

APPENDIX H

TRAFFIC STUDY

TRAFFIC IMPACT STUDY FOR

McGREGOR SUBDIVISION DEVELOPMENT DONNELLY, ID

DATE:

November 21, 2023

LOCATION:

Donnelly, ID

PREPARED FOR:

Park Pointe Development
6223 N. Discovery Way, Suite 120
Boise, ID 83713

PREPARED BY:

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Traffic Impact Study for
Sunset Ridge Residential Development
NV-3123086.00

N|V|5

EXECUTIVE SUMMARY

This traffic impact study was prepared in accordance with the Idaho Transportation Department guidelines provided by ITD District 3 . It evaluates the traffic impacts associated with the McGregor Subdivision located south of Donnelly, ID. The study's findings and recommendations are summarized below.

Proposed Development

McGregor is a proposed development consisting of 335 single-family dwelling units on a 158.71-acre parcel located south of Loomis Lane and West of Old State Road in Valley County. The development is planned to be constructed over the next fifteen years and will be completed by 2038. The proposed development is expected to generate 3,404 daily trips, 236 AM peak hour trips, and 403 PM peak hour trips. Access to the site will be provided at one location via Loomis Lane and two locations along Old State Road. The primary roadway network serving this proposed subdivision includes the following roadway intersections:

1. Loomis Lane & Old State Road
2. Loomis Lane & State Highway 55
3. Old State Road & State Highway 55
4. Future Site Driveway 1 & Loomis Lane
5. Future Site Driveway 2 & Old State Road
6. Future Site Driveway 3 & Old State Road

Proposed Mitigation for Existing Traffic (2023)

Traffic conditions were analyzed with the current roadway lane configurations and intersection control. All intersections perform above acceptable LOS D and no mitigations are recommended.

Proposed Mitigation for Background Traffic (No-Build 2038)

Traffic conditions were analyzed with current roadway lane configurations for the year 2038. All intersections perform above acceptable LOS D and no mitigations are recommended.

Proposed Mitigation for Site Plus Background Traffic (Build 2038)

Traffic conditions were analyzed with the site plus background traffic for the year 2038. All intersections perform above acceptable LOS D and no mitigations are required.

Turn Lane Evaluations

- A right turn lane is warranted during the No-Build 2028 condition for the southbound right turn movement at the intersection of Old State Road and State Highway 55.
- A southbound right turn lane and northbound left turn lane for the intersection of Loomis Lane and State Highway 55 is warranted during the build year of 2033.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
Proposed Development	1
Existing Conditions.....	5
A.1. Transportation Facilities	5
A.1.1. Roadways	5
A.1.2. Transit Service.....	5
A.1.3. Bicycle and Pedestrian Facilities	5
A.1.4. Geometrics	5
A.2. Traffic Volume	5
A.3. Existing Levels of Service	8
Background Conditions	9
B.1. Planned Roadway and Approved Development Projects	9
B.2. Background Data (No-Build 2038)	9
B.3. Background Levels of Service	11
Projected Traffic	12
C.1. Project Trip Generation (Build 2038).....	12
C.2. Site Access & Circulation.....	13
C.3. Internal Capture Adjustment.....	13
C.4. Trip Distribution and Assignment.....	15
C.5. Condition Capacity Analysis (Build 2038)	19
Conclusions and Recommendations	20
D.1. Capacity Analysis Conclusions	20
D.2. Proposed Mitigation for Existing Traffic (2023)	20
D.3. Proposed Mitigation for Background Traffic (No-Build 2038).....	20
D.4. Proposed Mitigation for Site Plus Background Traffic (Build 2038).....	20
D.5. Turn Lane Evaluations	20
APPENDIX A: Site Plan	A
APPENDIX B: Traffic Counts.....	B
APPENDIX C: HCM Reports.....	C
APPENDIX D: Turn Lane Warrant	D
APPENDIX E: Growth Rate Calculations.....	E

LIST OF TABLES

Table 1: Roadway Classification	5
Table 2: Level of Service Criteria	8
Table 3: Intersection Level of Service Results – Existing Conditions (2023)	8
Table 4: Intersection Level of Service Results – Background Growth (No-Build 2038).....	11
Table 5: Trip Generation (Build 2038).....	12
Table 6: Trip Generation Adjusted for Internal Capture (Build 2038).....	12
Table 7: Intersection Level of Service Results – 2038 Build Conditions	19

LIST OF FIGURES

Figure 1. Vicinity Map	2
Figure 2. Site Aerial and Study Intersections	3
Figure 3. Development Site Plan with Phasing	4
Figure 4. Roadway Geometrics	6
Figure 5. Existing Traffic Volumes (2023)	7
Figure 6. No-Build Traffic Volume (2038).....	10
Figure 7. Conceptual Site Plan.....	14
Figure 8. Trip Distribution.....	16
Figure 9. Total Project Trips.....	17
Figure 10. Build 2038 Traffic Volumes	18

Proposed Development

A new residential subdivision is proposed for development along Loomis Lane and Old State Road about 2.25 miles south of Donnelly, Idaho. The proposed development will consist of 335 single-family homes. The development will include a Community/Open Space/Public Park containing a Skating Rink, a Community Center, as well as a possible Beer/Wine/Coffee Pub. The Community/Open Space/Public Park area will also dedicate an area for an outdoor concert/food truck court. One access driveway is proposed on Loomis Lane. A second and third access will be provided via Old State Road.

The existing site is a Planned Unit Development located within Valley County just outside Donnelly City limits and is currently zoned 101 Irrigated Crop Land. Buildout of the subdivision is expected to occur in three stages, Phase 1&2 to be completed by year 2028, Phases 3&4 to be completed by 2033, and Phases 5&6 to be completed by 2038.

The following intersections were examined as part of this study:

1. Loomis Lane & Old State Road
2. Loomis Lane & State Highway 55
3. Old State Road & State Highway 55
4. Future Site Driveway 1 & Loomis Lane
5. Future Site Driveway 2 & Old State Road
6. Future Site Driveway 3 & Old State Road

The site's location is shown in **Figure 1**. The intersections studied for this development are shown in **Figure 2**. The proposed site plan with phasing is shown in **Figure 3**.

Figure 1. Vicinity Map

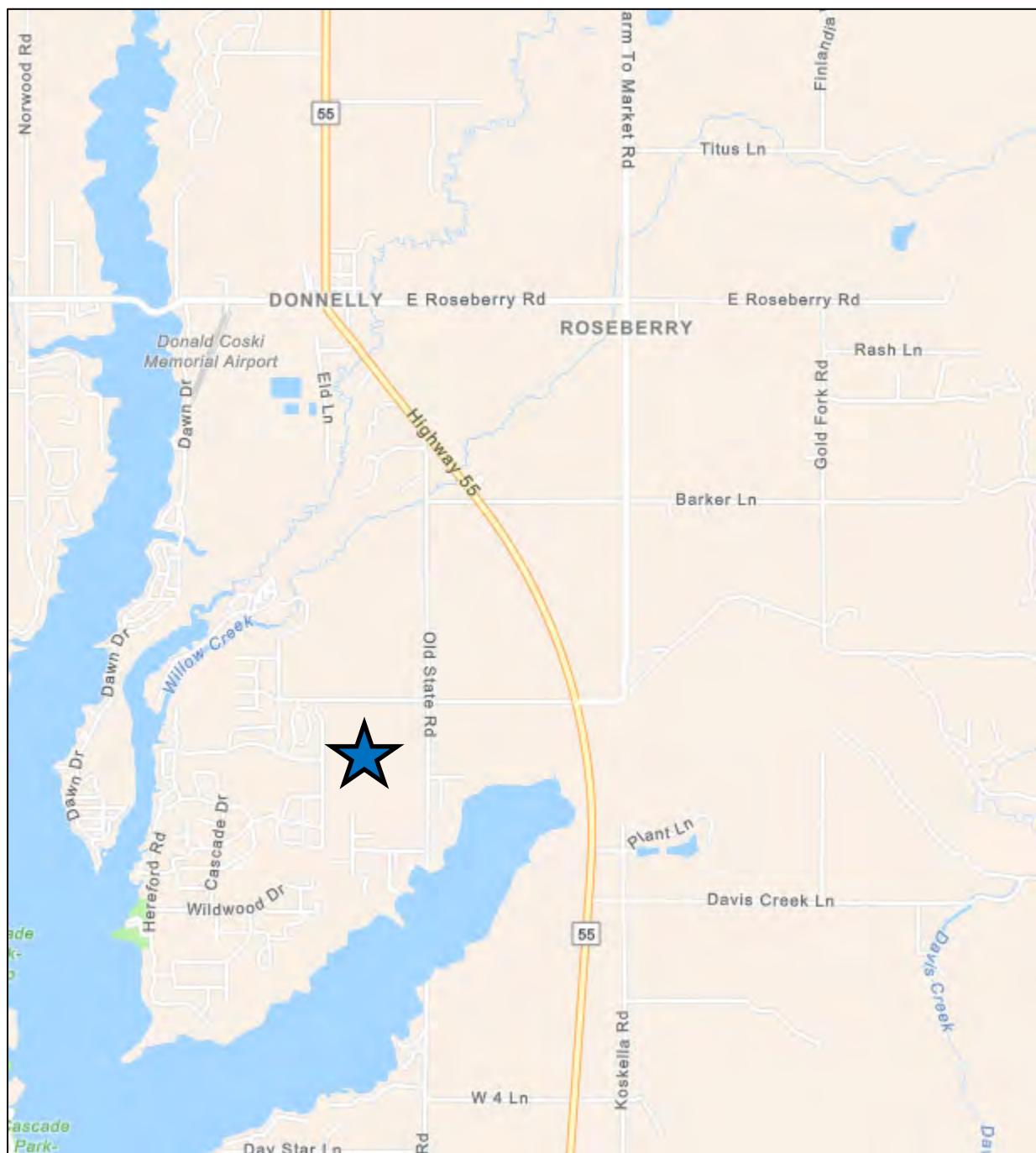


Figure 2. Site Aerial and Study Intersections

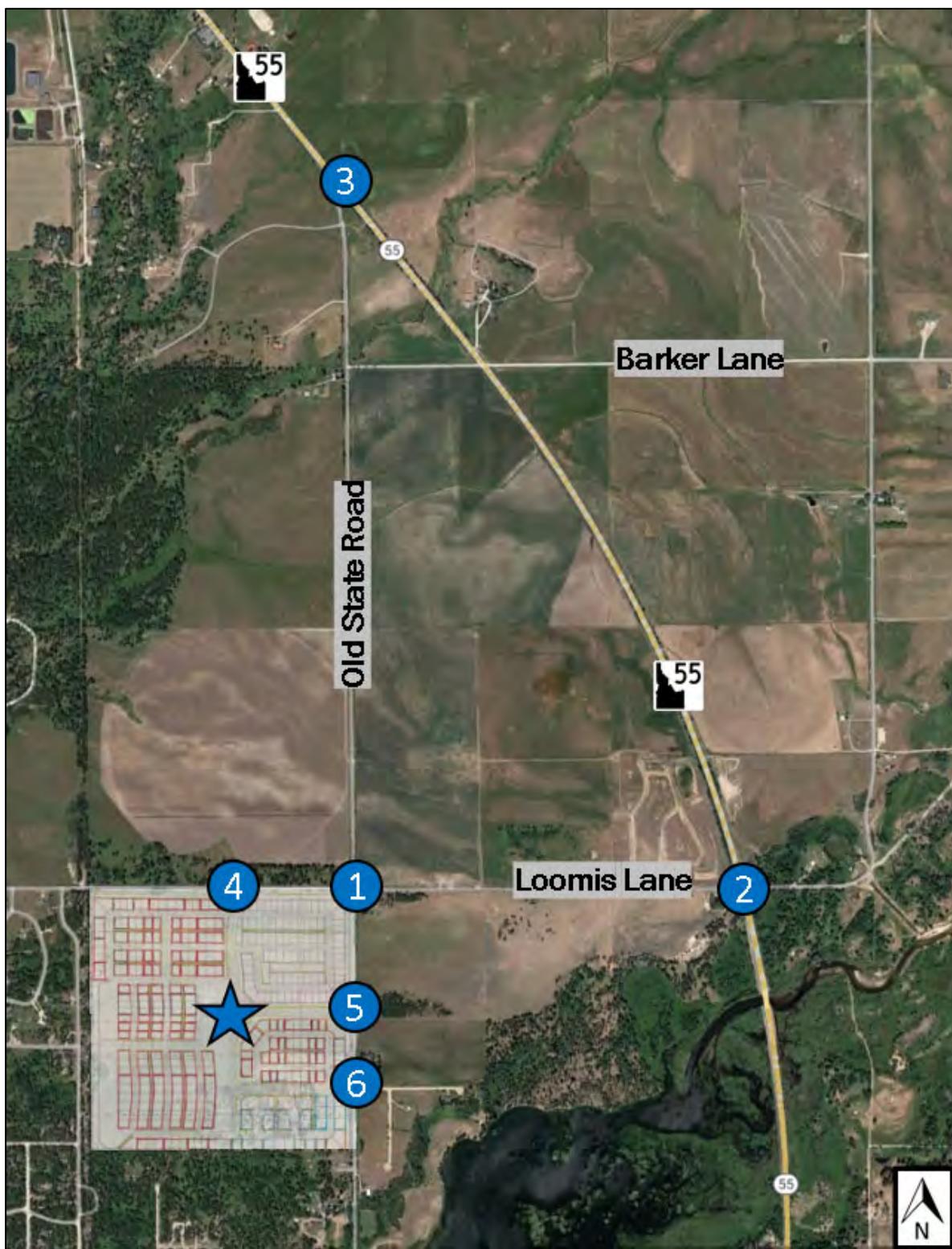
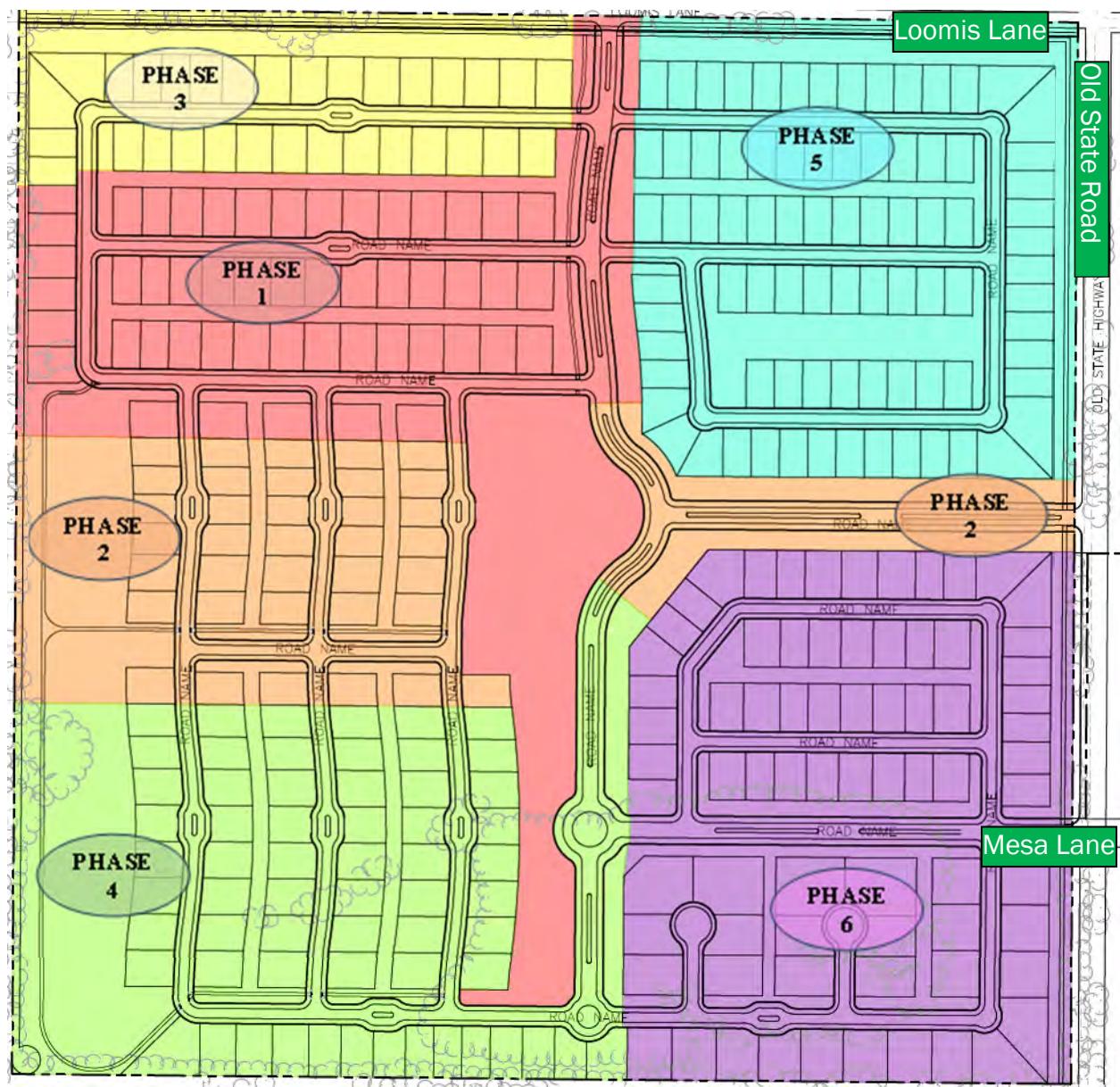


Figure 3. Development Site Plan with Phasing



- Phases 1&2 to be completed in 2028
- Phases 3&4 to be completed in 2033
- Phases 5&6 to be completed in 2038

Existing Conditions

A.1. Transportation Facilities

A.1.1. Roadways

Loomis Lane is an east-west county-maintained roadway with one lane in each direction. The roadway is classified as a Local Rural roadway with a posted speed limit of 35 miles per hour (mph).

Old State Road is a north-south county-maintained roadway with one lane in each direction. The roadway is classified as a Local Rural roadway with a posted speed limit of 35 mph.

State Highway 55 is a north-south state-maintained roadway with one lane in each direction. The roadway is classified as a Principal Arterial with a posted speed limit of 65 mph in the study area.

Table 1: Roadway Classification

Roadway	Classification ¹	Cross Section	Posted Speed	AADT ² (vpd)
Loomis Lane	Local Rural	2-lane Undivided	35 mph	1,168
Old State Road	Local Rural	2-lane Undivided	35 mph	167 (south of Loomis Ln)
State Highway 55	Principal Arterial	2-lane Undivided	65 mph	4,768

¹ Source: Idaho Transportation Department (ITD) Statewide Functional Classification Map

² Source: 2023 Field Collected Data

A.1.2. Transit Service

There are no transit routes available in the immediate vicinity.

A.1.3. Bicycle and Pedestrian Facilities

Bicycle lanes are not present along Loomis Lane, Old State Road, or State Highway 55. Sidewalks are not present within the study area.

A.1.4. Geometrics

All intersections are stop-controlled at the minor roadway. The specific roadway lanes and traffic control designation are shown in **Figure 4**.

A.2. Traffic Volume

New peak hour intersection turning movement counts were collected on Wednesday, November 8, 2023. Intersection turning movement counts were recorded between 7:00 AM and 9:00 AM to isolate the AM peak hour condition, and again between 4:00 PM and 6:00 PM to isolate the PM peak hour conditions. In addition, 24-hour tube counts were collected along Loomis Lane and along Old State Road. Existing traffic Volumes are shown in **Figure 5**.

Figure 4. Roadway Geometrics

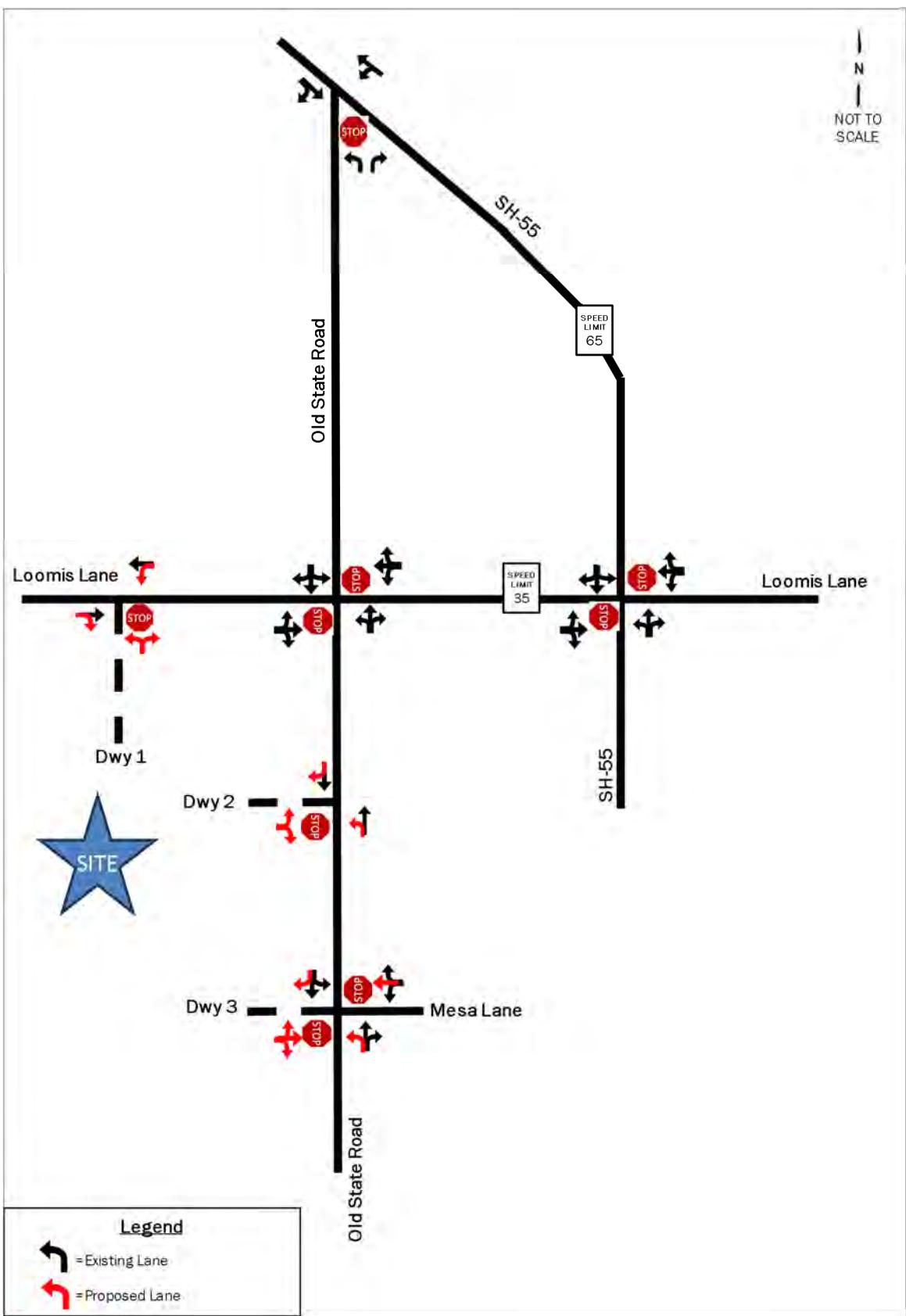
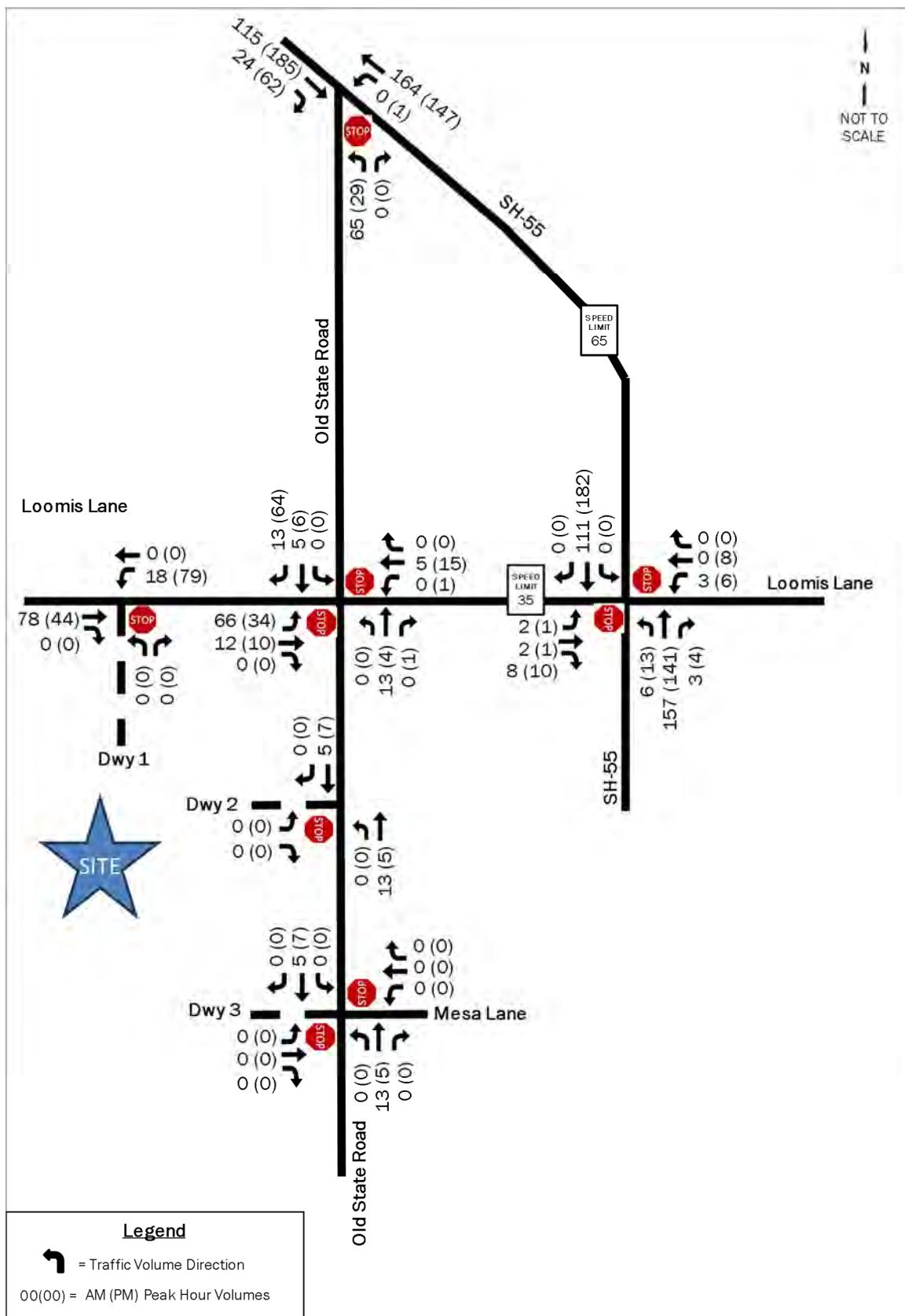


Figure 5. Existing Traffic Volumes (2023)



A.3. Existing Levels of Service

Intersection LOS was evaluated using the Highway Capacity Manual (HCM) 7th Edition methodology and Synchro 12® software. Each of the intersections within the study area were evaluated under existing traffic control, lane configuration and peak hour volumes.

Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), ranging from A to F as seen in **Table 2**. Valley County and Idaho Transportation Department, following general accepted practice, recognizes LOS D with a volume to capacity (v/c) of 0.90 or better as an acceptable LOS for both signalized and unsignalized intersections.

Table 2: Level of Service Criteria

LOS	Signalized Intersections	Unsignalized
	Ave Control Delay	Ave Control Delay (s/veh)
A	0.0 to 10.0	0.0 to 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	80.1 and higher	50.1 and higher

The results of the existing conditions analysis are shown in **Table 3**. Movements that appear highlighted in red are LOS F and those in orange are LOS E.

Table 3: Intersection Level of Service Results – Existing Conditions (2023)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Loomis Ln. & Old State Road	Side-Street Stop Control	EB	A	9.1	A	9.2
			WB	A	9.2	A	9.5
			NB	A	0.0	A	0.0
			SB	A	0.0	A	0.0
2	Loomis Ln. & SH55	Side-Street Stop Control	EB	A	9.6	A	9.7
			WB	B	10.7	B	11.7
			NB	A	0.3	A	0.6
			SB	A	0.0	A	0.0
3	Old State Road & SH55	Side-Street Stop Control	EB	A	0.0	A	0.0
			WB	A	0.0	A	0.0
			NB	B	10.9	B	11.3

As shown in **Table 3**, all intersections currently operate at acceptable levels of service.

Background Conditions

B.1. Planned Roadway and Approved Development Projects

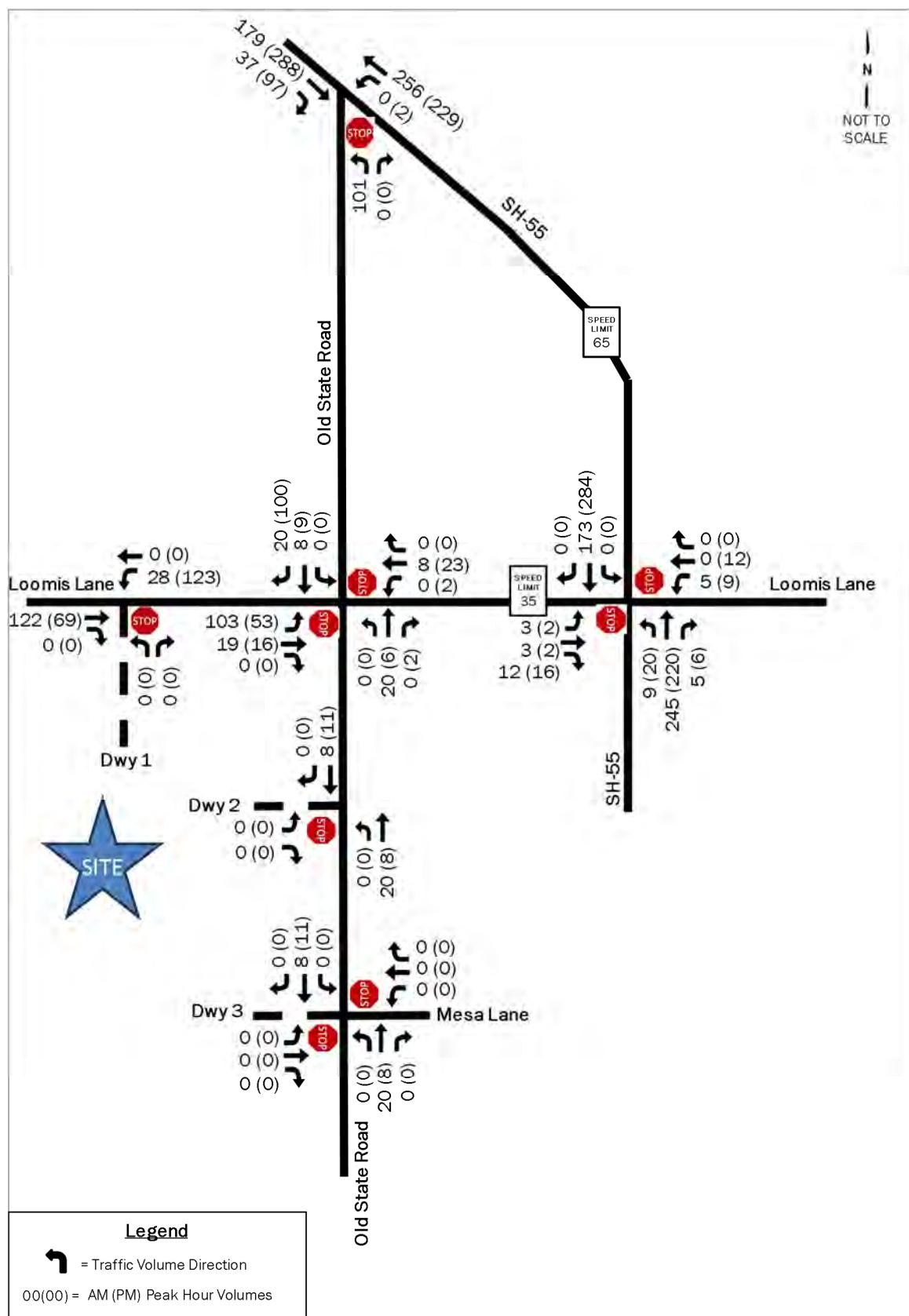
There are no known improvements planned around the study area.

B.2. Background Data (No-Build 2038)

Without a metropolitan planning organization in the study area, existing volume trends along State Highway 55 from the Idaho Transportation Department Roadway Data Section have been used to indicate a historical growth rate of 3.0% for the roadway network. This was determined using data from ATR #243(north of Donnelly) and ATR #43 (south of Donnelly) for the years of 2013 through 2022. During the Covid-19 pandemic of 2020-2022 the traffic patterns recorded did not appear to be significantly affected, so no adjustments were made. See growth rate charts and calculations in **Appendix**.

For the purpose of this study the development is expected to be built in three stages of construction and will be completed in the year 2038. A conservative **3% growth rate** was applied to the existing volumes to reflect ambient growth in the study areas up to the year 2038. **Figure 6** shows the Existing + Background Growth traffic volume, i.e., No-Build Traffic (2038). Background data for the years 2028 and 2033 are provided in the **Appendix**.

Figure 6. No-Build Traffic Volume (2038)



B.3. Background Levels of Service

The existing plus background growth levels of services for intersections of the background year 2038 are shown in **Table 4** below. Background level of service for the years 2028 and 2033 are provided in the **Appendix**.

Table 4: Intersection Level of Service Results – Background Growth (No-Build 2038)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Loomis Ln. & Old State Road	Side-Street Stop Control	EB	A	9.5	A	9.6
			WB	A	9.3	A	9.8
			NB	A	0.0	A	0.0
			SB	A	0.0	A	0.0
2	Loomis Ln. & SH55	Side-Street Stop Control	EB	B	10.4	B	10.9
			WB	B	12.6	B	14.5
			NB	A	0.3	A	0.6
			SB	A	0.0	A	0.0
3	Old State Road & SH55	Side-Street Stop Control	EB	A	0.0	A	0.0
			WB	A	0.0	A	0.1
			NB	B	13.5	B	14.0

As shown in Table 4, all intersections have a slight increase in delays from existing conditions and perform at acceptable levels of service for the background year of 2038.

Projected Traffic

C.1. Project Trip Generation (Build 2038)

Data for each of the three stages of development is discussed below but will only show results of the full development buildout during the year 2038. Data for buildout years of 2028 and 2033 are provided in the [Appendix](#).

Phases 1&2 of the development will be constructed by the year 2028 and include 86 housing units. This stage of development will include a Community/Open Space/Public Park containing a Skating Rink, a Community Center, as well as a possible Beer/Wine/Coffee Pub. The Community/Open Space/Public Park area will also dedicate an area for an outdoor concert/food truck court. While the skating rink is considered seasonal, it will be operational for a long enough period to affect daily traffic patterns during its use. The outdoor concert/food truck court will be for special use occasions and would not contribute to the daily occurrence of traffic and has been omitted from the study.

Phases 3&4 of the development will be constructed by the year 2033 and include 179 total housing units, while Phases 5&6 of the development will be constructed by the year 2038 and include 335 total housing units.

The total number of trips generated by the proposed development was estimated using the Land Use Codes listed in the table below as provided in the *ITE Trip Generation Manual, 11th Edition*. **Table 5** provides a summary of the daily expected trip generation, AM peak hour trip generation, and PM peak hour trip generation of the proposed development.

Table 5: Trip Generation (Build 2038)

LUC	Detail	Factor	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
210	Single-Family Detached Housing	335 DU	3,068	58	166	224	195	115	310
411	Public Park	8.24 Ac	94	0	0	0	13	10	23
465	Skating Rink	17,000 SF	n/a	1	2	3	13	10	23
495	Rec. Comm. Center	4,000 SF	118	5	3	8	13	14	27
971	Brewery Tap	2,000 SF	124	1	0	1	12	8	20
Totals			3,404	65	171	236	246	157	403

C.2. Site Access & Circulation

During Phases 1&2 and 3&4, access to the site will be provided from one access point along Loomis Lane and one access point along Old State Road. During Phases 5&6 the third access along Old State Road will be constructed. Internal roadways will be constructed for connection between the access points. **Figure 7** shows the conceptual site plan.

C.3. Internal Capture Adjustment

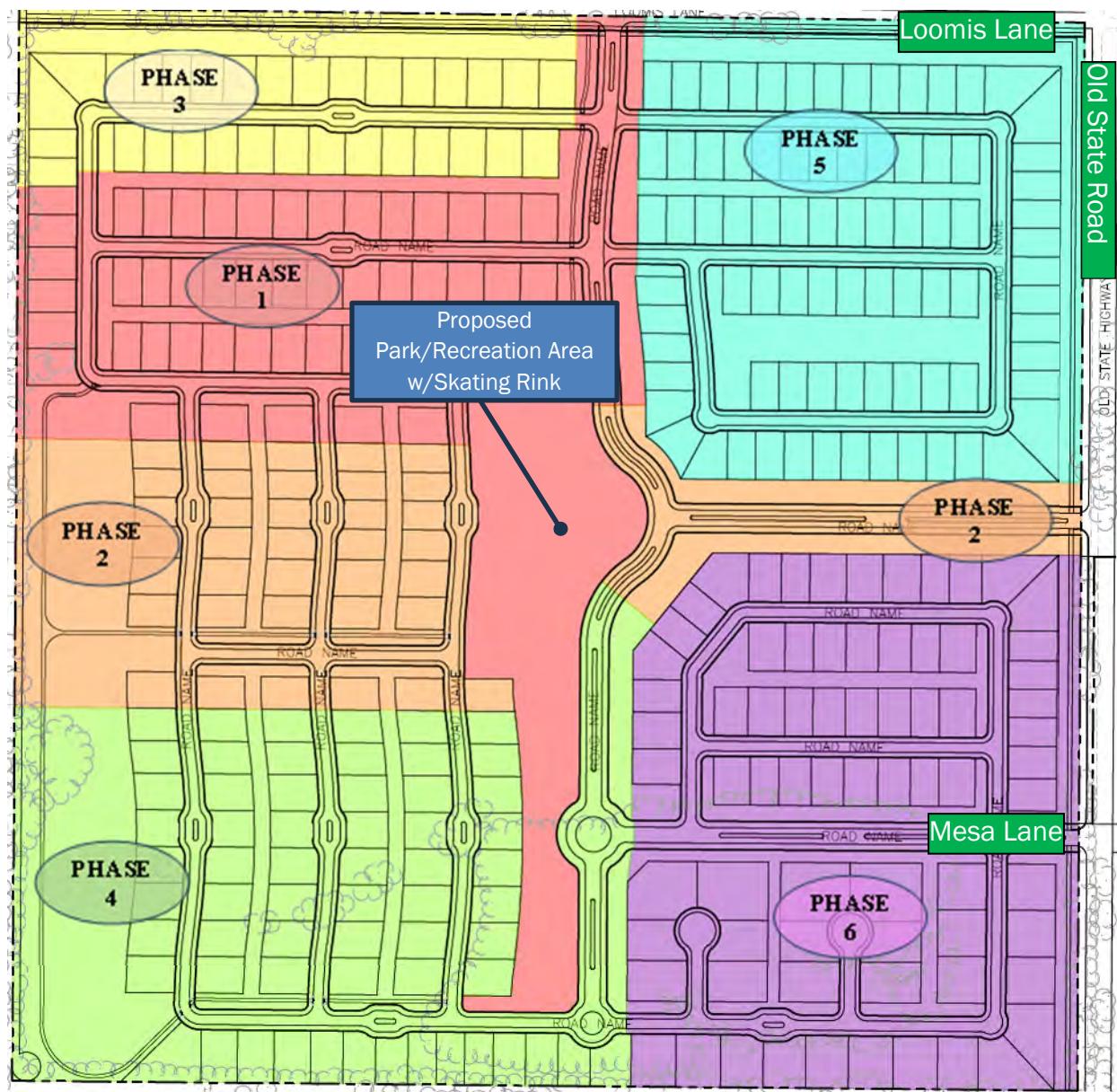
In an effort to avoid double counting of vehicular trips ,a 20% reduction in internal trips was applied for trips generated by the Community/Open Space/Public Park, Skating Rink, Community Center, and Pub. These trips are accounted for within the trips generated by Land Use Code 210. Updated trip generations are shown in **Table 6**.

Table 6: Trip Generation Adjusted for Internal Capture (Build 2038)

LUC	Detail	Factor	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
210	Single-Family Detached Housing	335 DU	3,068	58	166	224	195	115	310
411	Public Park	8.24 Ac	75	0	0	0	10	8	18
465	Skating Rink	17,000 SF	n/a	1	2	2	10	8	18
495	Rec. Comm. Center	4,000 SF	94	4	2	6	10	11	22
971	Brewery Tap	2,000 SF	99	1	0	1	10	6	16
Totals			3,337	64	170	234	236	149	384

(Trips highlighted in grey have been adjusted for 20% Internal Capture)

Figure 7. Conceptual Site Plan



C.4. Trip Distribution and Assignment

Site traffic was distributed in consideration of existing travel patterns, site layout, and other developments in the study area. It is assumed that 70% of the site traffic will head north towards Donnelly via SH 55 and 20% of traffic is assumed to head south towards Cascade via SH 55. 5% of traffic is expected to travel to the west of the development via Loomis Lane, while the remaining 5% is expected to travel to the southwest of the development via Old State Road.

The intersection-specific percentages and assignment of the site trips are shown in Figure 8. The total assigned traffic is shown in Figure 9. The future Build 2038 traffic volume is shown in Figure 10.

Figure 8. Trip Distribution (Build 2038)

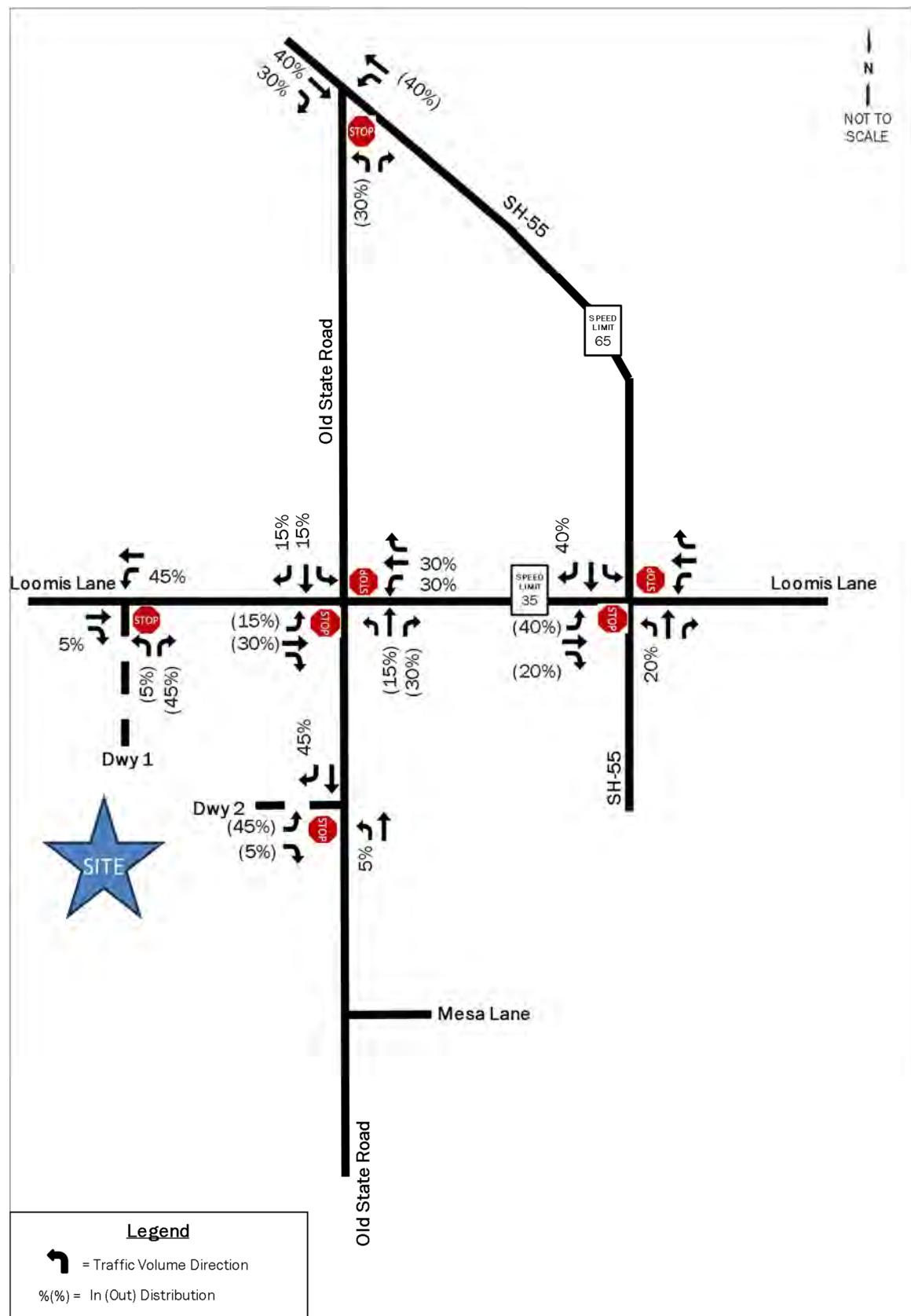


Figure 9. Total Project Trips (Build 2038)

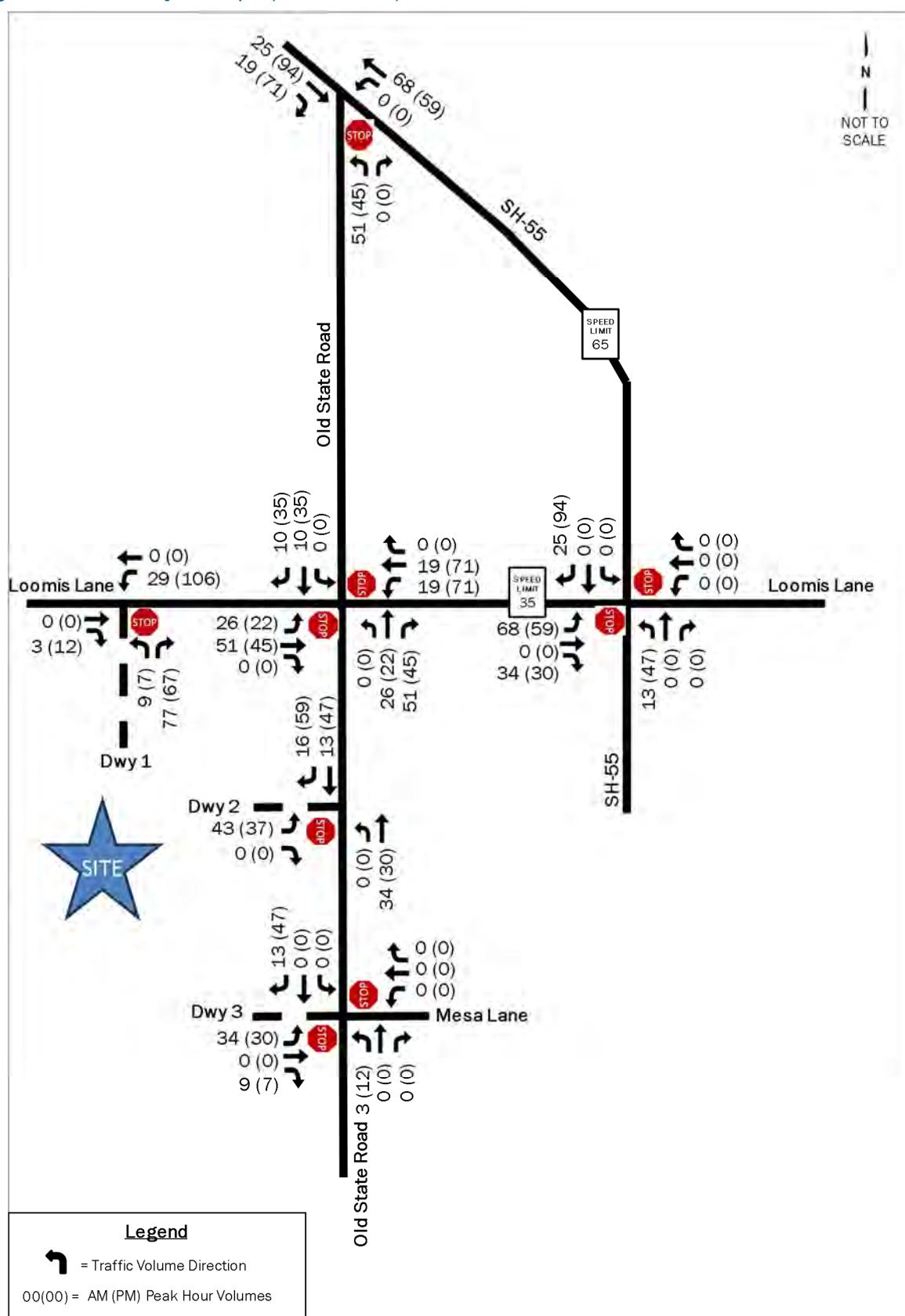
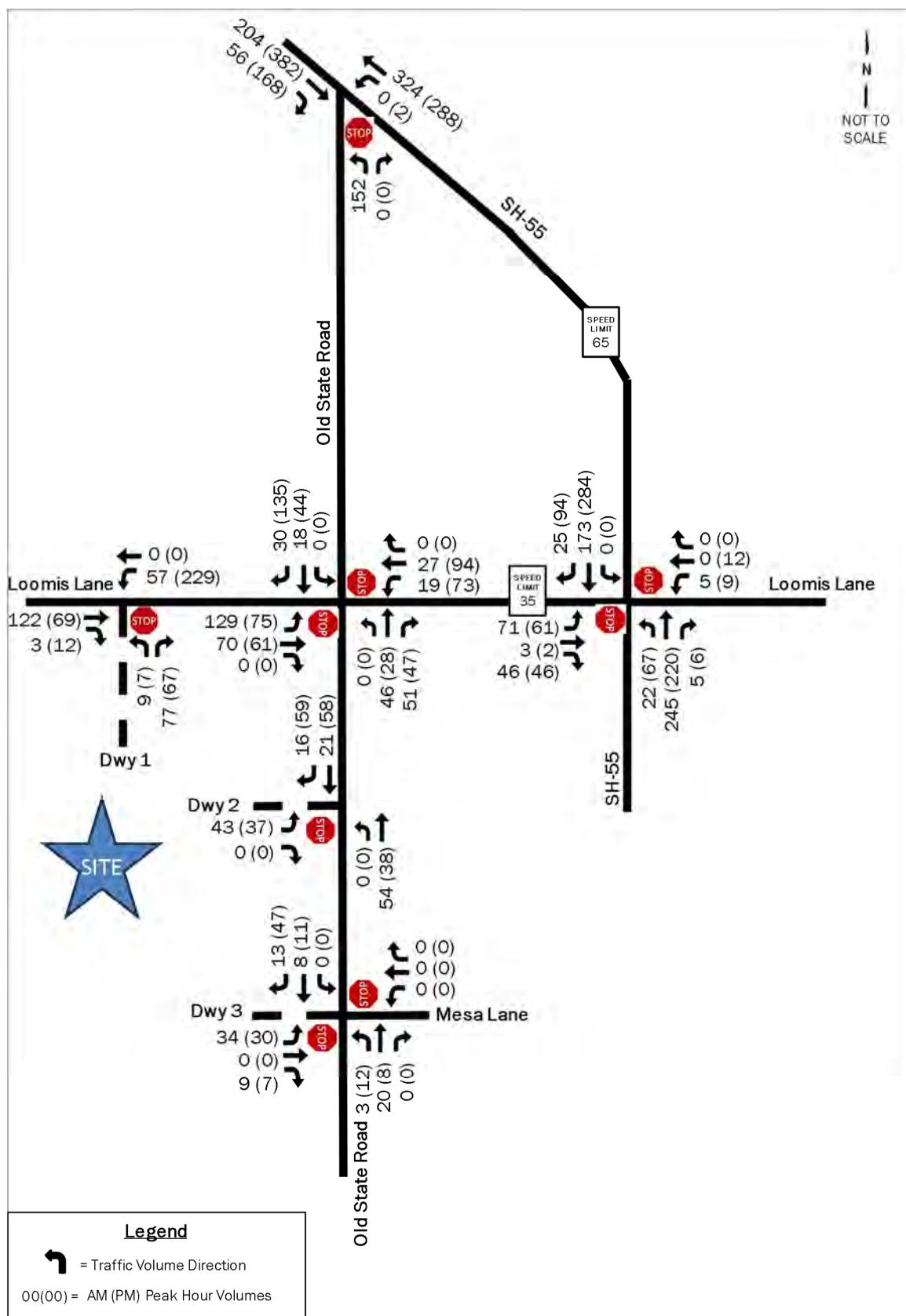


Figure 10. Build Traffic Volumes (Build 2038)



C.5. Condition Capacity Analysis (Build 2038)

The results of Build 2038 conditions capacity for intersection are shown in **Table 7** and include the analysis of the volumes shown in **Figure 10**. Build 2028 and 2033 results are shown in the **Appendix**.

Table 7: Intersection Level of Service Results –Build 2038 Conditions

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Loomis Ln. & Old State Road	Side-Street Stop Control	EB	B	11.0	B	11.8
			WB	B	10.1	B	11.8
			NB	A	0.0	A	0.0
			SB	A	0.0	A	0.0
2	Loomis Ln. & SH55	Side-Street Stop Control	EB	B	13.4	C	17.7
			WB	B	13.3	C	17.8
			NB	A	0.6	A	1.8
			SB	A	0.0	A	0.0
3	Old State Road & SH55	Side-Street Stop Control	EB	A	0.0	A	0.0
			WB	A	0.0	A	0.1
			NB	C	17.1	C	19.1
4	Driveway 1 Loomis Ln.	Side-Street Stop Control	EB	A	0.0	A	0.0
			WB	A	7.6	A	7.8
			NB	A	9.5	A	9.6
5	Driveway 2 Old State Road	Side-Street Stop Control	EB	A	9.2	A	9.3
			NB	A	0.0	A	0.0
			SB	A	0.0	A	0.0
6	Driveway 3 Old State Road	Side-Street Stop Control	EB	A	8.9	A	9.0
			WB	A	0.0	A	0.0
			NB	A	1.0	A	4.3
			SB	A	0.0	A	0.0

As volume increases in the study area, the study intersections will see slight increases in delays as compared to existing and background conditions. All intersections are shown to operate at acceptable levels of service for Build 2038 conditions.

Conclusions and Recommendations

This traffic impact study was prepared in accordance with the Idaho Transportation Department guidelines provided by ITD District 3. It evaluates the traffic impacts to the surrounding roadway network associated with the McGregor Subdivision. The study's findings and recommendations are summarized below.

D.1. Capacity Analysis Conclusions

An analysis of the v/c ratios, LOS, delay, and expected queuing shows that there appears to be no projected issues at the study intersections. Delays are expected to increase slightly with the full build of the development, but all intersections perform above acceptable LOS D.

D.2. Proposed Mitigation for Existing Traffic (2023)

All intersections perform above acceptable LOS D and no mitigations are recommended.

D.3. Proposed Mitigation for Background Traffic (No-Build 2038)

All intersections perform above acceptable LOS D and no mitigations are recommended.

D.4. Proposed Mitigation for Site Plus Background Traffic (Build 2038)

All intersections perform above acceptable LOS D and no mitigations are recommended.

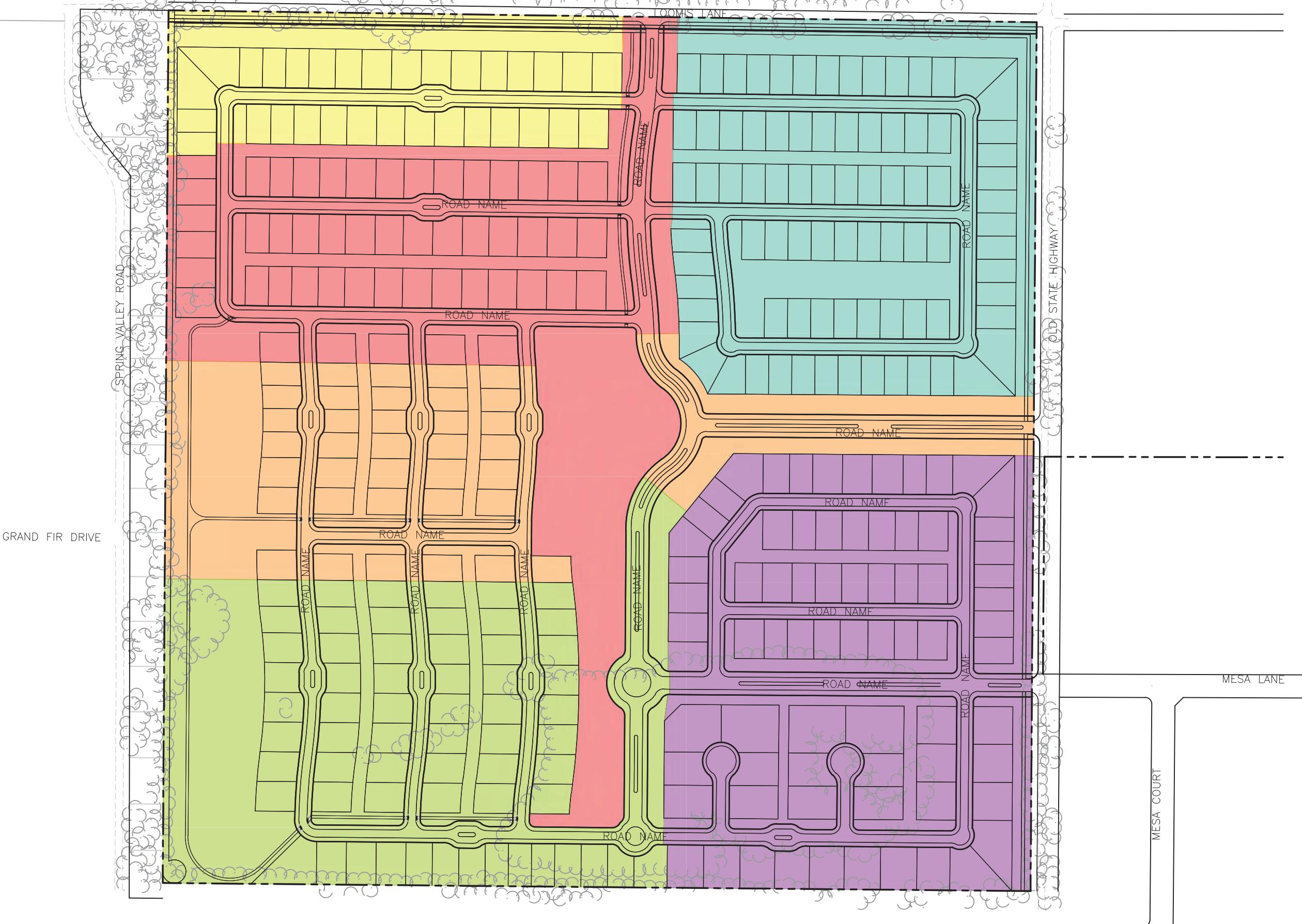
D.5. Turn Lane Evaluations

Right-turn lanes were analyzed for all intersections using the *Idaho Supplementary Guidance to the MUTCD Figure 3B-1 Right-Turn Lane Warrant*. Left-turn lanes were analyzed for all intersections using AASHTO Green Book Table 9-23 Guide for Left-Turn Lanes on Two-Lane Highways. Figures are provided in the [Appendix](#).

- A right turn lane is warranted during the No-Build 2028 condition for the southbound right turn movement at the intersection of Old State Road and State Highway 55.
- A southbound right turn lane and northbound left turn lane for the intersection of Loomis Lane and State Highway 55 is warranted during the build year 2033.

APPENDIX

APPENDIX A: Site Plan



DEVELOPMENT DATA:

PHASE 1:
AREA – 31.84 ACRES
RESIDENTIAL LOTS – 50 LOTS
STREET – 6 PRIVATE
OPEN SPACE – 14.70 ACRES
DENSITY – 1.57 DU/ACRE

PHASE 2:
AREA – 22.69 ACRES
RESIDENTIAL LOTS – 36 LOTS
STREET – 6 PRIVATE
OPEN SPACE – 9.61 ACRES
DENSITY – 1.59 DU/ACRE

PHASE 3:
AREA – 12.62 ACRES
RESIDENTIAL LOTS – 31 LOTS
STREET – 1 PRIVATE
OPEN SPACE – 3.79 ACRES
DENSITY – 2.46 DU/ACRE

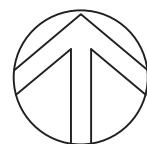
PHASE 4:
AREA – 30.54 ACRES
RESIDENTIAL LOTS – 62 LOTS
STREET – 4 PRIVATE
OPEN SPACE – 9.88 ACRES
DENSITY – 2.03 DU/ACRE

PHASE 5:
AREA – 28.22 ACRES
RESIDENTIAL LOTS – 82 LOTS
STREET – 2 PRIVATE
OPEN SPACE – 7.45 ACRES
DENSITY – 2.91 DU/ACRE

PHASE 6:
AREA – 32.79 ACRES
RESIDENTIAL LOTS – 74 LOTS
STREET – 6 PRIVATE
OPEN SPACE – 5.60 ACRES
DENSITY – 2.26 DU/ACRE

LEGEND:

- PROPERTY BOUNDARY
- ADJACENT PROPERTY LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LOT LINE
- EXISTING EDGE OF ASPHALT
- PROPOSED EDGE OF ASPHALT
- PROPOSED EDGE OF PATHWAY/SIDEWALK
- PHASE 1 AREA
- PHASE 2 AREA
- PHASE 3 AREA
- PHASE 4 AREA
- PHASE 5 AREA
- PHASE 6 AREA



0 75' 150' 300' 450'
SCALE: 1" = 150'

NO.	REVISION	BY	DATE	DESIGN				
				AMD				
				DRAWN	LJE			
				CHECKED	AMD			
				APPROVED	GTT			

APPENDIX B: Traffic Counts

Quality Counts

Idaho (208) 860-7554

Utah (801) 413-2993

Study: NV50049

Intersection: Old State Rd / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : Old State Rd & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 1

Groups Printed- General Traffic

	Old State Road From North					Loomis Lane From East					Old State Road From South					Loomis Lane From West						
	Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int.Total
07:00 AM		0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	15	0	17	22
07:15 AM		2	0	0	0	2	0	3	0	0	3	0	2	0	0	2	0	3	20	0	23	30
07:30 AM		8	2	0	0	10	0	1	0	0	1	0	6	0	0	6	0	1	14	0	15	32
07:45 AM		3	1	0	0	4	0	1	0	0	1	0	2	0	0	2	0	6	17	0	23	30
Total		13	5	0	0	18	0	5	0	0	5	0	13	0	0	13	0	12	66	0	78	114

08:00 AM		6	1	0	0	7	0	1	0	0	1	0	0	0	0	0	0	2	10	0	12	20
08:15 AM		3	1	0	0	4	0	2	1	0	3	0	0	0	0	0	0	4	10	0	14	21
08:30 AM		3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	11	0	11	16
08:45 AM		5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	14
Total		17	5	0	0	22	0	3	1	0	4	0	1	0	0	1	0	7	37	0	44	71

04:00 PM		6	0	0	0	6	0	3	0	0	3	0	0	1	0	1	0	3	7	0	10	20
04:15 PM		8	1	1	0	10	0	5	2	0	7	0	1	0	0	1	0	3	6	0	9	27
04:30 PM		15	3	0	0	18	0	3	0	0	3	0	0	0	0	0	0	3	5	0	8	29
04:45 PM		17	2	0	0	19	0	6	1	0	7	0	0	0	0	0	0	3	9	0	12	38
Total		46	6	1	0	53	0	17	3	0	20	0	1	1	0	2	0	12	27	0	39	114

05:00 PM		15	0	0	0	15	0	2	0	0	2	0	1	0	0	1	0	0	8	0	8	26
05:15 PM		17	1	0	0	18	0	4	0	0	4	1	3	0	0	4	0	4	12	0	16	42
05:30 PM		8	4	0	0	12	0	2	1	0	3	0	2	0	0	2	1	2	7	0	10	27
05:45 PM		13	1	1	0	15	0	5	0	0	5	0	2	1	0	3	0	0	11	0	11	34
Total		53	6	1	0	60	0	13	1	0	14	1	8	1	0	10	1	6	38	0	45	129
Grand Total		129	22	2	0	153	0	38	5	0	43	1	23	2	0	26	1	37	168	0	206	428
Apprch %		84.3	14.4	1.3	0		0	88.4	11.6	0		3.8	88.5	7.7	0		0.5	18	81.6	0		
Total %		30.1	5.1	0.5	0	35.7	0	8.9	1.2	0	10	0.2	5.4	0.5	0	6.1	0.2	8.6	39.3	0	48.1	

Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: Old State Rd / Loomis Lane

City, State: Donnelly, Idaho

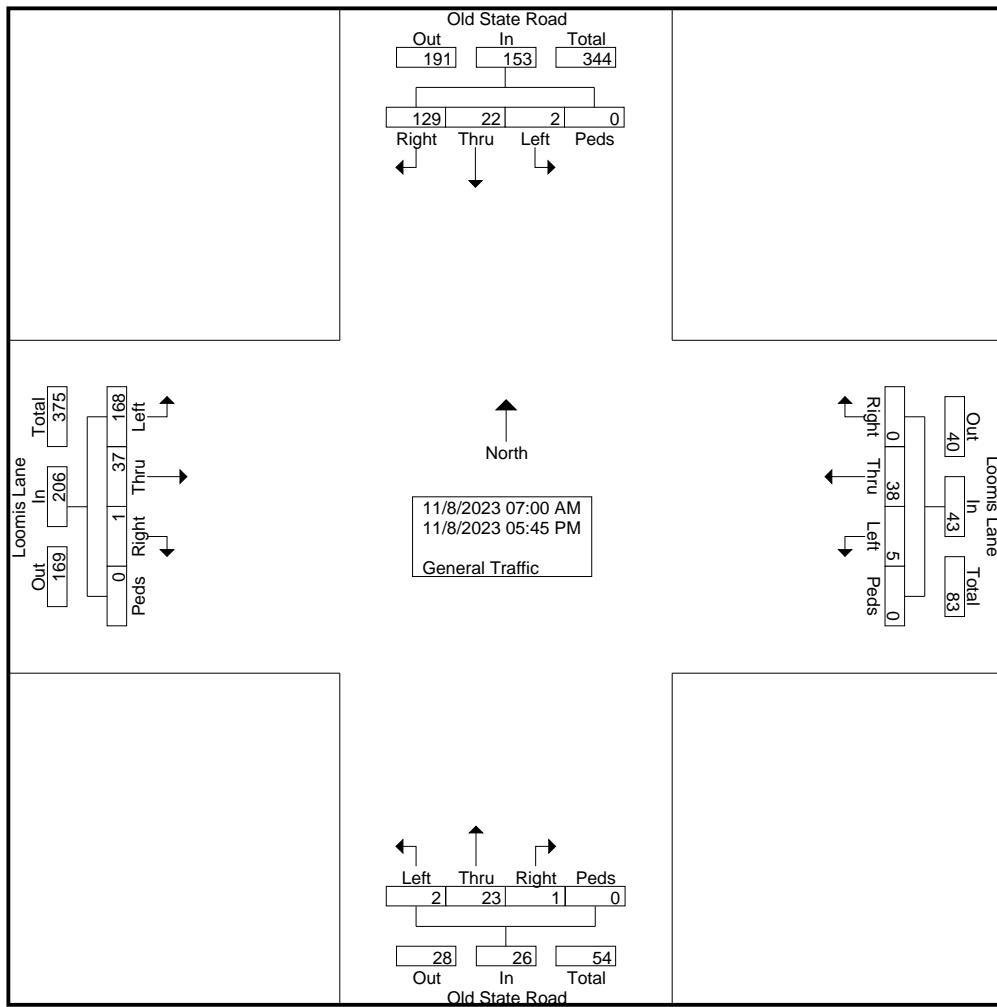
Control: Stop Sign

File Name : Old State Rd & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 2



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: Old State Rd / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

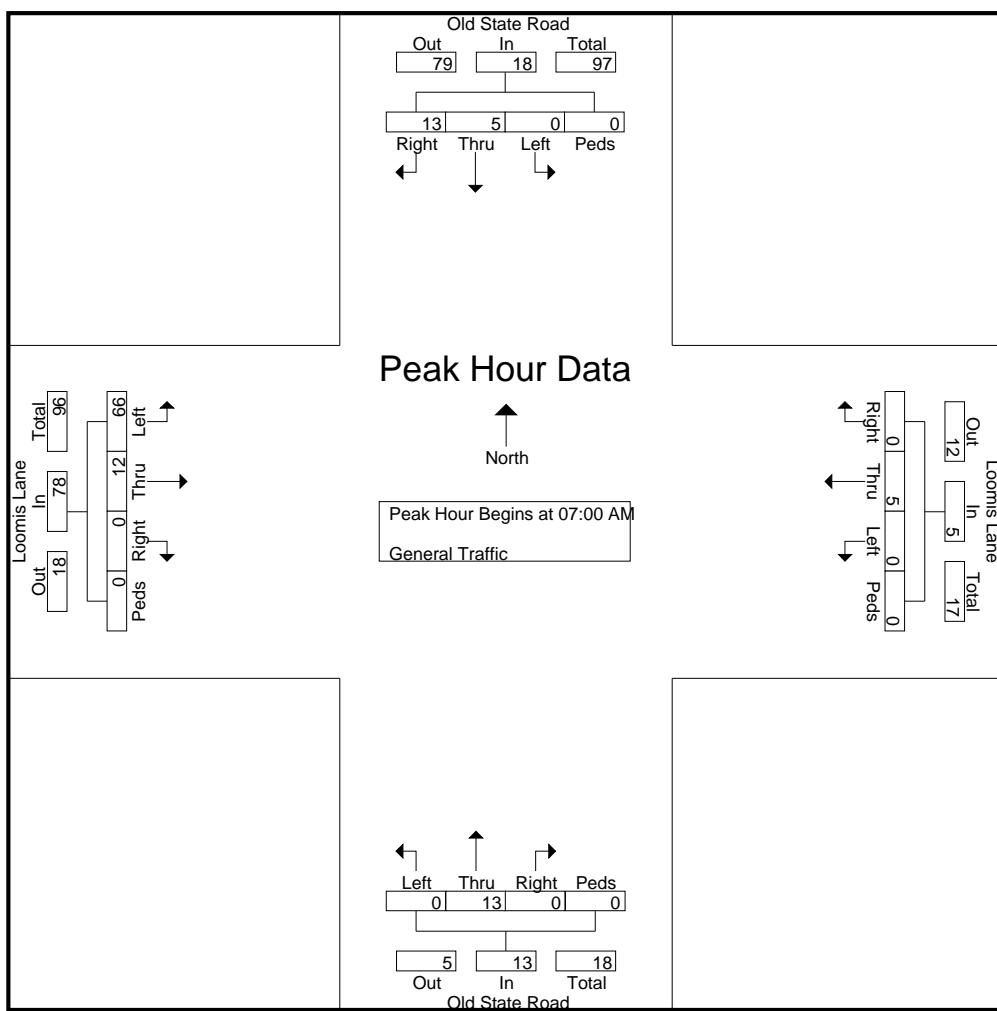
File Name : Old State Rd & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 3

Start Time	Old State Road From North					Loomis Lane From East					Old State Road From South					Loomis Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	15	0	17	22
07:15 AM	2	0	0	0	2	0	3	0	0	3	0	2	0	0	2	0	3	20	0	23	30
07:30 AM	8	2	0	0	10	0	1	0	0	1	0	6	0	0	6	0	1	14	0	15	32
07:45 AM	3	1	0	0	4	0	1	0	0	1	0	2	0	0	2	0	6	17	0	23	30
Total Volume	13	5	0	0	18	0	5	0	0	5	0	13	0	0	13	0	12	66	0	78	114
% App. Total	72.2	27.8	0	0		0	100	0	0		0	100	0	0		0	15.4	84.6	0		
PHF	.406	.625	.000	.000	.450	.000	.417	.000	.000	.417	.000	.542	.000	.000	.542	.000	.500	.825	.000	.848	.891



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: Old State Rd / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : Old State Rd & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

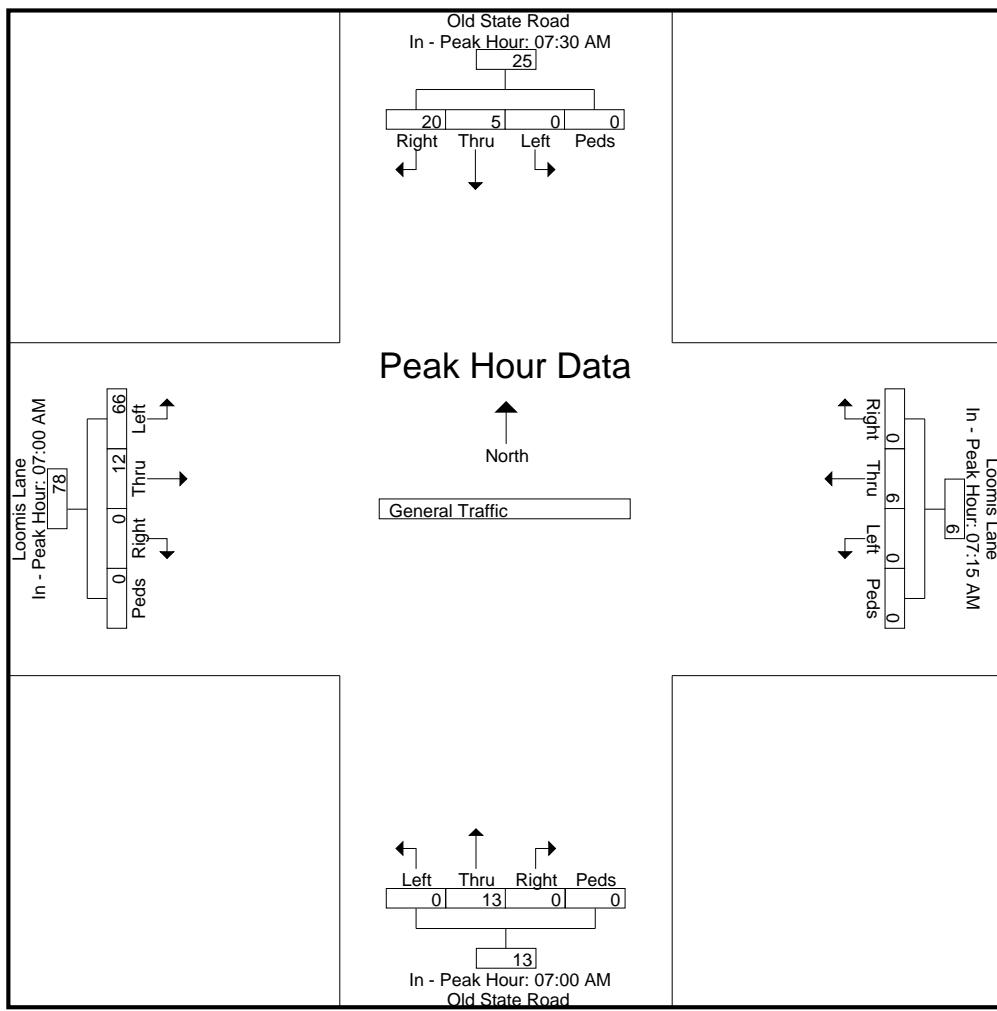
Page No : 4

	Old State Road From North					Loomis Lane From East					Old State Road From South					Loomis Lane From West					
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM	07:15 AM	07:00 AM	07:00 AM
+0 mins.	8 2 0 0 10	0 3 0 0 3	0 3 0 0 3	0 2 15 0 17
+15 mins.	3 1 0 0 4	0 1 0 0 1	0 2 0 0 2	0 3 0 0 23
+30 mins.	6 1 0 0 7	0 1 0 0 1	0 6 0 0 6	0 1 14 0 15
+45 mins.	3 1 0 0 4	0 1 0 0 1	0 2 0 0 2	0 6 17 0 23
Total Volume	20 5 0 0 25	0 6 0 0 6	0 13 0 0 13	0 12 66 0 78
% App. Total	80 20 0 0	0 100 0 0	0 100 0 0	0 15.4 84.6 0
PHF	.625 .625 .000 .000 .625	.000 .500 .000 .000 .500	.000 .542 .000 .000 .542	.000 .500 .825 .000 .848



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: Old State Rd / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

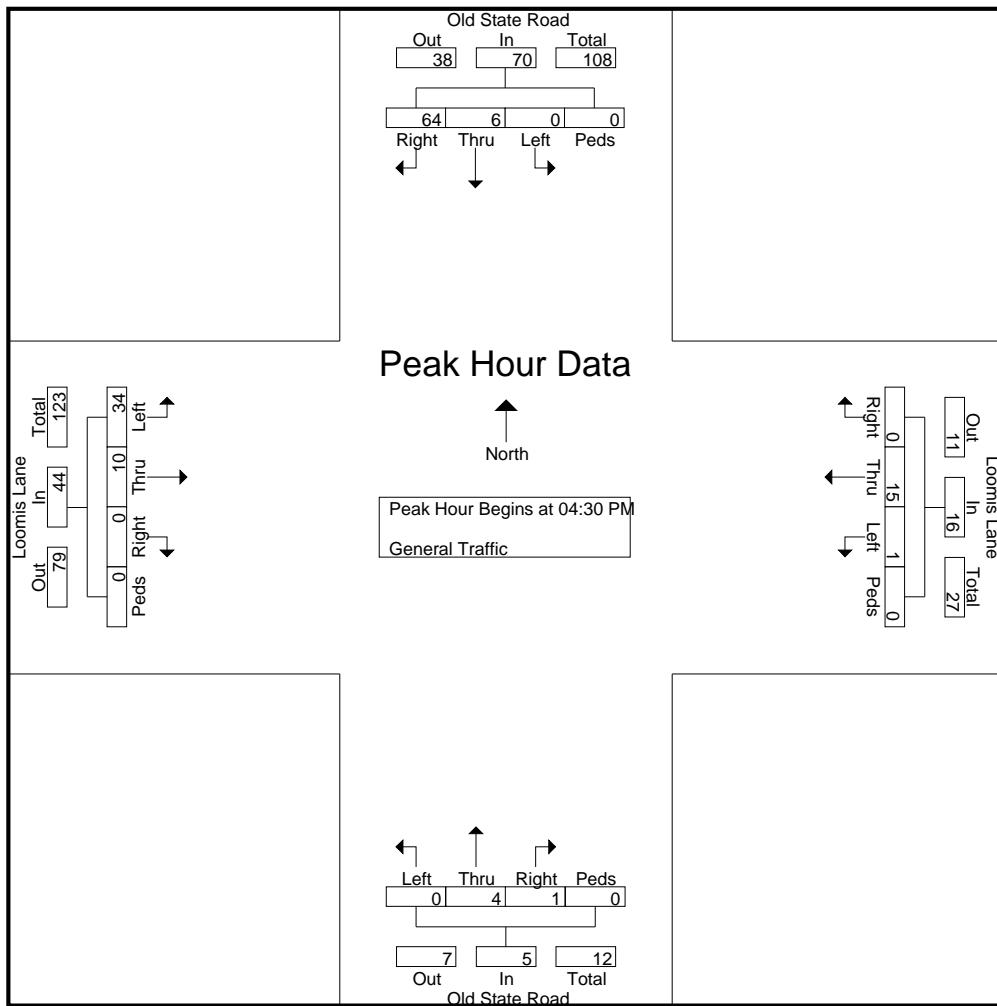
File Name : Old State Rd & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 5

	Old State Road From North					Loomis Lane From East					Old State Road From South					Loomis Lane From West						
	Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	15	3	0	0	18	0	3	0	0	3	0	0	0	0	0	0	3	5	0	8	29	
04:45 PM	17	2	0	0	19	0	6	1	0	7	0	0	0	0	0	0	3	9	0	12	38	
05:00 PM	15	0	0	0	15	0	2	0	0	2	0	1	0	0	1	0	0	8	0	8	26	
05:15 PM	17	1	0	0	18	0	4	0	0	4	1	3	0	0	4	0	4	12	0	16	42	
Total Volume	64	6	0	0	70	0	15	1	0	16	1	4	0	0	5	0	10	34	0	44	135	
% App. Total	91.4	8.6	0	0	0	0	93.8	6.2	0	0	20	80	0	0	0	0	22.7	77.3	0	0	0	
PHF	.941	.500	.000	.000	.921	.000	.625	.250	.000	.571	.250	.333	.000	.000	.313	.000	.625	.708	.000	.688	.804	



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: Old State Rd / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : Old State Rd & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

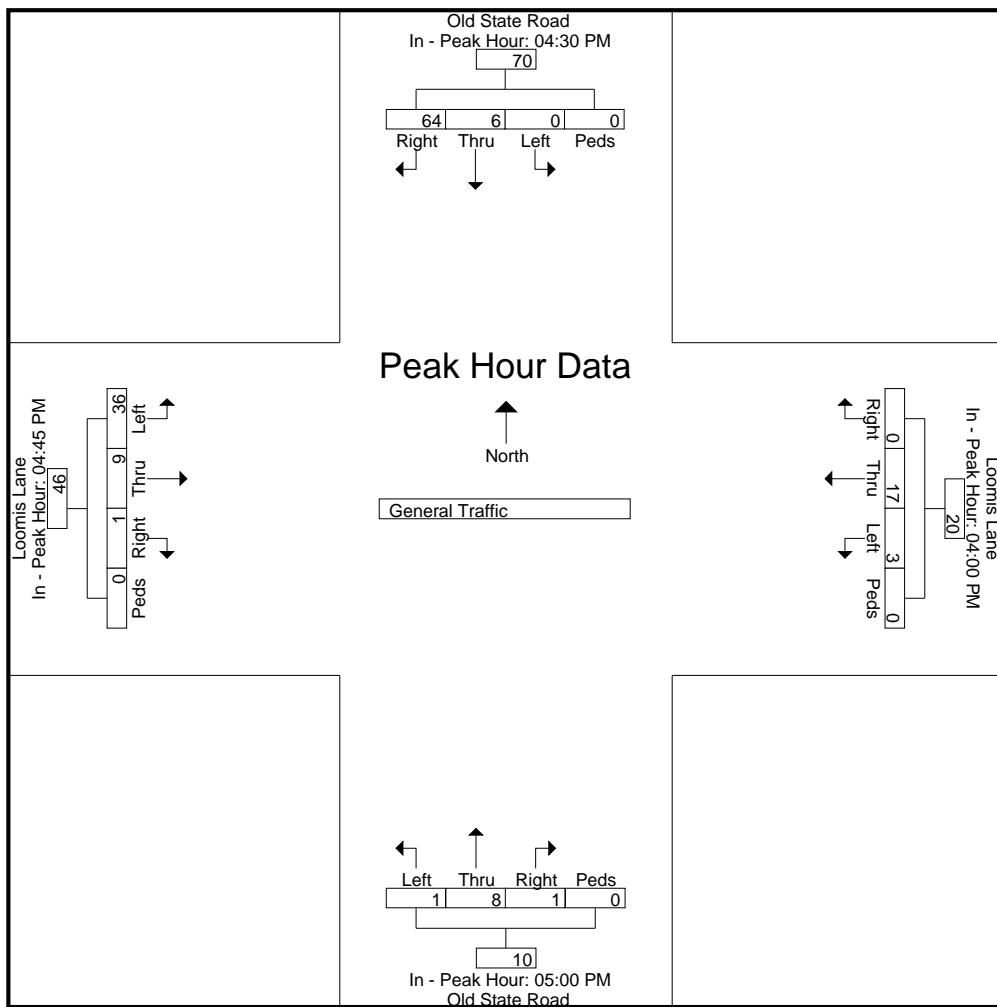
Page No : 6

Start Time	Old State Road From North					Loomis Lane From East					Old State Road From South					Loomis Lane From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:45 PM					
Start Time	Right	Thru	Left	Peds	Int. Total													
+0 mins.	15	3	0	0	18	0	3	0	0	3	0	1	0	0	1	0	12	
+15 mins.	17	2	0	0	19	0	5	2	0	7	1	3	0	0	4	0	0	8
+30 mins.	15	0	0	0	15	0	3	0	0	3	0	2	0	0	2	0	4	12
+45 mins.	17	1	0	0	18	0	6	1	0	7	0	2	1	0	3	1	2	7
Total Volume	64	6	0	0	70	0	17	3	0	20	1	8	1	0	10	1	9	36
% App. Total	91.4	8.6	0	0		0	85	15	0		10	80	10	0		2.2	19.6	78.3
PHF	.941	.500	.000	.000	.921	.000	.708	.375	.000	.714	.250	.667	.250	.000	.625	.250	.563	.750
																		.719



Quality Counts

Idaho (208) 860-7554

Utah (801) 413-2993

Study: NV50049

Intersection: Old State Rd / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

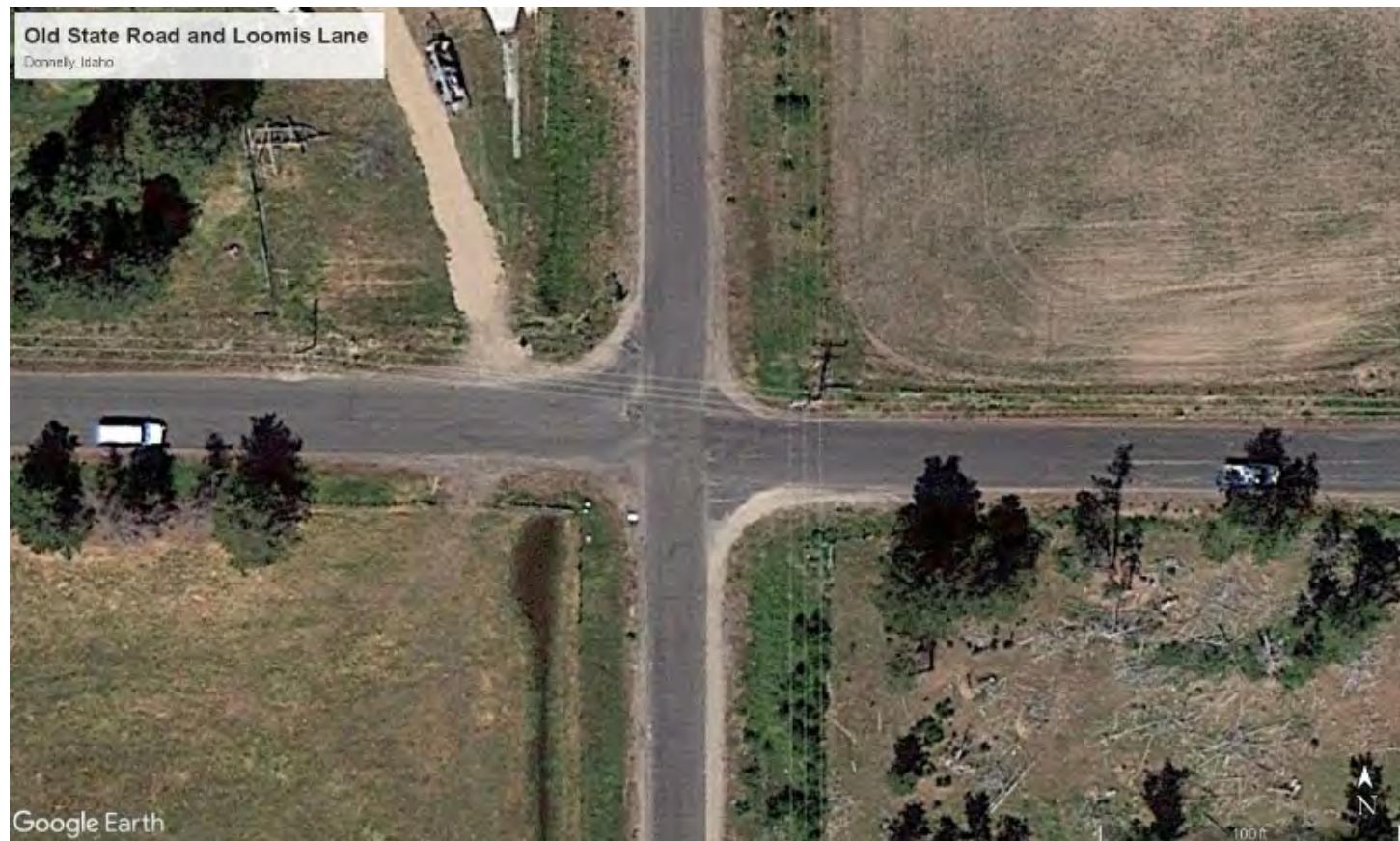
File Name : Old State Rd & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 7

Image 1



Quality Counts

Idaho (208) 860-7554

Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : SH-55 & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 1

Groups Printed- General Traffic

	SH-55 From North					Loomis Lane From East					SH-55 From South					Loomis Lane From West						
	Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int.Total
07:00 AM		0	20	0	0	20	0	0	0	0	0	0	21	1	0	22	1	0	1	0	2	44
07:15 AM		0	14	0	0	14	0	0	2	0	2	0	38	2	0	40	3	1	0	0	4	60
07:30 AM		0	26	0	0	26	0	0	1	0	1	0	43	1	0	44	1	0	0	0	1	72
07:45 AM		0	26	0	0	26	0	0	1	0	1	1	38	1	0	40	5	0	1	0	6	73
Total		0	86	0	0	86	0	0	4	0	4	1	140	5	0	146	10	1	2	0	13	249

08:00 AM		0	29	0	0	29	0	0	1	0	1	1	31	1	0	33	1	1	0	0	2	65
08:15 AM		0	30	0	0	30	0	0	0	0	0	1	45	3	0	49	1	1	1	0	3	82
08:30 AM		0	28	0	0	28	0	0	1	0	1	1	33	0	0	34	0	0	0	0	0	63
08:45 AM		0	27	0	0	27	0	0	1	0	1	1	34	0	0	35	0	0	0	0	0	63
Total		0	114	0	0	114	0	0	3	0	3	4	143	4	0	151	2	2	1	0	5	273

04:00 PM		0	52	0	0	52	0	0	1	0	1	2	35	5	0	42	3	0	0	0	3	98
04:15 PM		0	48	0	0	48	0	6	3	0	9	1	38	1	0	40	2	1	1	0	4	101
04:30 PM		0	37	0	0	37	0	1	1	0	2	1	38	1	0	40	3	0	0	0	3	82
04:45 PM		0	45	0	0	45	0	1	1	0	2	0	30	6	0	36	2	0	0	0	2	85
Total		0	182	0	0	182	0	8	6	0	14	4	141	13	0	158	10	1	1	0	12	366

05:00 PM		0	54	0	0	54	0	0	1	0	1	3	36	0	0	39	2	0	0	0	2	96
05:15 PM		0	41	0	0	41	0	0	3	0	3	0	29	5	0	34	4	1	0	0	5	83
05:30 PM		0	38	0	0	38	0	1	2	0	3	6	40	2	0	48	2	0	0	0	2	91
05:45 PM		0	30	0	0	30	0	1	0	0	1	0	21	3	0	24	0	1	0	0	1	56
Total		0	163	0	0	163	0	2	6	0	8	9	126	10	0	145	8	2	0	0	10	326
Grand Total		0	545	0	0	545	0	10	19	0	29	18	550	32	0	600	30	6	4	0	40	1214
Apprch %		0	100	0	0	100	0	34.5	65.5	0	34.5	3	91.7	5.3	0	600	75	15	10	0	40	1214
Total %		0	44.9	0	0	44.9	0	0.8	1.6	0	2.4	1.5	45.3	2.6	0	49.4	2.5	0.5	0.3	0	3.3	1214

Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Loomis Lane

City, State: Donnelly, Idaho

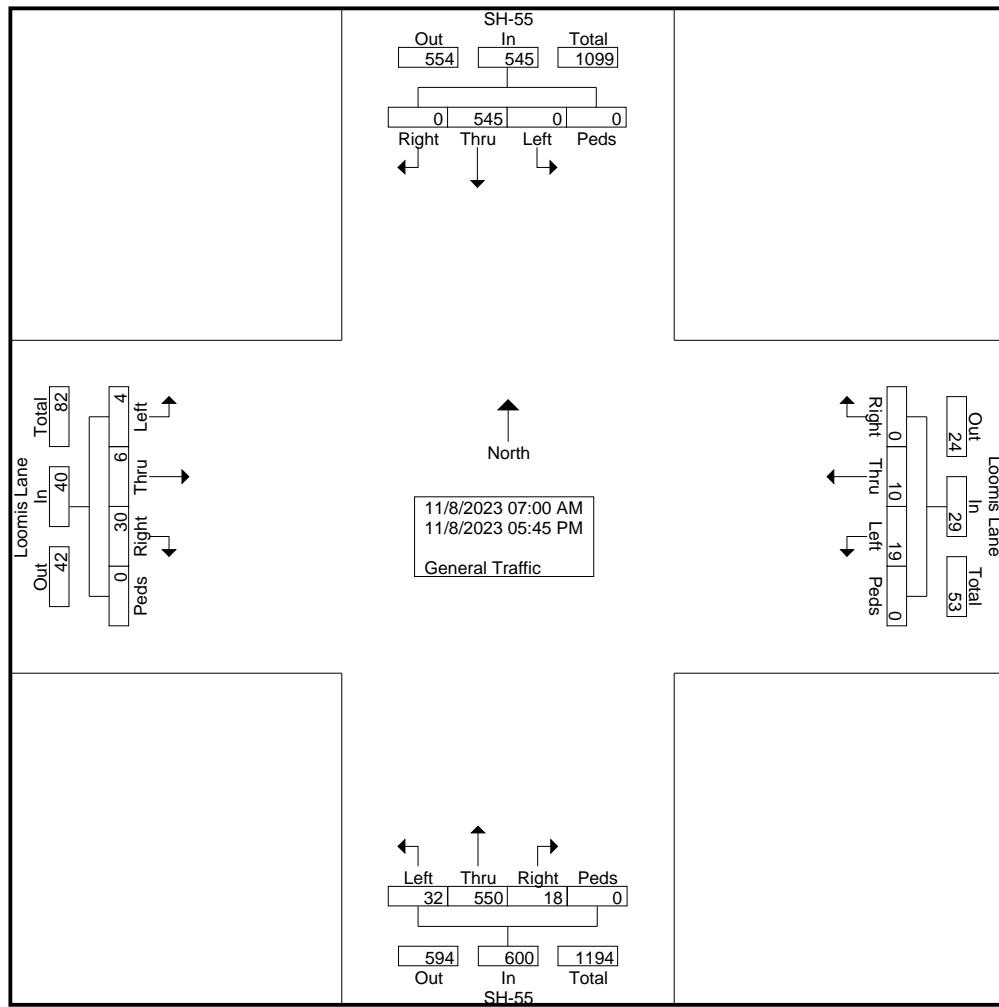
Control: Stop Sign

File Name : SH-55 & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 2



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

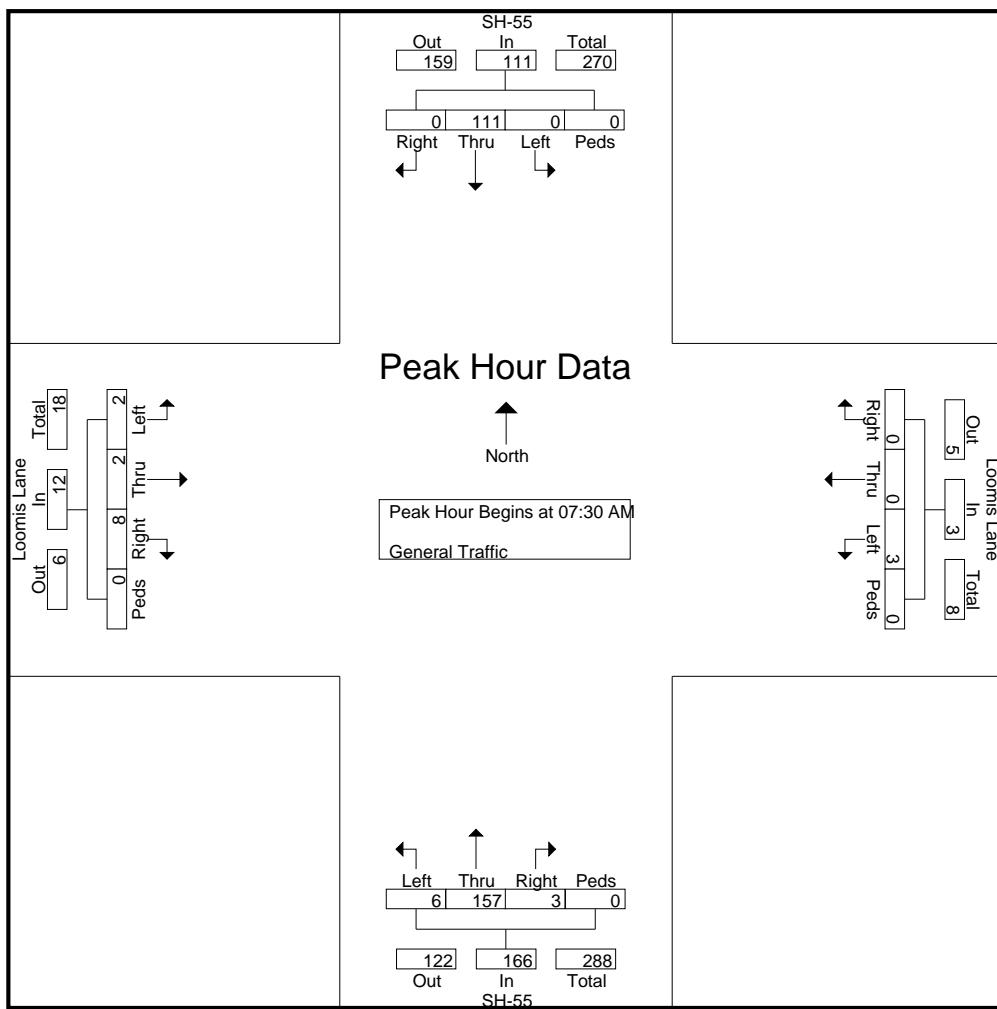
File Name : SH-55 & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 3

Start Time	SH-55 From North				Loomis Lane From East				SH-55 From South				Loomis Lane From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	26	0	0	26	0	0	1	0	1	0	43	1	0	44	1	0	0	0	1	72
07:45 AM	0	26	0	0	26	0	0	1	0	1	1	38	1	0	40	5	0	1	0	6	73
08:00 AM	0	29	0	0	29	0	0	1	0	1	1	31	1	0	33	1	1	0	0	2	65
08:15 AM	0	30	0	0	30	0	0	0	0	0	1	45	3	0	49	1	1	1	0	3	82
Total Volume	0	111	0	0	111	0	0	3	0	3	3	157	6	0	166	8	2	2	0	12	292
% App. Total	0	100	0	0		0	0	100	0		1.8	94.6	3.6	0		66.7	16.7	16.7	0		
PHF	.000	.925	.000	.000	.925	.000	.000	.750	.000	.750	.750	.872	.500	.000	.847	.400	.500	.500	.000	.500	.890



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : SH-55 & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

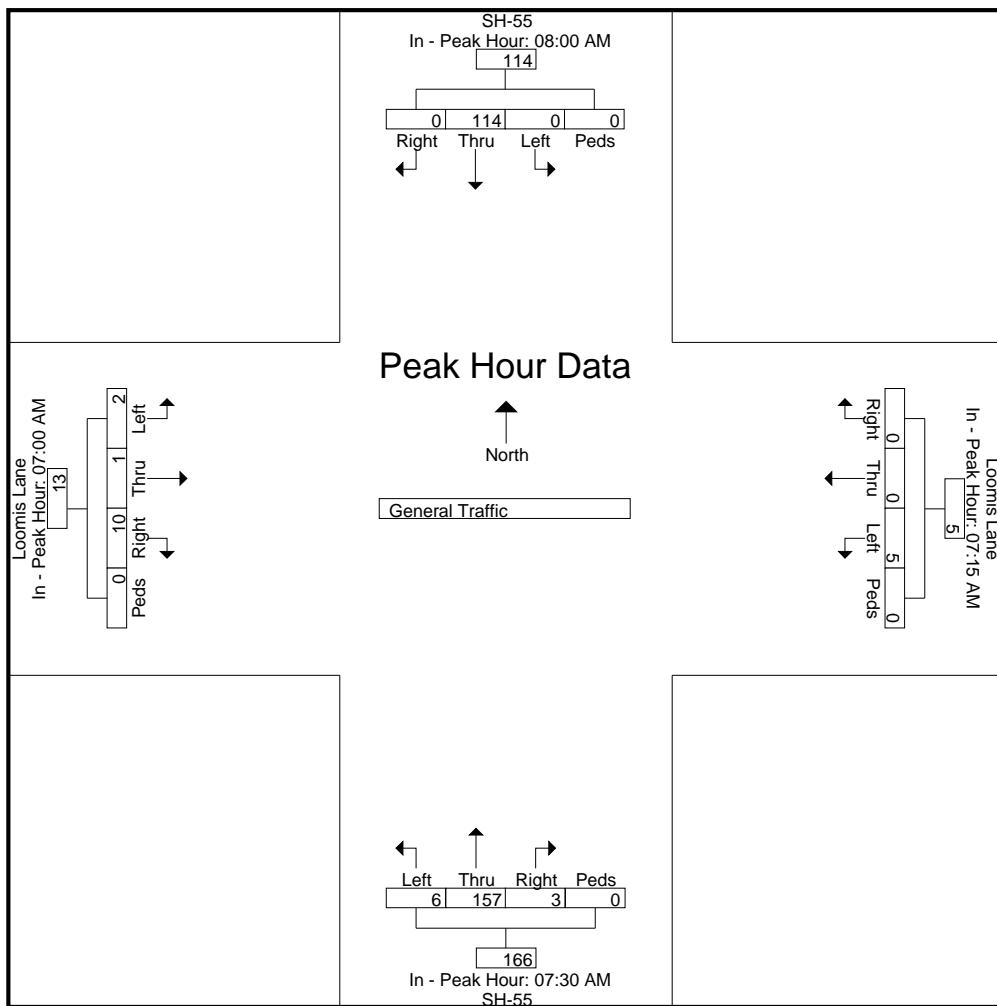
Page No : 4

	SH-55 From North					Loomis Lane From East					SH-55 From South					Loomis Lane From West					
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:30 AM				07:15 AM				07:15 AM				
Start Time	Right	Thru	Left	Peds	App. Total																
+0 mins.	0	29	0	0	29	0	0	2	0	43	1	0	44	1	0	1	0	2			
+15 mins.	0	30	0	0	30	0	0	1	0	1	1	0	40	3	1	0	0	4			
+30 mins.	0	28	0	0	28	0	0	1	0	1	1	0	33	1	0	0	0	1			
+45 mins.	0	27	0	0	27	0	0	1	0	1	1	45	3	0	49	5	0	1	0	6	
Total Volume	0	114	0	0	114	0	0	5	0	5	3	157	6	0	166	10	1	2	0	13	
% App. Total	0	100	0	0		0	0	100	0		1.8	94.6	3.6	0		76.9	7.7	15.4	0		
PHF	.000	.950	.000	.000	.950	.000	.000	.625	.000	.625	.750	.872	.500	.000	.847	.500	.250	.500	.000	.542	



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

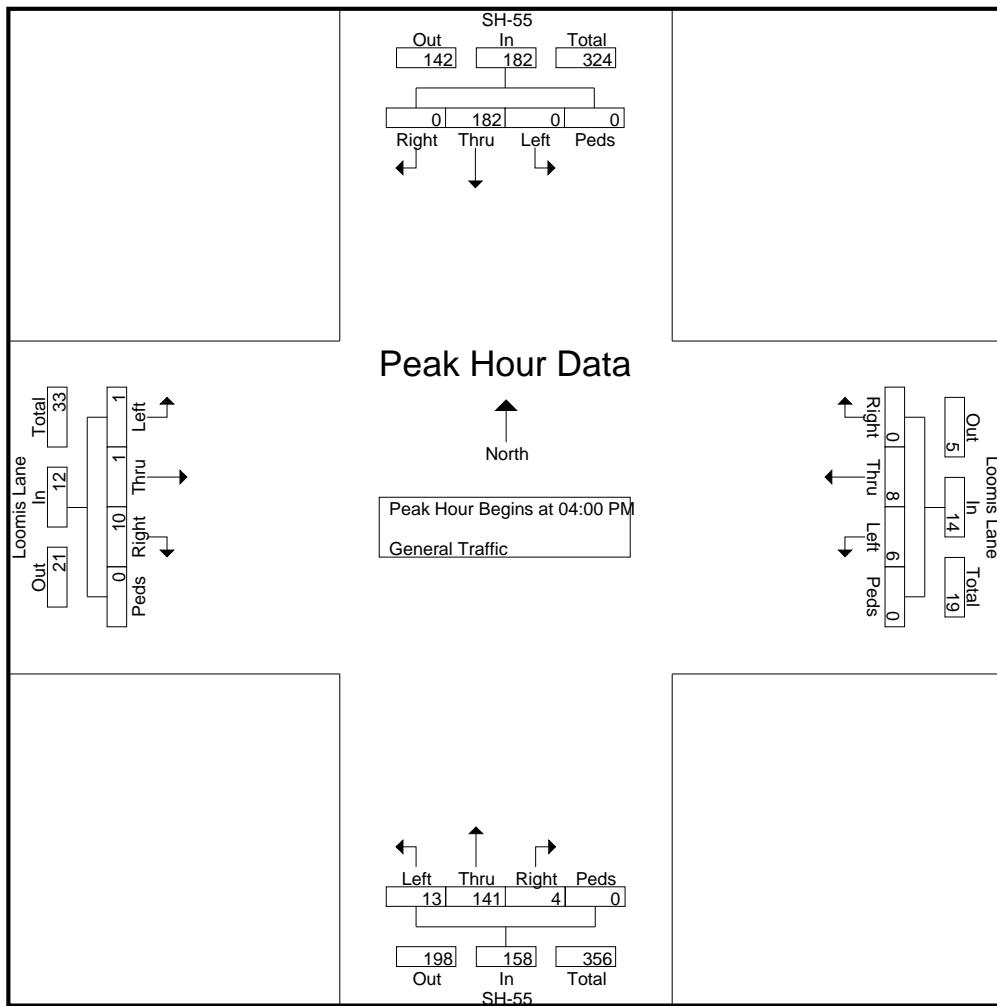
File Name : SH-55 & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 5

Start Time	SH-55 From North					Loomis Lane From East					SH-55 From South					Loomis Lane From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	52	0	0	52	0	0	1	0	1	2	35	5	0	42	3	0	0	0	3	98
04:15 PM	0	48	0	0	48	0	6	3	0	9	1	38	1	0	40	2	1	1	0	4	101
04:30 PM	0	37	0	0	37	0	1	1	0	2	1	38	1	0	40	3	0	0	0	3	82
04:45 PM	0	45	0	0	45	0	1	1	0	2	0	30	6	0	36	2	0	0	0	2	85
Total Volume	0	182	0	0	182	0	8	6	0	14	4	141	13	0	158	10	1	1	0	12	366
% App. Total	0	100	0	0	100	0	57.1	42.9	0	0	2.5	89.2	8.2	0	83.3	8.3	8.3	0	0	0	0
PHF	.000	.875	.000	.000	.875	.000	.333	.500	.000	.389	.500	.928	.542	.000	.940	.833	.250	.250	.000	.750	.906



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : SH-55 & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

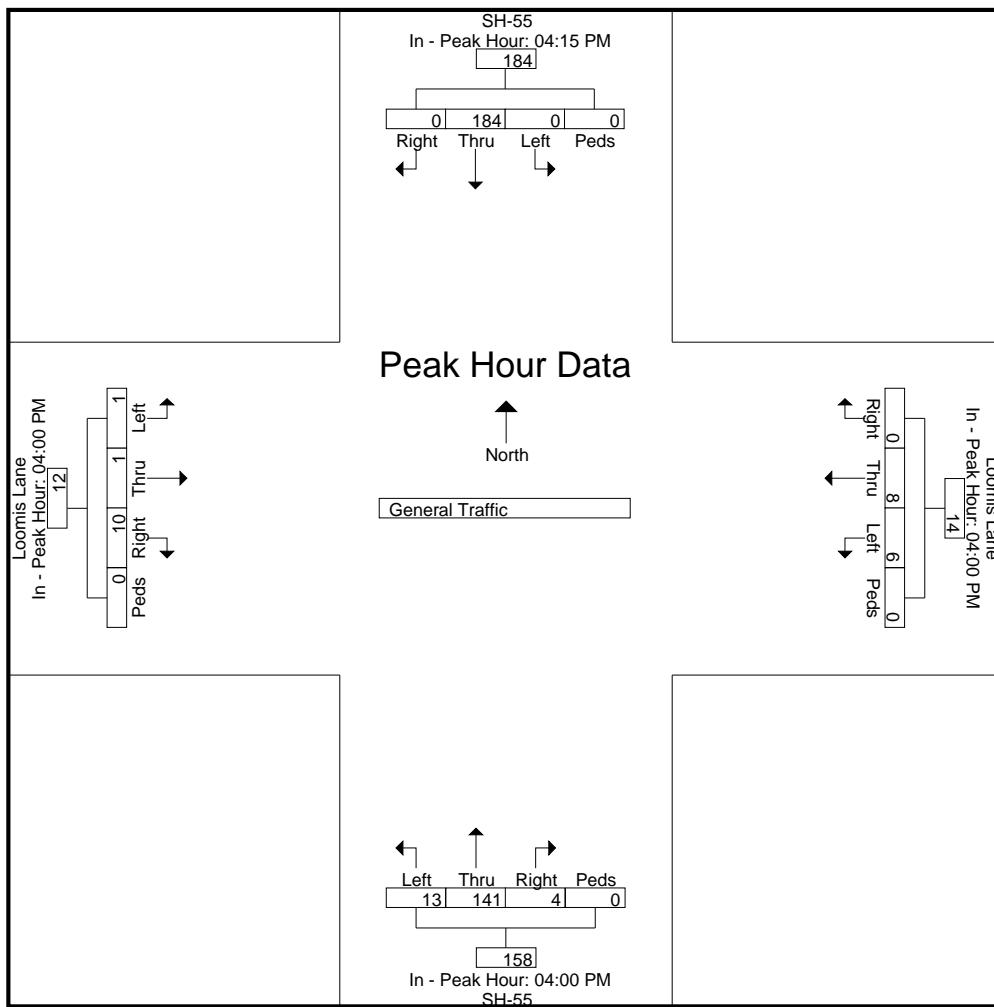
Page No : 6

Start Time	SH-55 From North					Loomis Lane From East					SH-55 From South					Loomis Lane From West				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM	04:00 PM																		
		Right	Thru	Left	Peds	App. Total														
+0 mins.	0	48	0	0	48	0	0	1	0	1	2	35	5	0	42	3	0	0	0	3
+15 mins.	0	37	0	0	37	0	6	3	0	9	1	38	1	0	40	2	1	1	0	4
+30 mins.	0	45	0	0	45	0	1	1	0	2	1	38	1	0	40	3	0	0	0	3
+45 mins.	0	54	0	0	54	0	1	1	0	2	0	30	6	0	36	2	0	0	0	2
Total Volume	0	184	0	0	184	0	8	6	0	14	4	141	13	0	158	10	1	1	0	12
% App. Total	0	100	0	0		0	57.1	42.9	0		2.5	89.2	8.2	0		83.3	8.3	8.3	0	
PHF	.000	.852	.000	.000	.852	.000	.333	.500	.000	.389	.500	.928	.542	.000	.940	.833	.250	.250	.000	.750



Quality Counts

Idaho (208) 860-7554

Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Loomis Lane

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : SH-55 & Loomis Ln

Site Code : 00000000

Start Date : 11/8/2023

Page No : 7

Image 1



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Old State Road

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : SH-55 & Old State Rd

Site Code : 00000000

Start Date : 11/8/2023

Page No : 1

Groups Printed- General Traffic

Start Time	SH-55 From Northwest				SH-55 From Southeast				Old State Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
07:00 AM	3	19	0	22	25	0	0	25	0	13	0	13	60
07:15 AM	2	12	0	14	35	0	0	35	1	24	0	25	74
07:30 AM	10	28	0	38	49	0	0	49	0	23	0	23	110
07:45 AM	3	31	0	34	39	0	0	39	0	19	0	19	92
Total	18	90	0	108	148	0	0	148	1	79	0	80	336
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
08:00 AM	7	26	0	33	30	0	0	30	0	12	0	12	75
08:15 AM	4	30	0	34	46	0	0	46	0	11	0	11	91
08:30 AM	5	31	0	36	28	0	0	28	0	10	0	10	74
08:45 AM	7	28	0	35	33	0	0	33	0	9	0	9	77
Total	23	115	0	138	137	0	0	137	0	42	0	42	317
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
04:00 PM	7	52	0	59	36	0	0	36	0	11	0	11	106
04:15 PM	12	49	0	61	39	0	0	39	0	7	0	7	107
04:30 PM	18	35	0	53	39	0	0	39	0	4	0	4	96
04:45 PM	21	49	0	70	30	0	0	30	0	7	0	7	107
Total	58	185	0	243	144	0	0	144	0	29	0	29	416
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
05:00 PM	11	52	0	63	39	1	0	40	0	11	0	11	114
05:15 PM	19	37	0	56	23	0	0	23	0	13	0	13	92
05:30 PM	12	40	0	52	44	0	0	44	0	9	0	9	105
05:45 PM	16	27	0	43	22	0	0	22	0	12	0	12	77
Total	58	156	0	214	128	1	0	129	0	45	0	45	388
Grand Total	157	546	0	703	557	1	0	558	1	195	0	196	1457
Apprch %	22.3	77.7	0	99.8	0.2	0	0	0.5	99.5	0	0	0	-----
Total %	10.8	37.5	0	48.2	38.2	0.1	0	38.3	0.1	13.4	0	13.5	-----

Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Old State Road

City, State: Donnelly, Idaho

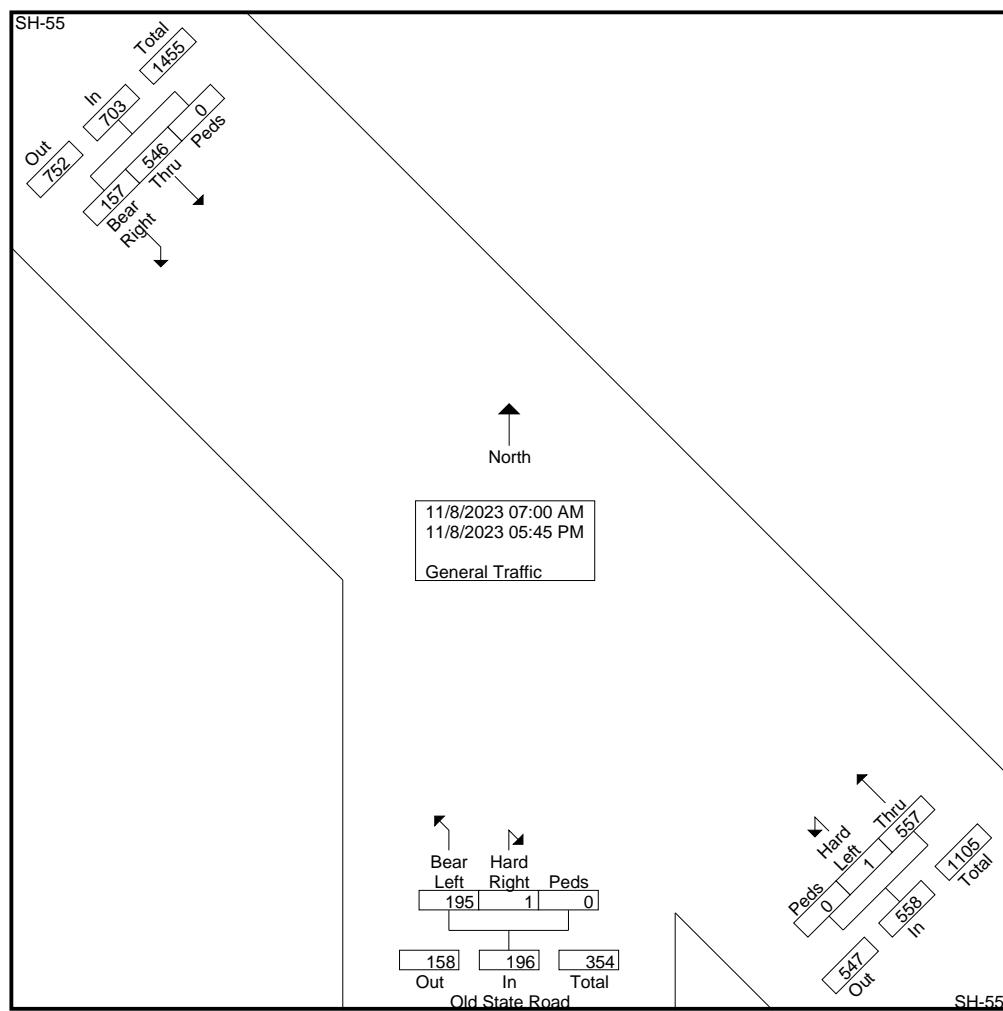
Control: Stop Sign

File Name : SH-55 & Old State Rd

Site Code : 00000000

Start Date : 11/8/2023

Page No : 2



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Old State Road

City, State: Donnelly, Idaho

Control: Stop Sign

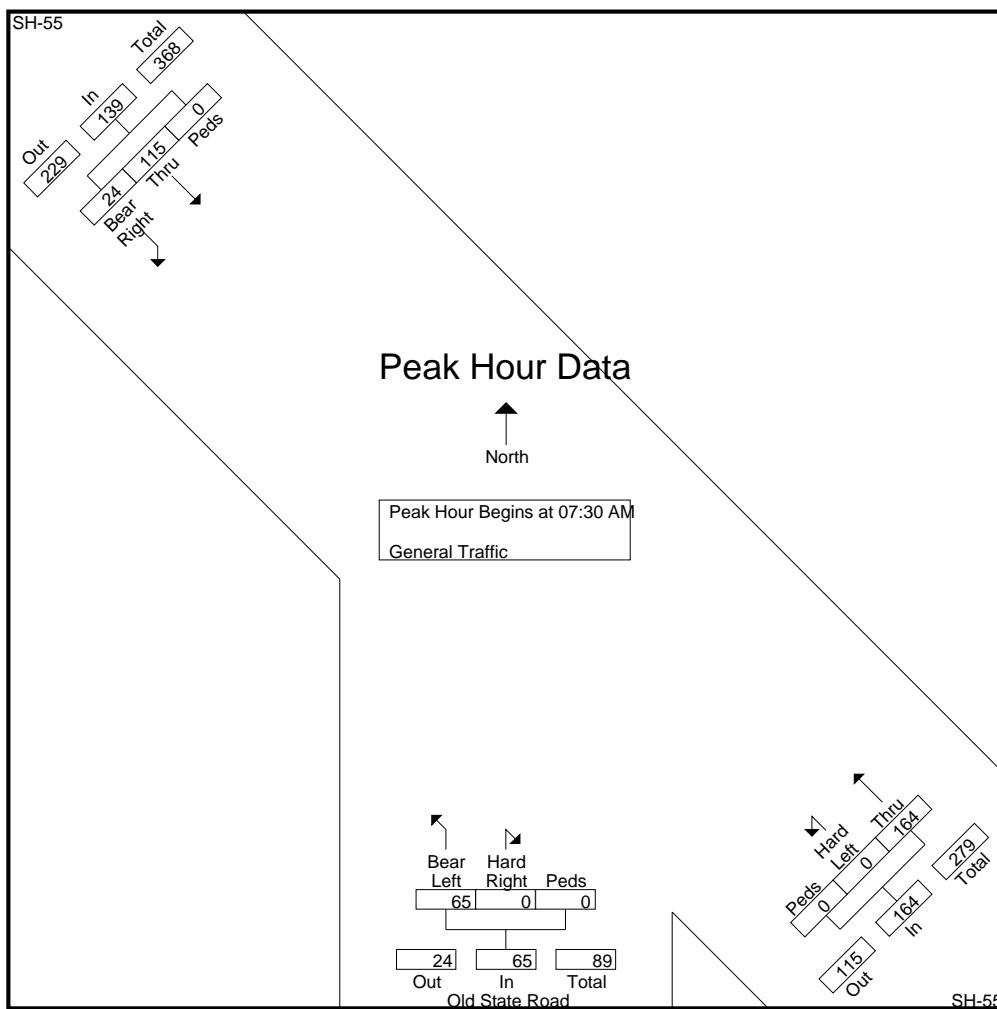
File Name : SH-55 & Old State Rd

Site Code : 00000000

Start Date : 11/8/2023

Page No : 3

Start Time	SH-55 From Northwest				SH-55 From Southeast				Old State Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	10	28	0	38	49	0	0	49	0	23	0	23	110
07:45 AM	3	31	0	34	39	0	0	39	0	19	0	19	92
08:00 AM	7	26	0	33	30	0	0	30	0	12	0	12	75
08:15 AM	4	30	0	34	46	0	0	46	0	11	0	11	91
Total Volume	24	115	0	139	164	0	0	164	0	65	0	65	368
% App. Total	17.3	82.7	0		100	0	0		0	100	0		
PHF	.600	.927	.000	.914	.837	.000	.000	.837	.000	.707	.000	.707	.836



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Old State Road

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : SH-55 & Old State Rd

Site Code : 00000000

Start Date : 11/8/2023

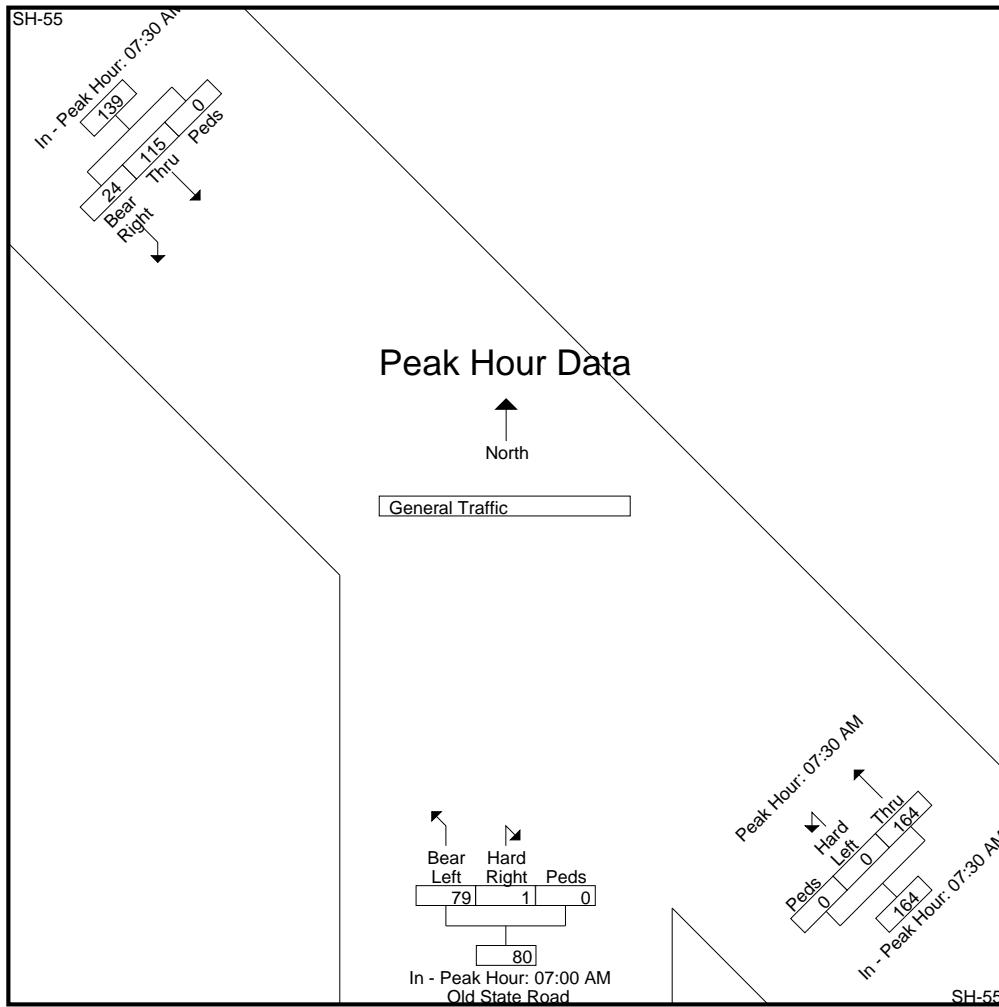
Page No : 4

Start Time	SH-55 From Northwest				SH-55 From Southeast				Old State Road From South			
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	Int. Total
+0 mins.	10	28	0	38	49	0	0	49	0	13	0	13	
+15 mins.	3	31	0	34	39	0	0	39	1	24	0	25	
+30 mins.	7	26	0	33	30	0	0	30	0	23	0	23	
+45 mins.	4	30	0	34	46	0	0	46	0	19	0	19	
Total Volume	24	115	0	139	164	0	0	164	1	79	0	80	
% App. Total	17.3	82.7	0		100	0	0		1.2	98.8	0		
PHF	.600	.927	.000	.914	.837	.000	.000	.837	.250	.823	.000	.800	



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Old State Road

City, State: Donnelly, Idaho

Control: Stop Sign

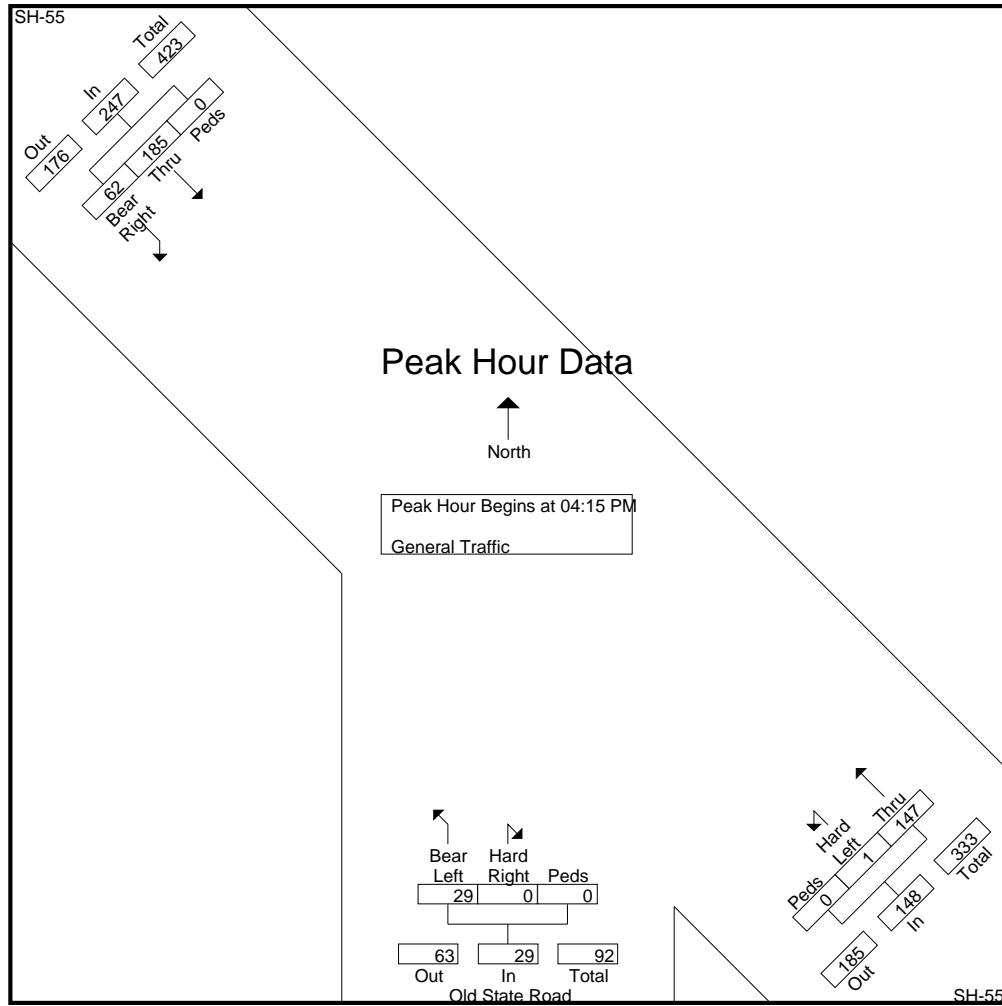
File Name : SH-55 & Old State Rd

Site Code : 00000000

Start Date : 11/8/2023

Page No : 5

Start Time	SH-55 From Northwest				SH-55 From Southeast				Old State Road From South			
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:15 PM												
04:15 PM	12	49	0	61	39	0	0	39	0	7	0	7
04:30 PM	18	35	0	53	39	0	0	39	0	4	0	4
04:45 PM	21	49	0	70	30	0	0	30	0	7	0	7
05:00 PM	11	52	0	63	39	1	0	40	0	11	0	11
Total Volume	62	185	0	247	147	1	0	148	0	29	0	29
% App. Total	25.1	74.9	0		99.3	0.7	0		0	100	0	
PHF	.738	.889	.000	.882	.942	.250	.000	.925	.000	.659	.000	.659
												.930



Quality Counts

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Old State Road

City, State: Donnelly, Idaho

Control: Stop Sign

File Name : SH-55 & Old State Rd

Site Code : 00000000

Start Date : 11/8/2023

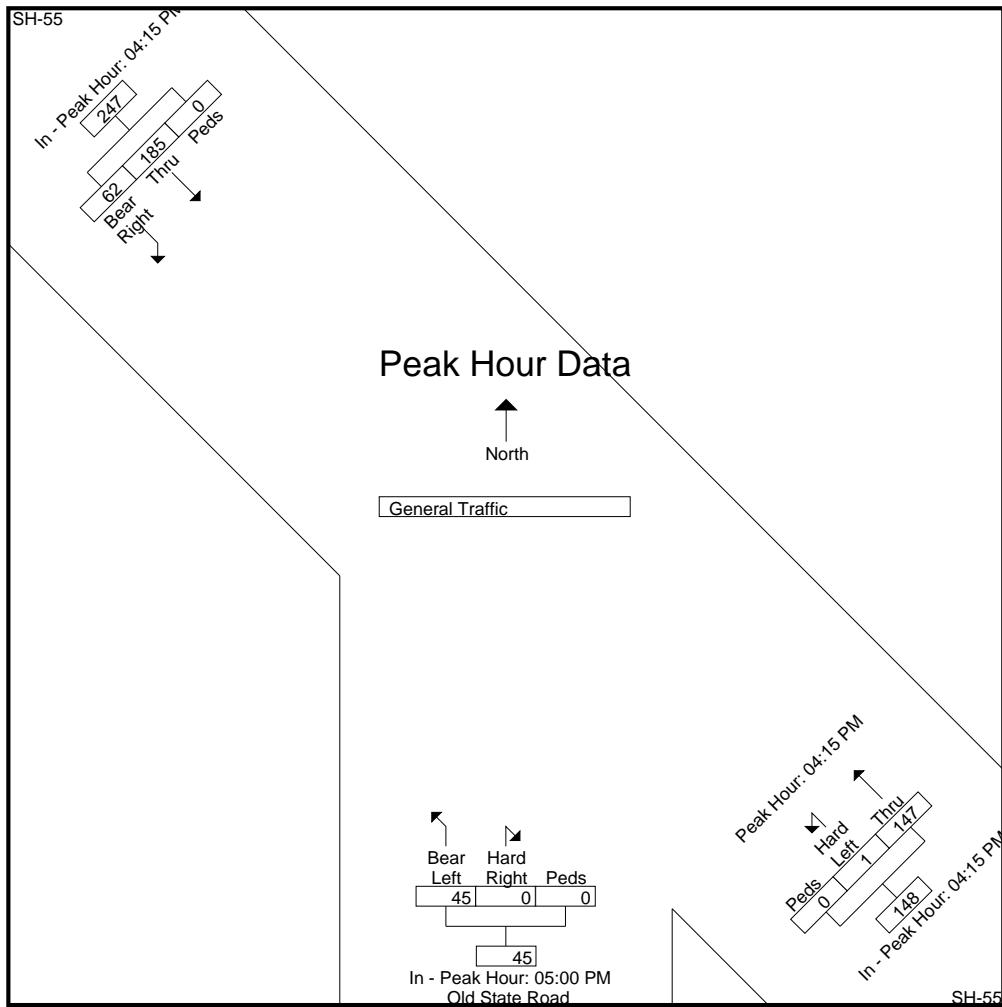
Page No : 6

Start Time	SH-55 From Northwest				SH-55 From Southeast				Old State Road From South			
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				05:00 PM			
+0 mins.	12	49	0	61	39	0	0	39	0	11	0	11
+15 mins.	18	35	0	53	39	0	0	39	0	13	0	13
+30 mins.	21	49	0	70	30	0	0	30	0	9	0	9
+45 mins.	11	52	0	63	39	1	0	40	0	12	0	12
Total Volume	62	185	0	247	147	1	0	148	0	45	0	45
% App. Total	25.1	74.9	0		99.3	0.7	0		0	100	0	
PHF	.738	.889	.000	.882	.942	.250	.000	.925	.000	.865	.000	.865



Quality Counts

Idaho (208) 860-7554

Utah (801) 413-2993

Study: NV50049

Intersection: SH-55 / Old State Road

City, State: Donnelly, Idaho

Control: Stop Sign

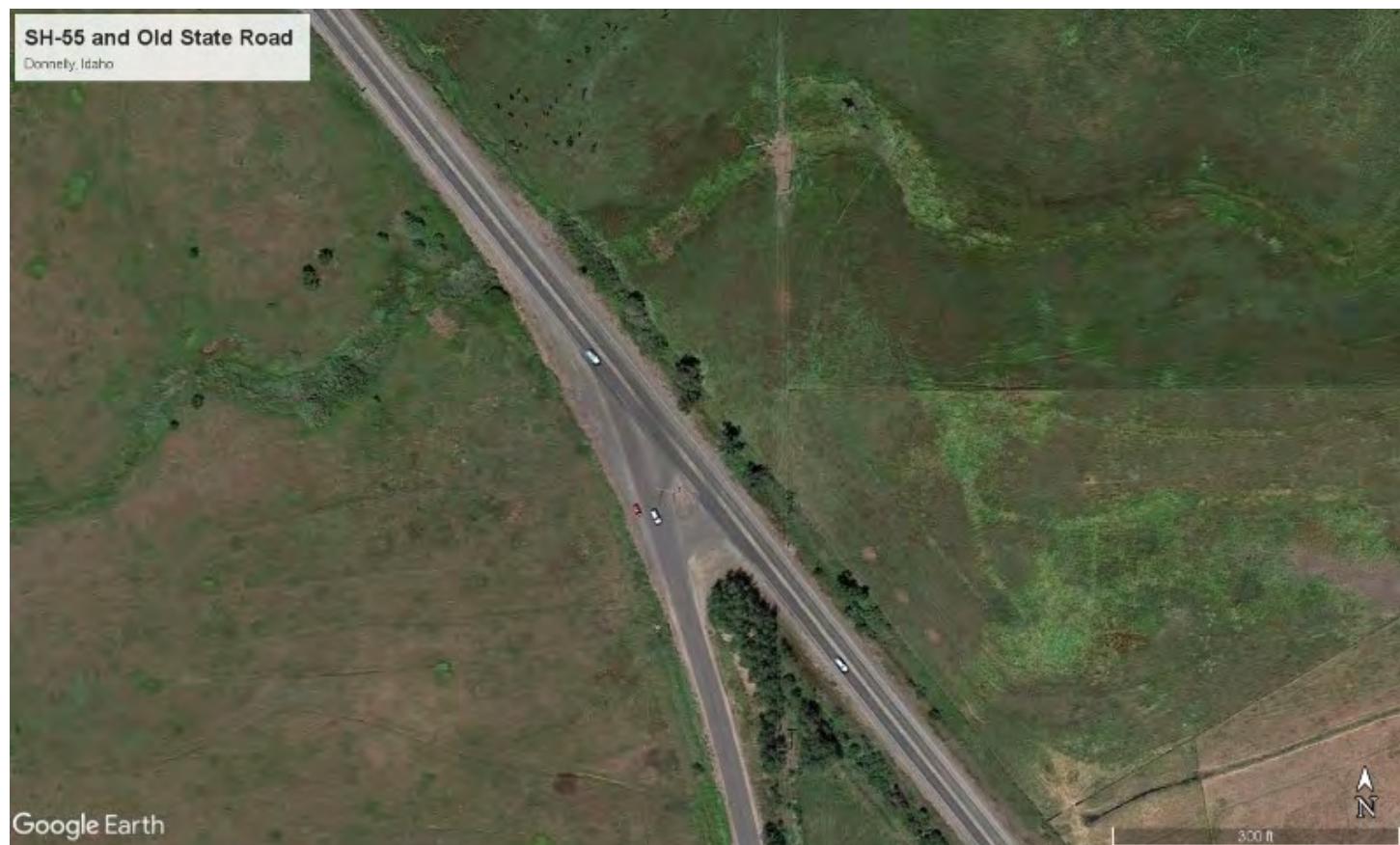
File Name : SH-55 & Old State Rd

Site Code : 00000000

Start Date : 11/8/2023

Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction / Classification

Tech: Judd / Klaren / McComb

Count: Vehicle Classification

Loomis Ln west of Old State Rd

Start Date: 11/8/2023

End Date: 11/8/2023

Loomis Lane west of Old State Road

Donnelly, Idaho

Direction: Westbound

11/8/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
7:00	0	2	8	1	7	0	0	0	0	0	0	0	0	0	18
8:00	0	10	4	0	5	1	0	0	0	0	0	0	0	0	20
9:00	0	7	7	2	7	3	0	2	0	0	0	0	0	2	30
10:00	0	11	12	1	7	1	0	2	2	0	0	0	0	1	37
11:00	1	13	18	1	6	0	0	5	0	0	0	0	0	2	46
12:00 PM	0	17	16	3	9	1	0	3	0	0	0	0	0	3	52
1:00	0	12	17	1	10	1	0	2	0	0	0	0	0	0	43
2:00	1	19	10	1	8	2	0	1	0	1	0	0	0	0	43
3:00	0	24	13	3	9	1	0	2	0	1	0	0	0	1	54
4:00	0	33	18	0	11	0	0	1	0	0	0	0	0	2	65
5:00	1	27	20	0	16	0	0	1	0	0	0	0	0	0	65
6:00	0	22	12	0	3	0	0	2	0	0	0	0	0	1	40
7:00	0	14	9	0	6	0	0	0	0	0	0	0	0	0	29
8:00	0	8	7	0	4	0	0	0	0	0	0	0	0	0	19
9:00	0	6	2	0	0	0	0	0	0	0	0	0	0	1	9
10:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	232	179	14	109	10	0	21	2	2	0	0	0	13	585
Percent	0.5%	39.7%	30.6%	2.4%	18.6%	1.7%	0.0%	3.6%	0.3%	0.3%	0.0%	0.0%	0.0%	2.2%	
AM Peak	11:00	11:00	11:00	9:00	7:00	9:00	*	11:00	10:00	*	*	*	*	9:00	11:00
	1	13	18	2	7	3	*	5	2	*	*	*	*	2	46
PM Peak	2:00	4:00	5:00	12:00 PM	5:00	2:00	*	12:00 PM		2:00	*	*	*	12:00 PM	4:00
	1	33	20	3	16	2	*	3	1	*	*	*	*	3	65
Grand Total	3	232	179	14	109	10	0	21	2	2	0	0	0	13	585
Percent	0.5%	39.7%	30.6%	2.4%	18.6%	1.7%	0.0%	3.6%	0.3%	0.3%	0.0%	0.0%	0.0%	2.2%	

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction / Classification

Tech: Judd / Klaren / McComb

Count: Vehicle Classification

Loomis Ln west of Old State Rd

Start Date: 11/8/2023

End Date: 11/8/2023

Loomis Lane west of Old State Road

Donnelly, Idaho

Direction: Eastbound

11/8/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	7	5	0	3	0	0	0	0	0	0	0	0	0	15
6:00	0	10	11	0	7	0	0	0	0	0	0	0	0	0	28
7:00	0	33	19	2	25	0	0	0	0	0	0	0	0	0	79
8:00	0	20	16	0	6	0	0	1	0	0	0	0	0	0	43
9:00	0	11	9	0	10	1	0	1	0	0	0	0	0	1	33
10:00	0	13	9	4	5	1	0	0	0	0	0	0	0	1	33
11:00	0	19	10	1	13	0	0	2	1	0	0	0	0	1	47
12:00 PM	2	16	10	3	6	1	0	3	0	0	0	0	0	5	46
1:00	0	12	17	1	8	0	0	3	0	0	0	0	0	1	42
2:00	1	11	19	2	8	3	0	4	1	0	0	0	0	0	49
3:00	0	15	11	2	8	0	0	1	1	0	0	0	0	0	38
4:00	0	10	13	0	13	0	0	2	0	0	0	0	0	0	38
5:00	0	17	16	0	12	0	0	0	0	1	0	0	0	1	47
6:00	0	11	4	0	5	0	0	0	0	0	0	0	0	0	20
7:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
8:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
9:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	213	175	16	132	7	0	17	3	1	0	0	0	10	577
Percent	0.5%	36.9%	30.3%	2.8%	22.9%	1.2%	0.0%	2.9%	0.5%	0.2%	0.0%	0.0%	0.0%	1.7%	
AM Peak		7:00	7:00	10:00	7:00	12:00 AM		11:00	11:00					9:00	7:00
	*	33	19	4	25	1	*	2	1	*	*	*	*	1	79
PM Peak	12:00 PM	5:00	2:00	12:00 PM	4:00	2:00		2:00	2:00	5:00				12:00 PM	2:00
	2	17	19	3	13	3	*	4	1	1	*	*	*	5	49
Grand Total	3	213	175	16	132	7	0	17	3	1	0	0	0	10	577
Percent	0.5%	36.9%	30.3%	2.8%	22.9%	1.2%	0.0%	2.9%	0.5%	0.2%	0.0%	0.0%	0.0%	1.7%	

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction / Classification

Tech: Judd / Klaren / McComb

Count: Vehicle Classification

Loomis Ln west of Old State Rd

Start Date: 11/8/2023

End Date: 11/8/2023

Loomis Lane west of Old State Road

Donnelly, Idaho

Direction: Combined

11/8/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00	0	9	5	0	3	0	0	0	0	0	0	0	0	0	17
6:00	0	11	15	1	7	0	0	0	0	0	0	0	0	0	34
7:00	0	35	27	3	32	0	0	0	0	0	0	0	0	0	97
8:00	0	30	20	0	11	1	0	1	0	0	0	0	0	0	63
9:00	0	18	16	2	17	4	0	3	0	0	0	0	0	0	63
10:00	0	24	21	5	12	2	0	2	2	0	0	0	0	0	70
11:00	1	32	28	2	19	0	0	7	1	0	0	0	0	0	93
12:00 PM	2	33	26	6	15	2	0	6	0	0	0	0	0	0	98
1:00	0	24	34	2	18	1	0	5	0	0	0	0	0	0	85
2:00	2	30	29	3	16	5	0	5	1	1	0	0	0	0	92
3:00	0	39	24	5	17	1	0	3	1	1	0	0	0	0	92
4:00	0	43	31	0	24	0	0	3	0	0	0	0	0	0	103
5:00	1	44	36	0	28	0	0	1	0	1	0	0	0	0	112
6:00	0	33	16	0	8	0	0	2	0	0	0	0	0	0	60
7:00	0	17	12	0	7	0	0	0	0	0	0	0	0	0	36
8:00	0	10	10	0	5	0	0	0	0	0	0	0	0	0	25
9:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	11
10:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	445	354	30	241	17	0	38	5	3	0	0	0	0	23
Percent	0.5%	38.3%	30.5%	2.6%	20.7%	1.5%	0.0%	3.3%	0.4%	0.3%	0.0%	0.0%	0.0%	2.0%	1162
AM Peak	11:00	7:00	11:00	10:00	7:00	9:00	*	11:00	10:00	*	*	*	*	9:00	7:00
	1	35	28	5	32	4	*	7	2	*	*	*	*	3	97
PM Peak	12:00 PM	5:00	5:00	12:00 PM	5:00	2:00	*	12:00 PM	2:00	2:00	*	*	*	12:00 PM	5:00
	2	44	36	6	28	5	*	6	1	1	*	*	*	8	112
Grand Total	6	445	354	30	241	17	0	38	5	3	0	0	0	0	23
Percent	0.5%	38.3%	30.5%	2.6%	20.7%	1.5%	0.0%	3.3%	0.4%	0.3%	0.0%	0.0%	0.0%	2.0%	1162

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction

Tech: Judd / Klaren / McComb

Count: VehicleVolume

Loomis Ln west of Old State Rd

Start Date: 11/8/2023

End Date: 11/8/2023

Loomis Lane west of Old State Road

Donnelly, Idaho

11/8/2023	Westbound	Eastbound	
Time			Total
12:00 AM	0	1	1
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	1	1
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	1	1
4:30	0	0	0
4:45	0	1	1
5:00	1	3	4
5:15	0	4	4
5:30	0	2	2
5:45	1	6	7
6:00	0	4	4
6:15	1	2	3
6:30	2	19	21
6:45	3	3	6
7:00	0	18	18
7:15	5	23	28
7:30	9	16	25
7:45	4	22	26
8:00	7	11	18
8:15	5	14	19
8:30	3	12	15
8:45	5	6	11
9:00	8	6	14
9:15	8	8	16
9:30	7	7	14
9:45	7	12	19
10:00	8	8	16
10:15	11	8	19
10:30	8	9	17
10:45	10	8	18
11:00	11	10	21
11:15	14	11	25
11:30	13	15	28
11:45	8	11	19
Total	159	282	441
Percent	36.1%	63.9%	
Peak	10:45	7:00	7:00
Volume	48	79	97
Peak Factor	0.857	0.859	0.866

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction

Tech: Judd / Klaren / McComb

Count: VehicleVolume

Loomis Ln west of Old State Rd

Start Date: 11/8/2023

End Date: 11/8/2023

Loomis Lane west of Old State Road

Donnelly, Idaho

11/8/2023	Westbound	Eastbound	
Time			Total
12:00 PM	10	5	15
12:15	11	15	26
12:30	15	17	32
12:45	16	9	25
1:00	7	11	18
1:15	8	14	22
1:30	20	9	29
1:45	8	8	16
2:00	19	10	29
2:15	5	14	19
2:30	6	11	17
2:45	13	14	27
3:00	9	8	17
3:15	18	8	26
3:30	15	10	25
3:45	12	12	24
4:00	10	9	19
4:15	14	9	23
4:30	18	8	26
4:45	23	12	35
5:00	15	9	24
5:15	22	16	38
5:30	10	10	20
5:45	18	12	30
6:00	9	3	12
6:15	14	7	21
6:30	7	6	13
6:45	10	4	14
7:00	7	0	7
7:15	11	5	16
7:30	7	1	8
7:45	4	1	5
8:00	4	1	5
8:15	5	2	7
8:30	6	2	8
8:45	4	1	5
9:00	1	0	1
9:15	4	1	5
9:30	4	1	5
9:45	0	0	0
10:00	0	0	0
10:15	3	0	3
10:30	2	0	2
10:45	2	0	2
11:00	0	0	0
11:15	2	0	2
11:30	2	1	3
11:45	1	0	1
Total	431	296	727
Percent	59.3%	40.7%	
Peak	4:30	12:15	4:30
Volume	78	52	123
Peak Factor	0.848	0.765	0.809
Grand Total	590	578	1168
Percent AADT	50.5%	49.5%	
		AADT: 1,168	

Quality Counts

Qualitycounts.net

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction / Classification

Tech: Judd / Klaren / McComb

Count: Vehicle Classification

Old State Rd south of Loomis Ln

Start Date: 11/8/2023

End Date: 11/8/2023

Old State Road south of Loomis Lane

Donnelly, Idaho

Direction: Southbound

11/8/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	6
8:00	0	2	3	0	1	1	0	0	0	0	0	0	0	0	7
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
11:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
12:00 PM	0	3	1	0	3	0	0	1	0	0	0	0	0	0	8
1:00	0	0	4	0	2	0	0	0	0	0	0	0	0	0	6
2:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
3:00	1	1	2	1	3	0	0	0	0	0	0	0	0	3	11
4:00	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
5:00	0	2	1	0	5	0	0	0	0	2	0	0	0	0	10
6:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
7:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
8:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	23	26	1	22	2	0	2	0	2	0	0	0	4	83
Percent	1.2%	27.7%	31.3%	1.2%	26.5%	2.4%	0.0%	2.4%	0.0%	2.4%	0.0%	0.0%	0.0%	4.8%	
AM Peak		7:00	7:00		8:00	8:00								7:00	8:00
	*	2	3	*	1	1	*	*	*	*	*	*	*	1	7
PM Peak	3:00	4:00	1:00	3:00	5:00			12:00 PM		5:00				3:00	3:00
	1	5	4	1	5	*	*	1	*	2	*	*	*	3	11
Grand Total	1	23	26	1	22	2	0	2	0	2	0	0	0	4	83
Percent	1.2%	27.7%	31.3%	1.2%	26.5%	2.4%	0.0%	2.4%	0.0%	2.4%	0.0%	0.0%	0.0%	4.8%	

Quality Counts

Qualitycounts.net

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction / Classification

Tech: Judd / Klaren / McComb

Count: Vehicle Classification

Old State Rd south of Loomis Ln

Start Date: 11/8/2023

End Date: 11/8/2023

Old State Road south of Loomis Lane

Donnelly, Idaho

Direction: Northbound

11/8/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7:00	0	5	5	0	4	0	0	0	0	0	0	0	0	0	14
8:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
10:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
11:00	0	0	0	0	2	0	0	2	0	0	0	0	0	1	5
12:00 PM	0	1	5	0	0	0	0	1	0	0	0	0	0	0	7
1:00	0	2	1	0	1	1	0	0	0	0	0	0	0	0	5
2:00	1	3	2	0	2	0	0	0	0	0	0	0	0	0	8
3:00	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
4:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00	0	3	3	0	4	0	0	0	0	2	0	0	0	0	12
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	24	31	2	18	2	0	3	0	2	0	0	0	1	84
Percent	1.2%	28.6%	36.9%	2.4%	21.4%	2.4%	0.0%	3.6%	0.0%	2.4%	0.0%	0.0%	0.0%	1.2%	
AM Peak		7:00	7:00		7:00	9:00		11:00						11:00	7:00
	*	5	5	*	4	1	*	2	*	*	*	*	*	1	14
PM Peak	2:00	2:00	12:00 PM	3:00	5:00	1:00		12:00 PM		5:00					5:00
	1	3	5	2	4	1	*	1	*	2	*	*	*	*	12
Grand Total	1	24	31	2	18	2	0	3	0	2	0	0	0	1	84
Percent	1.2%	28.6%	36.9%	2.4%	21.4%	2.4%	0.0%	3.6%	0.0%	2.4%	0.0%	0.0%	0.0%	1.2%	

Quality Counts

Qualitycounts.net

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction / Classification

Tech: Judd / Klaren / McComb

Count: Vehicle Classification

Old State Rd south of Loomis Ln

Start Date: 11/8/2023

End Date: 11/8/2023

Old State Road south of Loomis Lane

Donnelly, Idaho

Direction: Combined

11/8/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
7:00	0	7	8	0	4	0	0	0	0	0	0	0	0	0	20
8:00	0	3	4	0	1	1	0	0	0	0	0	0	0	0	9
9:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
10:00	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
11:00	0	1	0	0	2	1	0	2	0	0	0	0	0	0	7
12:00 PM	0	4	6	0	3	0	0	2	0	0	0	0	0	0	15
1:00	0	2	5	0	3	1	0	0	0	0	0	0	0	0	11
2:00	1	5	5	0	3	0	0	0	0	0	0	0	0	0	14
3:00	1	1	5	3	5	0	0	0	0	0	0	0	0	0	18
4:00	0	6	2	0	3	0	0	0	0	0	0	0	0	0	11
5:00	0	5	4	0	9	0	0	0	0	4	0	0	0	0	22
6:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
7:00	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9
8:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	47	57	3	40	4	0	5	0	4	0	0	0	5	167
Percent	1.2%	28.1%	34.1%	1.8%	24.0%	2.4%	0.0%	3.0%	0.0%	2.4%	0.0%	0.0%	0.0%	3.0%	
AM Peak		7:00	7:00		7:00	8:00		11:00						7:00	7:00
	*	7	8	*	4	1	*	2	*	*	*	*	*	1	20
PM Peak	2:00	4:00	12:00 PM	3:00	5:00	1:00		12:00 PM		5:00				3:00	5:00
	1	6	6	3	9	1	*	2	*	4	*	*	*	3	22
Grand Total	2	47	57	3	40	4	0	5	0	4	0	0	0	5	167
Percent	1.2%	28.1%	34.1%	1.8%	24.0%	2.4%	0.0%	3.0%	0.0%	2.4%	0.0%	0.0%	0.0%	3.0%	

Quality Counts

Qualitycounts.net

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction

Tech: Judd / Klaren / McComb

Count: Vehicle Volume

Old State Rd south of Loomis Ln

Start Date: 11/8/2023

End Date: 11/8/2023

Old State Road south of Loomis

Lane

Donnelly, Idaho

11/8/2023	Southbound	Northbound	Total
Time			
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	1	0	1
4:00	0	1	1
4:15	0	1	1
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	1	1
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	1	6	7
7:00	2	3	5
7:15	0	2	2
7:30	2	6	8
7:45	2	3	5
8:00	1	0	1
8:15	2	0	2
8:30	1	2	3
8:45	3	0	3
9:00	0	2	2
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	1	2	3
10:15	1	3	4
10:30	1	0	1
10:45	1	2	3
11:00	1	0	1
11:15	0	1	1
11:30	0	1	1
11:45	1	3	4
Total	21	39	60
Percent	35.0%	65.0%	
Peak Volume	7	17	22
Peak Factor	0.875	0.708	0.688

Quality Counts

Qualitycounts.net

Idaho (208) 860-7554 Utah (801) 413-2993

Study: NV50049

Type: Volume / Direction

Tech: Judd / Klaren / McComb

Count: Vehicle Volume

Old State Rd south of Loomis Ln

Start Date: 11/8/2023

End Date: 11/8/2023

Old State Road south of Loomis

Lane

Donnelly, Idaho

11/8/2023	Southbound	Northbound	Total
Time			
12:00 PM	4	0	4
12:15	1	0	1
12:30	1	3	4
12:45	2	4	6
1:00	1	1	2
1:15	1	2	3
1:30	2	1	3
1:45	2	1	3
2:00	2	3	5
2:15	1	2	3
2:30	2	1	3
2:45	1	2	3
3:00	2	0	2
3:15	3	1	4
3:30	5	5	10
3:45	1	1	2
4:00	0	1	1
4:15	3	1	4
4:30	3	0	3
4:45	3	0	3
5:00	1	2	3
5:15	1	4	5
5:30	7	4	11
5:45	1	2	3
6:00	0	0	0
6:15	0	0	0
6:30	2	0	2
6:45	1	1	2
7:00	1	1	2
7:15	0	1	1
7:30	2	1	3
7:45	3	0	3
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	1	0	1
9:00	0	0	0
9:15	1	0	1
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	1	0	1
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	62	45	107
Percent	57.9%	42.1%	
Peak Volume	4:45	5:00	4:45
Peak Factor	12	12	22
Grand Total	0.429	0.750	0.500
Percent AADT	49.7%	50.3%	167
	ADT: 167	AADT: 167	

APPENDIX C: HCM Reports

Synchro Output – Existing Conditions Analysis

Intersection												
Int Delay, s/veh 6.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	12	0	0	5	0	0	13	0	0	5	13
Future Vol, veh/h	66	12	0	0	5	0	0	13	0	0	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	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	72	13	0	0	5	0	0	14	0	0	5	14
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	29	27	13	26	34	14	20	0	0	14	0	0
Stage 1	13	13	-	14	14	-	-	-	-	-	-	-
Stage 2	17	14	-	12	20	-	-	-	-	-	-	-
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	980	867	1068	984	859	1066	1597	-	-	1604	-	-
Stage 1	1008	885	-	1006	884	-	-	-	-	-	-	-
Stage 2	1003	884	-	1009	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	973	867	1068	969	859	1066	1597	-	-	1604	-	-
Mov Cap-2 Maneuver	973	867	-	969	859	-	-	-	-	-	-	-
Stage 1	1008	885	-	1006	884	-	-	-	-	-	-	-
Stage 2	996	884	-	994	879	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	9.14			9.22			0			0		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt			NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	1597	-	-	955	859	1604	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	0.089	0.006	-	-	-	-	-		
HCM Control Delay (s/veh)	0	-	-	9.1	9.2	0	-	-	-	-		
HCM Lane LOS	A	-	-	A	A	A	-	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-	-	-		

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	8	3	0	0	6	157	3	0	111	0
Future Vol, veh/h	2	2	8	3	0	0	6	157	3	0	111	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	2	2	9	3	0	0	7	171	3	0	121	0
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	304	308	121	307	306	172	121	0	0	174	0	0
Stage 1	121	121	-	185	185	-	-	-	-	-	-	-
Stage 2	184	187	-	122	121	-	-	-	-	-	-	-
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	648	606	931	645	608	871	1467	-	-	1403	-	-
Stage 1	884	796	-	816	746	-	-	-	-	-	-	-
Stage 2	818	745	-	882	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	645	603	931	634	605	871	1467	-	-	1403	-	-
Mov Cap-2 Maneuver	645	603	-	634	605	-	-	-	-	-	-	-
Stage 1	884	796	-	812	743	-	-	-	-	-	-	-
Stage 2	814	742	-	872	796	-	-	-	-	-	-	-
Approach	EB		WB			NB		SB				
HCM Control Delay, s/v	9.58			10.71			0.27			0		
HCM LOS	A			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1		SBL	SBT	SBR			
Capacity (veh/h)	65	-	-	799	634	1403	-	-	-			
HCM Lane V/C Ratio	0.004	-	-	0.016	0.005	-	-	-	-			
HCM Control Delay (s/veh)	7.5	0	-	9.6	10.7	0	-	-	-			
HCM Lane LOS	A	A	-	A	B	A	-	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-	-			

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	24	0	164	65	0
Future Vol, veh/h	115	24	0	164	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	26	0	178	71	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	151	0	316	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1430	-	677	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1430	-	677	910
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	853	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0	10.94			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	677	-	-	1430	-	
HCM Lane V/C Ratio	0.104	-	-	-	-	
HCM Control Delay (s/veh)	10.9	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↓	↔	
Traffic Vol, veh/h	78	0	18	0	0	0
Future Vol, veh/h	78	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	0	20	0	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	85	0	124	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1512	-	871	974
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1512	-	860	974
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	971	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.41	0			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1512	-	
HCM Lane V/C Ratio	-	-	-	0.013	-	
HCM Control Delay (s/veh)	0	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations



Traffic Vol, veh/h 0 0 0 13 5 0

Future Vol, veh/h 0 0 0 13 5 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 14 5 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 20 5 5 0 - 0

Stage 1 5 - - - - -

Stage 2 14 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 998 1078 1616 - - -

Stage 1 1018 - - - - -

Stage 2 1009 - - - - -

Platoon blocked, % - - - - - -

Mov Cap-1 Maneuver 998 1078 1616 - - -

Mov Cap-2 Maneuver 998 - - - - -

Stage 1 1018 - - - - -

Stage 2 1009 - - - - -

Approach EB NB SB

HCM Control Delay, s/v 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1616 - - - - -

HCM Lane V/C Ratio - - - - - -

HCM Control Delay (s/veh) 0 - 0 - - -

HCM Lane LOS A - A - - -

HCM 95th %tile Q(veh) 0 - - - - -

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	34	10	0	1	15	0	0	4	1	0	6	64
Future Vol, veh/h	34	10	0	1	15	0	0	4	1	0	6	64
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	37	11	0	1	16	0	0	4	1	0	7	70
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	54	47	41	17	81	5	76	0	0	5	0	0
Stage 1	41	41	-	5	5	-	-	-	-	-	-	-
Stage 2	13	5	-	12	76	-	-	-	-	-	-	-
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	944	845	1030	998	809	1078	1523	-	-	1616	-	-
Stage 1	973	861	-	1017	892	-	-	-	-	-	-	-
Stage 2	1008	891	-	1009	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	925	845	1030	985	809	1078	1523	-	-	1616	-	-
Mov Cap-2 Maneuver	925	845	-	985	809	-	-	-	-	-	-	-
Stage 1	973	861	-	1017	892	-	-	-	-	-	-	-
Stage 2	989	891	-	996	832	-	-	-	-	-	-	-
Approach	EB			WB			NB		SB			
HCM Control Delay, s/v	9.2			9.49			0		0			
HCM LOS	A			A			A		A			
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1523	-	-	906	818	1616	-	-				
HCM Lane V/C Ratio	-	-	-	0.053	0.021	-	-	-				
HCM Control Delay (s/veh)	0	-	-	9.2	9.5	0	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	1	1	10	6	8	0	13	141	4	0	182	0
Future Vol, veh/h	1	1	10	6	8	0	13	141	4	0	182	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	1	11	7	9	0	14	153	4	0	198	0
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	384	384	198	382	382	155	198	0	0	158	0	0
Stage 1	198	198	-	184	184	-	-	-	-	-	-	-
Stage 2	186	186	-	198	198	-	-	-	-	-	-	-
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	575	550	843	576	551	890	1375	-	-	1422	-	-
Stage 1	804	737	-	818	748	-	-	-	-	-	-	-
Stage 2	816	746	-	803	737	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	559	544	843	561	545	890	1375	-	-	1422	-	-
Mov Cap-2 Maneuver	559	544	-	561	545	-	-	-	-	-	-	-
Stage 1	804	737	-	809	739	-	-	-	-	-	-	-
Stage 2	797	738	-	792	737	-	-	-	-	-	-	-
Approach	EB		WB			NB		SB				
HCM Control Delay, s/v	9.73		11.71			0.63		0				
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	147	-	-	775	552	1422	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.017	0.028	-	-	-				
HCM Control Delay (s/veh)	7.6	0	-	9.7	11.7	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	185	62	1	147	29	0
Future Vol, veh/h	185	62	1	147	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	67	1	160	32	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	268	0	397	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	162	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1295	-	608	804
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1295	-	608	804
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	866	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.05	11.25			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	608	-	-	12	-	
HCM Lane V/C Ratio	0.052	-	-	0.001	-	
HCM Control Delay (s/veh)	11.2	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	44	0	79	0	0	0
Future Vol, veh/h	44	0	79	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	0	86	0	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	48	0	220	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1559	-	769	1021
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	858	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1559	-	726	1021
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	811	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.44	0			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1559	-	
HCM Lane V/C Ratio	-	-	-	0.055	-	
HCM Control Delay (s/veh)	0	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.2	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	0	0	0	5	7	0
Future Vol, veh/h	0	0	0	5	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	5	8	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	13	8	8	0	-
Stage 1	8	-	-	-	-
Stage 2	5	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	1006	1075	1613	-	-
Stage 1	1015	-	-	-	-
Stage 2	1018	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	1006	1075	1613	-	-
Mov Cap-2 Maneuver	1006	-	-	-	-
Stage 1	1015	-	-	-	-
Stage 2	1018	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1613	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Synchro Output – Background Conditions Analysis

Intersection												
Int Delay, s/veh 6.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	77	14	0	0	6	0	0	15	0	0	6	15
Future Vol, veh/h	77	14	0	0	6	0	0	15	0	0	6	15
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	84	15	0	0	7	0	0	16	0	0	7	16
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	34	31	15	30	39	16	23	0	0	16	0	0
Stage 1	15	15	-	16	16	-	-	-	-	-	-	-
Stage 2	20	16	-	14	23	-	-	-	-	-	-	-
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	972	862	1065	978	853	1063	1592	-	-	1601	-	-
Stage 1	1005	883	-	1003	882	-	-	-	-	-	-	-
Stage 2	999	882	-	1006	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	965	862	1065	961	853	1063	1592	-	-	1601	-	-
Mov Cap-2 Maneuver	965	862	-	961	853	-	-	-	-	-	-	-
Stage 1	1005	883	-	1003	882	-	-	-	-	-	-	-
Stage 2	992	882	-	989	876	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	9.24			9.25			0			0		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt												
NBL		NBT	NBR	EBLn1	WBLn1		SBL	SBT	SBR			
Capacity (veh/h)	1592	-	-	948	853	1601	-	-	-			
HCM Lane V/C Ratio	-	-	-	0.104	0.008		-	-	-			
HCM Control Delay (s/veh)	0	-	-	9.2	9.3	0	-	-	-			
HCM Lane LOS	A	-	-	A	A	A	-	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	-	-	-			

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	2	2	9	3	0	0	7	182	3	0	129	0
Future Vol, veh/h	2	2	9	3	0	0	7	182	3	0	129	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	2	2	10	3	0	0	8	198	3	0	140	0
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	353	357	140	356	355	199	140	0	0	201	0	0
Stage 1	140	140	-	215	215	-	-	-	-	-	-	-
Stage 2	213	216	-	141	140	-	-	-	-	-	-	-
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	602	569	908	599	571	842	1443	-	-	1371	-	-
Stage 1	863	781	-	788	725	-	-	-	-	-	-	-
Stage 2	789	724	-	862	781	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	598	566	908	587	567	842	1443	-	-	1371	-	-
Mov Cap-2 Maneuver	598	566	-	587	567	-	-	-	-	-	-	-
Stage 1	863	781	-	783	721	-	-	-	-	-	-	-
Stage 2	784	720	-	850	781	-	-	-	-	-	-	-
Approach	EB		WB			NB		SB				
HCM Control Delay, s/v	9.74		11.17			0.27		0				
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	65	-	-	774	587	1371	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.018	0.006	-	-	-				
HCM Control Delay (s/veh)	7.5	0	-	9.7	11.2	0	-	-				
HCM Lane LOS	A	A	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	133	28	0	190	75	0
Future Vol, veh/h	133	28	0	190	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	30	0	207	82	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	175	0	366	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	207	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	633	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1401	-	633	885
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	828	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0	11.52			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	633	-	-	1401	-	
HCM Lane V/C Ratio	0.129	-	-	-	-	
HCM Control Delay (s/veh)	11.5	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	90	0	21	0	0	0
Future Vol, veh/h	90	0	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	0	23	0	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	98	0	143	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1495	-	849	958
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1495	-	836	958
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	962	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.44	0			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1495	-	
HCM Lane V/C Ratio	-	-	-	0.015	-	
HCM Control Delay (s/veh)	0	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	0	0	0	15	6	0
Future Vol, veh/h	0	0	0	15	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	7	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	23	7	7	0	-
Stage 1	7	-	-	-	-
Stage 2	16	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	993	1076	1614	-	-
Stage 1	1017	-	-	-	-
Stage 2	1006	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	993	1076	1614	-	-
Mov Cap-2 Maneuver	993	-	-	-	-
Stage 1	1017	-	-	-	-
Stage 2	1006	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1614	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	39	12	0	1	17	0	0	5	1	0	7	74
Future Vol, veh/h	39	12	0	1	17	0	0	5	1	0	7	74
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	42	13	0	1	18	0	0	5	1	0	8	80
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	62	54	48	20	94	6	88	0	0	7	0	0
Stage 1	48	48	-	6	6	-	-	-	-	-	-	-
Stage 2	15	7	-	14	88	-	-	-	-	-	-	-
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	932	837	1021	993	796	1077	1508	-	-	1614	-	-
Stage 1	966	855	-	1016	891	-	-	-	-	-	-	-
Stage 2	1005	890	-	1006	822	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	911	837	1021	978	796	1077	1508	-	-	1614	-	-
Mov Cap-2 Maneuver	911	837	-	978	796	-	-	-	-	-	-	-
Stage 1	966	855	-	1016	891	-	-	-	-	-	-	-
Stage 2	984	890	-	991	822	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.3		9.59		0		0					
HCM LOS	A		A		A		A					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1508	-	-	892	804	1614	-	-				
HCM Lane V/C Ratio	-	-	-	0.062	0.024	-	-	-				
HCM Control Delay (s/veh)	0	-	-	9.3	9.6	0	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

Intersection													
Int Delay, s/veh	1.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+	
Traffic Vol, veh/h	1	1	12	7	9	0	15	163	5	0	211	0	
Future Vol, veh/h	1	1	12	7	9	0	15	163	5	0	211	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	1	13	8	10	0	16	177	5	0	229	0	
Major/Minor	Minor2	Minor1			Major1			Major2					
Conflicting Flow All	444	445	229	442	442	180	229	0	0	183	0	0	
Stage 1	229	229	-	212	212	-	-	-	-	-	-	-	
Stage 2	215	215	-	230	229	-	-	-	-	-	-	-	
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	524	508	810	525	510	863	1339	-	-	1392	-	-	
Stage 1	773	714	-	790	727	-	-	-	-	-	-	-	
Stage 2	788	725	-	773	714	-	-	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	507	501	810	509	503	863	1339	-	-	1392	-	-	
Mov Cap-2 Maneuver	507	501	-	509	503	-	-	-	-	-	-	-	
Stage 1	773	714	-	779	717	-	-	-	-	-	-	-	
Stage 2	766	715	-	759	714	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s/v	9.93	12.37			0.63			0					
HCM LOS	A	B											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	147	-	-	745	506	1392	-	-					
HCM Lane V/C Ratio	0.012	-	-	0.02	0.034	-	-	-					
HCM Control Delay (s/veh)	7.7	0	-	9.9	12.4	0	-	-					
HCM Lane LOS	A	A	-	A	B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-					

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	214	72	1	170	34	0
Future Vol, veh/h	214	72	1	170	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	233	78	1	185	37	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	311	0	459	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1250	-	560	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1250	-	560	767
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	844	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.05	11.88			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	560	-	-	11	-	
HCM Lane V/C Ratio	0.066	-	-	0.001	-	
HCM Control Delay (s/veh)	11.9	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	51	0	92	0	0	0
Future Vol, veh/h	51	0	92	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	0	100	0	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	55	0	255	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	200	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1549	-	733	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1549	-	686	1011
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	780	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.48	0			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1549	-	
HCM Lane V/C Ratio	-	-	-	0.065	-	
HCM Control Delay (s/veh)	0	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.2	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	R	
Traffic Vol, veh/h	0	0	0	6	8	0
Future Vol, veh/h	0	0	0	6	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	7	9	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	15	9	9	0	-
Stage 1	9	-	-	-	-
Stage 2	7	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	1003	1073	1611	-	-
Stage 1	1014	-	-	-	-
Stage 2	1017	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	1003	1073	1611	-	-
Mov Cap-2 Maneuver	1003	-	-	-	-
Stage 1	1014	-	-	-	-
Stage 2	1017	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	89	16	0	0	7	0	0	17	0	0	7	17
Future Vol, veh/h	89	16	0	0	7	0	0	17	0	0	7	17
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	97	17	0	0	8	0	0	18	0	0	8	18
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	39	35	17	35	45	18	26	0	0	18	0	0
Stage 1	17	17	-	18	18	-	-	-	-	-	-	-
Stage 2	22	18	-	16	26	-	-	-	-	-	-	-
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	965	857	1062	972	847	1060	1588	-	-	1598	-	-
Stage 1	1003	881	-	1001	880	-	-	-	-	-	-	-
Stage 2	996	880	-	1003	873	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	957	857	1062	952	847	1060	1588	-	-	1598	-	-
Mov Cap-2 Maneuver	957	857	-	952	847	-	-	-	-	-	-	-
Stage 1	1003	881	-	1001	880	-	-	-	-	-	-	-
Stage 2	987	880	-	983	873	-	-	-	-	-	-	-
Approach	EB			WB			NB		SB			
HCM Control Delay, s/v	9.36	9.29			0			0				
HCM LOS	A	A			A			A				
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1588	-	-	940	847	1598	-	-				
HCM Lane V/C Ratio	-	-	-	0.121	0.009	-	-	-				
HCM Control Delay (s/veh)	0	-	-	9.4	9.3	0	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-				

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+	
Traffic Vol, veh/h	3	3	11	4	0	0	8	211	4	0	149	0	
Future Vol, veh/h	3	3	11	4	0	0	8	211	4	0	149	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	3	3	12	4	0	0	9	229	4	0	162	0	
Major/Minor	Minor2		Minor1			Major1		Major2					
Conflicting Flow All	409	413	162	413	411	232	162	0	0	234	0	0	
Stage 1	162	162	-	249	249	-	-	-	-	-	-	-	
Stage 2	247	251	-	164	162	-	-	-	-	-	-	-	
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	553	529	883	550	531	808	1417	-	-	1334	-	-	
Stage 1	840	764	-	755	701	-	-	-	-	-	-	-	
Stage 2	757	699	-	838	764	-	-	-	-	-	-	-	
Platoon blocked, %								-	-	-	-	-	
Mov Cap-1 Maneuver	549	526	883	535	527	808	1417	-	-	1334	-	-	
Mov Cap-2 Maneuver	549	526	-	535	527	-	-	-	-	-	-	-	
Stage 1	840	764	-	750	696	-	-	-	-	-	-	-	
Stage 2	752	694	-	824	764	-	-	-	-	-	-	-	
Approach	EB		WB			NB		SB					
HCM Control Delay, s/v10.14	11.78			0.27		0							
HCM LOS	B		B										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	64	-	-	719	535	1334	-	-					
HCM Lane V/C Ratio	0.006	-	-	0.026	0.008	-	-	-					
HCM Control Delay (s/veh)	7.6	0	-	10.1	11.8	0	-	-					
HCM Lane LOS	A	A	-	B	B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-					

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	155	32	0	220	87	0
Future Vol, veh/h	155	32	0	220	87	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	35	0	239	95	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	203	0	425	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	586	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1368	-	586	856
Mov Cap-2 Maneuver	-	-	-	-	586	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	801	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0	12.32			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	586	-	-	1368	-	
HCM Lane V/C Ratio	0.161	-	-	-	-	
HCM Control Delay (s/veh)	12.3	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	105	0	24	0	0	0
Future Vol, veh/h	105	0	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	0	26	0	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	114	0	166	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1475	-	824	938
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1475	-	810	938
Mov Cap-2 Maneuver	-	-	-	-	810	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	953	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.48	0			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1475	-	
HCM Lane V/C Ratio	-	-	-	0.018	-	
HCM Control Delay (s/veh)	0	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.1	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	0	0	0	17	7	0
Future Vol, veh/h	0	0	0	17	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	8	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	26	8	8	0	-
Stage 1	8	-	-	-	-
Stage 2	18	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	989	1075	1613	-	-
Stage 1	1015	-	-	-	-
Stage 2	1004	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	989	1075	1613	-	-
Mov Cap-2 Maneuver	989	-	-	-	-
Stage 1	1015	-	-	-	-
Stage 2	1004	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1613	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	13	0	1	20	0	0	5	1	0	8	86
Future Vol, veh/h	46	13	0	1	20	0	0	5	1	0	8	86
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	50	14	0	1	22	0	0	5	1	0	9	93
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	72	62	55	22	108	6	102	0	0	7	0	0
Stage 1	55	55	-	6	6	-	-	-	-	-	-	-
Stage 2	16	7	-	16	102	-	-	-	-	-	-	-
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	919	829	1011	991	782	1077	1490	-	-	1614	-	-
Stage 1	957	849	-	1016	891	-	-	-	-	-	-	-
Stage 2	1003	890	-	1004	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	894	829	1011	974	782	1077	1490	-	-	1614	-	-
Mov Cap-2 Maneuver	894	829	-	974	782	-	-	-	-	-	-	-
Stage 1	957	849	-	1016	891	-	-	-	-	-	-	-
Stage 2	979	890	-	987	811	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	9.42				9.7			0			0	
HCM LOS	A				A			A			-	
Minor Lane/Major Mvmt												
Capacity (veh/h)		1490	-	-	879	789	1614	-	-			
HCM Lane V/C Ratio	-	-	-	0.073	0.029	-	-	-	-			
HCM Control Delay (s/veh)	0	-	-	9.4	9.7	0	-	-	-			
HCM Lane LOS	A	-	-	A	A	A	-	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-	-			

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	1	1	13	8	11	0	17	189	5	0	245	0
Future Vol, veh/h	1	1	13	8	11	0	17	189	5	0	245	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	1	14	9	12	0	18	205	5	0	266	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	515	514	266	512	511	208	266	0	0	211	0	0
Stage 1	266	266	-	245	245	-	-	-	-	-	-	-
Stage 2	248	248	-	267	266	-	-	-	-	-	-	-
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	471	464	772	472	466	832	1298	-	-	1360	-	-
Stage 1	739	688	-	759	703	-	-	-	-	-	-	-
Stage 2	756	701	-	739	688	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	451	457	772	455	458	832	1298	-	-	1360	-	-
Mov Cap-2 Maneuver	451	457	-	455	458	-	-	-	-	-	-	-
Stage 1	739	688	-	746	692	-	-	-	-	-	-	-
Stage 2	731	690	-	724	688	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v10.22	13.25		0.63		0							
HCM LOS	B	B										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	144	-	-	706	457	1360	-	-				
HCM Lane V/C Ratio	0.014	-	-	0.023	0.045	-	-	-				
HCM Control Delay (s/veh)	7.8	0	-	10.2	13.3	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	249	83	1	198	39	0
Future Vol, veh/h	249	83	1	198	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	271	90	1	215	42	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	361	0	533	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1198	-	507	725
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1198	-	507	725
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	818	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.04	12.75			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	507	-	-	9	-	
HCM Lane V/C Ratio	0.084	-	-	0.001	-	
HCM Control Delay (s/veh)	12.8	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	59	0	106	0	0	0
Future Vol, veh/h	59	0	106	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	0	115	0	0	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	64	0	295	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1538	-	696	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1538	-	644	1000
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	747	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.53	0			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1538	-	
HCM Lane V/C Ratio	-	-	-	0.075	-	
HCM Control Delay (s/veh)	0	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0.2	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	0	0	0	7	9	0
Future Vol, veh/h	0	0	0	7	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	10	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	17	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1001	1072	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1001	1072	1610	-	-	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1610	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection												
Int Delay, s/veh 6.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	103	19	0	0	8	0	0	20	0	0	8	20
Future Vol, veh/h	103	19	0	0	8	0	0	20	0	0	8	20
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	112	21	0	0	9	0	0	22	0	0	9	22
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	46	41	20	41	52	22	30	0	0	22	0	0
Stage 1	20	20	-	22	22	-	-	-	-	-	-	-
Stage 2	26	22	-	19	30	-	-	-	-	-	-	-
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	956	851	1058	963	839	1055	1582	-	-	1594	-	-
Stage 1	999	879	-	997	877	-	-	-	-	-	-	-
Stage 2	991	877	-	1000	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	946	851	1058	940	839	1055	1582	-	-	1594	-	-
Mov Cap-2 Maneuver	946	851	-	940	839	-	-	-	-	-	-	-
Stage 1	999	879	-	997	877	-	-	-	-	-	-	-
Stage 2	982	877	-	976	870	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	9.51			9.33			0			0		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt												
NBL		NBT	NBR	EBLn1	WBLn1		SBL	SBT	SBR			
Capacity (veh/h)	1582	-	-	930	839	1594	-	-	-			
HCM Lane V/C Ratio	-	-	-	0.143	0.01		-	-	-			
HCM Control Delay (s/veh)	0	-	-	9.5	9.3	0	-	-	-			
HCM Lane LOS	A	-	-	A	A	A	-	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-	-			

Intersection													
Int Delay, s/veh 0.7													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+	
Traffic Vol, veh/h	3	3	12	5	0	0	9	245	5	0	173	0	
Future Vol, veh/h	3	3	12	5	0	0	9	245	5	0	173	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	3	3	13	5	0	0	10	266	5	0	188	0	
Major/Minor													
Minor2		Minor1			Major1			Major2					
Conflicting Flow All	474	479	188	478	477	269	188	0	0	272	0	0	
Stage 1	188	188	-	289	289	-	-	-	-	-	-	-	
Stage 2	286	291	-	190	188	-	-	-	-	-	-	-	
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	501	486	854	497	487	770	1386	-	-	1292	-	-	
Stage 1	814	744	-	719	673	-	-	-	-	-	-	-	
Stage 2	721	671	-	812	744	-	-	-	-	-	-	-	
Platoon blocked, %								-	-	-	-	-	
Mov Cap-1 Maneuver	497	482	854	483	483	770	1386	-	-	1292	-	-	
Mov Cap-2 Maneuver	497	482	-	483	483	-	-	-	-	-	-	-	
Stage 1	814	744	-	713	668	-	-	-	-	-	-	-	
Stage 2	715	666	-	796	744	-	-	-	-	-	-	-	
Approach													
EB			WB			NB			SB				
HCM Control Delay, s/v10.42	12.55			0.26			0						
HCM LOS	B			B									
Minor Lane/Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	62		-	-	684	483	1292	-	-				
HCM Lane V/C Ratio	0.007		-	-	0.029	0.011	-	-	-				
HCM Control Delay (s/veh)	7.6		0	-	10.4	12.5	0	-	-				
HCM Lane LOS	A		A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0		-	-	0.1	0	0	-	-				

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↔	↔	↑	↑	↑
Traffic Vol, veh/h	179	37	0	256	101	0
Future Vol, veh/h	179	37	0	256	101	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	40	0	278	110	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	235	0	493	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1333	-	535	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1333	-	535	825
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	769	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0	13.45			
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	535	-	-	1333	-	
HCM Lane V/C Ratio	0.205	-	-	-	-	
HCM Control Delay (s/veh)	13.5	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.8	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	0	0	0	20	8	0
Future Vol, veh/h	0	0	0	20	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	22	9	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	30	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	984	1073	1611	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1611	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-	-
HCM Lane LOS	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection

Int Delay, s/veh

0

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	0	20	0	0	8	0
Future Vol, veh/h	0	0	0	0	0	0	0	20	0	0	8	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									
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	0	22	0	0	9	0

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	30	30	9	30	30	22	9	0	0	22	0	0
Stage 1	9	9	-	22	22	-	-	-	-	-	-	-
Stage 2	22	22	-	9	9	-	-	-	-	-	-	-
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	978	862	1073	978	862	1055	1611	-	-	1594	-	-
Stage 1	1013	888	-	997	877	-	-	-	-	-	-	-
Stage 2	997	877	-	1013	888	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	978	862	1073	978	862	1055	1611	-	-	1594	-	-
Mov Cap-2 Maneuver	978	862	-	978	862	-	-	-	-	-	-	-
Stage 1	1013	888	-	997	877	-	-	-	-	-	-	-
Stage 2	997	877	-	1013	888	-	-	-	-	-	-	-

Approach	EB	WB			NB		SB	
HCM Control Delay, s/v	0	0			0		0	
HCM LOS	A	A						
<hr/>								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1611	-	-	-	-	1594	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection													
Int Delay, s/veh	4.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	53	16	0	2	23	0	0	6	2	0	9	100	
Future Vol, veh/h	53	16	0	2	23	0	0	6	2	0	9	100	
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	58	17	0	2	25	0	0	7	2	0	10	109	
Major/Minor													
Minor2		Minor1			Major1			Major2					
Conflicting Flow All	83	73	64	26	126	8	118	0	0	9	0	0	
Stage 1	64	64	-	8	8	-	-	-	-	-	-	-	
Stage 2	19	9	-	18	118	-	-	-	-	-	-	-	
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	904	818	1000	984	764	1075	1470	-	-	1611	-	-	
Stage 1	947	841	-	1014	889	-	-	-	-	-	-	-	
Stage 2	1000	888	-	1001	798	-	-	-	-	-	-	-	
Platoon blocked, %								-	-	-	-	-	
Mov Cap-1 Maneuver	874	818	1000	963	764	1075	1470	-	-	1611	-	-	
Mov Cap-2 Maneuver	874	818	-	963	764	-	-	-	-	-	-	-	
Stage 1	947	841	-	1014	889	-	-	-	-	-	-	-	
Stage 2	972	888	-	980	798	-	-	-	-	-	-	-	
Approach													
EB			WB			NB			SB				
HCM Control Delay, s/v	9.58				9.8			0			0		
HCM LOS	A				A			A			-	-	
Minor Lane/Major Mvmt													
NBL		NBT	NBR	EBLn1	WBLn1		SBL	SBT	SBR				
Capacity (veh/h)	1470	-	-	860	777	1611	-	-	-				
HCM Lane V/C Ratio	-	-	-	0.087	0.035		-	-	-				
HCM Control Delay (s/veh)	0	-	-	9.6	9.8	0	-	-	-				
HCM Lane LOS	A	-	-	A	A	A	-	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-	-				

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	2	2	16	9	12	0	20	220	6	0	284	0
Future Vol, veh/h	2	2	16	9	12	0	20	220	6	0	284	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	2	2	17	10	13	0	22	239	7	0	309	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	598	598	309	596	595	242	309	0	0	246	0	0
Stage 1	309	309	-	286	286	-	-	-	-	-	-	-
Stage 2	289	289	-	310	309	-	-	-	-	-	-	-
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	414	416	731	416	418	796	1252	-	-	1320	-	-
Stage 1	701	660	-	721	675	-	-	-	-	-	-	-
Stage 2	719	673	-	700	660	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	393	407	731	395	409	796	1252	-	-	1320	-	-
Mov Cap-2 Maneuver	393	407	-	395	409	-	-	-	-	-	-	-
Stage 1	701	660	-	707	662	-	-	-	-	-	-	-
Stage 2	690	659	-	682	660	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v10.94	14.46		0.64		0							
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	146	-	-	627	403	1320	-	-				
HCM Lane V/C Ratio	0.017	-	-	0.035	0.057	-	-	-				
HCM Control Delay (s/veh)	7.9	0	-	10.9	14.5	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-				

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	288	97	2	229	45	0
Future Vol, veh/h	288	97	2	229	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	313	105	2	249	49	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	418	0	619	366
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1141	-	452	679
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1141	-	451	679
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	787	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.07	13.95			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	451	-	-	16	-	
HCM Lane V/C Ratio	0.108	-	-	0.002	-	
HCM Control Delay (s/veh)	13.9	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	R	
Traffic Vol, veh/h	0	0	0	8	11	0
Future Vol, veh/h	0	0	0	8	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	12	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	21	12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	996	1069	1607	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	996	1069	1607	-	-	-
Mov Cap-2 Maneuver	996	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1607	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-	-
HCM Lane LOS	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection

Int Delay, s/veh 0

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	0	8	0	0	11	0
Future Vol, veh/h	0	0	0	0	0	0	0	8	0	0	11	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									
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	0	9	0	0	12	0

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	21	21	12	21	21	9	12	0	0	9	0	0
Stage 1	12	12	-	9	9	-	-	-	-	-	-	-
Stage 2	9	9	-	12	12	-	-	-	-	-	-	-
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	992	873	1069	992	873	1073	1607	-	-	1611	-	-
Stage 1	1009	886	-	1013	888	-	-	-	-	-	-	-
Stage 2	1013	888	-	1009	886	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	992	873	1069	992	873	1073	1607	-	-	1611	-	-
Mov Cap-2 Maneuver	992	873	-	992	873	-	-	-	-	-	-	-
Stage 1	1009	886	-	1013	888	-	-	-	-	-	-	-
Stage 2	1013	888	-	1009	886	-	-	-	-	-	-	-

Approach	EB	WB			NB		SB	
HCM Control Delay, s/v	0	0			0		0	
HCM LOS	A	A						
<hr/>								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	-	-	1611	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Synchro Output – Build Conditions Analysis

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	29	0	6	12	0	0	23	15	0	9	18
Future Vol, veh/h	85	29	0	6	12	0	0	23	15	0	9	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	92	32	0	7	13	0	0	25	16	0	10	20
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	51	61	20	59	63	33	29	0	0	41	0	0
Stage 1	20	20	-	33	33	-	-	-	-	-	-	-
Stage 2	32	41	-	26	29	-	-	-	-	-	-	-
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	948	830	1058	938	828	1040	1584	-	-	1568	-	-
Stage 1	999	879	-	983	867	-	-	-	-	-	-	-
Stage 2	985	861	-	992	871	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	933	830	1058	902	828	1040	1584	-	-	1568	-	-
Mov Cap-2 Maneuver	933	830	-	902	828	-	-	-	-	-	-	-
Stage 1	999	879	-	983	867	-	-	-	-	-	-	-
Stage 2	970	861	-	957	871	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	9.61			9.33			0			0		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt												
NBL		NBT	NBR	EBLn1	WBLn1		SBL	SBT	SBR			
Capacity (veh/h)	1584	-	-	905	851	1568	-	-	-			
HCM Lane V/C Ratio	-	-	-	0.137	0.023		-	-	-			
HCM Control Delay (s/veh)	0	-	-	9.6	9.3	0	-	-	-			
HCM Lane LOS	A	-	-	A	A	A	-	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-	-			

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	22	2	19	3	0	0	11	182	3	0	129	8
Future Vol, veh/h	22	2	19	3	0	0	11	182	3	0	129	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	24	2	21	3	0	0	12	198	3	0	140	9
Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	366	370	145	365	372	199	149	0	0	201	0	0
Stage 1	145	145	-	223	223	-	-	-	-	-	-	-
Stage 2	222	225	-	141	149	-	-	-	-	-	-	-
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	590	560	903	591	558	842	1433	-	-	1371	-	-
Stage 1	858	777	-	779	719	-	-	-	-	-	-	-
Stage 2	781	718	-	862	774	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	584	555	903	570	553	842	1433	-	-	1371	-	-
Mov Cap-2 Maneuver	584	555	-	570	553	-	-	-	-	-	-	-
Stage 1	858	777	-	772	712	-	-	-	-	-	-	-
Stage 2	773	711	-	840	774	-	-	-	-	-	-	-
Approach	EB		WB			NB		SB				
HCM Control Delay, s/v10.59	11.35			0.42			0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	101	-	-	690	570	1371	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.068	0.006	-	-	-				
HCM Control Delay (s/veh)	7.5	0	-	10.6	11.3	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	141	34	0	210	90	0
Future Vol, veh/h	141	34	0	210	90	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	153	37	0	228	98	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	190	0	400	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1384	-	606	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1384	-	606	872
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	810	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0	12.08			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	606	-	-	1384	-	
HCM Lane V/C Ratio	0.161	-	-	-	-	
HCM Control Delay (s/veh)	12.1	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	90	1	30	0	3	23
Future Vol, veh/h	90	1	30	0	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	1	33	0	3	25
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	99	0	164	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1494	-	827	958
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1494	-	809	958
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	937	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.46	8.96			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	938	-	-	1494	-	
HCM Lane V/C Ratio	0.03	-	-	0.022	-	
HCM Control Delay (s/veh)	9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	23	3	1	15	6	9
Future Vol, veh/h	23	3	1	15	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	3	1	16	7	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	30	11	16	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1069	1601	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1069	1601	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.73	0.45	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	113	-	993	-	-
HCM Lane V/C Ratio	0.001	-	0.028	-	-
HCM Control Delay (s/veh)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	28	0	25	41	0	0	13	17	0	19	86
Future Vol, veh/h	47	28	0	25	41	0	0	13	17	0	19	86
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	51	30	0	27	45	0	0	14	18	0	21	93
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	104	100	67	59	138	23	114	0	0	33	0	0
Stage 1	67	67	-	23	23	-	-	-	-	-	-	-
Stage 2	36	33	-	36	114	-	-	-	-	-	-	-
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	876	790	996	937	753	1053	1475	-	-	1579	-	-
Stage 1	943	839	-	995	876	-	-	-	-	-	-	-
Stage 2	979	868	-	980	801	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	825	790	996	901	753	1053	1475	-	-	1579	-	-
Mov Cap-2 Maneuver	825	790	-	901	753	-	-	-	-	-	-	-
Stage 1	943	839	-	995	876	-	-	-	-	-	-	-
Stage 2	929	868	-	944	801	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	9.93			9.92			0			0		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvmt			NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	1475	-	-	811	803	1579	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	0.1	0.089	-	-	-	-	-		
HCM Control Delay (s/veh)	0	-	-	9.9	9.9	0	-	-	-	-		
HCM Lane LOS	A	-	-	A	A	A	-	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-	-	-		

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	22	1	23	7	9	0	31	163	5	0	211	32
Future Vol, veh/h	22	1	23	7	9	0	31	163	5	0	211	32
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	24	1	25	8	10	0	34	177	5	0	229	35
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	496	497	247	477	511	180	264	0	0	183	0	0
Stage 1	247	247	-	247	247	-	-	-	-	-	-	-
Stage 2	249	250	-	230	264	-	-	-	-	-	-	-
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	484	475	792	498	466	863	1300	-	-	1392	-	-
Stage 1	757	702	-	757	702	-	-	-	-	-	-	-
Stage 2	755	700	-	773	690	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	460	461	792	468	452	863	1300	-	-	1392	-	-
Mov Cap-2 Maneuver	460	461	-	468	452	-	-	-	-	-	-	-
Stage 1	757	702	-	735	681	-	-	-	-	-	-	-
Stage 2	722	680	-	747	690	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	11.76		13.16		1.22		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	279	-	-	582	459	1392	-	-				
HCM Lane V/C Ratio	0.026	-	-	0.086	0.038	-	-	-				
HCM Control Delay (s/veh)	7.8	0	-	11.8	13.2	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-				

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	246	96	1	191	50	0
Future Vol, veh/h	246	96	1	191	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	267	104	1	208	54	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	372	0	529	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1187	-	510	721
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1187	-	509	721
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	824	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.04	12.91			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	509	-	-	9	-	
HCM Lane V/C Ratio	0.107	-	-	0.001	-	
HCM Control Delay (s/veh)	12.9	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection						
Int Delay, s/veh	5.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	51	4	128	0	3	24
Future Vol, veh/h	51	4	128	0	3	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	4	139	0	3	26
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	60	0	336	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1544	-	659	1009
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1544	-	600	1009
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	699	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.56	8.96			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	938	-	-	1544	-	
HCM Lane V/C Ratio	0.031	-	-	0.09	-	
HCM Control Delay (s/veh)	9	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	

Intersection

Int Delay, s/veh 3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	24	3	4	6	8	36
Future Vol, veh/h	24	3	4	6	8	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	3	4	7	9	39

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	43	28	48	0	-
Stage 1	28	-	-	-	-
Stage 2	15	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	967	1047	1559	-	-
Stage 1	994	-	-	-	-
Stage 2	1008	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	965	1047	1559	-	-
Mov Cap-2 Maneuver	965	-	-	-	-
Stage 1	992	-	-	-	-
Stage 2	1008	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.81	2.93	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	973	-	-
HCM Lane V/C Ratio	0.003	-	0.03	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection															
Int Delay, s/veh	6.5														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Traffic Vol, veh/h	103	45	0	11	18	0	0	31	29	0	12	22			
Future Vol, veh/h	103	45	0	11	18	0	0	31	29	0	12	22			
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	112	49	0	12	20	0	0	34	32	0	13	24			
Major/Minor	Minor2		Minor1			Major1			Major2						
Conflicting Flow All	68	90	25	87	86	49	37	0	0	65	0	0			
Stage 1	25	25	-	49	49	-	-	-	-	-	-	-			
Stage 2	43	65	-	38	37	-	-	-	-	-	-	-			
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	924	800	1051	899	804	1019	1574	-	-	1537	-	-			
Stage 1	993	874	-	964	854	-	-	-	-	-	-	-			
Stage 2	971	841	-	978	864	-	-	-	-	-	-	-			
Platoon blocked, %								-	-	-	-	-			
Mov Cap-1 Maneuver	901	800	1051	844	804	1019	1574	-	-	1537	-	-			
Mov Cap-2 Maneuver	901	800	-	844	804	-	-	-	-	-	-	-			
Stage 1	993	874	-	964	854	-	-	-	-	-	-	-			
Stage 2	948	841	-	923	864	-	-	-	-	-	-	-			
Approach	EB			WB			NB			SB					
HCM Control Delay, s/v10.09	9.57			0			0			0					
HCM LOS	B			A			A			A					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR							
Capacity (veh/h)	1574	-	-	868	818	1537	-	-							
HCM Lane V/C Ratio	-	-	-	0.185	0.039	-	-	-							
HCM Control Delay (s/veh)	0	-	-	10.1	9.6	0	-	-							
HCM Lane LOS	A	-	-	B	A	A	-	-							
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0	-	-							

Intersection												
Int Delay, s/veh 2.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	42	3	30	4	0	0	15	211	4	0	149	15
Future Vol, veh/h	42	3	30	4	0	0	15	211	4	0	149	15
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	46	3	33	4	0	0	16	229	4	0	162	16
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	432	436	170	428	442	232	178	0	0	234	0	0
Stage 1	170	170	-	264	264	-	-	-	-	-	-	-
Stage 2	262	266	-	164	178	-	-	-	-	-	-	-
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	534	513	874	537	509	808	1398	-	-	1334	-	-
Stage 1	832	758	-	741	690	-	-	-	-	-	-	-
Stage 2	743	688	-	838	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	527	507	874	507	503	808	1398	-	-	1334	-	-
Mov Cap-2 Maneuver	527	507	-	507	503	-	-	-	-	-	-	-
Stage 1	832	758	-	731	681	-	-	-	-	-	-	-
Stage 2	733	679	-	804	752	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	11.62			12.16			0.5			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt			NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR		
Capacity (veh/h)	117	-	-	625	507	1334	-	-	-	-		
HCM Lane V/C Ratio	0.012	-	-	0.13	0.009	-	-	-	-	-		
HCM Control Delay (s/veh)	7.6	0	-	11.6	12.2	0	-	-	-	-		
HCM Lane LOS	A	A	-	B	B	A	-	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-	-	-		

Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	170	43	0	259	116	0
Future Vol, veh/h	170	43	0	259	116	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	47	0	282	126	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	232	0	490	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1336	-	538	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1336	-	538	832
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	766	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0	13.73			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	538	-	-	1336	-	
HCM Lane V/C Ratio	0.234	-	-	-	-	
HCM Control Delay (s/veh)	13.7	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.9	-	-	0	-	

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	105	2	40	0	5	43
Future Vol, veh/h	105	2	40	0	5	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	2	43	0	5	47
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	116	0	202	115
Stage 1	-	-	-	-	115	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1472	-	786	937
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	936	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1472	-	763	937
Mov Cap-2 Maneuver	-	-	-	-	763	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	909	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.52	9.17			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	915	-	-	1472	-	
HCM Lane V/C Ratio	0.057	-	-	0.03	-	
HCM Control Delay (s/veh)	9.2	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	43	5	2	17	7	16
Future Vol, veh/h	43	5	2	17	7	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	5	2	18	8	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	39	16	25	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	973	1063	1589	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1063	1589	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1000	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.88	0.77	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	189	-	980	-	-
HCM Lane V/C Ratio	0.001	-	0.053	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection													
Int Delay, s/veh	5.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	59	39	0	41	60	0	0	18	27	0	28	106	
Future Vol, veh/h	59	39	0	41	60	0	0	18	27	0	28	106	
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	64	42	0	45	65	0	0	20	29	0	30	115	
Major/Minor													
Minor2		Minor1			Major1			Major2					
Conflicting Flow All	140	137	88	86	180	34	146	0	0	49	0	0	
Stage 1	88	88	-	34	34	-	-	-	-	-	-	-	
Stage 2	52	49	-	52	146	-	-	-	-	-	-	-	
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	830	754	970	900	714	1039	1436	-	-	1558	-	-	
Stage 1	920	822	-	982	866	-	-	-	-	-	-	-	
Stage 2	961	854	-	961	776	-	-	-	-	-	-	-	
Platoon blocked, %								-	-	-	-	-	
Mov Cap-1 Maneuver	754	754	970	850	714	1039	1436	-	-	1558	-	-	
Mov Cap-2 Maneuver	754	754	-	850	714	-	-	-	-	-	-	-	
Stage 1	920	822	-	982	866	-	-	-	-	-	-	-	
Stage 2	888	854	-	912	776	-	-	-	-	-	-	-	
Approach													
EB			WB			NB			SB				
HCM Control Delay, s/v10.56	10.51			0			0			0			
HCM LOS	B			B			A			A			
Minor Lane/Major Mvmt													
NBL		NBT	NBR	EBLn1	WBLn1		SBL	SBT	SBR				
Capacity (veh/h)	1436		-	-	754	763	1558	-	-				
HCM Lane V/C Ratio	-		-	-	0.141	0.144	-	-	-				
HCM Control Delay (s/veh)	0		-	-	10.6	10.5	0	-	-				
HCM Lane LOS	A		-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0		-	-	0.5	0.5	0	-	-				

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	35	1	30	8	11	0	44	189	5	0	245	53
Future Vol, veh/h	35	1	30	8	11	0	44	189	5	0	245	53
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	38	1	33	9	12	0	48	205	5	0	266	58
Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	602	602	295	571	628	208	324	0	0	211	0	0
Stage 1	295	295	-	304	304	-	-	-	-	-	-	-
Stage 2	307	307	-	267	324	-	-	-	-	-	-	-
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	411	414	744	432	400	832	1236	-	-	1360	-	-
Stage 1	713	669	-	706	663	-	-	-	-	-	-	-
Stage 2	703	661	-	739	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	382	396	744	394	382	832	1236	-	-	1360	-	-
Mov Cap-2 Maneuver	382	396	-	394	382	-	-	-	-	-	-	-
Stage 1	713	669	-	675	634	-	-	-	-	-	-	-
Stage 2	659	632	-	705	650	-	-	-	-	-	-	-
Approach	EB	WB			NB			SB				
HCM Control Delay, s/v13.59		14.83			1.48			0				
HCM LOS	B	B										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	331	-	-	491	387	1360	-	-				
HCM Lane V/C Ratio	0.039	-	-	0.146	0.053	-	-	-				
HCM Control Delay (s/veh)	8	0	-	13.6	14.8	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-				

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↔	↑	↔	↑	↔
Traffic Vol, veh/h	302	123	1	232	65	0
Future Vol, veh/h	302	123	1	232	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	328	134	1	252	71	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	462	0	649	395
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	254	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1099	-	434	654
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1099	-	434	654
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	787	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.04	14.91			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	434	-	-	8	-	
HCM Lane V/C Ratio	0.163	-	-	0.001	-	
HCM Control Delay (s/veh)	14.9	-	-	8.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.6	-	-	0	-	

Intersection						
Int Delay, s/veh	6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	59	7	166	0	4	38
Future Vol, veh/h	59	7	166	0	4	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	8	180	0	4	41
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	72	0	429	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	583	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1528	-	514	995
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	622	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.67	9.15			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	914	-	-	1528	-	
HCM Lane V/C Ratio	0.05	-	-	0.118	-	
HCM Control Delay (s/veh)	9.1	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.4	-	

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↔	↑	
Traffic Vol, veh/h	38	4	7	7	9	60
Future Vol, veh/h	38	4	7	7	9	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	4	8	8	10	65

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	65	42	75	0	-
Stage 1	42	-	-	-	-
Stage 2	23	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	940	1028	1524	-	-
Stage 1	980	-	-	-	-
Stage 2	1000	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	936	1028	1524	-	-
Mov Cap-2 Maneuver	936	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	1000	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.01	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	900	-	944	-	-
HCM Lane V/C Ratio	0.005	-	0.048	-	-
HCM Control Delay (s/veh)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh 6.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	128	70	0	18	26	0	0	45	51	0	17	29
Future Vol, veh/h	128	70	0	18	26	0	0	45	51	0	17	29
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	139	76	0	20	28	0	0	49	55	0	18	32
Major/Minor												
Minor2		Minor1			Major1			Major2				
Conflicting Flow All	97	139	34	133	127	77	50	0	0	104	0	0
Stage 1	34	34	-	77	77	-	-	-	-	-	-	-
Stage 2	63	104	-	57	50	-	-	-	-	-	-	-
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	885	752	1039	839	764	984	1557	-	-	1487	-	-
Stage 1	982	866	-	932	831	-	-	-	-	-	-	-
Stage 2	948	809	-	955	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	852	752	1039	754	764	984	1557	-	-	1487	-	-
Mov Cap-2 Maneuver	852	752	-	754	764	-	-	-	-	-	-	-
Stage 1	982	866	-	932	831	-	-	-	-	-	-	-
Stage 2	916	809	-	872	853	-	-	-	-	-	-	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s/v	11			10.06			0			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1557	-	-	814	760	1487	-	-	-			
HCM Lane V/C Ratio	-	-	-	0.264	0.063	-	-	-	-			
HCM Control Delay (s/veh)	0	-	-	11	10.1	0	-	-	-			
HCM Lane LOS	A	-	-	B	B	A	-	-	-			
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	0	-	-	-			

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	+	+	+	+	+	+	+	+	+	+	+	+
Traffic Vol, veh/h	70	3	46	5	0	0	21	245	5	0	173	25
Future Vol, veh/h	70	3	46	5	0	0	21	245	5	0	173	25
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	76	3	50	5	0	0	23	266	5	0	188	27
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	514	519	202	504	530	269	215	0	0	272	0	0
Stage 1	202	202	-	315	315	-	-	-	-	-	-	-
Stage 2	312	317	-	190	215	-	-	-	-	-	-	-
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	471	461	839	478	455	770	1355	-	-	1292	-	-
Stage 1	800	734	-	696	656	-	-	-	-	-	-	-
Stage 2	699	654	-	812	725	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	462	452	839	437	446	770	1355	-	-	1292	-	-
Mov Cap-2 Maneuver	462	452	-	437	446	-	-	-	-	-	-	-
Stage 1	800	734	-	682	643	-	-	-	-	-	-	-
Stage 2	685	641	-	760	725	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v13.37	13.33		0.6		0							
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	139	-	-	559	437	1292	-	-				
HCM Lane V/C Ratio	0.017	-	-	0.232	0.012	-	-	-				
HCM Control Delay (s/veh)	7.7	0	-	13.4	13.3	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0	0	-	-				

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↔	↔	↑	↑	↑
Traffic Vol, veh/h	204	55	0	323	152	0
Future Vol, veh/h	204	55	0	323	152	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	222	60	0	351	165	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	282	0	603	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1281	-	462	787
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1281	-	462	787
Mov Cap-2 Maneuver	-	-	-	-	462	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	713	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0	17.06			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	462	-	-	1281	-	
HCM Lane V/C Ratio	0.357	-	-	-	-	
HCM Control Delay (s/veh)	17.1	-	-	0	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	1.6	-	-	0	-	

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	122	3	56	0	8	76
Future Vol, veh/h	122	3	56	0	8	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	3	61	0	9	83
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	136	0	256	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1448	-	733	915
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1448	-	702	915
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	866	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.59	9.51			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	889	-	-	1448	-	
HCM Lane V/C Ratio	0.103	-	-	0.042	-	
HCM Control Delay (s/veh)	9.5	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	R	
Traffic Vol, veh/h	42	0	0	54	20	15
Future Vol, veh/h	42	0	0	54	20	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	0	0	59	22	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	89	30	38	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	912	1045	1572	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	912	1045	1572	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.15	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1572	-	912	-	-	
HCM Lane V/C Ratio	-	-	0.05	-	-	
HCM Control Delay (s/veh)	0	-	9.2	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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	34	0	8	0	0	0	3	20	0	0	8	12
Future Vol, veh/h	34	0	8	0	0	0	3	20	0	0	8	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
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	37	0	9	0	0	0	3	22	0	0	9	13

Major/Minor	Minor2	Minor1			Major1		Major2		
Conflicting Flow All	43	43	15	37	50	22	22	0	0
Stage 1	15	15	-	28	28	-	-	-	-
Stage 2	28	28	-	9	22	-	-	-	-
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	959	848	1064	968	841	1055	1594	-	1594
Stage 1	1005	883	-	989	872	-	-	-	-
Stage 2	989	872	-	1013	877	-	-	-	-
Platoon blocked, %							-	-	-
Mov Cap-1 Maneuver	957	847	1064	959	840	1055	1594	-	1594
Mov Cap-2 Maneuver	957	847	-	959	840	-	-	-	-
Stage 1	1005	883	-	987	870	-	-	-	-
Stage 2	987	870	-	1004	877	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.87	0	0.95	0
HCM LOS	A	A		
<hr/>				
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	235	-	-	976
HCM Lane V/C Ratio	0.002	-	-	0.047
HCM Control Delay (s/veh)	7.3	0	-	8.9
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1

Intersection												
Int Delay, s/veh		6.4										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	57	0	68	89	0	0	26	43	0	42	133
Future Vol, veh/h	73	57	0	68	89	0	0	26	43	0	42	133
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	79	62	0	74	97	0	0	28	47	0	46	145
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	195	193	118	128	242	52	190	0	0	75	0	0
Stage 1	118	118	-	52	52	-	-	-	-	-	-	-
Stage 2	77	75	-	77	190	-	-	-	-	-	-	-
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	765	702	934	845	660	1016	1384	-	-	1524	-	-
Stage 1	887	798	-	961	852	-	-	-	-	-	-	-
Stage 2	932	833	-	932	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	653	702	934	770	660	1016	1384	-	-	1524	-	-
Mov Cap-2 Maneuver	653	702	-	770	660	-	-	-	-	-	-	-
Stage 1	887	798	-	961	852	-	-	-	-	-	-	-
Stage 2	826	833	-	860	743	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/11.76	11.75		0		0		0					
HCM LOS	B		B		B		B					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1384	-	-	673	703	1524	-	-				
HCM Lane V/C Ratio	-	-	-	0.21	0.243	-	-	-				
HCM Control Delay (s/veh)	0	-	-	11.8	11.7	0	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.8	0.9	0	-	-				

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	2	43	9	12	0	64	220	6	0	284	88
Future Vol, veh/h	56	2	43	9	12	0	64	220	6	0	284	88
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	61	2	47	10	13	0	70	239	7	0	309	96
Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	741	741	357	691	786	242	404	0	0	246	0	0
Stage 1	357	357	-	382	382	-	-	-	-	-	-	-
Stage 2	385	385	-	310	404	-	-	-	-	-	-	-
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	332	344	688	359	324	796	1154	-	-	1320	-	-
Stage 1	661	629	-	641	613	-	-	-	-	-	-	-
Stage 2	638	611	-	700	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	296	320	688	309	302	796	1154	-	-	1320	-	-
Mov Cap-2 Maneuver	296	320	-	309	302	-	-	-	-	-	-	-
Stage 1	661	629	-	596	570	-	-	-	-	-	-	-
Stage 2	580	568	-	651	599	-	-	-	-	-	-	-
Approach	EB	WB			NB			SB				
HCM Control Delay, s/v	17.73	17.77			1.84			0				
HCM LOS	C	C										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	395	-	-	392	305	1320	-	-				
HCM Lane V/C Ratio	0.06	-	-	0.28	0.075	-	-	-				
HCM Control Delay (s/veh)	8.3	0	-	17.7	17.8	0	-	-				
HCM Lane LOS	A	A	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.2	0	-	-				

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↔	↔	↑	↑	↑
Traffic Vol, veh/h	376	163	2	283	86	0
Future Vol, veh/h	376	163	2	283	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	409	177	2	308	93	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	586	0	809	497
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	989	-	350	573
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	989	-	349	573
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	611	-
Stage 2	-	-	-	-	740	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	0.06	19.06			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	349	-	-	13	-	
HCM Lane V/C Ratio	0.268	-	-	0.002	-	
HCM Control Delay (s/veh)	19.1	-	-	8.6	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.1	-	-	0	-	

Intersection						
Int Delay, s/veh	6.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	69	11	222	0	7	61
Future Vol, veh/h	69	11	222	0	7	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	12	241	0	8	66
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	87	0	564	81
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	487	979
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1509	-	409	979
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	521	-
Approach	EB	WB	NB			
HCM Control Delay, s/v	0	7.84	9.6			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	856	-	-	1509	-	
HCM Lane V/C Ratio	0.086	-	-	0.16	-	
HCM Control Delay (s/veh)	9.6	-	-	7.8	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.6	-	

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	R	
Traffic Vol, veh/h	34	0	0	35	55	55
Future Vol, veh/h	34	0	0	35	55	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	0	38	60	60
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	128	90	120	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	867	968	1468	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	867	968	1468	-	-	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	9.34	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1468	-	867	-	-	
HCM Lane V/C Ratio	-	-	0.043	-	-	
HCM Control Delay (s/veh)	0	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	7	0	0	0	11	8	0	0	11	44
Future Vol, veh/h	27	0	7	0	0	0	11	8	0	0	11	44
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									
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	29	0	8	0	0	0	12	9	0	0	12	48

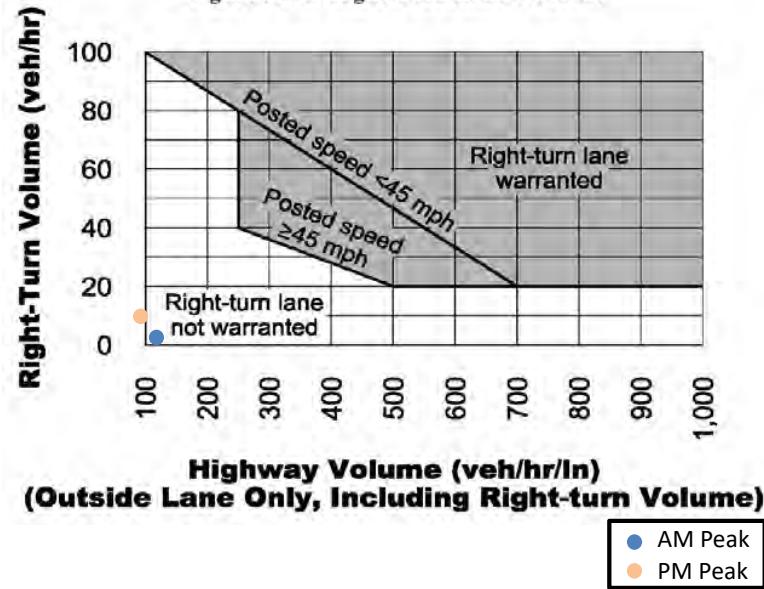
Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	68	68	36	45	92	9	60	0	0	9	0	0
Stage 1	36	36	-	33	33	-	-	-	-	-	-	-
Stage 2	33	33	-	12	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy 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	924	822	1037	958	798	1073	1544	-	-	1611	-	-
Stage 1	980	865	-	984	868	-	-	-	-	-	-	-
Stage 2	984	868	-	1009	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	917	816	1037	943	791	1073	1544	-	-	1611	-	-
Mov Cap-2 Maneuver	917	816	-	943	791	-	-	-	-	-	-	-
Stage 1	980	865	-	976	861	-	-	-	-	-	-	-
Stage 2	976	861	-	1001	845	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s/v	8.99	0				4.26				0		
HCM LOS	A	A										
Minor Lane/Major Mvmt												
Capacity (veh/h)	1042	-	-	939	-	1611	-	-	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	0.039	-	-	-	-	-	-	-	-
HCM Control Delay (s/veh)	7.4	0	-	9	0	0	-	-	-	-	-	-
HCM Lane LOS	A	A	-	A	A	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-	-	-	-	-

APPENDIX D: Turn Lane Warrant

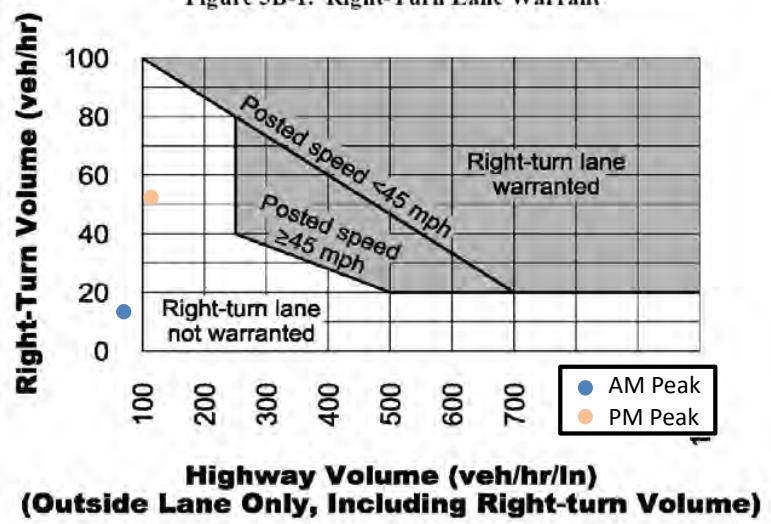
Driveway 1 EB Right-Turn

Figure 3B-1. Right-Turn Lane Warrant



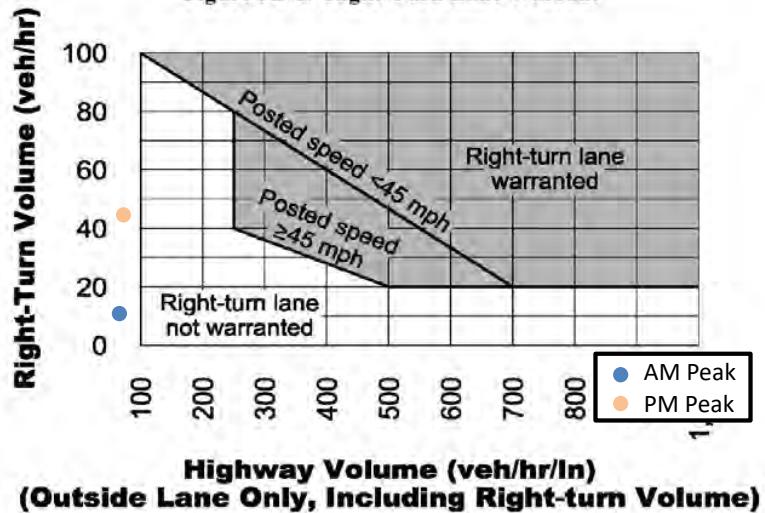
Driveway 2 SB Right-Turn

Figure 3B-1. Right-Turn Lane Warrant



Driveway 3 SB Right-Turn

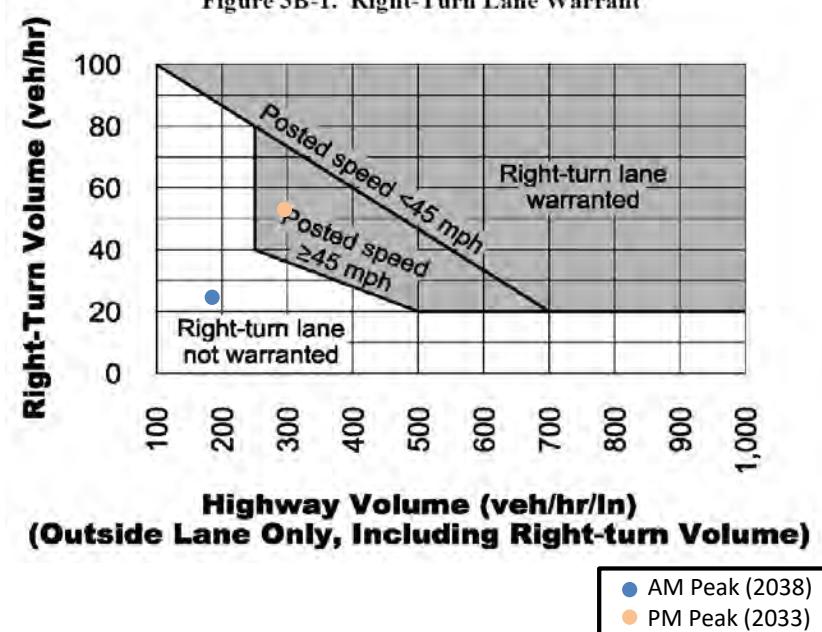
Figure 3B-1. Right-Turn Lane Warrant



	Major Rd	Rt Turn
AM	20	12
PM	55	44

Loomis/SB55 SB Right-Turn Build

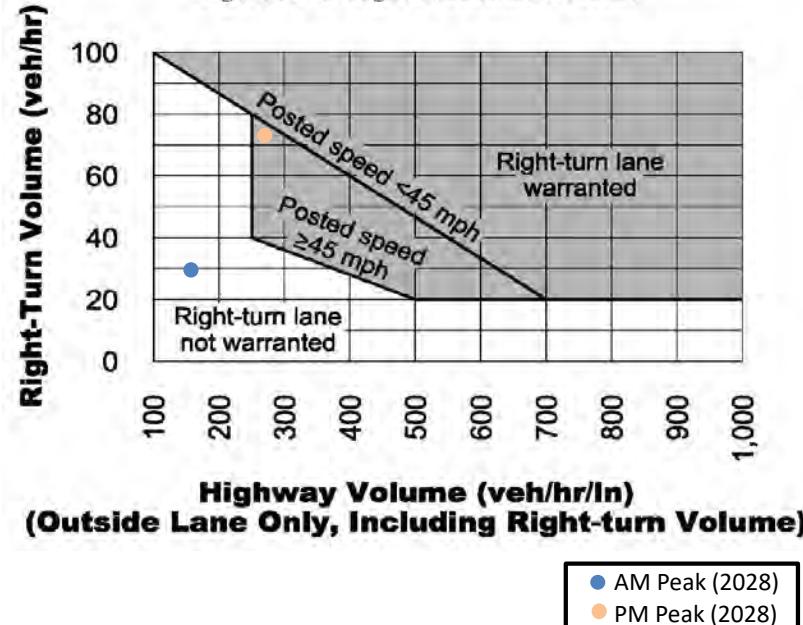
Figure 3B-1. Right-Turn Lane Warrant



	2028		2033		2038	
	Major Rd	Rt Turn	Major Rd	Rt Turn	Major Rd	Rt Turn
AM	137	8	164	15	198	25
PM	243	32	298	53	372	88

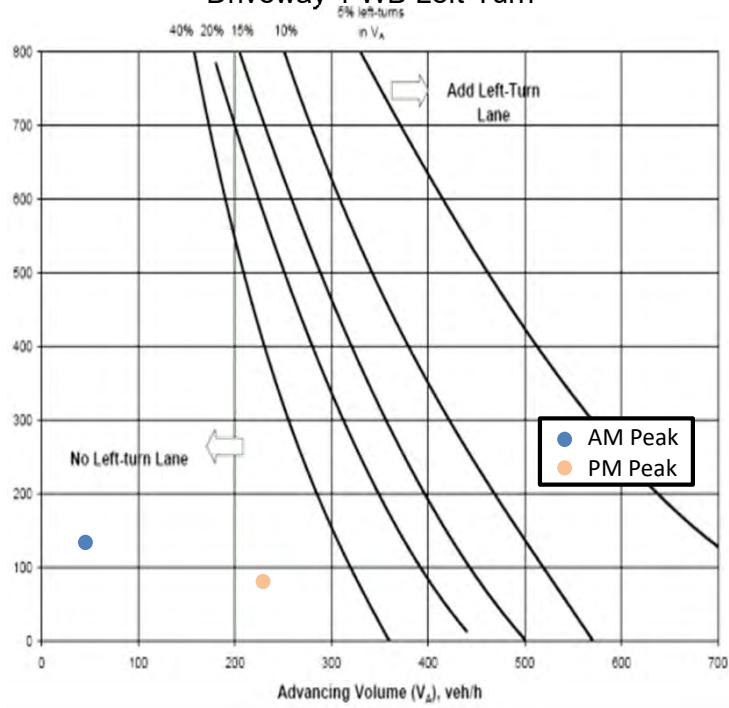
Old State Rd/SH55 SB Right-Turn No Build

Figure 3B-1. Right-Turn Lane Warrant

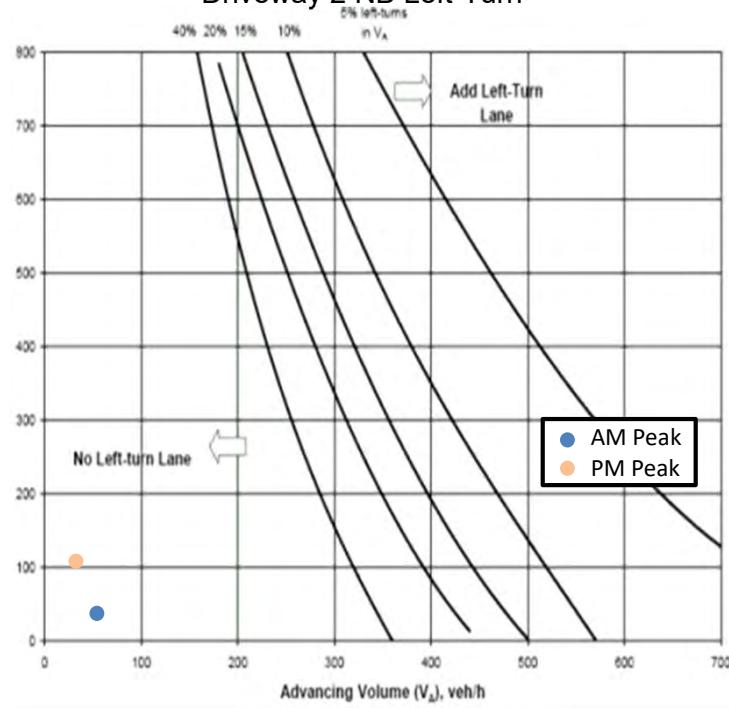


	2023		2028	
	Major Rd	Rt Turn	Major Rd	Rt Turn
AM	139	24	161	28
PM	247	62	286	72

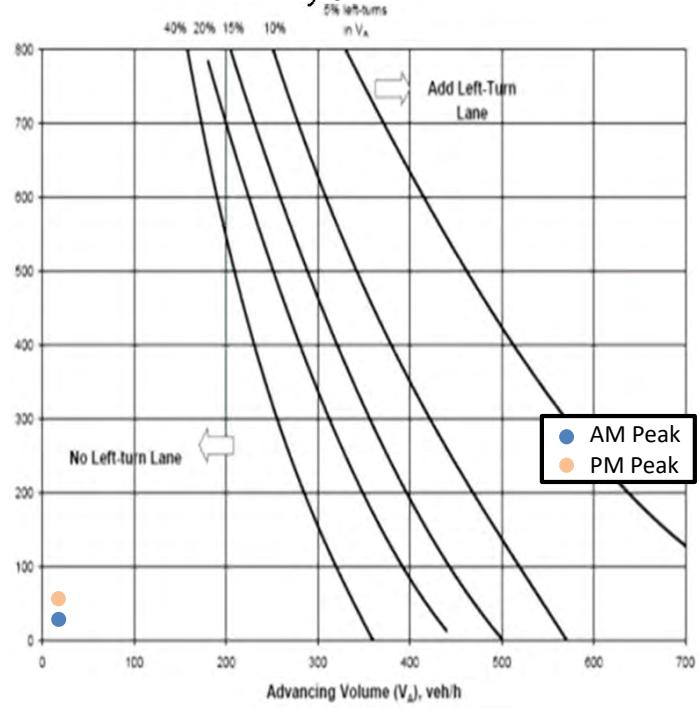
Driveway 1 WB Left-Turn



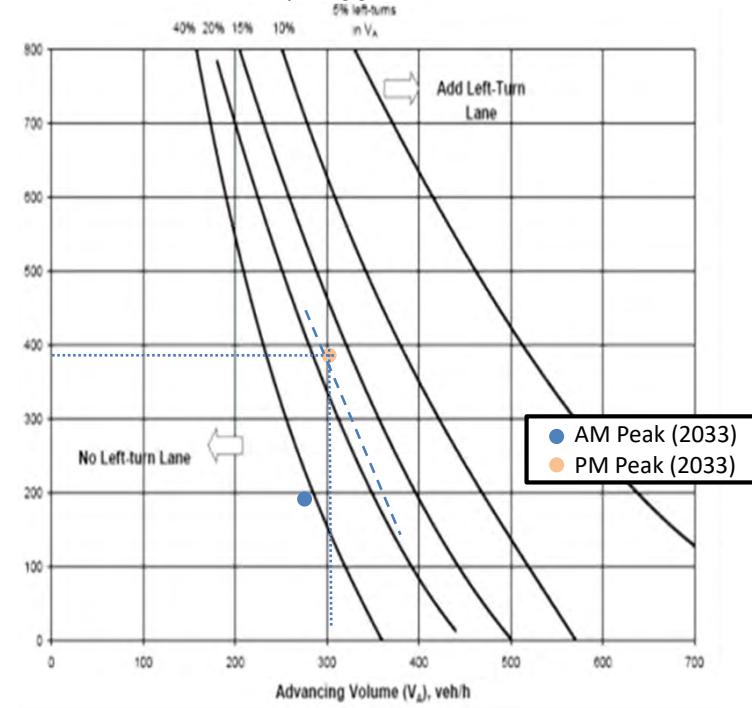
Driveway 2 NB Left-Turn



Driveway 3 NB Left-Turn



Loomis/SIH55 NB Left-Turn



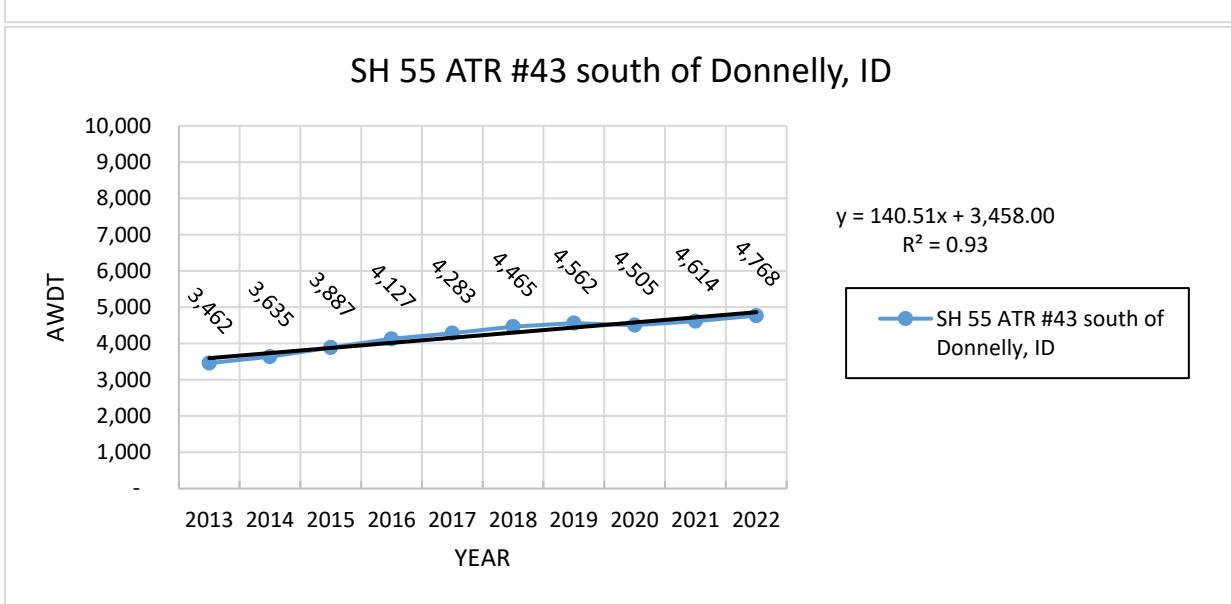
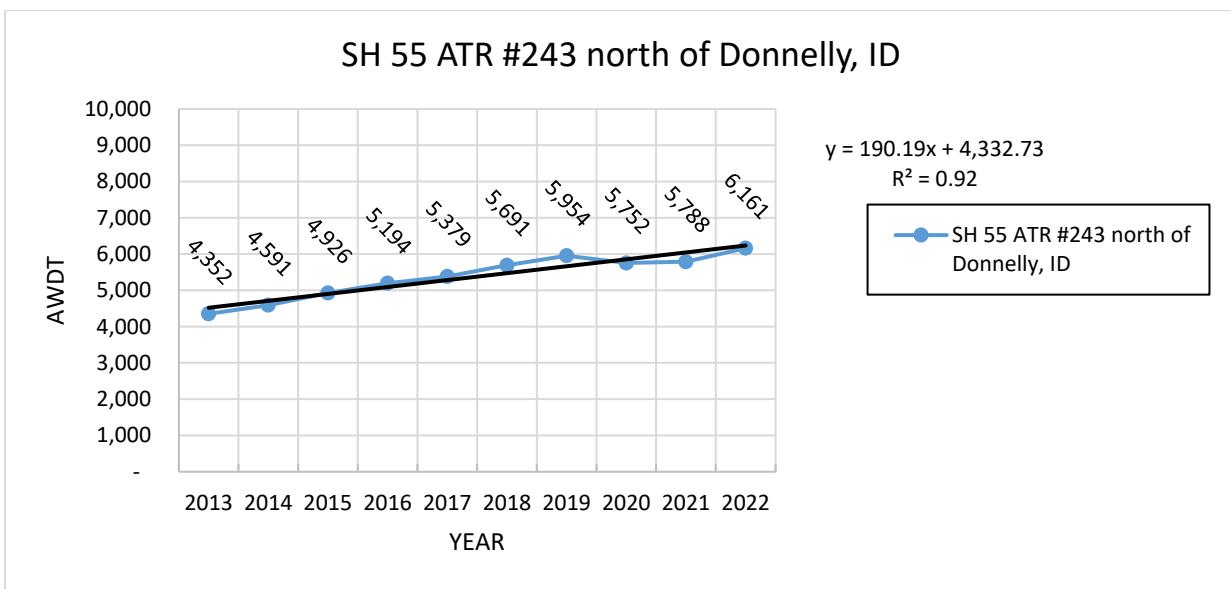
APPENDIX E: Growth Rate Calculations

Background Growth

Without a metropolitan planning organization in the study area, existing volume trends along State Highway 55 from the Idaho Transportation Department Roadway Data Section have been used to indicate a historical growth rate of 3.0% for the roadway network. This was determined using data from ATR #243(north of Donnelly) and ATR #43 (south of Donnelly) for the years of 2013 through 2022. During the Covid-19 pandemic of 2020-2022 the traffic patterns recorded did not appear to be significantly affected, so no adjustments were made.

Recommended Growth Rate for study: 3.0% / year

	HISTORIC GROWTH RATE TABLE									
	B		A		Growth Rate %	Growth Rate USE				
	Annual Increase (Tredline)	veh/day	Rate=A/B							
SH 55 ATR #243 north of Donnelly, ID	4,352	4,591	4,926	5,194	5,379	5,691	5,954	5,752	5,788	6,161
SH 55 ATR #43 south of Donnelly, ID	3,462	3,635	3,887	4,127	4,283	4,465	4,562	4,505	4,614	4,768
	190	0.03	3.1%	3.0%						
	141	0.03	2.9%	3.0%						



Automatic Counter Volumes

Report Types

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	24-Hour	Annual	Avg.
1990	1551	1471	1673	1911	2602	3190	4208	3919	3204	2490	1925	1578	2484		
1991	1456	2275	1737	1798	2500	3315	4568	4248	3441	2774	2030	2005	2683		
1992	1808	2417	2057	2163	3232	3697	4626	4579	3378	3079	2273	1690	2928		
1993	1711	2055	1918	2110	3117	3632	4843	4245	3583	3030	2412	2037	2898		
1994	2169	1936	2080	2288	3269	3678	4495	3940	3347	2987	2072	1947	2858		
1995	1812	2479	2095	2266	3388	3922	5044	4639	3782	3168	2473	2073	3095		
1996	1932	2325	2120	2352	2924	3815	4847	4740	3590	3186	2301	1819	2996		
1997	1311	2475	2050	2146	2978	3692	4572	4555	3500	3127	2459	2043	2909		
1998	1971	2426	2097	2209	2820	3652	5044	4710	3775	3056	2427	2083	3023		
1999	2081	1980	2036	2126	2729	3810	5121	4716	3717	3149	2552	2048	3005		
2000	2045	2374	2150	2340	3141	3945	5047	4729	3608	3127	2374	2063	3079		
2001	2149	2282	2081	2267	3374	3936	4890	4682	3656	3089	2525	1993	3077		
2002	2145	2412	2190	2282	3182	4132	5150	5047	3760	3314	2631	2254	3208		
2003	2264	2697	2379	2398	3360	4310	5329	5227	3893	3587	2686	2584	3393		
2004	2335	2742	2580	2792	3620	4661	5990	5244	4707	4130	3478	3083	3780		
2005	3109	3453	3083	3041	3827	4827	6281	5986	4945	4176	3678	3246	4138		
2006	3113	3352	3193	3113	3920	5235	6580	6152	5348	4738	3691	3455	4324		
2007	3603	3662	3410	3469	4398	5288	6428	6112	4796	4197	3458	3081	4325		
2008	2970	3066	2839	2555	3195	4342	5679	5350	4058	3550	2897	2445	3579		
2009	2935	3123	2523	2482	3356	4255	5748	4977	4133	3308	2694	2410	3495		
2010	2702	2756	2472	2455	3162	4149	5611	5294	4079	3391	2522	2399	3416		
2011	2646	2703	2423	2199	2898	3950	5675	4801	3957	3172		3392			
2012	2593	2678	2390	2355	2876	4341	5606	4658	3927	3154	2557	2460	3300		
2013	2578	2756	2526	2378	3319	4432	6008	5437	3614	3330	2635	2538	3462		
2014	3079	2753	2668	2532	3062	4815	6230	5466	4134	3625	2646	2607	3635		
2015	3016	3287	2907	2780	3828	5024	6110	5507	4522	3829	2914	2924	3887		
2016	3300	3375	2925	2968	4066	5408	6620	5942	4845	3885	3278	2917	4127		
2017	3139	3236	3024	3034	4101	5597	7235	6574	5016	4112	3135	3190	4283		
2018	3772	3383	3013	3167	4512	5884	7214	6467	5281	4263	3156	3463	4465		
2019	3973	3150	3265	2966	4162	5941	7626	6730	5308	4393	3684	3544	4562		
2020	3914	3776	2692	2022	4239	6103	7256	7201	5617	4415	3238	3587	4505		
2021	3798	3693	2816	3078	4476	6647	7885	7018	5569	4516	2778	3095	4614		
2022	3620	4194	3584	3153	4241	6022	7512	7118	5754	4985	3493	3545	4768		
2023	4176	4256	3714	3251	4777	6626	8207	7284	6225	5227					

Automatic Counter Volumes

Report Types

Year	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	24-Hour	Annual	Avg.
2011		3038		3862	4631	6330	5334	4754	3971	3054	3195				
2012	3431	3496	3139	3112	3854	4944	6495	5643	4726	3928	3299	3226	4108		
2013	3382	3654	3296	3237	4137	5299	7019	6348	4686	4253	3493	3413	4352		
2014	3955	3631	3441	3370	4364	5635	7233	6613	5180	4579	3545	3547	4591		
2015	3968	4322	3872	3783	4618	6085	7205	6653	5692	4977	3952	3978	4926		
2016	4404	4478	3947	4098	5113	6443	7698	7046	5959	4952	4244	3947	5194		
2017	4286	4389	4097	4110	5230	6683	8390	7607	6125	5174	4206	4252	5379		
2018	4791	4531	4207	4347	5614	7059	8511	7678	6591	5639	4736	4586	5691		
2019	5173	5175			4316	5590	7351	8914	8069	6722	5780	4935	4804	5954	
2020	5108	5138	3839	2989	5295	7366	8415	8465	7157	5904	4565	4787	5752		
2021	4999	5005	4436	4538	5868	7987	9175	7360	5958	5328	4423	4378	5788		
2022	5015	5566	4874	4476	5669	7465	9005	8536	7296	6423	4779	4831	6161		
2023	5553	5678	4994	4812	6202	7890	9616	8599	7609	6645					