

Intersection						
Int Delay, s/veh	0.3					
Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	10	5	265	305	1
Future Vol, veh/h	5	10	5	265	305	1
Conflicting Peds, #/hr	8	0	19	0	0	19
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	5	11	5	279	321	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	638	341	341	0	0
Stage 1	341	-	-	-	-
Stage 2	297	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-
Pot Cap-1 Maneuver	444	706	1224	-	-
Stage 1	725	-	-	-	-
Stage 2	758	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	426	693	1202	-	-
Mov Cap-2 Maneuver	426	-	-	-	-
Stage 1	708	-	-	-	-
Stage 2	744	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	11.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1202	-	573	-	-
HCM Lane V/C Ratio	0.004	-	0.028	-	-
HCM Control Delay (s)	8	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Vol, veh/h	0	55	1	1	5	55	210	5	5	250	60
Future Vol, veh/h	0	55	1	1	5	55	210	5	5	250	60
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	33	0	1	0	0	0	2
Mvmt Flow	0	59	1	1	5	59	223	5	5	266	64
Number of Lanes	0	1	0	1	0	0	1	0	0	1	0

Approach	EB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	1	1
Conflicting Approach Left	SW	EB	NW
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NW	NW	EB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.2	10.4	10.7
HCM LOS	A	B	B

Lane	NELn1	NWLn1	EBLn1	SWLn1
Vol Left, %	20%	55%	47%	2%
Vol Thru, %	78%	0%	0%	79%
Vol Right, %	2%	45%	53%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	11	116	315
LT Vol	55	6	55	5
Through Vol	210	0	0	250
RT Vol	5	5	61	60
Lane Flow Rate	287	12	123	335
Geometry Grp	1	1	1	1
Degree of Util (X)	0.37	0.018	0.174	0.415
Departure Headway (Hd)	4.64	5.608	5.07	4.459
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	773	633	703	804
Service Time	2.686	3.69	3.133	2.502
HCM Lane V/C Ratio	0.371	0.019	0.175	0.417
HCM Control Delay	10.4	8.8	9.2	10.7
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.7	0.1	0.6	2.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	10	255	310	5	5	10
Future Vol, veh/h	10	255	310	5	5	10
Conflicting Peds, #/hr	86	0	0	86	17	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	271	330	5	5	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	421	0	0	729	429
Stage 1	-	-	-	419	-
Stage 2	-	-	-	310	-
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	1149	-	-	393	630
Stage 1	-	-	-	668	-
Stage 2	-	-	-	748	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1055	-	-	327	573
Mov Cap-2 Maneuver	-	-	-	327	-
Stage 1	-	-	-	606	-
Stage 2	-	-	-	687	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1055	-	-	-	458
HCM Lane V/C Ratio	0.01	-	-	-	0.035
HCM Control Delay (s)	8.4	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	145	5	35	0	0	0	15	135	5	10	150	155
Future Vol, veh/h	145	5	35	0	0	0	15	135	5	10	150	155
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	161	6	39	0	0	0	17	150	6	11	167	172
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.3	9.3	10.6
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	10%	78%	3%
Vol Thru, %	87%	3%	48%
Vol Right, %	3%	19%	49%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	155	185	315
LT Vol	15	145	10
Through Vol	135	5	150
RT Vol	5	35	155
Lane Flow Rate	172	206	350
Geometry Grp	1	1	1
Degree of Util (X)	0.231	0.291	0.424
Departure Headway (Hd)	4.822	5.089	4.357
Convergence, Y/N	Yes	Yes	Yes
Cap	741	701	823
Service Time	2.88	3.156	2.404
HCM Lane V/C Ratio	0.232	0.294	0.425
HCM Control Delay	9.3	10.3	10.6
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.9	1.2	2.1

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	25	35	40	20	45	10	90	30	35	125	35
Future Vol, veh/h	30	25	35	40	20	45	10	90	30	35	125	35
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	34	29	40	46	23	52	11	103	34	40	144	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.6	8.7	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	33%	38%	18%
Vol Thru, %	69%	28%	19%	64%
Vol Right, %	23%	39%	43%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	90	105	195
LT Vol	10	30	40	35
Through Vol	90	25	20	125
RT Vol	30	35	45	35
Lane Flow Rate	149	103	121	224
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.136	0.158	0.282
Departure Headway (Hd)	4.57	4.74	4.705	4.534
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	753	759	789
Service Time	2.614	2.792	2.754	2.576
HCM Lane V/C Ratio	0.19	0.137	0.159	0.284
HCM Control Delay	8.7	8.5	8.6	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	0.6	1.2

Intersection												
Int Delay, s/veh	20											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	20	25	30	15	15	25	170	55	20	120	40
Future Vol, veh/h	20	20	25	30	15	15	25	170	55	20	120	40
Conflicting Peds, #/hr	227	0	336	336	0	227	297	0	303	303	0	297
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	21	26	31	16	16	26	177	57	21	125	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	986	1074	779	1109	1067	736	464	0	0	537	0	0
Stage 1	485	485	-	561	561	-	-	-	-	-	-	-
Stage 2	501	589	-	548	506	-	-	-	-	-	-	-
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	229	222	399	189	224	422	1108	-	-	1041	-	-
Stage 1	567	555	-	516	513	-	-	-	-	-	-	-
Stage 2	556	499	-	524	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	101	105	195	64	106	235	795	-	-	741	-	-
Mov Cap-2 Maneuver	101	105	-	64	106	-	-	-	-	-	-	-
Stage 1	391	386	-	353	351	-	-	-	-	-	-	-
Stage 2	374	341	-	283	377	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	62.7		109.9		1		1.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	795	-	-	126	89	741	-	-
HCM Lane V/C Ratio	0.033	-	-	0.537	0.702	0.028	-	-
HCM Control Delay (s)	9.7	0	-	62.7	109.9	10	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.6	3.5	0.1	-	-

Intersection													
Int Delay, s/veh	7.3												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	15	5	35	25	10	5	5	30	15	5	1
Future Vol, veh/h	5	1	15	5	35	25	10	5	5	30	15	5	1
Conflicting Peds, #/hr	0	106	0	252	252	0	106	3	0	51	51	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	4	0	0	0
Mvmt Flow	6	1	18	6	42	30	12	6	6	36	18	6	1

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	-	148	0	0	276	0	0	402	519	324	321	516	145
Stage 1	-	-	-	-	-	-	-	275	287	-	226	226	-
Stage 2	-	-	-	-	-	-	-	127	232	-	95	290	-
Critical Hdwy	-	4.1	-	-	4.1	-	-	7.1	6.5	6.24	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	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	-	1446	-	-	1299	-	-	562	464	712	636	466	908
Stage 1	-	-	-	-	-	-	-	736	678	-	781	721	-
Stage 2	-	-	-	-	-	-	-	882	716	-	917	676	-
Platoon blocked, %			-	-	-	-	-						
Mov Cap-1 Maneuver	-	-	-	-	987	-	-	405	303	515	482	304	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	405	303	-	482	304	-
Stage 1	-	-	-	-	-	-	-	736	515	-	781	619	-
Stage 2	-	-	-	-	-	-	-	831	615	-	803	514	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s				4.4			13.7			13.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	459	-	-	-	987	-	-	430
HCM Lane V/C Ratio	0.104	-	-	-	0.042	-	-	0.058
HCM Control Delay (s)	13.7	-	-	-	8.8	0	-	13.9
HCM Lane LOS	B	-	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	-	-	0.2

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	25	90	5	25	15	285	110	20	125	10
Future Vol, veh/h	5	5	25	90	5	25	15	285	110	20	125	10
Conflicting Peds, #/hr	104	0	47	47	0	104	136	0	247	247	0	136
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	1	0	1	0
Mvmt Flow	5	5	26	94	5	26	16	297	115	21	130	10

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	819	1004	318	874	952	706	276	0	0	659	0	0
Stage 1	313	313	-	634	634	-	-	-	-	-	-	-
Stage 2	506	691	-	240	318	-	-	-	-	-	-	-
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	297	244	727	272	261	439	1299	-	-	939	-	-
Stage 1	702	661	-	471	476	-	-	-	-	-	-	-
Stage 2	552	449	-	768	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	154	605	178	165	302	1131	-	-	718	-	-
Mov Cap-2 Maneuver	200	154	-	178	165	-	-	-	-	-	-	-
Stage 1	600	557	-	353	357	-	-	-	-	-	-	-
Stage 2	439	337	-	673	553	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.3		52.1		0.3		1.3	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1131	-	-	354	194	718	-	-
HCM Lane V/C Ratio	0.014	-	-	0.103	0.644	0.029	-	-
HCM Control Delay (s)	8.2	0	-	16.3	52.1	10.2	0	-
HCM Lane LOS	A	A	-	C	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	3.8	0.1	-	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	5	25	40	5	40	20	400	50	25	280	15
Future Vol, veh/h	25	5	25	40	5	40	20	400	50	25	280	15
Conflicting Peds, #/hr	55	0	112	112	0	55	104	0	64	64	0	104
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	8
Mvmt Flow	27	5	27	43	5	43	22	435	54	27	304	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1055	1067	528	1064	1048	581	424	0	0	553	0	0
Stage 1	470	470	-	570	570	-	-	-	-	-	-	-
Stage 2	585	597	-	494	478	-	-	-	-	-	-	-
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	205	224	554	202	230	517	1146	-	-	1027	-	-
Stage 1	578	563	-	510	509	-	-	-	-	-	-	-
Stage 2	501	495	-	561	559	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	147	178	446	148	182	460	1032	-	-	964	-	-
Mov Cap-2 Maneuver	147	178	-	148	182	-	-	-	-	-	-	-
Stage 1	505	490	-	465	464	-	-	-	-	-	-	-
Stage 2	412	451	-	450	486	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.9		32.5		0.4		0.7	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	216	221	964	-	-
HCM Lane V/C Ratio	0.021	-	-	0.277	0.418	0.028	-	-
HCM Control Delay (s)	8.6	0	-	27.9	32.5	8.8	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	1.9	0.1	-	-

Intersection						
Int Delay, s/veh	8.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	255	225	55	135	215
Future Vol, veh/h	60	255	225	55	135	215
Conflicting Peds, #/hr	21	18	0	16	16	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	66	280	247	60	148	236

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	846	311	0	0	323
Stage 1	293	-	-	-	-
Stage 2	553	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209
Pot Cap-1 Maneuver	335	734	-	-	1242
Stage 1	762	-	-	-	-
Stage 2	580	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	278	710	-	-	1223
Mov Cap-2 Maneuver	278	-	-	-	-
Stage 1	751	-	-	-	-
Stage 2	490	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	3.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	1223
HCM Lane V/C Ratio	-	-	0.632	0.121
HCM Control Delay (s)	-	-	22.2	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	4.4	0.4

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	10	135	325	120	55	595
Future Vol, veh/h	10	135	325	120	55	595
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	1	0	0	1
Mvmt Flow	10	139	335	124	57	613

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1062	335	0	-	335
Stage 1	335	-	-	-	-
Stage 2	727	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2
Pot Cap-1 Maneuver	250	709	-	0	1236
Stage 1	729	-	-	0	-
Stage 2	482	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	239	709	-	-	1236
Mov Cap-2 Maneuver	239	-	-	-	-
Stage 1	729	-	-	-	-
Stage 2	460	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBL	SBT
Capacity (veh/h)	-	624	1236
HCM Lane V/C Ratio	-	0.24	0.046
HCM Control Delay (s)	-	12.6	8.1
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	0.9	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	220	5	5	200	1	2	1	2	1	1	1
Future Vol, veh/h	5	220	5	5	200	1	2	1	2	1	1	1
Conflicting Peds, #/hr	0	0	7	7	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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	259	6	6	235	1	2	1	2	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	272	0	0	530	529	269	524	532	236
Stage 1	-	-	-	-	-	-	281	281	-	248	248	-
Stage 2	-	-	-	-	-	-	249	248	-	276	284	-
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	1343	-	-	1303	-	-	463	458	775	467	456	808
Stage 1	-	-	-	-	-	-	730	682	-	760	705	-
Stage 2	-	-	-	-	-	-	759	705	-	735	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1343	-	-	1294	-	-	455	450	770	461	448	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	455	450	-	461	448	-
Stage 1	-	-	-	-	-	-	721	674	-	756	701	-
Stage 2	-	-	-	-	-	-	753	701	-	728	672	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			11.7			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	543	1343	-	-	1294	-	-	532
HCM Lane V/C Ratio	0.011	0.004	-	-	0.005	-	-	0.007
HCM Control Delay (s)	11.7	7.7	0	-	7.8	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection													
Int Delay, s/veh	3												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔					↔		↔
Traffic Vol, veh/h	0	100	50	5	5	55	0	0	0	0	5	0	105
Future Vol, veh/h	0	100	50	5	5	55	0	0	0	0	5	0	105
Conflicting Peds, #/hr	6	0	0	0	0	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	Stop
Storage Length	-	-	-	-	-	-	-	-	-	-	25	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	111	56	6	6	61	0	0	0	0	6	0	117

Major/Minor	Major1			Major2				Minor2			
Conflicting Flow All	-	0	0	-	167	0	0		212	-	61
Stage 1	-	-	-	-	-	-	-		73	-	-
Stage 2	-	-	-	-	-	-	-		139	-	-
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	0	-	-	-	1423	-	0		781	0	1010
Stage 1	0	-	-	-	-	-	0		955	0	-
Stage 2	0	-	-	-	-	-	0		893	0	-
Platoon blocked, %		-	-								
Mov Cap-1 Maneuver	-	-	-	~	~	-	-		781	0	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	-		781	0	-
Stage 1	-	-	-	-	-	-	-		955	0	-
Stage 2	-	-	-	-	-	-	-		893	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0		9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	~	-	781	1010
HCM Lane V/C Ratio	-	-	~	-	0.007	0.116
HCM Control Delay (s)	-	-	-	-	9.6	9
HCM Lane LOS	-	-	-	-	A	A
HCM 95th %tile Q(veh)	-	-	~	-	0	0.4

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

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	45	15	35	55	70	15	100	35	70	100	70
Future Vol, veh/h	45	45	15	35	55	70	15	100	35	70	100	70
Conflicting Peds, #/hr	9	0	29	29	0	9	28	0	14	14	0	28
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	49	49	16	38	60	77	16	110	38	77	110	77

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	570	525	206	539	544	152	215	0	0	162	0	0
Stage 1	331	331	-	175	175	-	-	-	-	-	-	-
Stage 2	239	194	-	364	369	-	-	-	-	-	-	-
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	435	460	840	456	449	900	1367	-	-	1429	-	-
Stage 1	687	649	-	832	758	-	-	-	-	-	-	-
Stage 2	769	744	-	659	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	320	409	795	367	399	880	1331	-	-	1410	-	-
Mov Cap-2 Maneuver	320	409	-	367	399	-	-	-	-	-	-	-
Stage 1	660	593	-	810	738	-	-	-	-	-	-	-
Stage 2	630	725	-	540	570	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.1		15.7		0.8		2.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1331	-	-	390	512	1410	-	-
HCM Lane V/C Ratio	0.012	-	-	0.296	0.343	0.055	-	-
HCM Control Delay (s)	7.7	0	-	18.1	15.7	7.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	1.5	0.2	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	10	50	30	390	410	15
Future Vol, veh/h	10	50	30	390	410	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	-	290	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	11	53	32	415	436	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	923	444	452	0	0
Stage 1	444	-	-	-	-
Stage 2	479	-	-	-	-
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	302	618	1119	-	-
Stage 1	651	-	-	-	-
Stage 2	627	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	293	618	1119	-	-
Mov Cap-2 Maneuver	293	-	-	-	-
Stage 1	632	-	-	-	-
Stage 2	627	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1119	-	522	-	-
HCM Lane V/C Ratio	0.029	-	0.122	-	-
HCM Control Delay (s)	8.3	-	12.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection: 1: Fir St & E 5th St

Movement	EB	NW	NE	SW
Directions Served	ULR>	<LR	LTR	LTR
Maximum Queue (ft)	70	63	110	67
Average Queue (ft)	36	11	59	48
95th Queue (ft)	59	43	92	66
Link Distance (ft)	263	168	132	50
Upstream Blk Time (%)			0	3
Queuing Penalty (veh)			0	9
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: E 3rd St & N Antler St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	52	47	33
Average Queue (ft)	7	5	11
95th Queue (ft)	31	28	35
Link Distance (ft)	95	834	268
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: N Spruce St & 3rd St/Driveway

Movement	EB	NB	SB	B18
Directions Served	LTR	LTR	LTR	T
Maximum Queue (ft)	103	86	124	10
Average Queue (ft)	52	45	66	1
95th Queue (ft)	83	70	105	12
Link Distance (ft)	218	594	89	95
Upstream Blk Time (%)			2	0
Queuing Penalty (veh)			6	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: N Spruce St & 2nd St/E 2nd St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	89	98	113	139
Average Queue (ft)	41	44	52	65
95th Queue (ft)	73	80	91	111
Link Distance (ft)	190	479	391	594
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: N Hemlock St & W 2nd St/2nd St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	135	91	157	97
Average Queue (ft)	47	39	58	35
95th Queue (ft)	103	73	122	81
Link Distance (ft)	186	190	601	301
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: N Larch St & W 2nd St

Movement	EB	WB	NB	SB
Directions Served	ULTR	LTR	LTR	LTR
Maximum Queue (ft)	12	42	54	44
Average Queue (ft)	1	7	25	17
95th Queue (ft)	7	30	49	43
Link Distance (ft)	165	186	310	303
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Hemlock St/N Hemlock St & W 1st Ave/E 1st Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	124	113	78
Average Queue (ft)	21	57	31	24
95th Queue (ft)	48	100	86	63
Link Distance (ft)	186	182	2332	601
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: S Hemlock St & W Gower Ave/E Gower Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	73	98	122	151
Average Queue (ft)	31	43	36	41
95th Queue (ft)	63	79	90	102
Link Distance (ft)	252	335	699	2332
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: S Hemlock St & E Sunset Blvd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	190	61	107
Average Queue (ft)	77	5	36
95th Queue (ft)	138	28	82
Link Distance (ft)	888	1824	699
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: US 101 & E Sunset Blvd

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	98	81	45
Average Queue (ft)	47	8	13
95th Queue (ft)	79	42	38
Link Distance (ft)	781		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Pacific Ave & S Hemlock St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	10	17	27	26
Average Queue (ft)	0	1	4	3
95th Queue (ft)	4	8	19	16
Link Distance (ft)	252	2828	7	234
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: US 101 SB On-Ramp/US 101 SB Off-Ramp & Warren Beach Rd

Movement	WB	SB
Directions Served	ULT	L
Maximum Queue (ft)	22	21
Average Queue (ft)	1	2
95th Queue (ft)	11	14
Link Distance (ft)	396	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		25
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Intersection: 13: S Hemlock St & W Warren Way/Warren Beach Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	81	83	45	67
Average Queue (ft)	39	40	7	15
95th Queue (ft)	65	69	30	48
Link Distance (ft)	165	108	3980	2828
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: US 101 & S Hemlock St

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	54	29
Average Queue (ft)	24	8
95th Queue (ft)	49	28
Link Distance (ft)	3980	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		290
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 99: US 101 & US 101 SB On-Ramp

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 999: US 101 SB Off-Ramp & US 101

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1000: Beach St & Fir St

Movement	SB	NE	SW
Directions Served	LR	LT	TR
Maximum Queue (ft)	22	41	117
Average Queue (ft)	3	4	31
95th Queue (ft)	14	22	80
Link Distance (ft)	263	50	281
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1100: Pacific Ave

Movement	EB
Directions Served	LR
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	3
Link Distance (ft)	361
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 17