| DOCKETED | |
|---|---|
| **Docket Number:** | 21-AFC-02 |
| **Project Title:** | Gem Energy Storage Center |
| **TN #:** | 240768-10 |
| **Document Title:** | Appendix 5_12A-C_Traffic and Transportation |
| **Description:** | N/A |
| **Filer:** | Kari Miller |
| **Organization:** | Golder Associates USA Inc. |
| **Submitter Role:** | Applicant Representative |
| **Submission Date:** | 12/1/2021 5:37:30 PM |
| **Docketed Date:** | 12/1/2021 |

Appendix 5.12A: Turning Movement Counts

# Turning Movement Count Report AM

Location ID: 1
North/South: 55th St W
East/West: Rosamond Blvd

Date: 08/31/21
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 4 | 0 | 13 | 13 | 29 | 3 | 8 | 0 | 0 | 0 | 45 | 4 | 119 |
| 7:15 | 1 | 0 | 22 | 20 | 27 | 5 | 8 | 0 | 0 | 0 | 35 | 4 | 122 |
| 7:30 | 3 | 0 | 22 | 19 | 39 | 4 | 7 | 1 | 1 | 1 | 23 | 2 | 122 |
| 7:45 | 3 | 0 | 21 | 32 | 24 | 6 | 4 | 0 | 0 | 1 | 24 | 5 | 120 |
| 8:00 | 3 | 0 | 39 | 53 | 17 | 3 | 4 | 0 | 1 | 1 | 20 | 7 | 148 |
| 8:15 | 8 | 1 | 75 | 88 | 18 | 1 | 2 | 4 | 0 | 0 | 30 | 8 | 235 |
| 8:30 | 8 | 2 | 92 | 65 | 13 | 4 | 1 | 1 | 0 | 0 | 18 | 11 | 215 |
| 8:45 | 2 | 1 | 30 | 22 | 15 | 3 | 0 | 0 | 1 | 0 | 15 | 4 | 93 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 32 | 4 | 314 | 312 | 182 | 29 | 34 | 6 | 3 | 3 | 210 | 45 | 1174 |
| Approach % | 9% | 1% | 90% | 60% | 35% | 6% | 79% | 14% | 7% | 1% | 81% | 17% | |

| **Peak Hr Begin:** | 7:45 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 22 | 3 | 227 | 238 | 72 | 14 | 11 | 5 | 1 | 2 | 92 | 31 | 718 |
| PHF | 0.618 | | | 0.757 | | | 0.708 | | | 0.822 | | | 0.764 |

# Turning Movement Count Report PM

Location ID: 1
North/South: 55th St W
East/West: Rosamond Blvd

Date: 08/31/21
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 16:00 | 7 | 0 | 22 | 11 | 19 | 7 | 4 | 0 | 0 | 0 | 19 | 1 | 90 |
| 16:15 | 6 | 0 | 9 | 20 | 39 | 4 | 2 | 0 | 0 | 1 | 47 | 4 | 132 |
| 16:30 | 6 | 0 | 18 | 20 | 36 | 8 | 2 | 1 | 0 | 0 | 67 | 6 | 164 |
| 16:45 | 6 | 1 | 15 | 47 | 25 | 1 | 3 | 2 | 0 | 0 | 34 | 2 | 136 |
| 17:00 | 5 | 1 | 31 | 33 | 29 | 5 | 8 | 3 | 1 | 0 | 42 | 6 | 164 |
| 17:15 | 1 | 0 | 13 | 15 | 42 | 7 | 3 | 1 | 0 | 2 | 33 | 3 | 120 |
| 17:30 | 3 | 0 | 25 | 17 | 19 | 8 | 4 | 0 | 0 | 0 | 16 | 7 | 99 |
| 17:45 | 3 | 1 | 10 | 15 | 22 | 4 | 3 | 2 | 0 | 2 | 28 | 7 | 97 |
| Total Volume: | 37 | 3 | 143 | 178 | 231 | 44 | 29 | 9 | 1 | 5 | 286 | 36 | 1002 |
| Approach % | 20% | 2% | 78% | 39% | 51% | 10% | 74% | 23% | 3% | 2% | 87% | 11% | |
| **Peak Hr Begin:** | 16:15 | | | | | | | | | | | | |
| PHV | 23 | 2 | 73 | 120 | 129 | 18 | 15 | 6 | 1 | 1 | 190 | 18 | 596 |
| PHF | 0.662 | | | 0.914 | | | 0.458 | | | 0.716 | | | 0.909 |

# Pedestrian/Bicycle Count Report

Location ID: 1
North/South: 55th St W
East/West: Rosamond Blvd

Date: 08/31/21
City: Rosamond, CA

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 7:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Leg: | North | | East | | South | | West | |
|---|---|---|---|---|---|---|---|---|
| Class: | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle | Peds | Bicycle |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Turning Movement Count Report AM

Location ID: 2
North/South: 90th St W
East/West: Avenue A

Date: 08/31/21
City: Lancaster, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 1 | 19 | 12 | 1 | 1 | 3 | 0 | 13 | 2 | 0 | 3 | 2 | 57 |
| 7:15 | 1 | 18 | 6 | 2 | 0 | 0 | 1 | 11 | 0 | 0 | 6 | 0 | 45 |
| 7:30 | 0 | 24 | 18 | 2 | 2 | 1 | 0 | 8 | 0 | 0 | 3 | 2 | 60 |
| 7:45 | 3 | 15 | 14 | 3 | 1 | 0 | 2 | 10 | 0 | 0 | 5 | 0 | 53 |
| 8:00 | 1 | 10 | 6 | 1 | 1 | 0 | 2 | 7 | 0 | 0 | 2 | 1 | 31 |
| 8:15 | 2 | 11 | 7 | 1 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 30 |
| 8:30 | 3 | 19 | 8 | 1 | 2 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 43 |
| 8:45 | 0 | 10 | 10 | 0 | 3 | 0 | 0 | 4 | 0 | 2 | 5 | 0 | 34 |
| Total Volume: | 11 | 126 | 81 | 11 | 13 | 6 | 5 | 60 | 2 | 3 | 29 | 6 | 353 |
| Approach % | 5% | 58% | 37% | 37% | 43% | 20% | 7% | 90% | 3% | 8% | 76% | 16% | |
| **Peak Hr Begin:** | 7:00 | | | | | | | | | | | | |
| PHV | 5 | 76 | 50 | 8 | 4 | 4 | 3 | 42 | 2 | 0 | 17 | 4 | 215 |
| PHF | 0.780 | | | 0.800 | | | 0.783 | | | 0.875 | | | 0.896 |

# Turning Movement Count Report PM

Location ID: 2
North/South: 90th St W
East/West: Avenue A

Date: 08/31/21
City: Lancaster, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 16:00 | 1 | 12 | 4 | 12 | 3 | 1 | 1 | 20 | 0 | 0 | 3 | 1 | 58 |
| 16:15 | 1 | 15 | 10 | 12 | 2 | 1 | 1 | 14 | 2 | 2 | 8 | 4 | 72 |
| 16:30 | 3 | 22 | 16 | 9 | 4 | 2 | 0 | 15 | 1 | 3 | 3 | 2 | 80 |
| 16:45 | 2 | 12 | 6 | 7 | 5 | 3 | 1 | 27 | 0 | 0 | 4 | 1 | 68 |
| 17:00 | 4 | 16 | 9 | 12 | 3 | 1 | 2 | 19 | 0 | 0 | 2 | 3 | 71 |
| 17:15 | 0 | 8 | 8 | 8 | 2 | 2 | 3 | 12 | 2 | 0 | 9 | 6 | 60 |
| 17:30 | 4 | 9 | 6 | 9 | 1 | 1 | 2 | 11 | 2 | 0 | 7 | 3 | 55 |
| 17:45 | 3 | 9 | 5 | 7 | 2 | 1 | 0 | 17 | 1 | 1 | 5 | 8 | 59 |
| Total Volume: | 18 | 103 | 64 | 76 | 22 | 12 | 10 | 135 | 8 | 6 | 41 | 28 | 523 |
| Approach % | 10% | 56% | 35% | 69% | 20% | 11% | 7% | 88% | 5% | 8% | 55% | 37% | |
| **Peak Hr Begin:** | 16:15 | | | | | | | | | | | | |
| PHV | 10 | 65 | 41 | 40 | 14 | 7 | 4 | 75 | 3 | 5 | 17 | 10 | 291 |
| PHF | 0.707 | | | 0.953 | | | 0.732 | | | 0.571 | | | 0.909 |

# Pedestrian/Bicycle Count Report

Location ID: 2
North/South: 90th St W
East/West: Avenue A

Date: 08/31/21
City: Lancaster, CA

| Leg: | *North* | | *East* | | *South* | | *West* | |
|---|---|---|---|---|---|---|---|---|
| Class: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Leg: | *North* | | *East* | | *South* | | *West* | |
|---|---|---|---|---|---|---|---|---|
| Class: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Turning Movement Count Report AM

Location ID: 3
North/South: 90th St W
East/West: CA 138/Avenue D

Date: 08/31/21
City: Lancaster, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 2 | 14 | 6 | 5 | 20 | 0 | 2 | 3 | 2 | 3 | 21 | 6 | 84 |
| 7:15 | 2 | 10 | 15 | 5 | 21 | 5 | 1 | 8 | 2 | 0 | 19 | 0 | 88 |
| 7:30 | 2 | 9 | 14 | 3 | 22 | 2 | 4 | 6 | 1 | 3 | 11 | 4 | 81 |
| 7:45 | 2 | 7 | 12 | 5 | 38 | 1 | 0 | 6 | 3 | 1 | 37 | 2 | 114 |
| 8:00 | 2 | 4 | 7 | 3 | 34 | 0 | 1 | 5 | 1 | 0 | 17 | 1 | 75 |
| 8:15 | 2 | 6 | 4 | 2 | 24 | 0 | 0 | 3 | 0 | 1 | 16 | 1 | 59 |
| 8:30 | 5 | 6 | 13 | 1 | 28 | 1 | 2 | 4 | 0 | 1 | 15 | 0 | 76 |
| 8:45 | 4 | 6 | 4 | 2 | 26 | 1 | 1 | 3 | 1 | 0 | 25 | 1 | 74 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 21 | 62 | 75 | 26 | 213 | 10 | 11 | 38 | 10 | 9 | 161 | 15 | 651 |
| Approach % | 13% | 39% | 47% | 10% | 86% | 4% | 19% | 64% | 17% | 5% | 87% | 8% | |

| **Peak Hr Begin:** | 7:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 8 | 40 | 47 | 18 | 101 | 8 | 7 | 23 | 8 | 7 | 88 | 12 | 367 |
| PHF | 0.880 | | | 0.722 | | | 0.864 | | | 0.669 | | | 0.805 |

# Turning Movement Count Report PM

Location ID: 3
North/South: 90th St W
East/West: CA 138/Avenue D

Date: 08/31/21
City: Lancaster, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 16:00 | 2 | 10 | 7 | 7 | 35 | 0 | 0 | 4 | 3 | 3 | 45 | 8 | 124 |
| 16:15 | 1 | 8 | 11 | 8 | 28 | 3 | 2 | 9 | 1 | 2 | 45 | 5 | 123 |
| 16:30 | 2 | 17 | 9 | 11 | 30 | 2 | 1 | 9 | 1 | 3 | 56 | 2 | 143 |
| 16:45 | 2 | 12 | 6 | 13 | 19 | 3 | 0 | 10 | 4 | 3 | 56 | 2 | 130 |
| 17:00 | 2 | 7 | 6 | 8 | 24 | 2 | 1 | 7 | 1 | 2 | 39 | 5 | 104 |
| 17:15 | 0 | 6 | 8 | 10 | 22 | 4 | 2 | 13 | 2 | 1 | 36 | 3 | 107 |
| 17:30 | 2 | 7 | 4 | 3 | 27 | 1 | 1 | 18 | 3 | 2 | 41 | 0 | 109 |
| 17:45 | 1 | 6 | 5 | 2 | 24 | 1 | 2 | 13 | 1 | 1 | 28 | 5 | 89 |
| Total Volume: | 12 | 73 | 56 | 62 | 209 | 16 | 9 | 83 | 16 | 17 | 346 | 30 | 929 |
| Approach % | 9% | 52% | 40% | 22% | 73% | 6% | 8% | 77% | 15% | 4% | 88% | 8% | |
| **Peak Hr Begin:** | 16:00 | | | | | | | | | | | | |
| PHV | 7 | 47 | 33 | 39 | 112 | 8 | 3 | 32 | 9 | 11 | 202 | 17 | 520 |
| PHF | 0.777 | | | 0.924 | | | 0.786 | | | 0.943 | | | 0.909 |

# Pedestrian/Bicycle Count Report

Location ID: 3
North/South: 90th St W
East/West: CA 138/Avenue D

Date: 08/31/21
City: Lancaster, CA

| Leg: | *North* | | *East* | | *South* | | *West* | |
|---|---|---|---|---|---|---|---|---|
| Class: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Leg: | *North* | | *East* | | *South* | | *West* | |
|---|---|---|---|---|---|---|---|---|
| Class: | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* | *Peds* | *Bicycle* |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Turning Movement Count Report AM

Location ID: 3
North/South: 90th St W
East/West: Rosamond Boulevard

Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 1 | 14 | 4 | 7 | 3 | 2 | 2 | 6 | 0 | 1 | 3 | 0 | 43 |
| 7:15 | 4 | 8 | 6 | 12 | 5 | 5 | 0 | 9 | 0 | 0 | 5 | 1 | 55 |
| 7:30 | 3 | 14 | 5 | 6 | 7 | 1 | 1 | 7 | 0 | 3 | 2 | 1 | 50 |
| 7:45 | 0 | 8 | 5 | 6 | 2 | 0 | 2 | 6 | 1 | 1 | 3 | 1 | 35 |
| 8:00 | | | | | | | | | | | | | |
| 8:15 | | | | | | | | | | | | | |
| 8:30 | | | | | | | | | | | | | |
| 8:45 | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 8 | 44 | 20 | 31 | 17 | 8 | 5 | 28 | 1 | 5 | 13 | 3 | 183 |
| Approach % | 11% | 61% | 28% | 55% | 30% | 14% | 15% | 82% | 3% | 24% | 62% | 14% | |

| **Peak Hr Begin:** | 7:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 8 | 44 | 20 | 31 | 17 | 8 | 5 | 28 | 1 | 5 | 13 | 3 | 183 |
| PHF | 0.818 | | | 0.636 | | | 0.944 | | | 0.875 | | | 0.832 |

# Turning Movement Count Report PM

Location ID: 3
North/South: 90th St W
East/West: Rosamond Boulevard

Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 16:00 | | | | | | | | | | | | | |
| 16:15 | | | | | | | | | | | | | |
| 16:30 | 1 | 8 | 2 | 5 | 2 | 1 | 3 | 10 | 1 | 3 | 11 | 16 | 63 |
| 16:45 | 1 | 5 | 4 | 7 | 4 | 0 | 1 | 7 | 1 | 4 | 4 | 7 | 45 |
| 17:00 | 2 | 11 | 8 | 9 | 5 | 2 | 3 | 8 | 1 | 1 | 14 | 4 | 68 |
| 17:15 | 1 | 5 | 6 | 5 | 4 | 1 | 4 | 5 | 0 | 1 | 15 | 11 | 58 |
| 17:30 | | | | | | | | | | | | | |
| 17:45 | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 5 | 29 | 20 | 26 | 15 | 4 | 11 | 30 | 3 | 9 | 44 | 38 | 234 |
| Approach % | 9% | 54% | 37% | 58% | 33% | 9% | 25% | 68% | 7% | 10% | 48% | 42% | |

| **Peak Hr Begin:** | 16:30 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 5 | 29 | 20 | 26 | 15 | 4 | 11 | 30 | 3 | 9 | 44 | 38 | 234 |
| PHF | 0.643 | | | 0.703 | | | 0.786 | | | 0.758 | | | 0.860 |

# Turning Movement Count Report AM

Location ID: 4
North/South: Tehachapi Willow Springs Road
East/West: Hamilton Road

Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 26 |
| 7:15 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 33 |
| 7:30 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 4 | 0 | 0 | 31 |
| 7:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 22 |
| 8:00 | | | | | | | | | | | | | |
| 8:15 | | | | | | | | | | | | | |
| 8:30 | | | | | | | | | | | | | |
| 8:45 | | | | | | | | | | | | | |
| Total Volume: | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 5 | 0 | 1 | 112 |
| Approach % | 0% | 100% | 0% | 0% | 0% | 0% | 0% | 98% | 2% | 83% | 0% | 17% | |

| **Peak Hr Begin:** | 7:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 46 | 1 | 5 | 0 | 1 | 112 |
| PHF | 0.868 | | | 0.000 | | | 0.618 | | | 0.375 | | | 0.848 |

# Turning Movement Count Report PM

Location ID: 4
North/South: Tehachapi Willow Springs Road
East/West: Hamilton Road
Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 16:00 | | | | | | | | | | | | | |
| 16:15 | | | | | | | | | | | | | |
| 16:30 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 0 | 0 | 45 |
| 16:45 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 34 |
| 17:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 40 |
| 17:15 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 30 |
| 17:30 | | | | | | | | | | | | | |
| 17:45 | | | | | | | | | | | | | |
| Total Volume: | 1 | 50 | 0 | 0 | 0 | 0 | 0 | 92 | 6 | 0 | 0 | 0 | 149 |
| Approach % | 2% | 98% | 0% | 0% | 0% | 0% | 0% | 94% | 6% | 0% | 0% | 0% | |
| **Peak Hr Begin:** | 16:30 | | | | | | | | | | | | |
| PHV | 1 | 50 | 0 | 0 | 0 | 0 | 0 | 92 | 6 | 0 | 0 | 0 | 149 |
| PHF | 0.850 | | | 0.000 | | | 0.681 | | | 0.000 | | | 0.828 |

# Turning Movement Count Report AM

Location ID: 5a
North/South: State Route 14 SB Off Ramp / Acacia St
East/West: Rosamond Boulevard
Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 18 | 0 | 6 | 0 | 125 | 1 | 0 | 0 | 2 | 1 | 232 | 0 | 385 |
| 7:15 | 12 | 0 | 19 | 0 | 174 | 2 | 0 | 0 | 4 | 4 | 312 | 0 | 527 |
| 7:30 | 9 | 0 | 8 | 0 | 124 | 2 | 2 | 0 | 1 | 2 | 287 | 0 | 435 |
| 7:45 | 5 | 0 | 12 | 0 | 168 | 1 | 2 | 0 | 0 | 1 | 211 | 0 | 400 |
| 8:00 | | | | | | | | | | | | | |
| 8:15 | | | | | | | | | | | | | |
| 8:30 | | | | | | | | | | | | | |
| 8:45 | | | | | | | | | | | | | |
| Total Volume: | 44 | 0 | 45 | 0 | 591 | 6 | 4 | 0 | 7 | 8 | 1042 | 0 | 1747 |
| Approach % | 49% | 0% | 51% | 0% | 99% | 1% | 36% | 0% | 64% | 1% | 99% | 0% | |

| **Peak Hr Begin:** | 7:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 44 | 0 | 45 | 0 | 591 | 6 | 4 | 0 | 7 | 8 | 1042 | 0 | 1747 |
| PHF | 0.718 | | | 0.848 | | | 0.688 | | | 0.831 | | | 0.829 |

# Turning Movement Count Report PM

Location ID: 0
North/South: State Route 14 SB Off Ramp / Acacia St
East/West: Rosamond Boulevard
Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 16:00 | | | | | | | | | | | | | |
| 16:15 | | | | | | | | | | | | | |
| 16:30 | 28 | 0 | 10 | 0 | 266 | 2 | 3 | 0 | 1 | 2 | 212 | 0 | 524 |
| 16:45 | 28 | 2 | 25 | 0 | 215 | 2 | 1 | 0 | 1 | 1 | 199 | 0 | 474 |
| 17:00 | 22 | 0 | 22 | 0 | 223 | 2 | 1 | 0 | 2 | 3 | 195 | 0 | 470 |
| 17:15 | 19 | 0 | 16 | 0 | 272 | 2 | 1 | 0 | 1 | 1 | 165 | 0 | 477 |
| 17:30 | | | | | | | | | | | | | |
| 17:45 | | | | | | | | | | | | | |
| Total Volume: | 97 | 2 | 73 | 0 | 976 | 8 | 6 | 0 | 5 | 7 | 771 | 0 | 1945 |
| Approach % | 56% | 1% | 42% | 0% | 99% | 1% | 55% | 0% | 45% | 1% | 99% | 0% | |

| **Peak Hr Begin:** | 16:30 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 97 | 2 | 73 | 0 | 976 | 8 | 6 | 0 | 5 | 7 | 771 | 0 | 1945 |
| PHF | 0.782 | | | 0.898 | | | 0.688 | | | 0.909 | | | 0.928 |

# Turning Movement Count Report AM

Location ID: 6
North/South: State Route 14 NB Ramps
East/West: Rosamond Boulevard

Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 7:00 | 0 | 0 | 0 | 9 | 153 | 0 | 68 | 0 | 28 | 0 | 104 | 9 | 371 |
| 7:15 | 0 | 0 | 0 | 6 | 210 | 0 | 56 | 0 | 37 | 0 | 173 | 15 | 497 |
| 7:30 | 0 | 0 | 0 | 17 | 171 | 0 | 44 | 0 | 37 | 0 | 144 | 19 | 432 |
| 7:45 | 0 | 0 | 0 | 12 | 180 | 0 | 58 | 0 | 50 | 0 | 109 | 10 | 419 |
| 8:00 | | | | | | | | | | | | | |
| 8:15 | | | | | | | | | | | | | |
| 8:30 | | | | | | | | | | | | | |
| 8:45 | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total Volume: | 0 | 0 | 0 | 44 | 714 | 0 | 226 | 0 | 152 | 0 | 530 | 53 | 1719 |
| Approach % | 0% | 0% | 0% | 6% | 94% | 0% | 60% | 0% | 40% | 0% | 91% | 9% | |

| **Peak Hr Begin:** | 7:00 | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHV | 0 | 0 | 0 | 44 | 714 | 0 | 226 | 0 | 152 | 0 | 530 | 53 | 1719 |
| PHF | 0.000 | | | 0.877 | | | 0.875 | | | 0.775 | | | 0.865 |

# Turning Movement Count Report PM

Location ID: 6
North/South: State Route 14 NB Ramps
East/West: Rosamond Boulevard

Date: 12/05/18
City: Rosamond, CA

| | *Southbound* | | | *Westbound* | | | *Northbound* | | | *Eastbound* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | Totals: |
| Movements: | R | T | L | R | T | L | R | T | L | R | T | L | |
| 16:00 | | | | | | | | | | | | | |
| 16:15 | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 15 | 204 | 0 | 80 | 0 | 137 | 0 | 135 | 16 | 587 |
| 16:45 | 0 | 0 | 0 | 20 | 190 | 0 | 64 | 0 | 92 | 0 | 137 | 23 | 526 |
| 17:00 | 0 | 0 | 0 | 14 | 162 | 0 | 59 | 0 | 127 | 0 | 138 | 18 | 518 |
| 17:15 | 0 | 0 | 0 | 11 | 185 | 0 | 60 | 0 | 132 | 0 | 100 | 15 | 503 |
| 17:30 | | | | | | | | | | | | | |
| 17:45 | | | | | | | | | | | | | |
| Total Volume: | 0 | 0 | 0 | 60 | 741 | 0 | 263 | 0 | 488 | 0 | 510 | 72 | 2134 |
| Approach % | 0% | 0% | 0% | 7% | 93% | 0% | 35% | 0% | 65% | 0% | 88% | 12% | |
| **Peak Hr Begin:** | 16:30 | | | | | | | | | | | | |
| PHV | 0 | 0 | 0 | 60 | 741 | 0 | 263 | 0 | 488 | 0 | 510 | 72 | 2134 |
| PHF | 0.000 | | | 0.914 | | | 0.865 | | | 0.909 | | | 0.909 |

Appendix 5.12B: Existing Conditions – Synchro 10 Summary

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.3 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 13 | 5 | 8 | 17 | 31 | 1 | 28 | 5 | 20 | 44 | 8 |
| Future Vol, veh/h | 3 | 13 | 5 | 8 | 17 | 31 | 1 | 28 | 5 | 20 | 44 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 14 | 5 | 9 | 18 | 34 | 1 | 30 | 5 | 22 | 48 | 9 |
| 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 | 7.2 | 7.2 | 7.3 | 7.5 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 3% | 14% | 14% | 28% |
| Vol Thru, % | 82% | 62% | 30% | 61% |
| Vol Right, % | 15% | 24% | 55% | 11% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 34 | 21 | 56 | 72 |
| LT Vol | 1 | 3 | 8 | 20 |
| Through Vol | 28 | 13 | 17 | 44 |
| RT Vol | 5 | 5 | 31 | 8 |
| Lane Flow Rate | 37 | 23 | 61 | 78 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.042 | 0.026 | 0.065 | 0.089 |
| Departure Headway (Hd) | 4.056 | 4.067 | 3.848 | 4.096 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 877 | 872 | 922 | 871 |
| Service Time | 2.106 | 2.132 | 1.907 | 2.137 |
| HCM Lane V/C Ratio | 0.042 | 0.026 | 0.066 | 0.09 |
| HCM Control Delay | 7.3 | 7.2 | 7.2 | 7.5 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.2 | 0.3 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 92 | 2 | 14 | 72 | 238 | 1 | 5 | 11 | 227 | 3 | 22 |
| Future Vol, veh/h | 31 | 92 | 2 | 14 | 72 | 238 | 1 | 5 | 11 | 227 | 3 | 22 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 100 | 2 | 15 | 78 | 259 | 1 | 5 | 12 | 247 | 3 | 24 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 3 | 3 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 3 | 3 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 3 | 3 |
| HCM Control Delay | 10.4 | 10.8 | 9.1 | 14.9 |
| HCM LOS | B | B | A | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 17% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 90% |
| Vol Thru, % | 83% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 1% |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 9% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 6 | 11 | 31 | 92 | 2 | 14 | 72 | 238 | 252 |
| LT Vol | 1 | 0 | 31 | 0 | 0 | 14 | 0 | 0 | 227 |
| Through Vol | 5 | 0 | 0 | 92 | 0 | 0 | 72 | 0 | 3 |
| RT Vol | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 238 | 22 |
| Lane Flow Rate | 7 | 12 | 34 | 100 | 2 | 15 | 78 | 259 | 274 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.012 | 0.02 | 0.065 | 0.178 | 0.003 | 0.027 | 0.13 | 0.379 | 0.484 |
| Departure Headway (Hd) | 6.776 | 5.988 | 6.898 | 6.391 | 5.68 | 6.496 | 5.99 | 5.281 | 6.358 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 528 | 597 | 519 | 561 | 629 | 551 | 599 | 680 | 567 |
| Service Time | 4.525 | 3.735 | 4.639 | 4.131 | 3.42 | 4.233 | 3.726 | 3.017 | 4.088 |
| HCM Lane V/C Ratio | 0.013 | 0.02 | 0.066 | 0.178 | 0.003 | 0.027 | 0.13 | 0.381 | 0.483 |
| HCM Control Delay | 9.6 | 8.9 | 10.1 | 10.5 | 8.4 | 9.4 | 9.6 | 11.2 | 14.9 |
| HCM Lane LOS | A | A | B | B | A | A | A | B | B |
| HCM 95th-tile Q | 0 | 0.1 | 0.2 | 0.6 | 0 | 0.1 | 0.4 | 1.8 | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1042 | 8 | 6 | 591 | 0 | 7 | 0 | 4 | 45 | 0 | 44 |
| Future Volume (veh/h) | 0 | 1042 | 8 | 6 | 591 | 0 | 7 | 0 | 4 | 45 | 0 | 44 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1900 | 1863 | 1863 | 0 | | | | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 1133 | 9 | 7 | 642 | 0 | | | | 49 | 0 | 48 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 1439 | 11 | 207 | 1416 | 0 | | | | 710 | 745 | 633 |
| Arrive On Green | 0.00 | 0.13 | 0.13 | 0.40 | 0.40 | 0.00 | | | | 0.40 | 0.00 | 0.40 |
| Sat Flow, veh/h | 0 | 3692 | 29 | 491 | 3632 | 0 | | | | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 0 | 557 | 585 | 7 | 642 | 0 | | | | 49 | 0 | 48 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 1858 | 491 | 1770 | 0 | | | | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 13.7 | 13.7 | 0.6 | 6.0 | 0.0 | | | | 0.8 | 0.0 | 0.8 |
| Cycle Q Clear(g_c), s | 0.0 | 13.7 | 13.7 | 14.3 | 6.0 | 0.0 | | | | 0.8 | 0.0 | 0.8 |
| Prop In Lane | 0.00 | | 0.02 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 708 | 743 | 207 | 1416 | 0 | | | | 710 | 745 | 633 |
| V/C Ratio(X) | 0.00 | 0.79 | 0.79 | 0.03 | 0.45 | 0.00 | | | | 0.07 | 0.00 | 0.08 |
| Avail Cap(c_a), veh/h | 0 | 708 | 743 | 207 | 1416 | 0 | | | | 710 | 745 | 633 |
| HCM Platoon Ratio | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 17.7 | 17.7 | 18.7 | 9.9 | 0.0 | | | | 8.3 | 0.0 | 8.4 |
| Incr Delay (d2), s/veh | 0.0 | 8.6 | 8.2 | 0.3 | 1.1 | 0.0 | | | | 0.2 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 8.4 | 8.7 | 0.1 | 3.1 | 0.0 | | | | 0.4 | 0.0 | 0.4 |
| LnGrp Delay(d),s/veh | 0.0 | 26.3 | 25.9 | 19.0 | 10.9 | 0.0 | | | | 8.5 | 0.0 | 8.6 |
| LnGrp LOS | | C | C | B | B | | | | | A | | A |
| Approach Vol, veh/h | | 1142 | | | 649 | | | | | | 97 | |
| Approach Delay, s/veh | | 26.1 | | | 11.0 | | | | | | 8.6 | |
| Approach LOS | | C | | | B | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | 22.5 | | 22.5 | | 22.5 |
| Change Period (Y+Rc), s | | | | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | | | 18.0 | | 18.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | | | 15.7 | | 2.8 | | 16.3 |
| Green Ext Time (p_c), s | | | | 1.5 | | 0.2 | | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.0 |
| HCM 2010 LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 530 | 0 | 0 | 714 | 152 | 226 |
| Future Volume (veh/h) | 530 | 0 | 0 | 714 | 152 | 226 |
| Number | 4 | 14 | 3 | 8 | 5 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 0 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 576 | 0 | 0 | 776 | 165 | 246 |
| Adj No. of Lanes | 1 | 0 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 0 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| Arrive On Green | 0.40 | 0.00 | 0.00 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1863 | 0 | 0 | 3725 | 3442 | 1583 |
| Grp Volume(v), veh/h | 576 | 0 | 0 | 776 | 165 | 246 |
| Grp Sat Flow(s),veh/h/ln | 1863 | 0 | 0 | 1770 | 1721 | 1583 |
| Q Serve(g_s), s | 12.1 | 0.0 | 0.0 | 7.6 | 1.4 | 5.0 |
| Cycle Q Clear(g_c), s | 12.1 | 0.0 | 0.0 | 7.6 | 1.4 | 5.0 |
| Prop In Lane | | 0.00 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.00 | 0.55 | 0.12 | 0.39 |
| Avail Cap(c_a), veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.7 | 0.0 | 0.0 | 10.4 | 8.5 | 9.6 |
| Incr Delay (d2), s/veh | 7.7 | 0.0 | 0.0 | 1.5 | 0.2 | 1.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.7 | 0.0 | 0.0 | 4.0 | 0.7 | 2.4 |
| LnGrp Delay(d),s/veh | 19.4 | 0.0 | 0.0 | 11.9 | 8.7 | 11.4 |
| LnGrp LOS | B | | | B | A | B |
| Approach Vol, veh/h | 576 | | | 776 | 411 | |
| Approach Delay, s/veh | 19.4 | | | 11.9 | 10.3 | |
| Approach LOS | B | | | B | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.5 | | 22.5 | | | | 22.5 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | | 4.5 |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 7.0 | | 14.1 | | | | 9.6 |
| Green Ext Time (p_c), s | | 1.1 | | 1.4 | | | | 3.4 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 14.0 |
| HCM 2010 LOS | | B |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 17 | 0 | 4 | 4 | 8 | 2 | 42 | 3 | 50 | 76 | 5 |
| Future Vol, veh/h | 4 | 17 | 0 | 4 | 4 | 8 | 2 | 42 | 3 | 50 | 76 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 18 | 0 | 4 | 4 | 9 | 2 | 46 | 3 | 54 | 83 | 5 |
| 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 | 7.5 | 7.2 | 7.4 | 7.9 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 4% | 19% | 25% | 38% |
| Vol Thru, % | 89% | 81% | 25% | 58% |
| Vol Right, % | 6% | 0% | 50% | 4% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 47 | 21 | 16 | 131 |
| LT Vol | 2 | 4 | 4 | 50 |
| Through Vol | 42 | 17 | 4 | 76 |
| RT Vol | 3 | 0 | 8 | 5 |
| Lane Flow Rate | 51 | 23 | 17 | 142 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.058 | 0.027 | 0.019 | 0.162 |
| Departure Headway (Hd) | 4.08 | 4.319 | 4.035 | 4.094 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 872 | 816 | 871 | 874 |
| Service Time | 2.132 | 2.415 | 2.133 | 2.127 |
| HCM Lane V/C Ratio | 0.058 | 0.028 | 0.02 | 0.162 |
| HCM Control Delay | 7.4 | 7.5 | 7.2 | 7.9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 0.1 | 0.1 | 0.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 14 | 88 | 7 | 8 | 101 | 18 | 8 | 23 | 7 | 47 | 40 | 8 |
| Future Vol, veh/h | 14 | 88 | 7 | 8 | 101 | 18 | 8 | 23 | 7 | 47 | 40 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 96 | 8 | 9 | 110 | 20 | 9 | 25 | 8 | 51 | 43 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 130 | 0 | 0 | 104 | 0 | 0 | 294 | 278 | 100 | 285 | 272 | 120 |
| Stage 1 | - | - | - | - | - | - | 130 | 130 | - | 138 | 138 | - |
| Stage 2 | - | - | - | - | - | - | 164 | 148 | - | 147 | 134 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1455 | - | - | 1488 | - | - | 658 | 630 | 956 | 667 | 635 | 931 |
| Stage 1 | - | - | - | - | - | - | 874 | 789 | - | 865 | 782 | - |
| Stage 2 | - | - | - | - | - | - | 838 | 775 | - | 856 | 785 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1455 | - | - | 1488 | - | - | 609 | 619 | 956 | 632 | 624 | 931 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 609 | 619 | - | 632 | 624 | - |
| Stage 1 | - | - | - | - | - | - | 864 | 780 | - | 855 | 777 | - |
| Stage 2 | - | - | - | - | - | - | 778 | 770 | - | 813 | 776 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 0.5 | 10.8 | 11.6 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 660 | 1455 | - | - | 1488 | - | - | 646 |
| HCM Lane V/C Ratio | 0.063 | 0.01 | - | - | 0.006 | - | - | 0.16 |
| HCM Control Delay (s) | 10.8 | 7.5 | 0 | - | 7.4 | 0 | - | 11.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.6 |

| 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 | 1 | 0 | 5 | 0 | 0 | 0 | 1 | 46 | 0 | 0 | 59 | 0 |
| Future Vol, veh/h | 1 | 0 | 5 | 0 | 0 | 0 | 1 | 46 | 0 | 0 | 59 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 5 | 0 | 0 | 0 | 1 | 50 | 0 | 0 | 64 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 116 | 116 | 64 | 119 | 116 | 50 | 64 | 0 | 0 | 50 | 0 | 0 |
| Stage 1 | 64 | 64 | - | 52 | 52 | - | - | - | - | - | - | - |
| Stage 2 | 52 | 52 | - | 67 | 64 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 861 | 774 | 1000 | 857 | 774 | 1018 | 1538 | - | - | 1557 | - | - |
| Stage 1 | 947 | 842 | - | 961 | 852 | - | - | - | - | - | - | - |
| Stage 2 | 961 | 852 | - | 943 | 842 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 860 | 773 | 1000 | 852 | 773 | 1018 | 1538 | - | - | 1557 | - | - |
| Mov Cap-2 Maneuver | 860 | 773 | - | 852 | 773 | - | - | - | - | - | - | - |
| Stage 1 | 946 | 842 | - | 960 | 851 | - | - | - | - | - | - | - |
| Stage 2 | 960 | 851 | - | 938 | 842 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 8.7 | 0 | 0.2 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1538 | - | - | 974 | - | 1557 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.007 | - | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.7 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 44 | 9 | 4 | 15 | 26 | 3 | 30 | 11 | 20 | 29 | 5 |
| Future Vol, veh/h | 38 | 44 | 9 | 4 | 15 | 26 | 3 | 30 | 11 | 20 | 29 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 41 | 48 | 10 | 4 | 16 | 28 | 3 | 33 | 12 | 22 | 32 | 5 |
| 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 | 7.8 | 7.2 | 7.4 | 7.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 7% | 42% | 9% | 37% |
| Vol Thru, % | 68% | 48% | 33% | 54% |
| Vol Right, % | 25% | 10% | 58% | 9% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 44 | 91 | 45 | 54 |
| LT Vol | 3 | 38 | 4 | 20 |
| Through Vol | 30 | 44 | 15 | 29 |
| RT Vol | 11 | 9 | 26 | 5 |
| Lane Flow Rate | 48 | 99 | 49 | 59 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.054 | 0.115 | 0.053 | 0.069 |
| Departure Headway (Hd) | 4.098 | 4.181 | 3.866 | 4.245 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 861 | 850 | 913 | 833 |
| Service Time | 2.185 | 2.244 | 1.945 | 2.327 |
| HCM Lane V/C Ratio | 0.056 | 0.116 | 0.054 | 0.071 |
| HCM Control Delay | 7.4 | 7.8 | 7.2 | 7.6 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.2 | 0.4 | 0.2 | 0.2 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 190 | 1 | 18 | 129 | 120 | 1 | 6 | 15 | 73 | 2 | 23 |
| Future Vol, veh/h | 18 | 190 | 1 | 18 | 129 | 120 | 1 | 6 | 15 | 73 | 2 | 23 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 207 | 1 | 20 | 140 | 130 | 1 | 7 | 16 | 79 | 2 | 25 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 3 | 3 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 3 | 3 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 3 | 3 |
| HCM Control Delay | 10.7 | 9.1 | 8.6 | 10.3 |
| HCM LOS | B | A | A | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 14% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 74% |
| Vol Thru, % | 86% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 2% |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 23% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 7 | 15 | 18 | 190 | 1 | 18 | 129 | 120 | 98 |
| LT Vol | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 73 |
| Through Vol | 6 | 0 | 0 | 190 | 0 | 0 | 129 | 0 | 2 |
| RT Vol | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 120 | 23 |
| Lane Flow Rate | 8 | 16 | 20 | 207 | 1 | 20 | 140 | 130 | 107 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.013 | 0.025 | 0.033 | 0.317 | 0.001 | 0.032 | 0.213 | 0.172 | 0.181 |
| Departure Headway (Hd) | 6.303 | 5.531 | 6.025 | 5.522 | 4.819 | 5.96 | 5.457 | 4.754 | 6.107 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 571 | 651 | 590 | 646 | 735 | 597 | 653 | 747 | 583 |
| Service Time | 4.003 | 3.231 | 3.805 | 3.302 | 2.598 | 3.734 | 3.23 | 2.526 | 3.901 |
| HCM Lane V/C Ratio | 0.014 | 0.025 | 0.034 | 0.32 | 0.001 | 0.034 | 0.214 | 0.174 | 0.184 |
| HCM Control Delay | 9.1 | 8.4 | 9 | 10.9 | 7.6 | 8.9 | 9.7 | 8.5 | 10.3 |
| HCM Lane LOS | A | A | A | B | A | A | A | A | B |
| HCM 95th-tile Q | 0 | 0.1 | 0.1 | 1.4 | 0 | 0.1 | 0.8 | 0.6 | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 771 | 7 | 8 | 976 | 0 | 5 | 0 | 6 | 73 | 2 | 97 |
| Future Volume (veh/h) | 0 | 771 | 7 | 8 | 976 | 0 | 5 | 0 | 6 | 73 | 2 | 97 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1900 | 1863 | 1863 | 0 | | | | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 838 | 8 | 9 | 1061 | 0 | | | | 79 | 2 | 105 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 1437 | 14 | 277 | 1416 | 0 | | | | 710 | 745 | 633 |
| Arrive On Green | 0.00 | 0.13 | 0.13 | 0.40 | 0.40 | 0.00 | | | | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 0 | 3685 | 34 | 648 | 3632 | 0 | | | | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 0 | 413 | 433 | 9 | 1061 | 0 | | | | 79 | 2 | 105 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 1857 | 648 | 1770 | 0 | | | | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 9.9 | 9.9 | 0.5 | 11.6 | 0.0 | | | | 1.3 | 0.0 | 1.9 |
| Cycle Q Clear(g_c), s | 0.0 | 9.9 | 9.9 | 10.4 | 11.6 | 0.0 | | | | 1.3 | 0.0 | 1.9 |
| Prop In Lane | 0.00 | | 0.02 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 708 | 743 | 277 | 1416 | 0 | | | | 710 | 745 | 633 |
| V/C Ratio(X) | 0.00 | 0.58 | 0.58 | 0.03 | 0.75 | 0.00 | | | | 0.11 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 0 | 708 | 743 | 277 | 1416 | 0 | | | | 710 | 745 | 633 |
| HCM Platoon Ratio | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 16.0 | 16.0 | 15.3 | 11.6 | 0.0 | | | | 8.5 | 8.1 | 8.7 |
| Incr Delay (d2), s/veh | 0.0 | 3.5 | 3.3 | 0.2 | 3.7 | 0.0 | | | | 0.3 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 5.5 | 5.7 | 0.1 | 6.3 | 0.0 | | | | 0.7 | 0.0 | 0.9 |
| LnGrp Delay(d),s/veh | 0.0 | 19.5 | 19.3 | 15.5 | 15.3 | 0.0 | | | | 8.8 | 8.1 | 9.2 |
| LnGrp LOS | | B | B | B | B | | | | | A | A | A |
| Approach Vol, veh/h | | 846 | | | 1070 | | | | | | 186 | |
| Approach Delay, s/veh | | 19.4 | | | 15.3 | | | | | | 9.0 | |
| Approach LOS | | B | | | B | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | 22.5 | | 22.5 | | 22.5 |
| Change Period (Y+Rc), s | | | | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | | | 18.0 | | 18.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | | | 11.9 | | 3.9 | | 13.6 |
| Green Ext Time (p_c), s | | | | 2.7 | | 0.4 | | 2.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.4 |
| HCM 2010 LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 510 | 0 | 0 | 741 | 488 | 263 |
| Future Volume (veh/h) | 510 | 0 | 0 | 741 | 488 | 263 |
| Number | 4 | 14 | 3 | 8 | 5 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 0 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 554 | 0 | 0 | 805 | 530 | 286 |
| Adj No. of Lanes | 1 | 0 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 0 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| Arrive On Green | 0.40 | 0.00 | 0.00 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1863 | 0 | 0 | 3725 | 3442 | 1583 |
| Grp Volume(v), veh/h | 554 | 0 | 0 | 805 | 530 | 286 |
| Grp Sat Flow(s),veh/h/ln | 1863 | 0 | 0 | 1770 | 1721 | 1583 |
| Q Serve(g_s), s | 11.4 | 0.0 | 0.0 | 7.9 | 4.9 | 6.0 |
| Cycle Q Clear(g_c), s | 11.4 | 0.0 | 0.0 | 7.9 | 4.9 | 6.0 |
| Prop In Lane | | 0.00 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| V/C Ratio(X) | 0.74 | 0.00 | 0.00 | 0.57 | 0.38 | 0.45 |
| Avail Cap(c_a), veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.5 | 0.0 | 0.0 | 10.5 | 9.6 | 9.9 |
| Incr Delay (d2), s/veh | 6.6 | 0.0 | 0.0 | 1.7 | 0.8 | 2.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.2 | 0.0 | 0.0 | 4.1 | 2.4 | 3.0 |
| LnGrp Delay(d),s/veh | 18.2 | 0.0 | 0.0 | 12.1 | 10.4 | 12.2 |
| LnGrp LOS | B | | | B | B | B |
| Approach Vol, veh/h | 554 | | | 805 | 816 | |
| Approach Delay, s/veh | 18.2 | | | 12.1 | 11.0 | |
| Approach LOS | B | | | B | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.5 | | 22.5 | | | | 22.5 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | | 4.5 |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 8.0 | | 13.4 | | | | 9.9 |
| Green Ext Time (p_c), s | | 2.3 | | 1.5 | | | | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.3 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 7.8 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 17 | 5 | 7 | 14 | 40 | 3 | 75 | 4 | 41 | 65 | 10 |
| Future Vol, veh/h | 10 | 17 | 5 | 7 | 14 | 40 | 3 | 75 | 4 | 41 | 65 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 18 | 5 | 8 | 15 | 43 | 3 | 82 | 4 | 45 | 71 | 11 |
| 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 | 7.7 | 7.4 | 7.8 | 8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 4% | 31% | 11% | 35% |
| Vol Thru, % | 91% | 53% | 23% | 56% |
| Vol Right, % | 5% | 16% | 66% | 9% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 82 | 32 | 61 | 116 |
| LT Vol | 3 | 10 | 7 | 41 |
| Through Vol | 75 | 17 | 14 | 65 |
| RT Vol | 4 | 5 | 40 | 10 |
| Lane Flow Rate | 89 | 35 | 66 | 126 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.104 | 0.043 | 0.075 | 0.147 |
| Departure Headway (Hd) | 4.185 | 4.454 | 4.083 | 4.197 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 844 | 808 | 883 | 845 |
| Service Time | 2.272 | 2.456 | 2.084 | 2.274 |
| HCM Lane V/C Ratio | 0.105 | 0.043 | 0.075 | 0.149 |
| HCM Control Delay | 7.8 | 7.7 | 7.4 | 8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.1 | 0.2 | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 17 | 202 | 11 | 8 | 112 | 39 | 9 | 32 | 3 | 33 | 47 | 7 |
| Future Vol, veh/h | 17 | 202 | 11 | 8 | 112 | 39 | 9 | 32 | 3 | 33 | 47 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 220 | 12 | 9 | 122 | 42 | 10 | 35 | 3 | 36 | 51 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 164 | 0 | 0 | 232 | 0 | 0 | 453 | 444 | 226 | 442 | 429 | 143 |
| Stage 1 | - | - | - | - | - | - | 262 | 262 | - | 161 | 161 | - |
| Stage 2 | - | - | - | - | - | - | 191 | 182 | - | 281 | 268 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1414 | - | - | 1336 | - | - | 517 | 508 | 813 | 526 | 518 | 905 |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 841 | 765 | - |
| Stage 2 | - | - | - | - | - | - | 811 | 749 | - | 726 | 687 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1414 | - | - | 1336 | - | - | 465 | 497 | 813 | 488 | 507 | 905 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 465 | 497 | - | 488 | 507 | - |
| Stage 1 | - | - | - | - | - | - | 732 | 681 | - | 828 | 760 | - |
| Stage 2 | - | - | - | - | - | - | 745 | 744 | - | 676 | 677 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0.4 | 12.9 | 13.5 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 503 | 1414 | - | - | 1336 | - | - | 518 |
| HCM Lane V/C Ratio | 0.095 | 0.013 | - | - | 0.007 | - | - | 0.183 |
| HCM Control Delay (s) | 12.9 | 7.6 | 0 | - | 7.7 | 0 | - | 13.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 92 | 0 | 0 | 50 | 1 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 92 | 0 | 0 | 50 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 0 | 0 | 54 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 169 | 169 | 55 | 169 | 169 | 100 | 55 | 0 | 0 | 100 | 0 | 0 |
| Stage 1 | 55 | 55 | - | 114 | 114 | - | - | - | - | - | - | - |
| Stage 2 | 114 | 114 | - | 55 | 55 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 795 | 724 | 1012 | 795 | 724 | 956 | 1550 | - | - | 1493 | - | - |
| Stage 1 | 957 | 849 | - | 891 | 801 | - | - | - | - | - | - | - |
| Stage 2 | 891 | 801 | - | 957 | 849 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 792 | 720 | 1012 | 792 | 720 | 956 | 1550 | - | - | 1493 | - | - |
| Mov Cap-2 Maneuver | 792 | 720 | - | 792 | 720 | - | - | - | - | - | - | - |
| Stage 1 | 952 | 849 | - | 887 | 797 | - | - | - | - | - | - | - |
| Stage 2 | 887 | 797 | - | 957 | 849 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1550 | - | - | - | - | 1493 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0 | - | - |

Appendix 5.12C: Existing plus Construction Phase conditions – Synchro 10 Summary

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.1 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 13 | 5 | 8 | 17 | 144 | 1 | 309 | 5 | 20 | 104 | 8 |
| Future Vol, veh/h | 3 | 13 | 5 | 8 | 17 | 144 | 1 | 309 | 5 | 20 | 104 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 14 | 5 | 9 | 18 | 157 | 1 | 336 | 5 | 22 | 113 | 9 |
| 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 | 8.4 | 9.1 | 11.2 | 9 |
| HCM LOS | A | A | B | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 0% | 14% | 5% | 15% |
| Vol Thru, % | 98% | 62% | 10% | 79% |
| Vol Right, % | 2% | 24% | 85% | 6% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 315 | 21 | 169 | 132 |
| LT Vol | 1 | 3 | 8 | 20 |
| Through Vol | 309 | 13 | 17 | 104 |
| RT Vol | 5 | 5 | 144 | 8 |
| Lane Flow Rate | 342 | 23 | 184 | 143 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.436 | 0.033 | 0.234 | 0.192 |
| Departure Headway (Hd) | 4.581 | 5.197 | 4.587 | 4.808 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 784 | 684 | 779 | 742 |
| Service Time | 2.627 | 3.269 | 2.639 | 2.863 |
| HCM Lane V/C Ratio | 0.436 | 0.034 | 0.236 | 0.193 |
| HCM Control Delay | 11.2 | 8.4 | 9.1 | 9 |
| HCM Lane LOS | B | A | A | A |
| HCM 95th-tile Q | 2.2 | 0.1 | 0.9 | 0.7 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.8 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 31 | 92 | 2 | 14 | 185 | 238 | 1 | 5 | 11 | 227 | 3 | 22 |
| Future Vol, veh/h | 31 | 92 | 2 | 14 | 185 | 238 | 1 | 5 | 11 | 227 | 3 | 22 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 100 | 2 | 15 | 201 | 259 | 1 | 5 | 12 | 247 | 3 | 24 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 3 | 3 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 3 | 3 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 3 | 3 |
| HCM Control Delay | 10.8 | 11.6 | 9.5 | 16.1 |
| HCM LOS | B | B | A | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 17% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 90% |
| Vol Thru, % | 83% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 1% |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 9% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 6 | 11 | 31 | 92 | 2 | 14 | 185 | 238 | 252 |
| LT Vol | 1 | 0 | 31 | 0 | 0 | 14 | 0 | 0 | 227 |
| Through Vol | 5 | 0 | 0 | 92 | 0 | 0 | 185 | 0 | 3 |
| RT Vol | 0 | 11 | 0 | 0 | 2 | 0 | 0 | 238 | 22 |
| Lane Flow Rate | 7 | 12 | 34 | 100 | 2 | 15 | 201 | 259 | 274 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.013 | 0.021 | 0.067 | 0.186 | 0.004 | 0.028 | 0.338 | 0.384 | 0.507 |
| Departure Headway (Hd) | 7.132 | 6.342 | 7.197 | 6.689 | 5.977 | 6.558 | 6.051 | 5.342 | 6.666 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 500 | 562 | 497 | 535 | 597 | 545 | 593 | 673 | 540 |
| Service Time | 4.898 | 4.108 | 4.954 | 4.445 | 3.732 | 4.304 | 3.797 | 3.087 | 4.411 |
| HCM Lane V/C Ratio | 0.014 | 0.021 | 0.068 | 0.187 | 0.003 | 0.028 | 0.339 | 0.385 | 0.507 |
| HCM Control Delay | 10 | 9.2 | 10.5 | 11 | 8.8 | 9.5 | 11.9 | 11.4 | 16.1 |
| HCM Lane LOS | A | A | B | B | A | A | B | B | C |
| HCM 95th-tile Q | 0 | 0.1 | 0.2 | 0.7 | 0 | 0.1 | 1.5 | 1.8 | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1042 | 8 | 6 | 631 | 0 | 7 | 0 | 4 | 45 | 0 | 117 |
| Future Volume (veh/h) | 0 | 1042 | 8 | 6 | 631 | 0 | 7 | 0 | 4 | 45 | 0 | 117 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1900 | 1863 | 1863 | 0 | | | | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 1133 | 9 | 7 | 686 | 0 | | | | 49 | 0 | 127 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 1439 | 11 | 207 | 1416 | 0 | | | | 710 | 745 | 633 |
| Arrive On Green | 0.00 | 0.13 | 0.13 | 0.40 | 0.40 | 0.00 | | | | 0.40 | 0.00 | 0.40 |
| Sat Flow, veh/h | 0 | 3692 | 29 | 491 | 3632 | 0 | | | | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 0 | 557 | 585 | 7 | 686 | 0 | | | | 49 | 0 | 127 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 1858 | 491 | 1770 | 0 | | | | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 13.7 | 13.7 | 0.6 | 6.5 | 0.0 | | | | 0.8 | 0.0 | 2.4 |
| Cycle Q Clear(g_c), s | 0.0 | 13.7 | 13.7 | 14.3 | 6.5 | 0.0 | | | | 0.8 | 0.0 | 2.4 |
| Prop In Lane | 0.00 | | 0.02 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 708 | 743 | 207 | 1416 | 0 | | | | 710 | 745 | 633 |
| V/C Ratio(X) | 0.00 | 0.79 | 0.79 | 0.03 | 0.48 | 0.00 | | | | 0.07 | 0.00 | 0.20 |
| Avail Cap(c_a), veh/h | 0 | 708 | 743 | 207 | 1416 | 0 | | | | 710 | 745 | 633 |
| HCM Platoon Ratio | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 17.7 | 17.7 | 18.7 | 10.0 | 0.0 | | | | 8.3 | 0.0 | 8.8 |
| Incr Delay (d2), s/veh | 0.0 | 8.6 | 8.2 | 0.3 | 1.2 | 0.0 | | | | 0.2 | 0.0 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 8.4 | 8.7 | 0.1 | 3.4 | 0.0 | | | | 0.4 | 0.0 | 1.1 |
| LnGrp Delay(d),s/veh | 0.0 | 26.3 | 25.9 | 19.0 | 11.2 | 0.0 | | | | 8.5 | 0.0 | 9.5 |
| LnGrp LOS | | C | C | B | B | | | | | A | | A |
| Approach Vol, veh/h | | 1142 | | | 693 | | | | | | 176 | |
| Approach Delay, s/veh | | 26.1 | | | 11.3 | | | | | | 9.2 | |
| Approach LOS | | C | | | B | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | 22.5 | | 22.5 | | 22.5 |
| Change Period (Y+Rc), s | | | | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | | | 18.0 | | 18.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | | | 15.7 | | 4.4 | | 16.3 |
| Green Ext Time (p_c), s | | | | 1.5 | | 0.4 | | 0.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.5 |
| HCM 2010 LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 530 | 0 | 0 | 714 | 192 | 226 |
| Future Volume (veh/h) | 530 | 0 | 0 | 714 | 192 | 226 |
| Number | 4 | 14 | 3 | 8 | 5 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 0 | 0 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 576 | 0 | 0 | 776 | 209 | 246 |
| Adj No. of Lanes | 1 | 0 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 0 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| Arrive On Green | 0.40 | 0.00 | 0.00 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1863 | 0 | 0 | 3725 | 3442 | 1583 |
| Grp Volume(v), veh/h | 576 | 0 | 0 | 776 | 209 | 246 |
| Grp Sat Flow(s),veh/h/ln | 1863 | 0 | 0 | 1770 | 1721 | 1583 |
| Q Serve(g_s), s | 12.1 | 0.0 | 0.0 | 7.6 | 1.7 | 5.0 |
| Cycle Q Clear(g_c), s | 12.1 | 0.0 | 0.0 | 7.6 | 1.7 | 5.0 |
| Prop In Lane | | 0.00 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.00 | 0.55 | 0.15 | 0.39 |
| Avail Cap(c_a), veh/h | 745 | 0 | 0 | 1416 | 1377 | 633 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.7 | 0.0 | 0.0 | 10.4 | 8.6 | 9.6 |
| Incr Delay (d2), s/veh | 7.7 | 0.0 | 0.0 | 1.5 | 0.2 | 1.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 7.7 | 0.0 | 0.0 | 4.0 | 0.9 | 2.4 |
| LnGrp Delay(d),s/veh | 19.4 | 0.0 | 0.0 | 11.9 | 8.9 | 11.4 |
| LnGrp LOS | B | | | B | A | B |
| Approach Vol, veh/h | 576 | | | 776 | 455 | |
| Approach Delay, s/veh | 19.4 | | | 11.9 | 10.2 | |
| Approach LOS | B | | | B | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.5 | | 22.5 | | | | 22.5 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | | 4.5 |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 7.0 | | 14.1 | | | | 9.6 |
| Green Ext Time (p_c), s | | 1.2 | | 1.4 | | | | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.9 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 9.7 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 17 | 0 | 4 | 4 | 8 | 2 | 323 | 3 | 50 | 136 | 5 |
| Future Vol, veh/h | 4 | 17 | 0 | 4 | 4 | 8 | 2 | 323 | 3 | 50 | 136 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 18 | 0 | 4 | 4 | 9 | 2 | 351 | 3 | 54 | 148 | 5 |
| 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 | 8.4 | 8.1 | 10.3 | 9 |
| HCM LOS | A | A | B | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 1% | 19% | 25% | 26% |
| Vol Thru, % | 98% | 81% | 25% | 71% |
| Vol Right, % | 1% | 0% | 50% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 328 | 21 | 16 | 191 |
| LT Vol | 2 | 4 | 4 | 50 |
| Through Vol | 323 | 17 | 4 | 136 |
| RT Vol | 3 | 0 | 8 | 5 |
| Lane Flow Rate | 357 | 23 | 17 | 208 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.422 | 0.033 | 0.024 | 0.255 |
| Departure Headway (Hd) | 4.26 | 5.221 | 4.941 | 4.426 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 852 | 685 | 724 | 814 |
| Service Time | 2.26 | 3.255 | 2.975 | 2.444 |
| HCM Lane V/C Ratio | 0.419 | 0.034 | 0.023 | 0.256 |
| HCM Control Delay | 10.3 | 8.4 | 8.1 | 9 |
| HCM Lane LOS | B | A | A | A |
| HCM 95th-tile Q | 2.1 | 0.1 | 0.1 | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 62 | 88 | 7 | 8 | 101 | 251 | 8 | 23 | 7 | 107 | 40 | 8 |
| Future Vol, veh/h | 62 | 88 | 7 | 8 | 101 | 251 | 8 | 23 | 7 | 107 | 40 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 67 | 96 | 8 | 9 | 110 | 273 | 9 | 25 | 8 | 116 | 43 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 383 | 0 | 0 | 104 | 0 | 0 | 525 | 635 | 100 | 516 | 503 | 247 |
| Stage 1 | - | - | - | - | - | - | 234 | 234 | - | 265 | 265 | - |
| Stage 2 | - | - | - | - | - | - | 291 | 401 | - | 251 | 238 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1175 | - | - | 1488 | - | - | 463 | 396 | 956 | 470 | 471 | 792 |
| Stage 1 | - | - | - | - | - | - | 769 | 711 | - | 740 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 717 | 601 | - | 753 | 708 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1175 | - | - | 1488 | - | - | 401 | 369 | 956 | 419 | 439 | 792 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 401 | 369 | - | 419 | 439 | - |
| Stage 1 | - | - | - | - | - | - | 722 | 668 | - | 695 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 659 | 596 | - | 675 | 665 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 3.3 | 0.2 | 14.4 | 18.4 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 424 | 1175 | - | - | 1488 | - | - | 435 |
| HCM Lane V/C Ratio | 0.097 | 0.057 | - | - | 0.006 | - | - | 0.387 |
| HCM Control Delay (s) | 14.4 | 8.2 | 0 | - | 7.4 | 0 | - | 18.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.3 | 0.2 | - | - | 0 | - | - | 1.8 |

| 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 | 1 | 0 | 5 | 60 | 0 | 11 | 1 | 46 | 394 | 80 | 59 | 0 |
| Future Vol, veh/h | 1 | 0 | 5 | 60 | 0 | 11 | 1 | 46 | 394 | 80 | 59 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 5 | 65 | 0 | 12 | 1 | 50 | 428 | 87 | 64 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 510 | 718 | 64 | 507 | 504 | 264 | 64 | 0 | 0 | 478 | 0 | 0 |
| Stage 1 | 238 | 238 | - | 266 | 266 | - | - | - | - | - | - | - |
| Stage 2 | 272 | 480 | - | 241 | 238 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 474 | 355 | 1000 | 476 | 470 | 775 | 1538 | - | - | 1084 | - | - |
| Stage 1 | 765 | 708 | - | 739 | 689 | - | - | - | - | - | - | - |
| Stage 2 | 734 | 554 | - | 762 | 708 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 437 | 325 | 1000 | 443 | 431 | 775 | 1538 | - | - | 1084 | - | - |
| Mov Cap-2 Maneuver | 437 | 325 | - | 443 | 431 | - | - | - | - | - | - | - |
| Stage 1 | 764 | 649 | - | 738 | 688 | - | - | - | - | - | - | - |
| Stage 2 | 722 | 553 | - | 695 | 649 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.4 | 14.1 | 0 | 5 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1538 | - | - | 823 | 474 | 1084 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.008 | 0.163 | 0.08 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.4 | 14.1 | 8.6 | 0 | - |
| HCM Lane LOS | A | A | - | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.6 | 0.3 | - | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.5 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 44 | 9 | 4 | 15 | 26 | 3 | 90 | 11 | 133 | 310 | 5 |
| Future Vol, veh/h | 38 | 44 | 9 | 4 | 15 | 26 | 3 | 90 | 11 | 133 | 310 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 41 | 48 | 10 | 4 | 16 | 28 | 3 | 98 | 12 | 145 | 337 | 5 |
| 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 | 9.4 | 8.6 | 8.7 | 14.4 |
| HCM LOS | A | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 3% | 42% | 9% | 30% |
| Vol Thru, % | 87% | 48% | 33% | 69% |
| Vol Right, % | 11% | 10% | 58% | 1% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 104 | 91 | 45 | 448 |
| LT Vol | 3 | 38 | 4 | 133 |
| Through Vol | 90 | 44 | 15 | 310 |
| RT Vol | 11 | 9 | 26 | 5 |
| Lane Flow Rate | 113 | 99 | 49 | 487 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.151 | 0.149 | 0.07 | 0.61 |
| Departure Headway (Hd) | 4.81 | 5.407 | 5.14 | 4.509 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 740 | 659 | 691 | 799 |
| Service Time | 2.87 | 3.475 | 3.215 | 2.551 |
| HCM Lane V/C Ratio | 0.153 | 0.15 | 0.071 | 0.61 |
| HCM Control Delay | 8.7 | 9.4 | 8.6 | 14.4 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 0.5 | 0.5 | 0.2 | 4.2 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 303 | 1 | 18 | 129 | 120 | 1 | 6 | 15 | 73 | 2 | 23 |
| Future Vol, veh/h | 18 | 303 | 1 | 18 | 129 | 120 | 1 | 6 | 15 | 73 | 2 | 23 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 329 | 1 | 20 | 140 | 130 | 1 | 7 | 16 | 79 | 2 | 25 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 3 | 3 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 3 | 3 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 3 | 3 |
| HCM Control Delay | 14 | 9.6 | 9 | 10.9 |
| HCM LOS | B | A | A | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Vol Left, % | 14% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 74% |
| Vol Thru, % | 86% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 2% |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 23% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 7 | 15 | 18 | 303 | 1 | 18 | 129 | 120 | 98 |
| LT Vol | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 73 |
| Through Vol | 6 | 0 | 0 | 303 | 0 | 0 | 129 | 0 | 2 |
| RT Vol | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 120 | 23 |
| Lane Flow Rate | 8 | 16 | 20 | 329 | 1 | 20 | 140 | 130 | 107 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.014 | 0.027 | 0.033 | 0.518 | 0.001 | 0.034 | 0.227 | 0.186 | 0.195 |
| Departure Headway (Hd) | 6.708 | 5.934 | 6.161 | 5.658 | 4.953 | 6.343 | 5.839 | 5.134 | 6.579 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 534 | 603 | 582 | 639 | 724 | 565 | 616 | 699 | 546 |
| Service Time | 4.446 | 3.672 | 3.883 | 3.379 | 2.675 | 4.069 | 3.565 | 2.86 | 4.31 |
| HCM Lane V/C Ratio | 0.015 | 0.027 | 0.034 | 0.515 | 0.001 | 0.035 | 0.227 | 0.186 | 0.196 |
| HCM Control Delay | 9.5 | 8.8 | 9.1 | 14.3 | 7.7 | 9.3 | 10.3 | 9 | 10.9 |
| HCM Lane LOS | A | A | A | B | A | A | B | A | B |
| HCM 95th-tile Q | 0 | 0.1 | 0.1 | 3 | 0 | 0.1 | 0.9 | 0.7 | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 884 | 7 | 8 | 976 | 0 | 5 | 0 | 6 | 73 | 2 | 97 |
| Future Volume (veh/h) | 0 | 884 | 7 | 8 | 976 | 0 | 5 | 0 | 6 | 73 | 2 | 97 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | | | | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 0 | 1863 | 1900 | 1863 | 1863 | 0 | | | | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 0 | 961 | 8 | 9 | 1061 | 0 | | | | 79 | 2 | 105 |
| Adj No. of Lanes | 0 | 2 | 0 | 1 | 2 | 0 | | | | 1 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | | | | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 2 | 2 | 0 | | | | 2 | 2 | 2 |
| Cap, veh/h | 0 | 1439 | 12 | 244 | 1416 | 0 | | | | 710 | 745 | 633 |
| Arrive On Green | 0.00 | 0.13 | 0.13 | 0.40 | 0.40 | 0.00 | | | | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 0 | 3690 | 30 | 578 | 3632 | 0 | | | | 1774 | 1863 | 1583 |
| Grp Volume(v), veh/h | 0 | 473 | 496 | 9 | 1061 | 0 | | | | 79 | 2 | 105 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1770 | 1857 | 578 | 1770 | 0 | | | | 1774 | 1863 | 1583 |
| Q Serve(g_s), s | 0.0 | 11.4 | 11.4 | 0.6 | 11.6 | 0.0 | | | | 1.3 | 0.0 | 1.9 |
| Cycle Q Clear(g_c), s | 0.0 | 11.4 | 11.4 | 12.1 | 11.6 | 0.0 | | | | 1.3 | 0.0 | 1.9 |
| Prop In Lane | 0.00 | | 0.02 | 1.00 | | 0.00 | | | | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 708 | 743 | 244 | 1416 | 0 | | | | 710 | 745 | 633 |
| V/C Ratio(X) | 0.00 | 0.67 | 0.67 | 0.04 | 0.75 | 0.00 | | | | 0.11 | 0.00 | 0.17 |
| Avail Cap(c_a), veh/h | 0 | 708 | 743 | 244 | 1416 | 0 | | | | 710 | 745 | 633 |
| HCM Platoon Ratio | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 16.7 | 16.7 | 16.7 | 11.6 | 0.0 | | | | 8.5 | 8.1 | 8.7 |
| Incr Delay (d2), s/veh | 0.0 | 5.0 | 4.7 | 0.3 | 3.7 | 0.0 | | | | 0.3 | 0.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 6.6 | 6.9 | 0.1 | 6.3 | 0.0 | | | | 0.7 | 0.0 | 0.9 |
| LnGrp Delay(d),s/veh | 0.0 | 21.6 | 21.4 | 17.0 | 15.3 | 0.0 | | | | 8.8 | 8.1 | 9.2 |
| LnGrp LOS | | C | C | B | B | | | | | A | A | A |
| Approach Vol, veh/h | | 969 | | | 1070 | | | | | | 186 | |
| Approach Delay, s/veh | | 21.5 | | | 15.3 | | | | | | 9.0 | |
| Approach LOS | | C | | | B | | | | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | | | 4 | | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | | | | 22.5 | | 22.5 | | 22.5 |
| Change Period (Y+Rc), s | | | | 4.5 | | 4.5 | | 4.5 |
| Max Green Setting (Gmax), s | | | | 18.0 | | 18.0 | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | | | 13.4 | | 3.9 | | 14.1 |
| Green Ext Time (p_c), s | | | | 2.4 | | 0.4 | | 2.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.5 |
| HCM 2010 LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 510 | 40 | 0 | 741 | 488 | 263 |
| Future Volume (veh/h) | 510 | 40 | 0 | 741 | 488 | 263 |
| Number | 4 | 14 | 3 | 8 | 5 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1900 | 0 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h | 554 | 43 | 0 | 805 | 530 | 286 |
| Adj No. of Lanes | 1 | 0 | 0 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 683 | 53 | 0 | 1416 | 1377 | 633 |
| Arrive On Green | 0.40 | 0.40 | 0.00 | 0.40 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1707 | 132 | 0 | 3725 | 3442 | 1583 |
| Grp Volume(v), veh/h | 0 | 597 | 0 | 805 | 530 | 286 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1839 | 0 | 1770 | 1721 | 1583 |
| Q Serve(g_s), s | 0.0 | 13.0 | 0.0 | 7.9 | 4.9 | 6.0 |
| Cycle Q Clear(g_c), s | 0.0 | 13.0 | 0.0 | 7.9 | 4.9 | 6.0 |
| Prop In Lane | | 0.07 | 0.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 0 | 736 | 0 | 1416 | 1377 | 633 |
| V/C Ratio(X) | 0.00 | 0.81 | 0.00 | 0.57 | 0.38 | 0.45 |
| Avail Cap(c_a), veh/h | 0 | 736 | 0 | 1416 | 1377 | 633 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.0 | 12.0 | 0.0 | 10.5 | 9.6 | 9.9 |
| Incr Delay (d2), s/veh | 0.0 | 9.5 | 0.0 | 1.7 | 0.8 | 2.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 8.4 | 0.0 | 4.1 | 2.4 | 3.0 |
| LnGrp Delay(d),s/veh | 0.0 | 21.5 | 0.0 | 12.1 | 10.4 | 12.2 |
| LnGrp LOS | | C | | B | B | B |
| Approach Vol, veh/h | 597 | | | 805 | 816 | |
| Approach Delay, s/veh | 21.5 | | | 12.1 | 11.0 | |
| Approach LOS | C | | | B | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | | | | 8 |
| Phs Duration (G+Y+Rc), s | | 22.5 | | 22.5 | | | | 22.5 |
| Change Period (Y+Rc), s | | 4.5 | | 4.5 | | | | 4.5 |
| Max Green Setting (Gmax), s | | 18.0 | | 18.0 | | | | 18.0 |
| Max Q Clear Time (g_c+I1), s | | 8.0 | | 15.0 | | | | 9.9 |
| Green Ext Time (p_c), s | | 2.3 | | 1.2 | | | | 3.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.2 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10.8 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 17 | 5 | 7 | 14 | 40 | 3 | 135 | 4 | 41 | 346 | 10 |
| Future Vol, veh/h | 10 | 17 | 5 | 7 | 14 | 40 | 3 | 135 | 4 | 41 | 346 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 18 | 5 | 8 | 15 | 43 | 3 | 147 | 4 | 45 | 376 | 11 |
| 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 | 8.6 | 8.5 | 8.8 | 12.1 |
| HCM LOS | A | A | A | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 2% | 31% | 11% | 10% |
| Vol Thru, % | 95% | 53% | 23% | 87% |
| Vol Right, % | 3% | 16% | 66% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 142 | 32 | 61 | 397 |
| LT Vol | 3 | 10 | 7 | 41 |
| Through Vol | 135 | 17 | 14 | 346 |
| RT Vol | 4 | 5 | 40 | 10 |
| Lane Flow Rate | 154 | 35 | 66 | 432 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.199 | 0.051 | 0.091 | 0.523 |
| Departure Headway (Hd) | 4.632 | 5.308 | 4.92 | 4.365 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 773 | 672 | 726 | 824 |
| Service Time | 2.667 | 3.36 | 2.966 | 2.394 |
| HCM Lane V/C Ratio | 0.199 | 0.052 | 0.091 | 0.524 |
| HCM Control Delay | 8.8 | 8.6 | 8.5 | 12.1 |
| HCM Lane LOS | A | A | A | B |
| HCM 95th-tile Q | 0.7 | 0.2 | 0.3 | 3.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 17 | 202 | 11 | 8 | 112 | 99 | 9 | 32 | 3 | 81 | 47 | 240 |
| Future Vol, veh/h | 17 | 202 | 11 | 8 | 112 | 99 | 9 | 32 | 3 | 81 | 47 | 240 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 220 | 12 | 9 | 122 | 108 | 10 | 35 | 3 | 88 | 51 | 261 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 230 | 0 | 0 | 232 | 0 | 0 | 612 | 510 | 226 | 475 | 462 | 176 |
| Stage 1 | - | - | - | - | - | - | 262 | 262 | - | 194 | 194 | - |
| Stage 2 | - | - | - | - | - | - | 350 | 248 | - | 281 | 268 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1338 | - | - | 1336 | - | - | 405 | 467 | 813 | 500 | 497 | 867 |
| Stage 1 | - | - | - | - | - | - | 743 | 691 | - | 808 | 740 | - |
| Stage 2 | - | - | - | - | - | - | 666 | 701 | - | 726 | 687 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1338 | - | - | 1336 | - | - | 256 | 456 | 813 | 461 | 486 | 867 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 256 | 456 | - | 461 | 486 | - |
| Stage 1 | - | - | - | - | - | - | 732 | 681 | - | 796 | 734 | - |
| Stage 2 | - | - | - | - | - | - | 430 | 695 | - | 676 | 677 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0.3 | 15.1 | 18 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 404 | 1338 | - | - | 1336 | - | - | 670 |
| HCM Lane V/C Ratio | 0.118 | 0.014 | - | - | 0.007 | - | - | 0.597 |
| HCM Control Delay (s) | 15.1 | 7.7 | 0 | - | 7.7 | 0 | - | 18 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 13.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 394 | 0 | 80 | 6 | 92 | 60 | 11 | 50 | 1 |
| Future Vol, veh/h | 0 | 0 | 0 | 394 | 0 | 80 | 6 | 92 | 60 | 11 | 50 | 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 428 | 0 | 87 | 7 | 100 | 65 | 12 | 54 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 269 | 258 | 55 | 226 | 226 | 133 | 55 | 0 | 0 | 165 | 0 | 0 |
| Stage 1 | 79 | 79 | - | 147 | 147 | - | - | - | - | - | - | - |
| Stage 2 | 190 | 179 | - | 79 | 79 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 684 | 646 | 1012 | 729 | 673 | 916 | 1550 | - | - | 1413 | - | - |
| Stage 1 | 930 | 829 | - | 856 | 775 | - | - | - | - | - | - | - |
| Stage 2 | 812 | 751 | - | 930 | 829 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 612 | 637 | 1012 | 721 | 664 | 916 | 1550 | - | - | 1413 | - | - |
| Mov Cap-2 Maneuver | 612 | 637 | - | 721 | 664 | - | - | - | - | - | - | - |
| Stage 1 | 925 | 822 | - | 852 | 771 | - | - | - | - | - | - | - |
| Stage 2 | 731 | 747 | - | 922 | 822 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 19.8 | 0.3 | 1.3 |
| HCM LOS | A | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1550 | - | - | - | 748 | 1413 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.689 | 0.008 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 0 | 19.8 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | A | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 5.6 | 0 | - | - |