	564	-	-	-	-	-	-	-
Stage 2	583	564	-	565	579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.56	0	0.75	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	163	-	-	529	-	1211	-	-
HCM Lane V/C Ratio	0.032	-	-	0.1	-	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	12.6	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	5	2	258	327	5
Future Vol, veh/h	18	5	2	258	327	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	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	5	3	0
Mvmt Flow	27	8	3	391	495	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	892	495	503	0	-	0
Stage 1	495	-	-	-	-	-
Stage 2	397	-	-	-	-	-
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	315	578	1072	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	314	578	1072	-	-	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.48	0.06	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	14	-	348	-	-
HCM Lane V/C Ratio	0.003	-	0.1	-	-
HCM Ctrl Dly (s/v)	8.4	0	16.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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	0	332	0	3	256	0	3	2	5	0	2	0
Future Vol, veh/h	0	332	0	3	256	0	3	2	5	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	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	503	0	5	388	0	5	3	8	0	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	503	0	0	902	900	503	902	900	388
Stage 1	-	-	-	-	-	-	503	503	-	397	397	-
Stage 2	-	-	-	-	-	-	398	397	-	505	503	-
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	1182	-	-	855	-	-	261	280	573	261	280	665
Stage 1	-	-	-	-	-	-	555	545	-	633	607	-
Stage 2	-	-	-	-	-	-	632	607	-	553	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1182	-	-	855	-	-	256	278	573	253	278	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	278	-	253	278	-
Stage 1	-	-	-	-	-	-	555	545	-	628	603	-
Stage 2	-	-	-	-	-	-	624	603	-	543	545	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.11	15.38	18.07
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	1182	-	-	21	-	-	278
HCM Lane V/C Ratio	0.042	-	-	-	0.005	-	-	0.011
HCM Ctrl Dly (s/v)	15.4	0	-	-	9.2	0	-	18.1
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	0	0	2	0	3	0	18	0	0	5	2
Future Vol, veh/h	3	0	0	2	0	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	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	4	0	0	3	0	4	0	25	0	0	7	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	34	34	8	32	35	25	10	0	0	25	0	0
Stage 1	8	8	-	25	25	-	-	-	-	-	-	-
Stage 2	25	25	-	7	10	-	-	-	-	-	-	-
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	978	863	1079	980	861	928	1623	-	-	1602	-	-
Stage 1	1018	893	-	998	878	-	-	-	-	-	-	-
Stage 2	998	878	-	1020	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	974	863	1079	980	861	928	1623	-	-	1602	-	-
Mov Cap-2 Maneuver	974	863	-	980	861	-	-	-	-	-	-	-
Stage 1	1018	893	-	998	878	-	-	-	-	-	-	-
Stage 2	993	878	-	1020	891	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.71	8.83	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1623	-	-	974	948	1602	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.007	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.7	8.8	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2052 No-Build Saturday Evening Peak Hour

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	362	441	50	80	8
Future Vol, veh/h	12	362	441	50	80	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	89	89	89	89	89	89
Heavy Vehicles, %	0	3	4	3	4	0
Mvmt Flow	13	407	496	56	90	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	552	0	-	0	929	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	434	-
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	1028	-	-	-	295	578
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1028	-	-	-	291	578
Mov Cap-2 Maneuver	-	-	-	-	291	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	22.41
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1028	-	-	-	304
HCM Lane V/C Ratio	0.013	-	-	-	0.325
HCM Ctrl Dly (s/v)	8.5	-	-	-	22.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	7	436	489	10	8	2
Future Vol, veh/h	7	436	489	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	93	93	93	93	93	93
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	8	469	526	11	9	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	537	0	-	0	1010	526
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	484	-
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	1042	-	-	-	268	556
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1042	-	-	-	266	556
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	624	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.13	0	17.59
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	28	-	297
HCM Lane V/C Ratio	-	-	0.007	-	0.036
HCM Ctrl Dly (s/v)	-	-	8.5	0	17.6
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	0.1

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	5	0	8	3	0	0	12	494	8	2	436	7
Future Vol, veh/h	5	0	8	3	0	0	12	494	8	2	436	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	-	-	-	-	-	-	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	5	0	9	3	0	0	13	531	9	2	469	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1034	1042	473	1034	1042	535	476	0	0	540	0	0
Stage 1	477	477	-	561	561	-	-	-	-	-	-	-
Stage 2	557	566	-	473	481	-	-	-	-	-	-	-
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	212	231	596	212	232	549	1096	-	-	1039	-	-
Stage 1	573	560	-	516	513	-	-	-	-	-	-	-
Stage 2	518	511	-	576	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	209	228	596	206	228	549	1096	-	-	1039	-	-
Mov Cap-2 Maneuver	209	228	-	206	228	-	-	-	-	-	-	-
Stage 1	572	558	-	510	507	-	-	-	-	-	-	-
Stage 2	512	505	-	566	556	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.77	22.74	0.19	0.04
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	348	206	1039	-	-
HCM Lane V/C Ratio	0.012	-	-	0.04	0.016	0.002	-	-
HCM Ctrl Dly (s/v)	8.3	-	-	15.8	22.7	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	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	3	0	3	3	0	5	0	506	2	5	441	2
Future Vol, veh/h	3	0	3	3	0	5	0	506	2	5	441	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	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	3	0	3	3	0	5	0	556	2	5	485	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1053	1055	486	1053	1055	557	487	0	0	558	0	0
Stage 1	497	497	-	557	557	-	-	-	-	-	-	-
Stage 2	556	558	-	496	498	-	-	-	-	-	-	-
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	206	227	586	206	227	534	1087	-	-	1023	-	-
Stage 1	559	548	-	518	515	-	-	-	-	-	-	-
Stage 2	519	515	-	560	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	203	226	586	204	226	534	1087	-	-	1023	-	-
Mov Cap-2 Maneuver	335	343	-	337	345	-	-	-	-	-	-	-
Stage 1	556	545	-	518	515	-	-	-	-	-	-	-
Stage 2	514	515	-	554	545	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.59	13.39	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1087	-	-	426	438	1023	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.02	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	13.6	13.4	8.5	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	0	28	2	0	0	42	479	0	0	436	12
Future Vol, veh/h	28	0	28	2	0	0	42	479	0	0	436	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	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	31	0	31	2	0	0	47	532	0	0	484	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1117	1117	491	1110	1123	532	498	0	0	532	0	0
Stage 1	491	491	-	626	626	-	-	-	-	-	-	-
Stage 2	626	626	-	484	498	-	-	-	-	-	-	-
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	181	209	569	188	207	551	1036	-	-	1046	-	-
Stage 1	552	551	-	476	480	-	-	-	-	-	-	-
Stage 2	466	480	-	568	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	196	569	167	194	551	1036	-	-	1046	-	-
Mov Cap-2 Maneuver	298	314	-	167	194	-	-	-	-	-	-	-
Stage 1	552	551	-	445	449	-	-	-	-	-	-	-
Stage 2	436	449	-	537	548	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.93	26.89	0.7	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	145	-	-	391	167	1046	-	-
HCM Lane V/C Ratio	0.045	-	-	0.159	0.013	-	-	-
HCM Ctrl Dly (s/v)	8.6	0	-	15.9	26.9	0	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	5	5	499	439	27
Future Vol, veh/h	22	5	5	499	439	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	94	94	94	94	94	94
Heavy Vehicles, %	8	0	0	3	4	0
Mvmt Flow	23	5	5	531	467	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1009	467	496	0	-	0
Stage 1	467	-	-	-	-	-
Stage 2	541	-	-	-	-	-
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	260	600	1078	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	600	1078	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.87	0.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	18	-	288	-	-
HCM Lane V/C Ratio	0.005	-	0.1	-	-
HCM Ctrl Dly (s/v)	8.4	0	18.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

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	437	7	17	503	5	2	0	0	3	0	0
Future Vol, veh/h	0	437	7	17	503	5	2	0	0	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	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	480	8	19	553	5	2	0	0	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	488	0	0	1074	1080	484	1073	1081	555
Stage 1	-	-	-	-	-	-	484	484	-	593	593	-
Stage 2	-	-	-	-	-	-	590	596	-	480	488	-
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	1023	-	-	1086	-	-	199	220	587	200	220	535
Stage 1	-	-	-	-	-	-	568	555	-	496	497	-
Stage 2	-	-	-	-	-	-	497	495	-	571	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1086	-	-	194	214	587	195	214	535
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	214	-	195	214	-
Stage 1	-	-	-	-	-	-	568	555	-	483	484	-
Stage 2	-	-	-	-	-	-	485	483	-	571	553	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	23.74	23.82
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	194	1023	-	-	58	-	-	195
HCM Lane V/C Ratio	0.011	-	-	-	0.017	-	-	0.017
HCM Ctrl Dly (s/v)	23.7	0	-	-	8.4	0	-	23.8
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	0	3	0	7	0	22	2	8	20	5
Future Vol, veh/h	0	2	0	3	0	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	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	3	0	4	0	9	0	28	3	10	25	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	77	79	28	76	81	29	32	0	0	30	0	0
Stage 1	49	49	-	29	29	-	-	-	-	-	-	-
Stage 2	28	30	-	47	52	-	-	-	-	-	-	-
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	918	815	1052	919	813	1051	1594	-	-	1595	-	-
Stage 1	970	858	-	993	875	-	-	-	-	-	-	-
Stage 2	995	874	-	972	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	904	810	1052	910	808	1051	1594	-	-	1595	-	-
Mov Cap-2 Maneuver	904	810	-	910	808	-	-	-	-	-	-	-
Stage 1	963	853	-	993	875	-	-	-	-	-	-	-
Stage 2	986	874	-	963	850	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.46	8.63	0	1.76
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1594	-	-	810	1005	420	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.013	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.5	8.6	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Capacity Analysis Summary Sheets

Year 2045 Total Projected Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	24.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	905	417	86	171	8
Future Vol, veh/h	14	905	417	86	171	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, %	22	7	6	0	6	0
Mvmt Flow	15	953	439	91	180	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	529	0	-	0	1421	439
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	982	-
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	944	-	-	-	~ 147	622
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	944	-	-	-	~ 145	622
Mov Cap-2 Maneuver	-	-	-	-	~ 145	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	357	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	216.65
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	944	-	-	-	150
HCM Lane V/C Ratio	0.016	-	-	-	1.256
HCM Ctrl Dly (s/v)	8.9	-	-	-	216.6
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	11.1

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

Intersection	
Int Delay, s/veh	1.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	1041	506	18	33	2
Future Vol, veh/h	6	1041	506	18	33	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	6	1096	533	19	35	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	552	0	-	0	1641	533
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	1108	-
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	1028	-	-	-	111	551
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	319	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1028	-	-	-	110	551
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	319	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.05	0	50.51
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	10	-	115
HCM Lane V/C Ratio	-	-	0.006	-	0.321
HCM Ctrl Dly (s/v)	-	-	8.5	0	50.5
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	1.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	9	0	0	23	744	0	0	1088	2
Future Vol, veh/h	0	0	30	9	0	0	23	744	0	0	1088	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	6	0
Mvmt Flow	0	0	32	9	0	0	24	783	0	0	1145	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1978	1978	1146	1977	1979	783	1147	0	0	783	0	0
Stage 1	1146	1146	-	832	832	-	-	-	-	-	-	-
Stage 2	832	832	-	1145	1147	-	-	-	-	-	-	-
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	47	63	245	47	62	397	616	-	-	844	-	-
Stage 1	245	276	-	367	387	-	-	-	-	-	-	-
Stage 2	367	387	-	245	276	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	60	245	39	60	397	616	-	-	844	-	-
Mov Cap-2 Maneuver	45	60	-	39	60	-	-	-	-	-	-	-
Stage 1	245	276	-	352	372	-	-	-	-	-	-	-
Stage 2	352	372	-	213	276	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.87	123.68	0.33	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	616	-	-	245	39	844	-	-
HCM Lane V/C Ratio	0.039	-	-	0.129	0.241	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	21.9	123.7	0	-	-
HCM Lane LOS	B	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.8	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	2	3	9	18	6	6	5	760	3	14	1110	3
Future Vol, veh/h	2	3	9	18	6	6	5	760	3	14	1110	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	0	0	2	0	0	6	0
Mvmt Flow	2	3	9	19	6	6	5	800	3	15	1168	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2013	1170	2012	2013	802	1172	0	0	803	0	0
Stage 1	1199	1199	-	812	812	-	-	-	-	-	-	-
Stage 2	814	814	-	1199	1201	-	-	-	-	-	-	-
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	44	59	237	38	59	387	603	-	-	830	-	-
Stage 1	228	261	-	341	395	-	-	-	-	-	-	-
Stage 2	375	394	-	203	260	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	58	237	35	58	387	603	-	-	830	-	-
Mov Cap-2 Maneuver	142	164	-	123	164	-	-	-	-	-	-	-
Stage 1	224	256	-	338	392	-	-	-	-	-	-	-
Stage 2	360	391	-	189	256	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.53	34.96	0.07	0.12
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	603	-	-	199	151	830	-	-
HCM Lane V/C Ratio	0.009	-	-	0.074	0.209	0.018	-	-
HCM Ctrl Dly (s/v)	11	-	-	24.5	35	9.4	-	-
HCM Lane LOS	B	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	5	66	12	2	3	24	754	32	15	1110	12
Future Vol, veh/h	11	5	66	12	2	3	24	754	32	15	1110	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, %	0	0	9	0	0	0	6	2	19	10	6	13
Mvmt Flow	12	5	69	13	2	3	25	794	34	16	1168	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2052	2084	1175	2064	2074	811	1181	0	0	827	0	0
Stage 1	1206	1206	-	861	861	-	-	-	-	-	-	-
Stage 2	845	878	-	1203	1213	-	-	-	-	-	-	-
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	42	54	226	41	54	383	577	-	-	770	-	-
Stage 1	226	259	-	353	375	-	-	-	-	-	-	-
Stage 2	360	369	-	227	257	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	46	226	24	47	383	577	-	-	770	-	-
Mov Cap-2 Maneuver	130	147	-	24	47	-	-	-	-	-	-	-
Stage 1	213	243	-	324	345	-	-	-	-	-	-	-
Stage 2	326	338	-	145	242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	36.11	230.69	0.34	0.13
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	200	30	24	-	-
HCM Lane V/C Ratio	0.044	-	-	0.432	0.589	0.021	-	-
HCM Ctrl Dly (s/v)	11.5	0	-	36.1	230.7	9.8	0	-
HCM Lane LOS	B	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2	1.9	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	3	3	791	1173	15
Future Vol, veh/h	18	3	3	791	1173	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	95	95	95	95	95	95
Heavy Vehicles, %	8	0	0	5	6	10
Mvmt Flow	19	3	3	833	1235	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2074	1235	1251	0	-	0
Stage 1	1235	-	-	-	-	-
Stage 2	839	-	-	-	-	-
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	57	217	563	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	217	563	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	90.39	0.04	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	63	-	-
HCM Lane V/C Ratio	0.006	-	0.351	-	-
HCM Ctrl Dly (s/v)	11.4	0	90.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1175	2	77	793	2	2	0	141	3	0	0
Future Vol, veh/h	0	1175	2	77	793	2	2	0	141	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	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	1237	2	81	835	2	2	0	148	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	837	0	0	1239	0	0	2235	2237	1238	2235	2237	836
Stage 1	-	-	-	-	-	-	1238	1238	-	998	998	-
Stage 2	-	-	-	-	-	-	997	999	-	1237	1239	-
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	806	-	-	569	-	-	31	43	216	31	43	370
Stage 1	-	-	-	-	-	-	217	250	-	296	324	-
Stage 2	-	-	-	-	-	-	297	324	-	217	250	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	806	-	-	569	-	-	23	32	216	7	32	370
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	32	-	7	32	-
Stage 1	-	-	-	-	-	-	217	250	-	217	238	-
Stage 2	-	-	-	-	-	-	218	238	-	68	250	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.09	68.84	$ 731.32
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	193	806	-	-	159	-	-	7
HCM Lane V/C Ratio	0.779	-	-	-	0.142	-	-	0.446
HCM Ctrl Dly (s/v)	68.8	0	-	-	12.4	0	-	$ 731.3
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	5.3	0	-	-	0.5	-	-	0.9

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	3	129	0	2	71	2	0	18	0	2	18	5
Future Vol, veh/h	3	129	0	2	71	2	0	18	0	2	18	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	17	0	0	8	0
Mvmt Flow	3	136	0	2	75	2	0	19	0	2	19	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	82	45	22	110	47	19	24	0	0	19	0	0
Stage 1	26	26	-	19	19	-	-	-	-	-	-	-
Stage 2	56	19	-	91	28	-	-	-	-	-	-	-
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	910	851	1062	873	848	1065	1604	-	-	1611	-	-
Stage 1	997	878	-	1005	884	-	-	-	-	-	-	-
Stage 2	961	884	-	921	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	827	850	1062	733	847	1065	1604	-	-	1611	-	-
Mov Cap-2 Maneuver	827	850	-	733	847	-	-	-	-	-	-	-
Stage 1	996	877	-	1005	884	-	-	-	-	-	-	-
Stage 2	878	884	-	777	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.07	9.68	0	0.58
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	849	848	138	-	-
HCM Lane V/C Ratio	-	-	-	0.164	0.093	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.1	9.7	7.2	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0	-	-



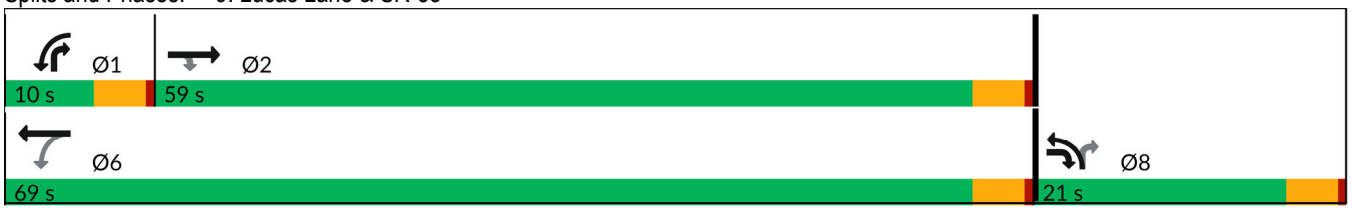
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	937	139	132	376	127	110
Future Volume (vph)	937	139	132	376	127	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage 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			0.083		0.950	
Satd. Flow (perm)	1863	1583	155	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		146				116
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	986	146	139	396	134	116
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	59.0	21.0	10.0	69.0	21.0	10.0
Total Split (%)	65.6%	23.3%	11.1%	76.7%	23.3%	11.1%
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)	43.8	59.2	54.2	54.2	11.2	21.6
Actuated g/C Ratio	0.59	0.80	0.74	0.74	0.15	0.29

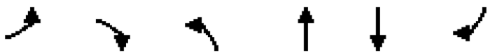
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.89	0.11	0.56	0.29	0.50	0.21
Control Delay (s/veh)	25.0	0.4	18.2	4.1	38.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	0.4	18.2	4.1	38.0	6.2
LOS	C	A	B	A	D	A
Approach Delay (s/veh)	21.8			7.8	23.3	
Approach LOS	C			A	C	
Queue Length 50th (ft)	341	0	14	47	59	0
Queue Length 95th (ft)	#726	6	#86	99	123	37
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1428	1424	250	1615	424	546
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	0.69	0.10	0.56	0.25	0.32	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 73.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 18.1		Intersection LOS: B	
Intersection Capacity Utilization 73.7%		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



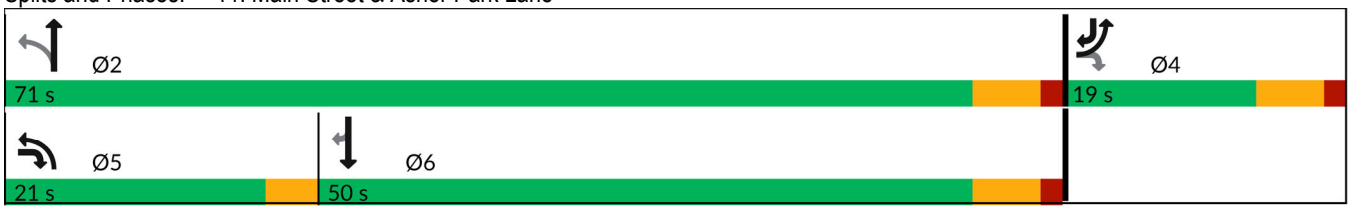


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	145	272	365	379	818	256
Future Volume (vph)	145	272	365	379	818	256
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.092			
Satd. Flow (perm)	1770	1583	171	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		106				142
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	153	286	384	399	861	269
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	19.0	21.0	21.0	71.0	50.0	19.0
Total Split (%)	21.1%	23.3%	23.3%	78.9%	55.6%	21.1%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	11.4	34.8	63.2	60.7	39.9	57.4
Actuated g/C Ratio	0.14	0.41	0.75	0.72	0.47	0.68

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.64	0.40	0.84	0.28	0.93	0.24
Control Delay (s/veh)	48.6	13.3	39.3	4.8	38.8	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.6	13.3	39.3	4.8	38.8	2.8
LOS	D	B	D	A	D	A
Approach Delay (s/veh)	25.6			21.7	30.2	
Approach LOS	C			C	C	
Queue Length 50th (ft)	83	67	151	66	427	20
Queue Length 95th (ft)	146	133	#313	100	#681	44
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	276	723	464	1530	1036	1152
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	0.55	0.40	0.83	0.26	0.83	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 26.5		Intersection LOS: C	
Intersection Capacity Utilization 82.5%		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: 11: Main Street & Asher Park Lane



Capacity Analysis Summary Sheets

Year 2045 Total Projected Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	28.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	612	1138	175	119	15
Future Vol, veh/h	12	612	1138	175	119	15
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	644	1198	184	125	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1382	0	-	0	1867	1198
Stage 1	-	-	-	-	1198	-
Stage 2	-	-	-	-	669	-
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	502	-	-	-	~ 79	218
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	502	-	-	-	~ 77	218
Mov Cap-2 Maneuver	-	-	-	-	~ 77	-
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	507	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.24	0	$ 444.36
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	502	-	-	-	83
HCM Lane V/C Ratio	0.025	-	-	-	1.695
HCM Ctrl Dly (s/v)	12.4	-	-	-	$ 444.4
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	11.7

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

Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	765	1311	21	21	3
Future Vol, veh/h	3	765	1311	21	21	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	95	95	95	95	95	95
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	3	805	1380	22	22	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1402	0	-	0	2192	1380
Stage 1	-	-	-	-	1380	-
Stage 2	-	-	-	-	812	-
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	493	-	-	-	51	179
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	493	-	-	-	50	179
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	440	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.05	0	117.46
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	7	-	55
HCM Lane V/C Ratio	-	-	0.006	-	0.46
HCM Ctrl Dly (s/v)	-	-	12.3	0	117.5
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	1.7

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	38	1445	5	0	1015	3
Future Vol, veh/h	3	0	30	2	0	2	38	1445	5	0	1015	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	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	3	0	32	2	0	2	40	1521	5	0	1068	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2671	2676	1070	2672	2675	1524	1072	0	0	1526	0	0
Stage 1	1070	1070	-	1604	1604	-	-	-	-	-	-	-
Stage 2	1601	1606	-	1068	1072	-	-	-	-	-	-	-
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	15	22	271	15	23	147	658	-	-	442	-	-
Stage 1	270	300	-	134	166	-	-	-	-	-	-	-
Stage 2	135	166	-	271	300	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	21	271	12	21	147	658	-	-	442	-	-
Mov Cap-2 Maneuver	14	21	-	12	21	-	-	-	-	-	-	-
Stage 1	270	300	-	126	156	-	-	-	-	-	-	-
Stage 2	125	156	-	239	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	58.69	196.34	0.28	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	658	-	-	100	23	442	-	-
HCM Lane V/C Ratio	0.061	-	-	0.346	0.185	-	-	-
HCM Ctrl Dly (s/v)	10.8	-	-	58.7	196.3	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.4	0.6	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	9	2	8	6	0	6	14	1472	3	6	1039	2
Future Vol, veh/h	9	2	8	6	0	6	14	1472	3	6	1039	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	9	2	8	6	0	6	15	1549	3	6	1094	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2686	2689	1095	2688	2689	1551	1096	0	0	1553	0	0
Stage 1	1107	1107	-	1581	1581	-	-	-	-	-	-	-
Stage 2	1579	1582	-	1107	1108	-	-	-	-	-	-	-
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	15	22	262	12	22	123	644	-	-	367	-	-
Stage 1	257	288	-	121	171	-	-	-	-	-	-	-
Stage 2	139	170	-	230	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	13	21	262	11	21	123	644	-	-	367	-	-
Mov Cap-2 Maneuver	80	102	-	73	103	-	-	-	-	-	-	-
Stage 1	253	283	-	118	167	-	-	-	-	-	-	-
Stage 2	129	167	-	217	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	41.89	50.58	0.1	0.09
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	644	-	-	117	91	367	-	-
HCM Lane V/C Ratio	0.023	-	-	0.17	0.138	0.017	-	-
HCM Ctrl Dly (s/v)	10.7	-	-	41.9	50.6	15	-	-
HCM Lane LOS	B	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	21.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	2	24	6	2	5	63	1461	9	0	1045	8
Future Vol, veh/h	23	2	24	6	2	5	63	1461	9	0	1045	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	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	24	2	25	6	2	5	66	1538	9	0	1100	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2776	2784	1104	2776	2784	1543	1108	0	0	1547	0	0
Stage 1	1104	1104	-	1675	1675	-	-	-	-	-	-	-
Stage 2	1672	1680	-	1101	1108	-	-	-	-	-	-	-
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	~ 11	19	259	12	19	143	612	-	-	434	-	-
Stage 1	244	289	-	122	153	-	-	-	-	-	-	-
Stage 2	114	153	-	259	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	4	259	~ 2	4	143	612	-	-	434	-	-
Mov Cap-2 Maneuver	~ 19	28	-	~ 2	4	-	-	-	-	-	-	-
Stage 1	244	289	-	27	34	-	-	-	-	-	-	-
Stage 2	~ 23	34	-	232	288	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 470.09	$ 2467.76	0.48	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	74	-	-	36	4	434	-	-
HCM Lane V/C Ratio	0.108	-	-	1.425	3.109	-	-	-
HCM Ctrl Dly (s/v)	11.6	0	-	$ 470.9	$ 2467.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	5.5	2.9	0	-	-

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

Intersection	
Int Delay, s/veh	9.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	11	17	1506	1052	23
Future Vol, veh/h	27	11	17	1506	1052	23
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	28	12	18	1585	1107	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2728	1107	1132	0	-	0
Stage 1	1107	-	-	-	-	-
Stage 2	1621	-	-	-	-	-
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	~ 23	258	625	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 17	258	625	-	-	-
Mov Cap-2 Maneuver	~ 17	-	-	-	-	-
Stage 1	242	-	-	-	-	-
Stage 2	180	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	$ 676.39	0.12	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	24	-	-
HCM Lane V/C Ratio	0.029	-	1.673	-	-
HCM Ctrl Dly (s/v)	10.9	0	$ 676.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5	-	-

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

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	0	1061	2	144	1523	3	0	0	111	3	0	0
Future Vol, veh/h	0	1061	2	144	1523	3	0	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	1117	2	152	1603	3	0	0	117	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1606	0	0	1119	0	0	3024	3027	1118	3025	3027	1605
Stage 1	-	-	-	-	-	-	1118	1118	-	1908	1908	-
Stage 2	-	-	-	-	-	-	1906	1909	-	1117	1119	-
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	412	-	-	632	-	-	8	13	254	8	13	131
Stage 1	-	-	-	-	-	-	254	285	-	89	118	-
Stage 2	-	-	-	-	-	-	89	117	-	254	285	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	412	-	-	632	-	-	-	0	254	-	0	131
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	254	285	-	89	0	-
Stage 2	-	-	-	-	-	-	89	0	-	137	285	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.08		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	412	-	-	~ 68	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.24	-	-	-
HCM Ctrl Dly (s/v)	-	0	-	-	12.5	0	-	-
HCM Lane LOS	-	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0.9	-	-	-

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	8	111	2	2	141	0	0	29	0	2	26	9
Future Vol, veh/h	8	111	2	2	141	0	0	29	0	2	26	9
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	8	117	2	2	148	0	0	31	0	2	27	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	141	67	32	121	72	31	37	0	0	31	0	0
Stage 1	36	36	-	31	31	-	-	-	-	-	-	-
Stage 2	105	31	-	90	41	-	-	-	-	-	-	-
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	833	828	1047	859	823	1050	1587	-	-	1595	-	-
Stage 1	984	869	-	991	874	-	-	-	-	-	-	-
Stage 2	906	874	-	922	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	682	827	1047	736	822	1050	1587	-	-	1595	-	-
Mov Cap-2 Maneuver	682	827	-	736	822	-	-	-	-	-	-	-
Stage 1	983	868	-	991	874	-	-	-	-	-	-	-
Stage 2	752	874	-	795	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.21	10.37	0	0.39
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	818	820	93	-	-
HCM Lane V/C Ratio	-	-	-	0.156	0.184	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.2	10.4	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.7	0	-	-



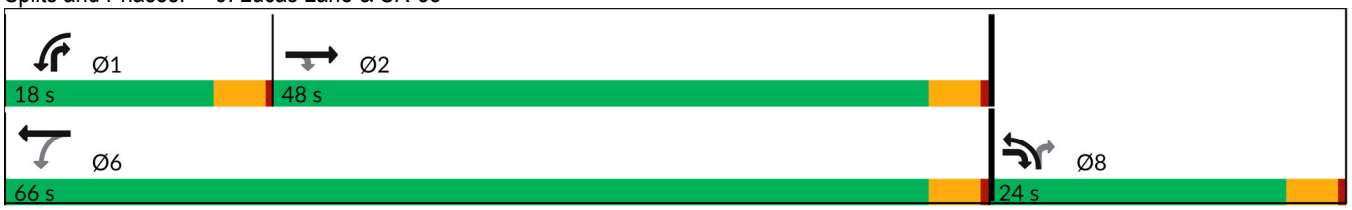
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	521	179	263	1051	261	247
Future Volume (vph)	521	179	263	1051	261	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage 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			0.254		0.950	
Satd. Flow (perm)	1863	1583	473	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188				253
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	548	188	277	1106	275	260
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	48.0	24.0	18.0	66.0	24.0	18.0
Total Split (%)	53.3%	26.7%	20.0%	73.3%	26.7%	20.0%
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)	33.5	54.0	48.5	48.5	16.1	31.0
Actuated g/C Ratio	0.46	0.74	0.66	0.66	0.22	0.42

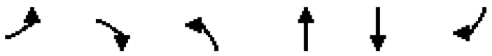
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.64	0.15	0.55	0.90	0.71	0.32
Control Delay (s/veh)	19.3	0.8	9.4	21.8	40.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.3	0.8	9.4	21.8	40.4	3.8
LOS	B	A	A	C	D	A
Approach Delay (s/veh)	14.5			19.4	22.6	
Approach LOS	B			B	C	
Queue Length 50th (ft)	186	0	46	377	127	2
Queue Length 95th (ft)	321	13	80	#714	#239	46
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1213	1319	580	1546	520	897
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	0.45	0.14	0.48	0.72	0.53	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 73.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 18.7		Intersection LOS: B	
Intersection Capacity Utilization 76.4%		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





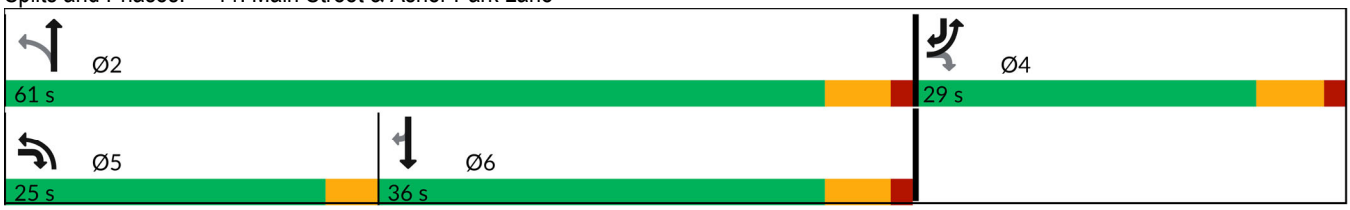
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	372	492	489	960	526	260
Future Volume (vph)	372	492	489	960	526	260
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.130			
Satd. Flow (perm)	1770	1583	242	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		121				107
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	392	518	515	1011	554	274
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	29.0	25.0	25.0	61.0	36.0	29.0
Total Split (%)	32.2%	27.8%	27.8%	67.8%	40.0%	32.2%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	21.6	49.3	54.9	52.3	27.2	54.8
Actuated g/C Ratio	0.25	0.57	0.64	0.61	0.32	0.64

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.88	0.54	0.96	0.85	0.89	0.26
Control Delay (s/veh)	54.6	11.4	53.5	22.5	47.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.6	11.4	53.5	22.5	47.1	4.4
LOS	D	B	D	C	D	A
Approach Delay (s/veh)	30.0			33.0	33.0	
Approach LOS	C			C	C	
Queue Length 50th (ft)	213	130	230	421	290	32
Queue Length 95th (ft)	#373	220	#441	#648	#469	63
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	476	958	538	1262	688	1074
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	0.82	0.54	0.96	0.80	0.81	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 32.1		Intersection LOS: C	
Intersection Capacity Utilization 87.3%		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: 11: Main Street & Asher Park Lane



Capacity Analysis Summary Sheets

Year 2045 Total Projected Saturday Morning Peak Hour

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	438	379	77	76	12
Future Vol, veh/h	6	438	379	77	76	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	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, %	25	1	8	0	0	13
Mvmt Flow	6	461	399	81	80	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	480	0	-	0	873	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	474	-
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	973	-	-	-	323	628
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	973	-	-	-	321	628
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	19.26
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	973	-	-	-	344
HCM Lane V/C Ratio	0.006	-	-	-	0.269
HCM Ctrl Dly (s/v)	8.7	-	-	-	19.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	510	436	14	6	5
Future Vol, veh/h	2	510	436	14	6	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	95	95	95	95	95	95
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	2	537	459	15	6	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	474	0	-	0	1000	459
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	541	-
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	1099	-	-	-	272	606
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	271	606
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	587	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.03	0	15.27
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	7	-	362
HCM Lane V/C Ratio	-	-	0.002	-	0.032
HCM Ctrl Dly (s/v)	-	-	8.3	0	15.3
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	624	0	0	587	0
Future Vol, veh/h	0	0	25	8	0	0	29	624	0	0	587	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	3	0
Mvmt Flow	0	0	26	8	0	0	31	657	0	0	618	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1336	1336	618	1336	1336	657	618	0	0	657	0	0
Stage 1	618	618	-	718	718	-	-	-	-	-	-	-
Stage 2	718	718	-	618	618	-	-	-	-	-	-	-
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	132	155	493	132	155	468	972	-	-	940	-	-
Stage 1	480	484	-	423	436	-	-	-	-	-	-	-
Stage 2	423	436	-	480	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	150	493	121	150	468	972	-	-	940	-	-
Mov Cap-2 Maneuver	128	150	-	121	150	-	-	-	-	-	-	-
Stage 1	480	484	-	410	422	-	-	-	-	-	-	-
Stage 2	410	422	-	455	484	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.71	37	0.39	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	972	-	-	493	121	940	-	-
HCM Lane V/C Ratio	0.031	-	-	0.053	0.07	-	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	12.7	37	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	6	3	0	2	2	650	2	5	609	0
Future Vol, veh/h	2	0	6	3	0	2	2	650	2	5	609	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	25	0	0	0	0	5	0	0	3	0
Mvmt Flow	2	0	6	3	0	2	2	684	2	5	641	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1340	1342	641	1341	1341	685	641	0	0	686	0	0
Stage 1	652	652	-	689	689	-	-	-	-	-	-	-
Stage 2	688	691	-	652	652	-	-	-	-	-	-	-
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	131	154	436	131	154	451	953	-	-	917	-	-
Stage 1	460	467	-	439	449	-	-	-	-	-	-	-
Stage 2	439	449	-	460	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	152	436	128	153	451	953	-	-	917	-	-
Mov Cap-2 Maneuver	262	276	-	261	277	-	-	-	-	-	-	-
Stage 1	458	465	-	438	448	-	-	-	-	-	-	-
Stage 2	436	448	-	451	465	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.85	16.67	0.03	0.07
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	374	314	917	-	-
HCM Lane V/C Ratio	0.002	-	-	0.023	0.017	0.006	-	-
HCM Ctrl Dly (s/v)	8.8	-	-	14.9	16.7	8.9	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	24	0	0	0	23	644	0	0	613	5
Future Vol, veh/h	9	0	24	0	0	0	23	644	0	0	613	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	0	0	5	0	0	3	0
Mvmt Flow	9	0	25	0	0	0	24	678	0	0	645	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1374	1374	648	1372	1377	678	651	0	0	678	0	0
Stage 1	648	648	-	726	726	-	-	-	-	-	-	-
Stage 2	726	726	-	645	651	-	-	-	-	-	-	-
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	124	147	463	125	146	456	945	-	-	924	-	-
Stage 1	462	469	-	419	432	-	-	-	-	-	-	-
Stage 2	419	432	-	464	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	141	463	113	140	456	945	-	-	924	-	-
Mov Cap-2 Maneuver	250	265	-	113	140	-	-	-	-	-	-	-
Stage 1	462	469	-	402	415	-	-	-	-	-	-	-
Stage 2	402	415	-	439	468	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.55	0	0.31	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	62	-	-	376	-	924	-	-
HCM Lane V/C Ratio	0.026	-	-	0.092	-	-	-	-
HCM Ctrl Dly (s/v)	8.9	0	-	15.5	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	5	2	650	633	5
Future Vol, veh/h	17	5	2	650	633	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	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	5	3	0
Mvmt Flow	18	5	2	684	666	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1355	666	672	0	-	0
Stage 1	666	-	-	-	-	-
Stage 2	688	-	-	-	-	-
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	166	463	929	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	463	929	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	26.04	0.03	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	194	-	-
HCM Lane V/C Ratio	0.002	-	0.119	-	-
HCM Ctrl Dly (s/v)	8.9	0	26	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	637	0	50	649	0	3	2	92	0	2	0
Future Vol, veh/h	0	637	0	50	649	0	3	2	92	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	50	5	0	0	0	0	0	0	0
Mvmt Flow	0	671	0	53	683	0	3	2	97	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	683	0	0	671	0	0	1460	1459	671	1460	1459	683
Stage 1	-	-	-	-	-	-	671	671	-	788	788	-
Stage 2	-	-	-	-	-	-	789	788	-	672	671	-
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	919	-	-	731	-	-	108	131	460	108	131	453
Stage 1	-	-	-	-	-	-	449	458	-	387	405	-
Stage 2	-	-	-	-	-	-	387	405	-	449	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	731	-	-	94	115	460	74	115	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	115	-	74	115	-
Stage 1	-	-	-	-	-	-	449	458	-	342	358	-
Stage 2	-	-	-	-	-	-	340	358	-	353	458	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.74	17.5	36.78
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	389	919	-	-	129	-	-	115
HCM Lane V/C Ratio	0.262	-	-	-	0.072	-	-	0.018
HCM Ctrl Dly (s/v)	17.5	0	-	-	10.3	0	-	36.8
HCM Lane LOS	C	A	-	-	B	A	-	E
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	87	0	2	47	3	0	17	0	0	5	2
Future Vol, veh/h	3	87	0	2	47	3	0	17	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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	50	0	9	0	0	0	0
Mvmt Flow	3	92	0	2	49	3	0	18	0	0	5	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	49	24	6	69	25	18	7	0	0	18	0	0
Stage 1	6	6	-	18	18	-	-	-	-	-	-	-
Stage 2	43	18	-	51	7	-	-	-	-	-	-	-
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	956	873	1082	928	872	937	1626	-	-	1612	-	-
Stage 1	1021	894	-	1007	884	-	-	-	-	-	-	-
Stage 2	977	884	-	967	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	899	873	1082	831	872	937	1626	-	-	1612	-	-
Mov Cap-2 Maneuver	899	873	-	831	872	-	-	-	-	-	-	-
Stage 1	1021	894	-	1007	884	-	-	-	-	-	-	-
Stage 2	919	884	-	868	894	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.62	9.39	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1626	-	-	874	874	1612	-	-
HCM Lane V/C Ratio	-	-	-	0.108	0.063	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.6	9.4	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

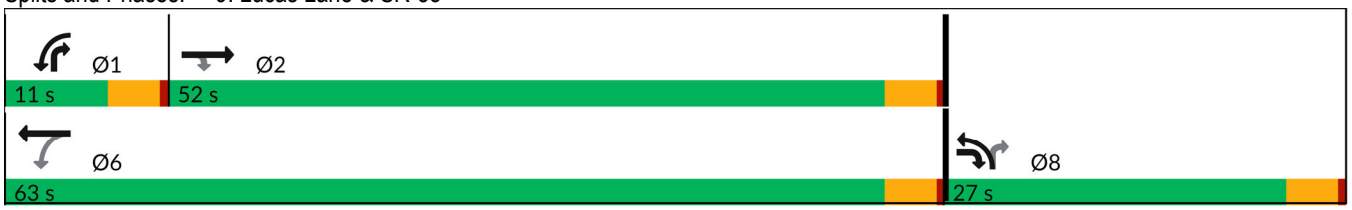


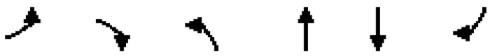
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	439	75	77	363	92	72
Future Volume (vph)	439	75	77	363	92	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage Lanes		1	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			0.331		0.950	
Satd. Flow (perm)	1863	1583	617	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		79				76
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	462	79	81	382	97	76
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	52.0	27.0	11.0	63.0	27.0	11.0
Total Split (%)	57.8%	30.0%	12.2%	70.0%	30.0%	12.2%
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)	21.2	30.6	27.7	29.0	8.2	15.9
Actuated g/C Ratio	0.51	0.74	0.67	0.70	0.20	0.38

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.48	0.07	0.14	0.29	0.28	0.12
Control Delay (s/veh)	12.5	0.9	3.9	4.4	18.9	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	0.9	3.9	4.4	18.9	3.5
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	10.8			4.4	12.1	
Approach LOS	B			A	B	
Queue Length 50th (ft)	86	0	6	33	20	0
Queue Length 95th (ft)	177	7	18	77	61	19
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1818	1528	622	1863	1050	688
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	0.25	0.05	0.13	0.21	0.09	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 41.3			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 8.4		Intersection LOS: A	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

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



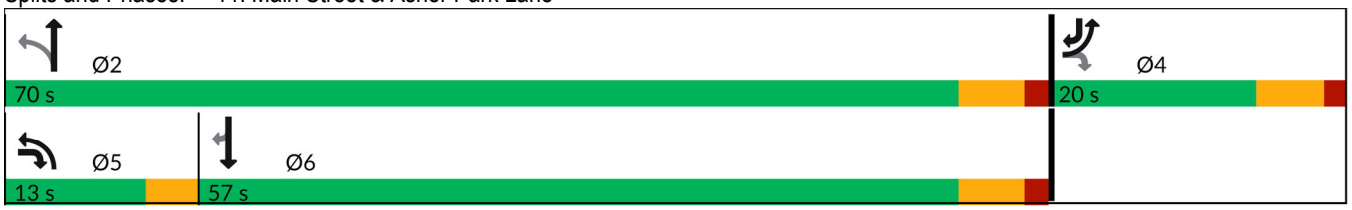


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	180	291	355	270	296	220
Future Volume (vph)	180	291	355	270	296	220
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.421			
Satd. Flow (perm)	1770	1583	784	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		306				232
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	189	306	374	284	312	232
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	20.0	13.0	13.0	70.0	57.0	20.0
Total Split (%)	22.2%	14.4%	14.4%	77.8%	63.3%	22.2%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	10.9	26.4	31.2	28.7	15.6	32.5
Actuated g/C Ratio	0.21	0.51	0.60	0.56	0.30	0.63

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.51	0.32	0.57	0.26	0.53	0.21
Control Delay (s/veh)	23.3	2.1	9.4	7.1	19.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.3	2.1	9.4	7.1	19.2	1.1
LOS	C	A	A	A	B	A
Approach Delay (s/veh)	10.2			8.4	11.5	
Approach LOS	B			A	B	
Queue Length 50th (ft)	50	0	47	39	77	0
Queue Length 95th (ft)	105	30	101	82	149	16
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	482	960	656	1961	1950	1166
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	0.39	0.32	0.57	0.14	0.16	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 51.6			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 9.9		Intersection LOS: A	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Main Street & Asher Park Lane



Capacity Analysis Summary Sheets

Year 2045 Total Projected Saturday Evening Peak Hour

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	615	717	110	120	8
Future Vol, veh/h	11	615	717	110	120	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	3	4	3	4	0
Mvmt Flow	12	647	755	116	126	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	871	0	-	0	1425	755
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	671	-
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	783	-	-	-	148	412
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	783	-	-	-	146	412
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.17	0	104.13
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	783	-	-	-	152
HCM Lane V/C Ratio	0.015	-	-	-	0.888
HCM Ctrl Dly (s/v)	9.7	-	-	-	104.1
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	6.1

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	6	813	814	9	8	2
Future Vol, veh/h	6	813	814	9	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	6	856	857	9	8	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	866	0	-	0	1725	857
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	868	-
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	786	-	-	-	99	360
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	414	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	786	-	-	-	97	360
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	414	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.07	0	39.8
HCM LOS			E

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	13	-	114
HCM Lane V/C Ratio	-	-	0.008	-	0.092
HCM Ctrl Dly (s/v)	-	-	9.6	0	39.8
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑		↰	↑	
Traffic Vol, veh/h	5	0	36	3	0	0	35	959	8	2	988	6
Future Vol, veh/h	5	0	36	3	0	0	35	959	8	2	988	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	-	-	-	-	-	-	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	5	0	0	4	0
Mvmt Flow	5	0	38	3	0	0	37	1009	8	2	1040	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2131	2139	1043	2132	2138	1014	1046	0	0	1018	0	0
Stage 1	1047	1047	-	1087	1087	-	-	-	-	-	-	-
Stage 2	1083	1092	-	1044	1051	-	-	-	-	-	-	-
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	36	50	281	36	50	292	673	-	-	689	-	-
Stage 1	278	307	-	264	294	-	-	-	-	-	-	-
Stage 2	265	293	-	279	306	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	47	281	30	47	292	673	-	-	689	-	-
Mov Cap-2 Maneuver	34	47	-	30	47	-	-	-	-	-	-	-
Stage 1	277	307	-	250	278	-	-	-	-	-	-	-
Stage 2	251	277	-	241	305	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	38.45	140.17	0.37	0.02
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	673	-	-	150	30	689	-	-
HCM Lane V/C Ratio	0.055	-	-	0.288	0.106	0.003	-	-
HCM Ctrl Dly (s/v)	10.7	-	-	38.4	140.2	10.2	-	-
HCM Lane LOS	B	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.3	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	993	2	5	1021	2
Future Vol, veh/h	3	0	3	3	0	5	0	993	2	5	1021	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	0	0	0	0	4	0	0	4	0
Mvmt Flow	3	0	3	3	0	5	0	1045	2	5	1075	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2132	2134	1076	2132	2134	1046	1077	0	0	1047	0	0
Stage 1	1086	1086	-	1046	1046	-	-	-	-	-	-	-
Stage 2	1045	1047	-	1085	1087	-	-	-	-	-	-	-
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	36	50	269	36	50	280	655	-	-	672	-	-
Stage 1	264	295	-	278	308	-	-	-	-	-	-	-
Stage 2	279	307	-	265	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	35	50	269	36	50	280	655	-	-	672	-	-
Mov Cap-2 Maneuver	137	158	-	139	159	-	-	-	-	-	-	-
Stage 1	262	292	-	278	308	-	-	-	-	-	-	-
Stage 2	273	307	-	260	292	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	25.52	23.53	0	0.05
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	655	-	-	182	203	672	-	-
HCM Lane V/C Ratio	-	-	-	0.035	0.042	0.008	-	-
HCM Ctrl Dly (s/v)	0	-	-	25.5	23.5	10.4	-	-
HCM Lane LOS	A	-	-	D	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	0	26	2	0	0	38	969	0	0	1016	11
Future Vol, veh/h	26	0	26	2	0	0	38	969	0	0	1016	11
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, %	6	0	6	0	0	0	8	3	0	0	4	14
Mvmt Flow	27	0	27	2	0	0	40	1020	0	0	1069	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2175	2175	1075	2169	2181	1020	1081	0	0	1020	0	0
Stage 1	1075	1075	-	1100	1100	-	-	-	-	-	-	-
Stage 2	1100	1100	-	1069	1081	-	-	-	-	-	-	-
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	33	47	262	34	47	290	623	-	-	688	-	-
Stage 1	261	298	-	260	290	-	-	-	-	-	-	-
Stage 2	253	290	-	270	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	40	262	26	40	290	623	-	-	688	-	-
Mov Cap-2 Maneuver	120	142	-	26	40	-	-	-	-	-	-	-
Stage 1	261	298	-	221	247	-	-	-	-	-	-	-
Stage 2	215	247	-	242	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	37.33	154.65	0.42	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	68	-	-	165	26	688	-	-
HCM Lane V/C Ratio	0.064	-	-	0.332	0.081	-	-	-
HCM Ctrl Dly (s/v)	11.2	0	-	37.3	154.7	0	-	-
HCM Lane LOS	B	A	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	5	5	987	1019	24
Future Vol, veh/h	20	5	5	987	1019	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	0	0	3	4	0
Mvmt Flow	21	5	5	1039	1073	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2122	1073	1098	0	-	0
Stage 1	1073	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
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	53	270	643	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	270	643	-	-	-
Mov Cap-2 Maneuver	52	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	328	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	100.52	0.05	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	62	-	-
HCM Lane V/C Ratio	0.008	-	0.425	-	-
HCM Ctrl Dly (s/v)	10.6	0	100.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1024	6	105	990	5	2	0	85	3	0	0
Future Vol, veh/h	0	1024	6	105	990	5	2	0	85	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	5	0	0	0	0	0	0	0
Mvmt Flow	0	1078	6	111	1042	5	2	0	89	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1047	0	0	1084	0	0	2344	2349	1081	2344	2350	1045
Stage 1	-	-	-	-	-	-	1081	1081	-	1266	1266	-
Stage 2	-	-	-	-	-	-	1263	1268	-	1078	1084	-
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	672	-	-	651	-	-	26	36	267	26	36	280
Stage 1	-	-	-	-	-	-	266	296	-	209	242	-
Stage 2	-	-	-	-	-	-	210	242	-	267	295	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	672	-	-	651	-	-	15	22	267	10	22	280
Mov Cap-2 Maneuver	-	-	-	-	-	-	15	22	-	10	22	-
Stage 1	-	-	-	-	-	-	266	296	-	124	144	-
Stage 2	-	-	-	-	-	-	125	143	-	178	295	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.11	39.28	$ 477.23
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	194	672	-	-	172	-	-	10
HCM Lane V/C Ratio	0.473	-	-	-	0.17	-	-	0.312
HCM Ctrl Dly (s/v)	39.3	0	-	-	11.7	0	-	$ 477.2
HCM Lane LOS	E	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	2.3	0	-	-	0.6	-	-	0.7

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

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	87	0	3	90	6	0	20	2	8	18	5
Future Vol, veh/h	0	87	0	3	90	6	0	20	2	8	18	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	0	0
Mvmt Flow	0	92	0	3	95	6	0	21	2	8	19	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	107	62	22	104	63	22	24	0	0	23	0	0
Stage 1	38	38	-	22	22	-	-	-	-	-	-	-
Stage 2	68	23	-	82	41	-	-	-	-	-	-	-
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	877	833	1062	881	832	1061	1604	-	-	1605	-	-
Stage 1	982	867	-	1001	881	-	-	-	-	-	-	-
Stage 2	947	880	-	932	865	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	768	829	1062	780	827	1061	1604	-	-	1605	-	-
Mov Cap-2 Maneuver	768	829	-	780	827	-	-	-	-	-	-	-
Stage 1	977	862	-	1001	881	-	-	-	-	-	-	-
Stage 2	840	880	-	828	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.88	9.91	0	1.87
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	829	837	445	-	-
HCM Lane V/C Ratio	-	-	-	0.111	0.125	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.9	9.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

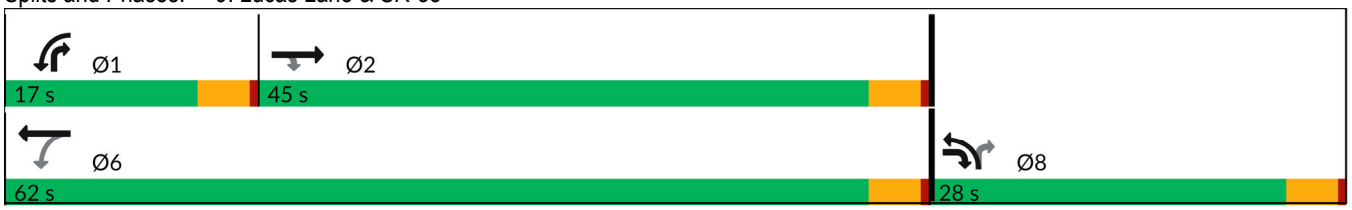


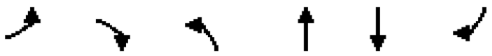
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	543	192	217	599	228	276
Future Volume (vph)	543	192	217	599	228	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage 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			0.191		0.950	
Satd. Flow (perm)	1863	1583	356	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		202				211
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	572	202	228	631	240	291
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	45.0	28.0	17.0	62.0	28.0	17.0
Total Split (%)	50.0%	31.1%	18.9%	68.9%	31.1%	18.9%
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)	24.8	43.5	38.6	38.6	14.4	28.2
Actuated g/C Ratio	0.40	0.71	0.63	0.63	0.23	0.46

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.76	0.17	0.52	0.54	0.58	0.35
Control Delay (s/veh)	24.0	0.8	9.7	8.9	29.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.0	0.8	9.7	8.9	29.5	5.5
LOS	C	A	A	A	C	A
Approach Delay (s/veh)	18.0			9.1	16.3	
Approach LOS	B			A	B	
Queue Length 50th (ft)	165	0	29	105	74	15
Queue Length 95th (ft)	361	13	76	249	190	74
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1329	1425	544	1665	742	939
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	0.43	0.14	0.42	0.38	0.32	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 61.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

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





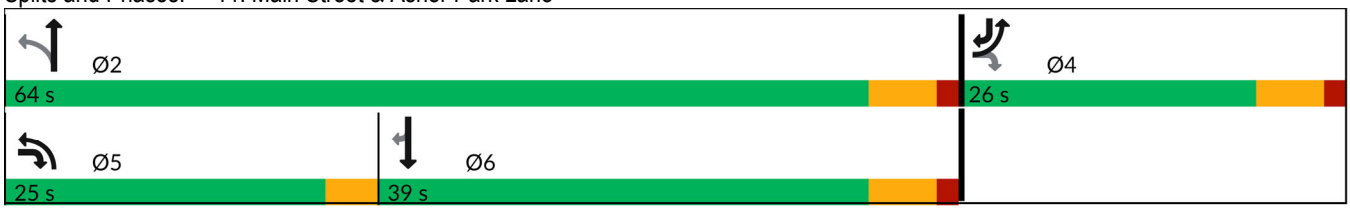
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	290	448	427	533	548	273
Future Volume (vph)	290	448	427	533	548	273
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.129			
Satd. Flow (perm)	1770	1583	240	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		137				149
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	305	472	449	561	577	287
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	26.0	25.0	25.0	64.0	39.0	26.0
Total Split (%)	28.9%	27.8%	27.8%	71.1%	43.3%	28.9%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	17.4	43.9	54.0	51.4	27.6	51.2
Actuated g/C Ratio	0.21	0.54	0.67	0.63	0.34	0.63

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.80	0.51	0.83	0.45	0.87	0.27
Control Delay (s/veh)	49.3	11.1	33.4	9.1	40.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.3	11.1	33.4	9.1	40.5	3.7
LOS	D	B	C	A	D	A
Approach Delay (s/veh)	26.1			19.9	28.3	
Approach LOS	C			B	C	
Queue Length 50th (ft)	162	110	172	142	290	26
Queue Length 95th (ft)	#288	197	#342	208	#460	56
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	448	950	575	1439	819	1108
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	0.68	0.50	0.78	0.39	0.70	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 81.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 24.4		Intersection LOS: C	
Intersection Capacity Utilization 80.5%		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: 11: Main Street & Asher Park Lane



Capacity Analysis Summary Sheets

Year 2052 Total Projected Weekday Morning Peak Hour

Intersection	
Int Delay, s/veh	73.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	983	443	91	184	8
Future Vol, veh/h	15	983	443	91	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	521	107	216	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	628	0	-	0	1713	521
Stage 1	-	-	-	-	521	-
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	963	-	-	-	~ 99	540
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	287	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	963	-	-	-	~ 97	540
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	287	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	$ 661.47
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	963	-	-	-	100
HCM Lane V/C Ratio	0.018	-	-	-	2.249
HCM Ctrl Dly (s/v)	8.8	-	-	-	$ 661.5
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	19.9

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

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	7	1131	537	20	37	2
Future Vol, veh/h	7	1131	537	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	1216	577	22	40	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	599	0	-	0	1809	577
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	1231	-
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	988	-	-	-	88	520
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	278	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	988	-	-	-	86	520
Mov Cap-2 Maneuver	-	-	-	-	86	-
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	278	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.05	0	76.59
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	11	-	89
HCM Lane V/C Ratio	-	-	0.008	-	0.469
HCM Ctrl Dly (s/v)	-	-	8.7	0	76.6
HCM Lane LOS	-	-	A	A	F
HCM 95th %tile Q(veh)	-	-	0	-	2

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	777	0	0	1183	2
Future Vol, veh/h	0	0	31	10	0	0	23	777	0	0	1183	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	793	0	0	1207	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2048	2048	1208	2047	2049	793	1209	0	0	793	0	0
Stage 1	1208	1208	-	840	840	-	-	-	-	-	-	-
Stage 2	840	840	-	1207	1209	-	-	-	-	-	-	-
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	42	57	225	42	56	392	584	-	-	837	-	-
Stage 1	226	258	-	363	384	-	-	-	-	-	-	-
Stage 2	363	384	-	226	258	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	54	225	35	54	392	584	-	-	837	-	-
Mov Cap-2 Maneuver	40	54	-	35	54	-	-	-	-	-	-	-
Stage 1	226	258	-	348	368	-	-	-	-	-	-	-
Stage 2	348	368	-	194	258	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.58	148.23	0.33	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	584	-	-	225	35	837	-	-
HCM Lane V/C Ratio	0.04	-	-	0.14	0.296	-	-	-
HCM Ctrl Dly (s/v)	11.4	-	-	23.6	148.2	0	-	-
HCM Lane LOS	B	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	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	2	3	10	20	7	7	5	792	3	15	1205	3
Future Vol, veh/h	2	3	10	20	7	7	5	792	3	15	1205	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	834	3	16	1268	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2149	2149	1270	2147	2149	835	1272	0	0	837	0	0
Stage 1	1302	1302	-	846	846	-	-	-	-	-	-	-
Stage 2	848	847	-	1302	1303	-	-	-	-	-	-	-
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	35	49	207	30	49	335	553	-	-	706	-	-
Stage 1	200	233	-	326	381	-	-	-	-	-	-	-
Stage 2	359	381	-	177	233	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	32	47	207	27	47	335	553	-	-	706	-	-
Mov Cap-2 Maneuver	125	148	-	107	148	-	-	-	-	-	-	-
Stage 1	195	228	-	323	378	-	-	-	-	-	-	-
Stage 2	341	377	-	162	227	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.27	41.66	0.07	0.13
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	553	-	-	177	133	706	-	-
HCM Lane V/C Ratio	0.01	-	-	0.089	0.269	0.022	-	-
HCM Ctrl Dly (s/v)	11.6	-	-	27.3	41.7	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	6.8

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	785	35	17	1205	13
Future Vol, veh/h	12	5	74	13	2	3	27	785	35	17	1205	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	844	38	18	1296	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2242	2279	1303	2256	2267	863	1310	0	0	882	0	0
Stage 1	1339	1339	-	921	921	-	-	-	-	-	-	-
Stage 2	903	940	-	1335	1346	-	-	-	-	-	-	-
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	28	40	198	30	41	357	512	-	-	775	-	-
Stage 1	178	224	-	327	352	-	-	-	-	-	-	-
Stage 2	317	345	-	191	222	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	33	198	~ 14	33	357	512	-	-	775	-	-
Mov Cap-2 Maneuver	100	124	-	~ 14	33	-	-	-	-	-	-	-
Stage 1	163	204	-	290	313	-	-	-	-	-	-	-
Stage 2	277	306	-	102	203	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	51.19	$ 536.73	0.4	0.13
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	57	-	-	171	18	25	-	-
HCM Lane V/C Ratio	0.057	-	-	0.573	1.08	0.024	-	-
HCM Ctrl Dly (s/v)	12.5	0	-	51.2	$ 536.7	9.8	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3	2.8	0.1	-	-

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	20	3	3	827	1276	17
Future Vol, veh/h	20	3	3	827	1276	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	889	1372	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2268	1372	1390	0	-	0
Stage 1	1372	-	-	-	-	-
Stage 2	896	-	-	-	-	-
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	45	180	499	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	180	499	-	-	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	235	-	-	-	-	-
Stage 2	402	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	135.45	0.04	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	50	-	-
HCM Lane V/C Ratio	0.006	-	0.499	-	-
HCM Ctrl Dly (s/v)	12.3	0	135.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1.9	-	-

Intersection	
Int Delay, s/veh	13.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1278	2	78	829	2	2	0	142	3	0	0
Future Vol, veh/h	0	1278	2	78	829	2	2	0	142	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	1389	2	85	901	2	2	0	154	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	903	0	0	1391	0	0	2461	2463	1390	2461	2463	902
Stage 1	-	-	-	-	-	-	1390	1390	-	1072	1072	-
Stage 2	-	-	-	-	-	-	1071	1073	-	1389	1391	-
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	761	-	-	498	-	-	21	31	176	21	31	339
Stage 1	-	-	-	-	-	-	178	211	-	269	299	-
Stage 2	-	-	-	-	-	-	270	299	-	178	211	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	761	-	-	498	-	-	14	20	176	~ 2	20	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	14	20	-	~ 2	20	-
Stage 1	-	-	-	-	-	-	178	211	-	177	197	-
Stage 2	-	-	-	-	-	-	178	197	-	22	211	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.18	141.5	$ 3659.46
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	152	761	-	-	154	-	-	2
HCM Lane V/C Ratio	1.033	-	-	-	0.17	-	-	1.9
HCM Ctrl Dly (s/v)	141.5	0	-	-	13.7	0	-	$ 3659.5
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	8	0	-	-	0.6	-	-	1.2

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

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	129	0	2	71	2	0	20	0	2	20	5
Future Vol, veh/h	3	129	0	2	71	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	174	0	3	96	3	0	27	0	3	27	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	111	63	30	147	66	27	34	0	0	27	0	0
Stage 1	36	36	-	27	27	-	-	-	-	-	-	-
Stage 2	75	27	-	120	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	872	832	1050	826	828	1054	1591	-	-	1600	-	-
Stage 1	985	869	-	995	877	-	-	-	-	-	-	-
Stage 2	939	877	-	890	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	768	830	1050	652	827	1054	1591	-	-	1600	-	-
Mov Cap-2 Maneuver	768	830	-	652	827	-	-	-	-	-	-	-
Stage 1	983	868	-	995	877	-	-	-	-	-	-	-
Stage 2	834	877	-	710	865	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.53	9.97	0	0.54
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1591	-	-	829	826	128	-	-
HCM Lane V/C Ratio	-	-	-	0.215	0.123	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.5	10	7.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.4	0	-	-

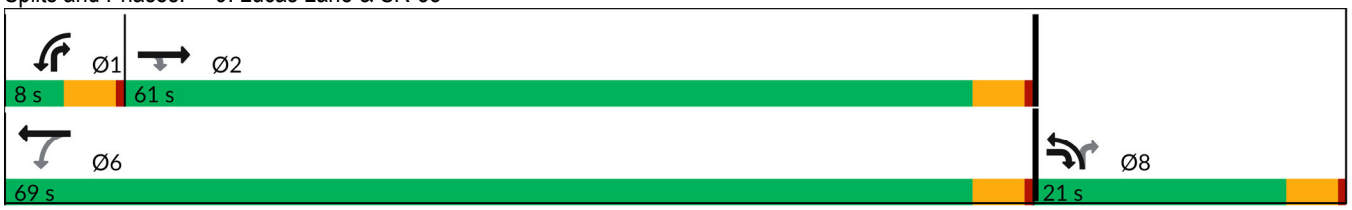
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1028	139	132	407	127	110
Future Volume (vph)	1028	139	132	407	127	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage 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			0.074		0.950	
Satd. Flow (perm)	1863	1583	138	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		146				114
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	1082	146	139	428	134	116
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	61.0	21.0	8.0	69.0	21.0	8.0
Total Split (%)	67.8%	23.3%	8.9%	76.7%	23.3%	8.9%
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)	49.7	65.2	58.0	58.0	11.4	19.6
Actuated g/C Ratio	0.64	0.84	0.75	0.75	0.15	0.25

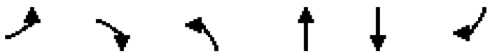
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.91	0.11	0.74	0.31	0.52	0.24
Control Delay (s/veh)	25.0	0.3	35.1	4.1	40.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	0.3	35.1	4.1	40.1	7.1
LOS	C	A	D	A	D	A
Approach Delay (s/veh)	22.1			11.7	24.7	
Approach LOS	C			B	C	
Queue Length 50th (ft)	387	0	15	52	67	1
Queue Length 95th (ft)	#821	4	#73	109	123	40
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1408	1467	189	1554	398	485
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	0.77	0.10	0.74	0.28	0.34	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 19.6		Intersection LOS: B	
Intersection Capacity Utilization 78.5%		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





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	146	272	365	411	912	256
Future Volume (vph)	146	272	365	411	912	256
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.084			
Satd. Flow (perm)	1770	1583	156	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		80				136
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	154	286	384	433	960	269
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	19.0	21.0	21.0	71.0	50.0	19.0
Total Split (%)	21.1%	23.3%	23.3%	78.9%	55.6%	21.1%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	11.5	35.1	67.5	65.0	44.0	61.6
Actuated g/C Ratio	0.13	0.40	0.76	0.73	0.50	0.70

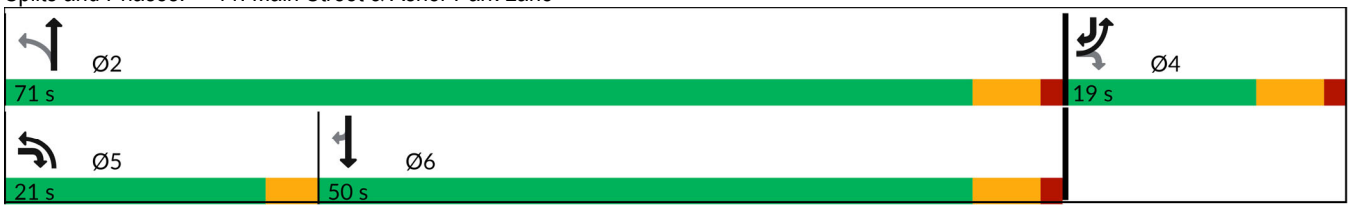
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.67	0.42	0.88	0.30	0.99	0.24
Control Delay (s/veh)	51.5	15.8	45.3	4.8	49.6	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.5	15.8	45.3	4.8	49.6	2.8
LOS	D	B	D	A	D	A
Approach Delay (s/veh)	28.3			23.9	39.4	
Approach LOS	C			C	D	
Queue Length 50th (ft)	83	79	157	73	~524	21
Queue Length 95th (ft)	147	146	#323	110	#806	45
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	259	674	437	1439	974	1165
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	0.59	0.42	0.88	0.30	0.99	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.6			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 32.3		Intersection LOS: C	
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 11: Main Street & Asher Park Lane



Capacity Analysis Summary Sheets

Year 2052 Total Projected Weekday Evening Peak Hour

Intersection	
Int Delay, s/veh	83

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	646	1231	186	126	17
Future Vol, veh/h	13	646	1231	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	760	1448	219	148	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1667	0	-	0	2239	1448
Stage 1	-	-	-	-	1448	-
Stage 2	-	-	-	-	791	-
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	391	-	-	-	~ 46	154
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	391	-	-	-	~ 44	154
Mov Cap-2 Maneuver	-	-	-	-	~ 44	-
Stage 1	-	-	-	-	207	-
Stage 2	-	-	-	-	445	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.29	0	$ 1285.89
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	391	-	-	-	49
HCM Lane V/C Ratio	0.039	-	-	-	3.468
HCM Ctrl Dly (s/v)	14.6	-	-	-	$ 1285.9
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	2.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	806	1416	24	24	3
Future Vol, veh/h	3	806	1416	24	24	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	867	1523	26	26	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1548	0	-	0	2396	1523
Stage 1	-	-	-	-	1523	-
Stage 2	-	-	-	-	873	-
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	434	-	-	-	38	147
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	412	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	434	-	-	-	37	147
Mov Cap-2 Maneuver	-	-	-	-	37	-
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	412	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.05	0	212.53
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	7	-	40
HCM Lane V/C Ratio	-	-	0.007	-	0.72
HCM Ctrl Dly (s/v)	-	-	13.4	0	212.5
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	2.7

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	3	0	30	2	0	2	39	1551	5	0	1058	3
Future Vol, veh/h	3	0	30	2	0	2	39	1551	5	0	1058	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	1583	5	0	1080	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2743	2748	1081	2744	2747	1585	1083	0	0	1588	0	0
Stage 1	1081	1081	-	1665	1665	-	-	-	-	-	-	-
Stage 2	1662	1667	-	1080	1083	-	-	-	-	-	-	-
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	13	20	267	13	20	135	652	-	-	419	-	-
Stage 1	266	296	-	124	155	-	-	-	-	-	-	-
Stage 2	124	155	-	267	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	19	267	11	19	135	652	-	-	419	-	-
Mov Cap-2 Maneuver	12	19	-	11	19	-	-	-	-	-	-	-
Stage 1	266	296	-	116	146	-	-	-	-	-	-	-
Stage 2	115	145	-	236	296	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	65.13	223.37	0.27	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	652	-	-	92	20	419	-	-
HCM Lane V/C Ratio	0.061	-	-	0.366	0.202	-	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	65.1	223.4	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.4	0.6	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	1579	3	7	1081	2
Future Vol, veh/h	10	2	8	7	0	7	15	1579	3	7	1081	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	1662	3	7	1138	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2847	2851	1139	2849	2850	1664	1140	0	0	1665	0	0
Stage 1	1154	1154	-	1695	1695	-	-	-	-	-	-	-
Stage 2	1694	1697	-	1154	1155	-	-	-	-	-	-	-
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	11	17	247	9	17	105	620	-	-	330	-	-
Stage 1	242	274	-	103	150	-	-	-	-	-	-	-
Stage 2	119	150	-	216	274	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 10	16	247	8	17	105	620	-	-	330	-	-
Mov Cap-2 Maneuver	68	90	-	63	91	-	-	-	-	-	-	-
Stage 1	237	268	-	100	146	-	-	-	-	-	-	-
Stage 2	108	146	-	203	268	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	50.77	60.97	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	620	-	-	99	79	330	-	-
HCM Lane V/C Ratio	0.025	-	-	0.212	0.187	0.022	-	-
HCM Ctrl Dly (s/v)	11	-	-	50.8	61	16.2	-	-
HCM Lane LOS	B	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.6	0.1	-	-

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

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	71	1567	10	0	1088	8
Future Vol, veh/h	25	2	27	7	2	5	71	1567	10	0	1088	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	76	1685	11	0	1170	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3013	3023	1174	3014	3022	1690	1178	0	0	1696	0	0
Stage 1	1174	1174	-	1843	1843	-	-	-	-	-	-	-
Stage 2	1839	1848	-	1171	1178	-	-	-	-	-	-	-
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	~ 7	13	236	8	13	117	575	-	-	381	-	-
Stage 1	222	268	-	97	127	-	-	-	-	-	-	-
Stage 2	91	126	-	237	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	236	-	0	117	575	-	-	381	-	-
Mov Cap-2 Maneuver	-	-	-	-	0	-	-	-	-	-	-	-
Stage 1	222	268	-	97	0	-	-	-	-	-	-	-
Stage 2	86	0	-	206	267	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v			0.53	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 33	-	-	-	-	381	-	-
HCM Lane V/C Ratio	0.133	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	12.2	0	-	-	-	0	-	-
HCM Lane LOS	B	A	-	-	-	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0	-	-

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	12	18	1618	1096	25
Future Vol, veh/h	30	12	18	1618	1096	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	1740	1178	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2957	1178	1205	0	-	0
Stage 1	1178	-	-	-	-	-
Stage 2	1778	-	-	-	-	-
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	~ 16	234	586	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 0	234	586	-	-	-
Mov Cap-2 Maneuver	~ 0	-	-	-	-	-
Stage 1	~ 4	-	-	-	-	-
Stage 2	150	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v		0.12	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-	-
HCM Ctrl Dly (s/v)	11.4	0	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

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

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	0	1106	2	144	1636	3	0	0	111	3	0	0
Future Vol, veh/h	0	1106	2	144	1636	3	0	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	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	1202	2	157	1778	3	0	0	121	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1782	0	0	1204	0	0	3295	3298	1203	3295	3297	1780
Stage 1	-	-	-	-	-	-	1203	1203	-	2093	2093	-
Stage 2	-	-	-	-	-	-	2091	2095	-	1202	1204	-
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	353	-	-	586	-	-	5	9	227	5	9	103
Stage 1	-	-	-	-	-	-	227	260	-	69	95	-
Stage 2	-	-	-	-	-	-	70	95	-	227	259	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	353	-	-	586	-	-	-	0	227	-	0	103
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	227	260	-	69	0	-
Stage 2	-	-	-	-	-	-	70	0	-	106	259	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.08		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	353	-	-	~ 6	-	-	-
HCM Lane V/C Ratio	-	-	-	-	0.267	-	-	-
HCM Ctrl Dly (s/v)	-	0	-	-	13.4	0	-	-
HCM Lane LOS	-	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	1.1	-	-	-

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

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	111	2	2	141	0	0	32	0	2	29	10
Future Vol, veh/h	8	111	2	2	141	0	0	32	0	2	29	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	150	3	3	191	0	0	43	0	3	39	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	190	95	46	163	101	43	53	0	0	43	0	0
Stage 1	51	51	-	43	43	-	-	-	-	-	-	-
Stage 2	139	43	-	120	58	-	-	-	-	-	-	-
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	775	799	1029	807	792	1033	1566	-	-	1578	-	-
Stage 1	967	856	-	976	863	-	-	-	-	-	-	-
Stage 2	869	863	-	890	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	587	798	1029	652	791	1033	1566	-	-	1578	-	-
Mov Cap-2 Maneuver	587	798	-	652	791	-	-	-	-	-	-	-
Stage 1	965	855	-	976	863	-	-	-	-	-	-	-
Stage 2	677	863	-	730	849	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.81	11.04	0	0.36
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	782	789	84	-	-
HCM Lane V/C Ratio	-	-	-	0.209	0.245	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.8	11	7.3	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	1	0	-	-

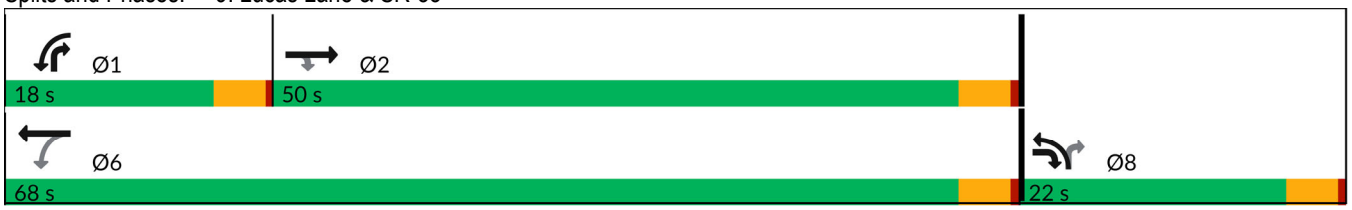
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	562	179	263	1156	261	247
Future Volume (vph)	562	179	263	1156	261	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage 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			0.261		0.950	
Satd. Flow (perm)	1863	1583	486	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188				241
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	592	188	277	1217	275	260
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	50.0	22.0	18.0	68.0	22.0	18.0
Total Split (%)	55.6%	24.4%	20.0%	75.6%	24.4%	20.0%
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)	42.0	62.2	56.5	56.5	16.1	30.6
Actuated g/C Ratio	0.52	0.77	0.70	0.70	0.20	0.38

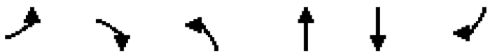
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.61	0.15	0.55	0.94	0.78	0.35
Control Delay (s/veh)	17.4	0.7	8.7	25.8	49.7	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.4	0.7	8.7	25.8	49.7	4.8
LOS	B	A	A	C	D	A
Approach Delay (s/veh)	13.4			22.7	27.9	
Approach LOS	B			C	C	
Queue Length 50th (ft)	207	0	46	488	149	7
Queue Length 95th (ft)	340	13	73	#908	#270	53
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1122	1304	569	1469	408	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	0.53	0.14	0.49	0.83	0.67	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 21.1		Intersection LOS: C	
Intersection Capacity Utilization 82.0%		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





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	372	492	489	1068	576	254
Future Volume (vph)	372	492	489	1068	576	254
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.123			
Satd. Flow (perm)	1770	1583	229	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		98				104
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	392	518	515	1124	606	267
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	29.0	25.0	25.0	61.0	36.0	29.0
Total Split (%)	32.2%	27.8%	27.8%	67.8%	40.0%	32.2%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	21.8	49.4	56.5	54.0	28.9	56.7
Actuated g/C Ratio	0.25	0.56	0.64	0.62	0.33	0.65

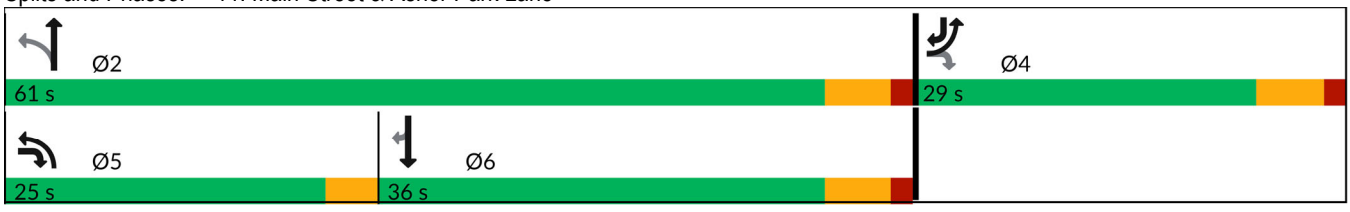
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.89	0.56	0.98	0.93	0.94	0.25
Control Delay (s/veh)	56.5	12.5	59.6	31.3	53.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.5	12.5	59.6	31.3	53.9	4.4
LOS	E	B	E	C	D	A
Approach Delay (s/veh)	31.5			40.2	38.7	
Approach LOS	C			D	D	
Queue Length 50th (ft)	213	139	~236	531	329	32
Queue Length 95th (ft)	#373	231	#448	#869	#537	62
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	465	933	525	1232	672	1080
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	0.84	0.56	0.98	0.91	0.90	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 37.5		Intersection LOS: D	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 11: Main Street & Asher Park Lane



Capacity Analysis Summary Sheets

Year 2052 Total Projected Saturday Morning Peak Hour

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	465	401	81	79	13
Future Vol, veh/h	7	465	401	81	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	547	472	95	93	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	567	0	-	0	1035	472
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	564	-
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	1015	-	-	-	256	576
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1015	-	-	-	254	576
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	26.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1015	-	-	-	275
HCM Lane V/C Ratio	0.008	-	-	-	0.393
HCM Ctrl Dly (s/v)	8.6	-	-	-	26.3
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	540	462	15	7	5
Future Vol, veh/h	2	540	462	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	581	497	16	8	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	513	0	-	0	1082	497
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	585	-
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	1063	-	-	-	243	577
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1063	-	-	-	242	577
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	561	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.03	0	16.74
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	7	-	320
HCM Lane V/C Ratio	-	-	0.002	-	0.04
HCM Ctrl Dly (s/v)	-	-	8.4	0	16.7
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	652	0	0	618	0
Future Vol, veh/h	0	0	25	8	0	0	29	652	0	0	618	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	665	0	0	631	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1355	1355	631	1355	1355	665	631	0	0	665	0	0
Stage 1	631	631	-	724	724	-	-	-	-	-	-	-
Stage 2	724	724	-	631	631	-	-	-	-	-	-	-
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	128	151	485	128	151	463	962	-	-	933	-	-
Stage 1	473	478	-	420	433	-	-	-	-	-	-	-
Stage 2	420	433	-	473	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	124	146	485	117	146	463	962	-	-	933	-	-
Mov Cap-2 Maneuver	124	146	-	117	146	-	-	-	-	-	-	-
Stage 1	473	478	-	407	420	-	-	-	-	-	-	-
Stage 2	407	420	-	448	478	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.84	37.95	0.38	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	962	-	-	485	117	933	-	-
HCM Lane V/C Ratio	0.031	-	-	0.053	0.07	-	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	12.8	37.9	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	678	2	5	641	0
Future Vol, veh/h	2	0	7	3	0	2	2	678	2	5	641	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	714	2	5	675	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1405	675	1404	1404	715	675	0	0	716	0	0
Stage 1	685	685	-	719	719	-	-	-	-	-	-	-
Stage 2	718	720	-	685	685	-	-	-	-	-	-	-
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	118	141	458	104	141	395	926	-	-	788	-	-
Stage 1	441	451	-	385	436	-	-	-	-	-	-	-
Stage 2	423	435	-	403	451	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	117	139	458	102	140	395	926	-	-	788	-	-
Mov Cap-2 Maneuver	248	264	-	224	265	-	-	-	-	-	-	-
Stage 1	438	448	-	385	435	-	-	-	-	-	-	-
Stage 2	420	434	-	394	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.58	18.58	0.03	0.07
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	385	270	788	-	-
HCM Lane V/C Ratio	0.002	-	-	0.025	0.019	0.007	-	-
HCM Ctrl Dly (s/v)	8.9	-	-	14.6	18.6	9.6	-	-
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	671	0	0	646	5
Future Vol, veh/h	10	0	27	0	0	0	25	671	0	0	646	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	722	0	0	695	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1473	1473	697	1470	1475	722	700	0	0	722	0	0
Stage 1	697	697	-	775	775	-	-	-	-	-	-	-
Stage 2	775	775	-	695	700	-	-	-	-	-	-	-
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	99	128	444	106	128	430	874	-	-	890	-	-
Stage 1	414	446	-	394	411	-	-	-	-	-	-	-
Stage 2	375	411	-	436	444	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	121	444	94	121	430	874	-	-	890	-	-
Mov Cap-2 Maneuver	217	245	-	94	121	-	-	-	-	-	-	-
Stage 1	414	446	-	373	390	-	-	-	-	-	-	-
Stage 2	355	390	-	408	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.74	0	0.33	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	346	-	890	-	-
HCM Lane V/C Ratio	0.031	-	-	0.115	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	0	-	16.7	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	678	668	5
Future Vol, veh/h	18	5	2	678	668	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	729	718	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1452	718	724	0	-	0
Stage 1	718	-	-	-	-	-
Stage 2	733	-	-	-	-	-
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	145	432	888	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	432	888	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	29.88	0.03	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	5	-	169	-	-
HCM Lane V/C Ratio	0.002	-	0.146	-	-
HCM Ctrl Dly (s/v)	9.1	0	29.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	673	0	50	676	0	3	2	92	0	2	0
Future Vol, veh/h	0	673	0	50	676	0	3	2	92	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	732	0	54	735	0	3	2	100	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	735	0	0	732	0	0	1576	1575	732	1576	1575	735
Stage 1	-	-	-	-	-	-	732	732	-	843	843	-
Stage 2	-	-	-	-	-	-	845	843	-	733	732	-
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	880	-	-	882	-	-	90	111	425	90	111	423
Stage 1	-	-	-	-	-	-	416	430	-	361	382	-
Stage 2	-	-	-	-	-	-	360	382	-	416	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	880	-	-	882	-	-	79	99	425	60	99	423
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	99	-	60	99	-
Stage 1	-	-	-	-	-	-	416	430	-	323	342	-
Stage 2	-	-	-	-	-	-	321	342	-	316	430	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.64	19.48	42.02
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	353	880	-	-	124	-	-	99
HCM Lane V/C Ratio	0.299	-	-	-	0.062	-	-	0.022
HCM Ctrl Dly (s/v)	19.5	0	-	-	9.3	0	-	42
HCM Lane LOS	C	A	-	-	A	A	-	E
HCM 95th %tile Q(veh)	1.2	0	-	-	0.2	-	-	0.1

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	3	87	0	2	47	3	0	18	0	0	5	2
Future Vol, veh/h	3	87	0	2	47	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	118	0	3	64	4	0	24	0	0	7	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	64	32	8	90	34	24	9	0	0	24	0	0
Stage 1	8	8	-	24	24	-	-	-	-	-	-	-
Stage 2	56	24	-	66	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	935	864	1080	900	863	1058	1624	-	-	1604	-	-
Stage 1	1019	893	-	999	879	-	-	-	-	-	-	-
Stage 2	961	879	-	950	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	863	864	1080	777	863	1058	1624	-	-	1604	-	-
Mov Cap-2 Maneuver	863	864	-	777	863	-	-	-	-	-	-	-
Stage 1	1019	893	-	999	879	-	-	-	-	-	-	-
Stage 2	888	879	-	825	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.85	9.51	0	0
HCM LOS	A	A		

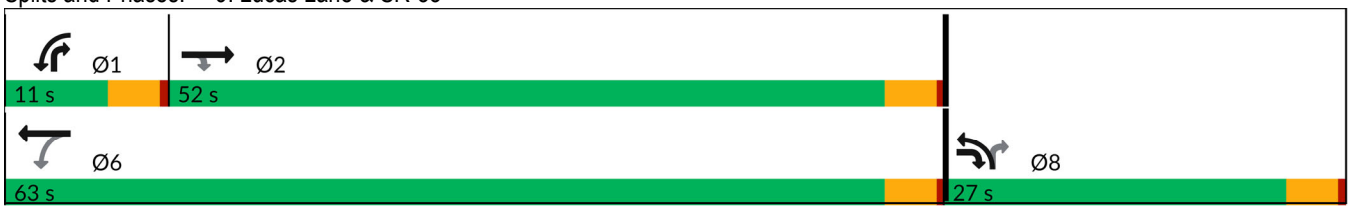
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	864	868	1604	-	-
HCM Lane V/C Ratio	-	-	-	0.141	0.081	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.8	9.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

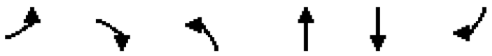
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	470	75	77	390	92	72
Future Volume (vph)	470	75	77	390	92	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage Lanes		1	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			0.312		0.950	
Satd. Flow (perm)	1863	1583	581	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		79				76
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	495	79	81	411	97	76
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	52.0	27.0	11.0	63.0	27.0	11.0
Total Split (%)	57.8%	30.0%	12.2%	70.0%	30.0%	12.2%
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)	22.2	31.6	28.7	30.0	8.2	15.9
Actuated g/C Ratio	0.52	0.75	0.68	0.71	0.19	0.38

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.51	0.07	0.14	0.31	0.28	0.12
Control Delay (s/veh)	12.6	0.8	3.9	4.5	19.6	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.6	0.8	3.9	4.5	19.6	3.7
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	11.0			4.4	12.6	
Approach LOS	B			A	B	
Queue Length 50th (ft)	95	0	6	36	21	0
Queue Length 95th (ft)	194	7	19	84	62	20
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1806	1525	603	1863	1029	676
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	0.27	0.05	0.13	0.22	0.09	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 42.3			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 8.6		Intersection LOS: A	
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			

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



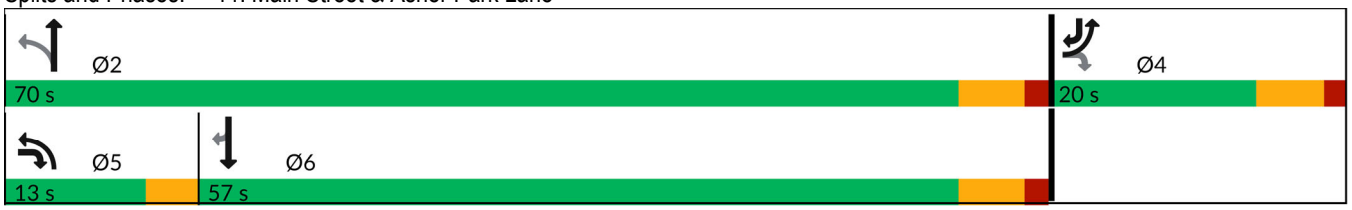


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	180	291	355	297	327	220
Future Volume (vph)	180	291	355	297	327	220
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.386			
Satd. Flow (perm)	1770	1583	719	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		306				232
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	189	306	374	313	344	232
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	20.0	13.0	13.0	70.0	57.0	20.0
Total Split (%)	22.2%	14.4%	14.4%	77.8%	63.3%	22.2%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	10.9	26.5	31.7	29.2	16.1	33.0
Actuated g/C Ratio	0.21	0.51	0.61	0.56	0.31	0.63

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.51	0.32	0.59	0.29	0.57	0.21
Control Delay (s/veh)	23.8	2.2	9.9	7.2	19.8	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8	2.2	9.9	7.2	19.8	1.1
LOS	C	A	A	A	B	A
Approach Delay (s/veh)	10.4			8.7	12.3	
Approach LOS	B			A	B	
Queue Length 50th (ft)	50	0	47	44	87	0
Queue Length 95th (ft)	108	31	100	90	165	16
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	477	954	629	1961	1891	1170
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	0.40	0.32	0.59	0.16	0.18	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 52.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Main Street & Asher Park Lane



Capacity Analysis Summary Sheets

Year 2052 Total Projected Saturday Evening Peak Hour

Intersection	
Int Delay, s/veh	13.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	654	764	115	129	8
Future Vol, veh/h	12	654	764	115	129	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	688	804	121	136	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	925	0	-	0	1518	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	714	-
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	747	-	-	-	~ 130	371
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	747	-	-	-	~ 128	371
Mov Cap-2 Maneuver	-	-	-	-	~ 128	-
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.18	0	166.78
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	747	-	-	-	133
HCM Lane V/C Ratio	0.017	-	-	-	1.082
HCM Ctrl Dly (s/v)	9.9	-	-	-	166.8
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	860	867	10	8	2
Future Vol, veh/h	7	860	867	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	905	913	11	8	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	923	0	-	0	1833	913
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	920	-
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	748	-	-	-	85	334
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	748	-	-	-	83	334
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	392	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0.08	0	46.21
HCM LOS			E

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	15	-	98
HCM Lane V/C Ratio	-	-	0.01	-	0.108
HCM Ctrl Dly (s/v)	-	-	9.9	0	46.2
HCM Lane LOS	-	-	A	A	E
HCM 95th %tile Q(veh)	-	-	0	-	0.4

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	1012	8	2	1035	7
Future Vol, veh/h	5	0	36	3	0	0	36	1012	8	2	1035	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	1065	8	2	1089	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2245	2247	1093	2239	2246	1076	1097	0	0	1074	0	0
Stage 1	1097	1097	-	1145	1145	-	-	-	-	-	-	-
Stage 2	1148	1149	-	1094	1101	-	-	-	-	-	-	-
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	30	42	263	31	42	269	644	-	-	657	-	-
Stage 1	261	291	-	245	277	-	-	-	-	-	-	-
Stage 2	244	275	-	262	290	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	28	40	263	25	40	267	644	-	-	657	-	-
Mov Cap-2 Maneuver	28	40	-	25	40	-	-	-	-	-	-	-
Stage 1	260	290	-	231	260	-	-	-	-	-	-	-
Stage 2	228	259	-	223	289	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	45.71	172.55	0.37	0.02
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	644	-	-	130	25	657	-	-
HCM Lane V/C Ratio	0.059	-	-	0.331	0.129	0.003	-	-
HCM Ctrl Dly (s/v)	10.9	-	-	45.7	172.6	10.5	-	-
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	1047	2	5	1068	2
Future Vol, veh/h	3	0	3	3	0	5	0	1047	2	5	1068	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	1102	2	5	1124	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2238	2240	1125	2238	2240	1103	1126	0	0	1104	0	0
Stage 1	1136	1136	-	1103	1103	-	-	-	-	-	-	-
Stage 2	1102	1104	-	1135	1137	-	-	-	-	-	-	-
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	31	43	252	26	43	231	628	-	-	554	-	-
Stage 1	248	279	-	232	289	-	-	-	-	-	-	-
Stage 2	259	289	-	222	279	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	42	252	25	42	231	628	-	-	554	-	-
Mov Cap-2 Maneuver	126	147	-	114	148	-	-	-	-	-	-	-
Stage 1	246	277	-	232	289	-	-	-	-	-	-	-
Stage 2	253	289	-	217	276	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.26	27.74	0	0.05
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	628	-	-	168	167	554	-	-
HCM Lane V/C Ratio	-	-	-	0.038	0.051	0.009	-	-
HCM Ctrl Dly (s/v)	0	-	-	27.3	27.7	11.6	-	-
HCM Lane LOS	A	-	-	D	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	0	29	2	0	0	42	1020	0	0	1063	12
Future Vol, veh/h	29	0	29	2	0	0	42	1020	0	0	1063	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	31	0	31	2	0	0	44	1074	0	0	1119	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2287	2287	1125	2281	2294	1074	1132	0	0	1074	0	0
Stage 1	1125	1125	-	1162	1162	-	-	-	-	-	-	-
Stage 2	1162	1162	-	1119	1132	-	-	-	-	-	-	-
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	~ 26	40	252	28	40	270	599	-	-	657	-	-
Stage 1	237	283	-	240	272	-	-	-	-	-	-	-
Stage 2	226	272	-	253	281	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 21	33	252	20	32	270	599	-	-	657	-	-
Mov Cap-2 Maneuver	104	128	-	20	32	-	-	-	-	-	-	-
Stage 1	237	283	-	196	222	-	-	-	-	-	-	-
Stage 2	185	222	-	223	281	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	45.72	200.36	0.45	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	71	-	-	147	20	657	-	-
HCM Lane V/C Ratio	0.074	-	-	0.414	0.103	-	-	-
HCM Ctrl Dly (s/v)	11.5	0	-	45.7	200.4	0	-	-
HCM Lane LOS	B	A	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0.3	0	-	-

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	5	5	1041	1066	27
Future Vol, veh/h	22	5	5	1041	1066	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	1096	1122	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2228	1122	1151	0	-	0
Stage 1	1122	-	-	-	-	-
Stage 2	1106	-	-	-	-	-
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	253	615	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	253	615	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	125.54	0.05	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	55	-	-
HCM Lane V/C Ratio	0.009	-	0.515	-	-
HCM Ctrl Dly (s/v)	10.9	0	125.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	2	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1070	7	107	1044	5	2	0	85	3	0	0
Future Vol, veh/h	0	1070	7	107	1044	5	2	0	85	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	1126	7	113	1099	5	2	0	89	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1104	0	0	1134	0	0	2454	2459	1130	2453	2461	1102
Stage 1	-	-	-	-	-	-	1130	1130	-	1327	1327	-
Stage 2	-	-	-	-	-	-	1324	1329	-	1126	1134	-
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	640	-	-	624	-	-	21	31	250	21	31	260
Stage 1	-	-	-	-	-	-	250	281	-	193	227	-
Stage 2	-	-	-	-	-	-	194	226	-	251	280	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	640	-	-	624	-	-	11	16	250	7	16	260
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	16	-	7	16	-
Stage 1	-	-	-	-	-	-	250	281	-	103	121	-
Stage 2	-	-	-	-	-	-	103	120	-	161	280	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.11	49.14	$ 703.78
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	169	640	-	-	166	-	-	7
HCM Lane V/C Ratio	0.543	-	-	-	0.181	-	-	0.432
HCM Ctrl Dly (s/v)	49.1	0	-	-	12	0	-	$ 703.8
HCM Lane LOS	E	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	2.8	0	-	-	0.7	-	-	0.9

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

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	87	0	3	90	7	0	22	2	8	20	5
Future Vol, veh/h	0	87	0	3	90	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	92	0	3	95	7	0	23	2	8	21	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	111	66	24	108	67	24	26	0	0	25	0	0
Stage 1	41	41	-	24	24	-	-	-	-	-	-	-
Stage 2	71	25	-	84	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	872	829	1059	876	827	1058	1601	-	-	1602	-	-
Stage 1	979	865	-	999	879	-	-	-	-	-	-	-
Stage 2	944	878	-	929	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	762	824	1059	775	823	1058	1601	-	-	1602	-	-
Mov Cap-2 Maneuver	762	824	-	775	823	-	-	-	-	-	-	-
Stage 1	974	861	-	999	879	-	-	-	-	-	-	-
Stage 2	837	878	-	826	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.91	9.94	0	1.76
HCM LOS	A	A		

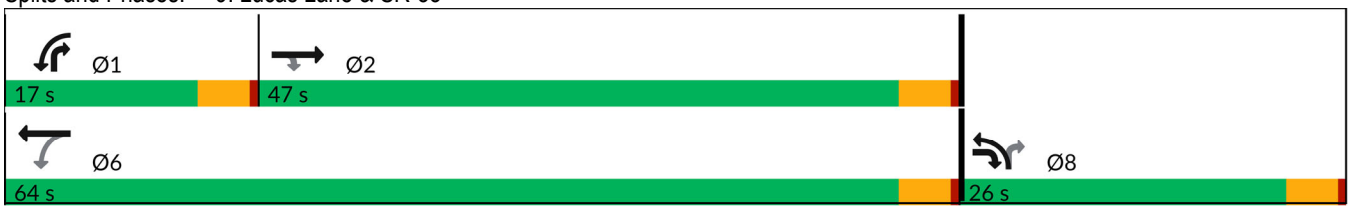
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	824	834	420	-	-
HCM Lane V/C Ratio	-	-	-	0.111	0.126	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.9	9.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

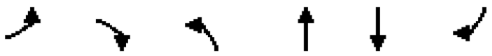
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	591	192	217	651	228	276
Future Volume (vph)	591	192	217	651	228	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		555	544		300	300
Storage 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			0.170		0.950	
Satd. Flow (perm)	1863	1583	317	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		202				198
Link Speed (mph)	65			65	30	
Link Distance (ft)	2726			2548	408	
Travel Time (s)	28.6			26.7	9.3	
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)	622	202	228	685	240	291
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
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)	47.0	26.0	17.0	64.0	26.0	17.0
Total Split (%)	52.2%	28.9%	18.9%	71.1%	28.9%	18.9%
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)	27.1	45.8	40.9	40.9	14.4	28.2
Actuated g/C Ratio	0.42	0.72	0.64	0.64	0.23	0.44

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.79	0.17	0.54	0.58	0.60	0.36
Control Delay (s/veh)	24.6	0.8	11.2	9.1	31.7	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	0.8	11.2	9.1	31.7	6.5
LOS	C	A	B	A	C	A
Approach Delay (s/veh)	18.7			9.6	17.9	
Approach LOS	B			A	B	
Queue Length 50th (ft)	190	0	29	122	81	20
Queue Length 95th (ft)	394	13	84	267	195	84
Internal Link Dist (ft)	2646			2468	328	
Turn Bay Length (ft)		555	544		300	300
Base Capacity (vph)	1334	1390	520	1655	654	906
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	0.47	0.15	0.44	0.41	0.37	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 63.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 14.9		Intersection LOS: B	
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

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





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	287	448	433	590	595	273
Future Volume (vph)	287	448	433	590	595	273
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	150	150	144			155
Storage Lanes	1	0	1			1
Taper Length (ft)	96		96			
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)	1770	1583	1770	1961	1961	1583
Flt Permitted	0.950		0.120			
Satd. Flow (perm)	1770	1583	224	1961	1961	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		114				141
Link Speed (mph)	30			35	35	
Link Distance (ft)	422			713	815	
Travel Time (s)	9.6			13.9	15.9	
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)	302	472	456	621	626	287
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	15.0	8.0
Minimum Split (s)	14.0	8.0	8.0	22.0	22.0	14.0
Total Split (s)	26.0	25.0	25.0	64.0	39.0	26.0
Total Split (%)	28.9%	27.8%	27.8%	71.1%	43.3%	28.9%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	0.0	0.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	3.5	3.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	17.7	44.8	56.8	54.3	29.8	53.6
Actuated g/C Ratio	0.21	0.53	0.67	0.64	0.35	0.64

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.81	0.53	0.85	0.49	0.90	0.27
Control Delay (s/veh)	50.8	12.4	36.9	9.6	44.5	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.8	12.4	36.9	9.6	44.5	3.8
LOS	D	B	D	A	D	A
Approach Delay (s/veh)	27.4			21.2	31.7	
Approach LOS	C			C	C	
Queue Length 50th (ft)	162	123	185	165	326	28
Queue Length 95th (ft)	#285	208	#360	240	#523	58
Internal Link Dist (ft)	342			633	735	
Turn Bay Length (ft)	150	150	144			155
Base Capacity (vph)	426	910	551	1370	780	1103
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	0.71	0.52	0.83	0.45	0.80	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 26.4		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		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: 11: Main Street & Asher Park Lane

