

ATTACHMENT 1

Caltrans Response Memo

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August 12, 2019

To: Ms. Patricia Valenzuela
Imperial County Planning & Development Services
801 W. Main Street
El Centro, CA 92243

From: Justin Rasas, P.E.

RE: Drew Solar Analysis Addressing Caltrans' 7/1/19 No SR-98 Driveway Comment

The purpose of this memo is to document the analysis of Drew Solar traffic patterns based on Caltrans' comment of no permitted access on SR-98 for the SE $\frac{1}{4}$ Section of Drew Solar resulting in using Pulliam Road for 2 access points, and using Drew Road for 2 access points instead of 2 access points on Kubler Road for the NW $\frac{1}{4}$ Section and the west half of the NE $\frac{1}{4}$ Section of Drew Solar. With no further access points on Kubler this memo documents the refined distribution around the site due to re-located driveways and the applicant's proposed restriction of employees and deliveries from using Kubler Road between Pulliam Road and Drew Road. In summary, the refined access includes Pulliam Road for 2 access points instead of 1 access point on SR-98 for the SE $\frac{1}{4}$ Section of Drew Solar, and using Drew Road for 2 access points instead of 2 access points on Kubler Road for the NW $\frac{1}{4}$ Section and the west half of the NE $\frac{1}{4}$ Section of Drew Solar.

As shown in **Figure 1** (included at the end of the text and tables to keep text continuity), the project driveway on SR-98 is removed and the remaining project driveways are located along Pulliam Road and Drew Road. On Drew Road, two of the driveways are near SR-98 and one driveway is just north of Mr. Signal Drain No. 1. The most northerly driveway on Drew Road is for emergency only access. Therefore, the applicant's restriction of travel on Kubler Rd between Drew Road and Pulliam Road does not result in a significant amount of out of way travel. The refined project distribution is shown in **Figure 2** with the project trip assignment shown in **Figure 3**.

This analysis covers the intersections and segments that have the refined distribution without SR-98 access and eliminated Kubler Rd project driveways. The intersections and segments with new volumes and LOS include:

- 1) Intersection of Kubler Rd/Pulliam Rd (int #4)
- 2) Intersection of SR-98/Drew Rd (int #6)
- 3) Intersection of SR-98/Pulliam Rd (int #7)
- 4) Segment of Pulliam Rd from Kubler Rd to SR-98
- 5) Segment of SR-98 from Drew Rd to Pulliam Rd

The remaining study intersections and segments remain unchanged from the 8/8/2018 traffic study. The study scenarios for this memo include:

- 1) Year 2017 + project
- 2) Year 2017 + project + cumulative

- 3) Year 2019 + project
- 4) Year 2019 + project + cumulative
- 5) Year 2027 + project
- 6) Year 2027 + project + cumulative

Year 2017 Scenario

The year 2017 + project volumes are shown in **Figure 4** and year 2017 + project + cumulative volumes are shown in **Figure 5**. The intersection LOS for year 2017 + project conditions are shown in **Table 1** and **Table 2** for segment operations. The intersection LOS for year 2017 + project + cumulative conditions are shown in **Table 3** and **Table 4** for segment operations. LOS calculations are included in **Attachment A**.

Table 1: Year 2017 + Project Intersection Operations

Intersection & Movement (Control) ¹	Movement	Year 2017			Year 2017 + Project			
		Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Impact ⁵	
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	8.6	A	9.1	A	0.5	None	
6) Drew Rd at SR-98 (U)	Minor Leg	8.7	A	9.0	A	0.3	None	
7) Pulliam Rd at SR-98 (U)	Minor Leg	9.0	A	9.5	A	0.5	None	
		8.6	A	9.7	A	1.1	None	

Notes: 1) Intersection Control - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds.

3) LOS: Level of Service. Minor Leg: approach LOS of minor/lesser roadway. All: combined LOS for all approaches.

4) Delta is the increase in delay from project. 5) Type of impact: none, direct, or cumulative.

Table 2: Year 2017 + Project Segment Operations

Segment	Classification (as built)	Year 2017			Project			Year 2017 + Project		
		Daily Volume	LOS C	V/C LOS	Daily Volume	LOS C	V/C LOS	Change in V/C	Impact?	
Pulliam Road										
Kubler Rd to SR-98	Minor (2U)	29	7,100	0.00	A	262	291	7,100	0.04	A
SR-98										
Drew Rd to Pulliam Rd	State Highway (2U)	2,090	7,100	0.29	B	196	2,286	7,100	0.32	B
									0.03	None

Notes: Classification based on 1/29/08 Circulation and Scenic Highways Element. 2U = 2 lane undivided roadway. Daily volume is a 24 hour volume.

LOS: Level of Service. LOS based on actual number of lanes currently constructed. V/C: Volume to Capacity ratio. Impact? = type of impact (none, cumulative, or direct).

Table 3: Year 2017 + Project + Cumulative Intersection Operations

Intersection & Movement (Control) ¹	Movement	Peak Hour	Year 2017 + Cumulative		Year 2017 + Cumulative + Project			
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Impact ⁵
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	AM	9.0	A	9.4	A	0.4	None
6) Drew Rd at SR-98 (U)	Minor Leg	PM	9.1	A	9.9	A	0.8	None
7) Pulliam Rd at SR-98 (U)	Minor Leg	AM	8.9	A	9.3	A	0.4	None
		PM	9.3	A	9.7	A	0.4	None
		AM	9.4	A	10.0	B	0.6	None
		PM	8.8	A	10.1	B	1.3	None

Notes: 1) Intersection Control - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds.

3) LOS: Level of Service. Minor Leg: approach LOS of minor/lesser roadway. All: combined LOS for all approaches.

4) Delta is the increase in delay from project. 5) Type of impact: none, direct, or cumulative.

Table 4: Year 2017 + Project + Cumulative Segment Operations

Segment	Classification (as built)	Year 2017 + Cumulative			Project	Year 2017 + Cumulative + Project		
		Daily Volume	LOS Capacity	V/C LOS		Daily Volumes	LOS Capacity	V/C LOS Impact?
Pulliam Road								
Kubler Rd to SR-98	Minor (2U)	29	7,100	0.00	A	262	291	7,100 0.04 A None
SR-98								
Drew Rd to Pulliam Rd	State Highway (2U)	2,221	7,100	0.31	B	196	2,417	7,100 0.34 B None

Notes: Classification based on 1/29/08 Circulation and Scenic Highways Element. 2U = 2 lane undivided roadway. Daily volume is a 24 hour volume. LOS: Level of Service. LOS based on actual number of lanes currently constructed. V/C: Volume to Capacity ratio. Impact? = type of impact (none, cumulative, or direct).

Under existing year 2017 + project and 2017 + project + cumulative conditions, the study intersection, roadways, and State Route were calculated to operate at LOS B or better with no significant project impacts.

Year 2019 Scenario

The year 2019 + project volumes are shown in **Figure 6** and year 2019 + project + cumulative volumes are shown in **Figure 7**. The intersection LOS for year 2019 + project conditions are shown in **Table 5** and **Table 6** for segment operations. The intersection LOS for year 2019 + project + cumulative conditions are shown in **Table 7** and **Table 8** for segment operations. LOS calculations are included in **Attachment B**.

Table 5: Year 2019 + Project Intersection Operations

Intersection & (Control) ¹	Movement	Year 2019		Year 2019 + Project			
		Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Impact ⁵
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	8.6	A	9.1	A	0.5	None
6) Drew Rd at SR-98 (U)	Minor Leg	8.7	A	9.1	A	0.4	None
7) Pulliam Rd at SR-98 (U)	Minor Leg	9.1	A	9.6	A	0.5	None
		8.6	A	9.7	A	1.1	None

Notes: 1) Intersection Control - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds.

3) LOS: Level of Service. Minor Leg: approach LOS of minor/lesser roadway. All: combined LOS for all approaches.

4) Delta is the increase in delay from project. 5) Type of impact: none, direct, or cumulative.

Table 6: Year 2019 + Project Segment Operations

Segment	Classification (as built)	Year 2019			Project	Year 2019 + Project		
		Daily Volume	LOS Capacity	V/C LOS		Daily Volume	LOS Capacity	V/C LOS Change in V/C Impact?
Pulliam Road								
Kubler Rd to SR-98	Minor (2U)	30	7,100	0.00	A	262	292	7,100 0.04 A 0.04 None
SR-98								
Drew Rd to Pulliam Rd	State Highway (2U)	2,165	7,100	0.30	B	196	2,361	7,100 0.33 B 0.03 None

Notes: Classification based on 1/29/08 Circulation and Scenic Highways Element. 2U = 2 lane undivided roadway. Daily volume is a 24 hour volume.

LOS: Level of Service. LOS based on actual number of lanes currently constructed. V/C: Volume to Capacity ratio. Impact? = type of impact (none, cumulative, or direct).

Table 7: Year 2019 + Project + Cumulative Intersection Operations

Intersection & (Control) ¹	Movement	Peak Hour	Year 2019 + Cumulative			Year 2019 + Cumulative + Project			
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Impact ⁵	
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	AM PM	9.0 9.1	A A	9.4 9.9	A A	0.4 0.8	None None	
6) Drew Rd at SR-98 (U)	Minor Leg	AM PM	8.9 9.3	A A	9.3 9.7	A A	0.4 0.4	None None	
7) Pulliam Rd at SR-98 (U)	Minor Leg	AM PM	9.4 8.8	A A	10.0 10.1	B B	0.6 1.3	None None	

Notes: 1) Intersection Control - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds.

3) LOS: Level of Service. Minor Leg: approach LOS of minor/lesser roadway. All: combined LOS for all approaches.

4) Delta is the increase in delay from project. 5) Type of impact: none, direct, or cumulative.

Table 8: Year 2019 + Project + Cumulative Segment Operations

Segment	Classification (as built)	Year 2019 + Cumulative				Project Daily Volumes	Year 2019 + Cumulative + Project				
		Daily Volume	LOS C Capacity	V/C	LOS		Daily Volume	LOS C Capacity	V/C	LOS	Impact?
Pulliam Road											
Kubler Rd to SR-98	Minor (2U)	30	7,100	0.00	A	262	292	7,100	0.04	A	None
SR-98											
Drew Rd to Pulliam Rd	State Highway (2U)	2,296	7,100	0.32	B	196	2,492	7,100	0.35	B	None

Notes: Classification based on 1/29/08 Circulation and Scenic Highways Element. 2U = 2 lane undivided roadway. Daily volume is a 24 hour volume. LOS: Level of Service. LOS based on actual number of lanes currently constructed. V/C: Volume to Capacity ratio. Impact? = type of impact (none, cumulative, or direct).

Under existing year 2019 + project and 2019 + project + cumulative conditions, the study intersection, roadways, and State Route were calculated to operate at LOS B or better with no significant project impacts.

Year 2027 Scenario

The year 2027 + project volumes are shown in **Figure 8** and year 2027 + project + cumulative volumes are shown in **Figure 9**. The intersection LOS for year 2027 + project conditions are shown in **Table 9** and **Table 10** for segment operations. The intersection LOS for year 2027 + project + cumulative conditions are shown in **Table 11** and **Table 12** for segment operations. LOS calculations are included in **Attachment C**.

Table 9: Year 2027 + Project Intersection Operations

Intersection & (Control) ¹	Movement	Year 2027			Year 2027 + Project			
		Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Impact ⁵	
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	8.6 8.6	A A	9.1 9.2	A A	0.5 0.6	None None	
6) Drew Rd at SR-98 (U)	Minor Leg	8.7 9.0	A A	9.1 9.5	A A	0.4 0.5	None None	
7) Pulliam Rd at SR-98 (U)	Minor Leg	9.1 8.7	A A	9.7 9.9	A A	0.6 1.2	None None	

Notes: 1) Intersection Control - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds.

3) LOS: Level of Service. Minor Leg: approach LOS of minor/lesser roadway. All: combined LOS for all approaches.

4) Delta is the increase in delay from project. 5) Type of impact: none, direct, or cumulative.

Table 10: Year 2027 + Project Segment Operations

Segment	Classification (as built)	Year 2027			Project			Year 2027 + Project		
		Daily Volume	LOS Capacity	V/C LOS	Daily Volume	LOS Capacity	V/C LOS	Change in V/C	Impact?	
Pulliam Road										
Kubler Rd to SR-98	Minor (2U)	35	7,100	0.00 A	262	297	7,100	0.04 A	0.04	None
SR-98										
Drew Rd to Pulliam Rd	State Highway (2U)	2,498	7,100	0.35 B	196	2,694	7,100	0.38 B	0.03	None

Notes: Classification based on 1/29/08 Circulation and Scenic Highways Element. 2U = 2 lane undivided roadway. Daily volume is a 24 hour volume. LOS: Level of Service. LOS based on actual number of lanes currently constructed. V/C: Volume to Capacity ratio. Impact? = type of impact (none, cumulative, or direct).

Table 11: Year 2027 + Project + Cumulative Intersection Operations

Intersection & (Control) ¹	Movement	Peak Hour	Year 2027 + Cumulative			Year 2027 + Cumulative + Project			
			Delay ²	LOS ³		Delay ²	LOS ³	Delta ⁴	Impact ⁵
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	AM PM	8.7 8.6	A A		9.1 9.2	A A	0.4 0.6	None None
6) Drew Rd at SR-98 (U)	Minor Leg	AM PM	8.7 9.0	A A		9.1 9.5	A A	0.4 0.5	None None
7) Pulliam Rd at SR-98 (U)	Minor Leg	AM PM	9.1 8.7	A A		9.7 9.9	A A	0.6 1.2	None None

Notes: 1) Intersection Control - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service. Minor Leg: approach LOS of minor/lesser roadway. All: combined LOS for all approaches. 4) Delta is the increase in delay from project. 5) Type of impact: none, direct, or cumulative.

Table 12: Year 2027 + Project + Cumulative Segment Operations

Segment	Classification (as built)	Year 2027 + Cumulative			Project			Year 2027 + Cumulative + Project		
		Daily Volume	LOS Capacity	V/C LOS	Daily Volumes	LOS Capacity	V/C LOS	Impact?		
Pulliam Road										
Kubler Rd to SR-98	Minor (2U)	35	7,100	0.00 A	262	297	7,100	0.04 A	None	
SR-98										
Drew Rd to Pulliam Rd	State Highway (2U)	2,503	7,100	0.35 B	196	2,699	7,100	0.38 B	None	

Notes: Classification based on 1/29/08 Circulation and Scenic Highways Element. 2U = 2 lane undivided roadway. Daily volume is a 24 hour volume. LOS: Level of Service. LOS based on actual number of lanes currently constructed. V/C: Volume to Capacity ratio. Impact? = type of impact (none, cumulative, or direct).

Under existing year 2027 + project and 2027 + project + cumulative conditions, the study intersection, roadways, and State Route were calculated to operate at LOS B or better with no significant project impacts.

CONCLUSION

The redistribution around the project site due to the elimination of a project driveway on SR-98 and shifting of the two project driveways on Kubler Road to Drew Road did not change the conclusions of the 8/8/2018 traffic study. This memo and analysis has documented LOS B or better conditions with no significant project impacts.

Figure 1: Site Plan with New Driveway Locations



Figure 2: New Project Distribution Immediately Around Project Site

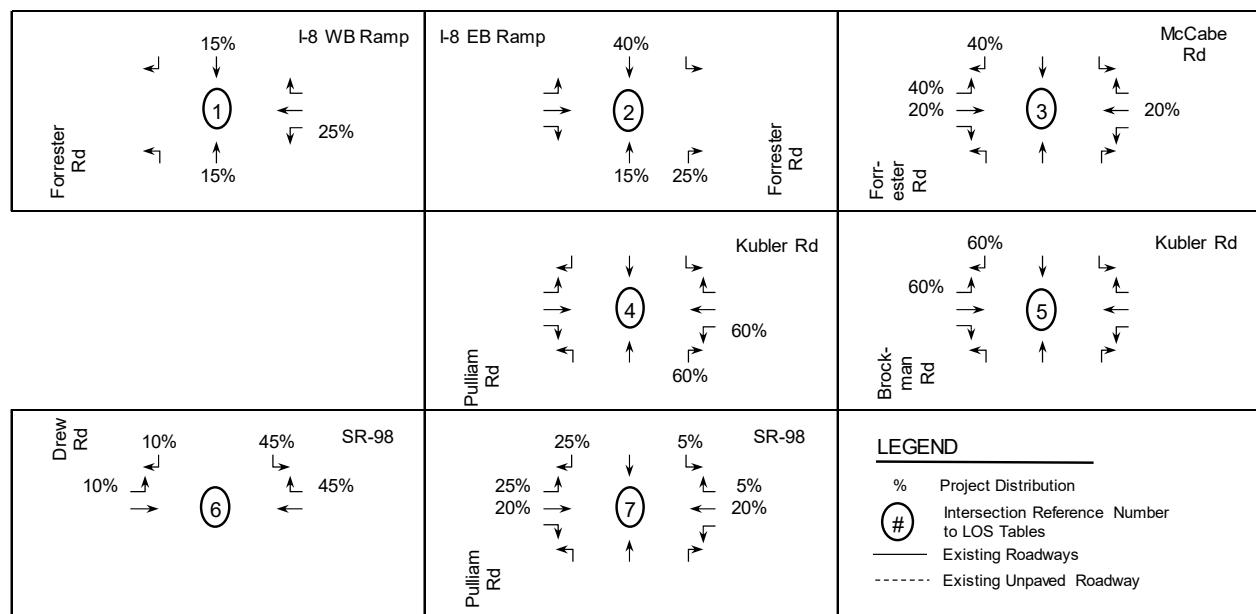
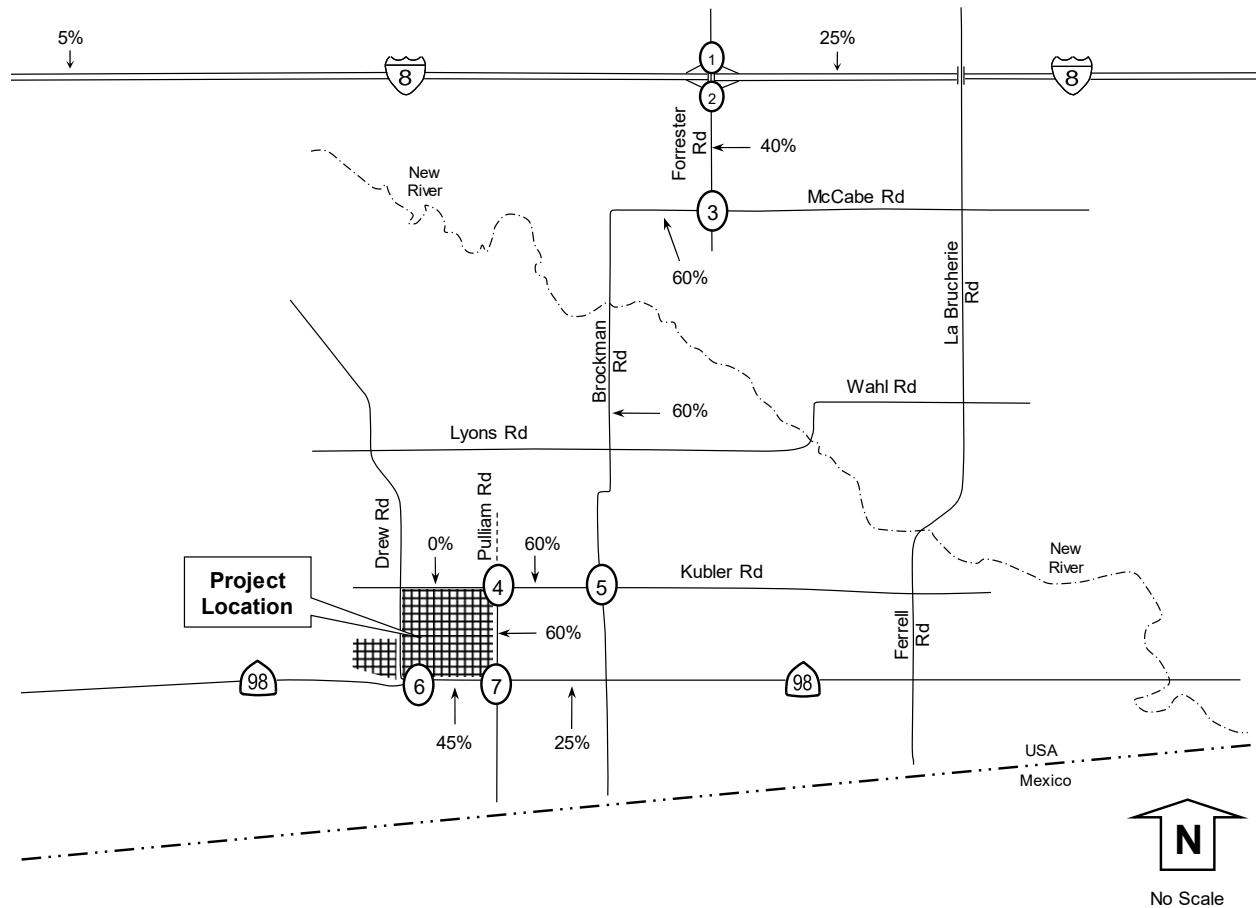
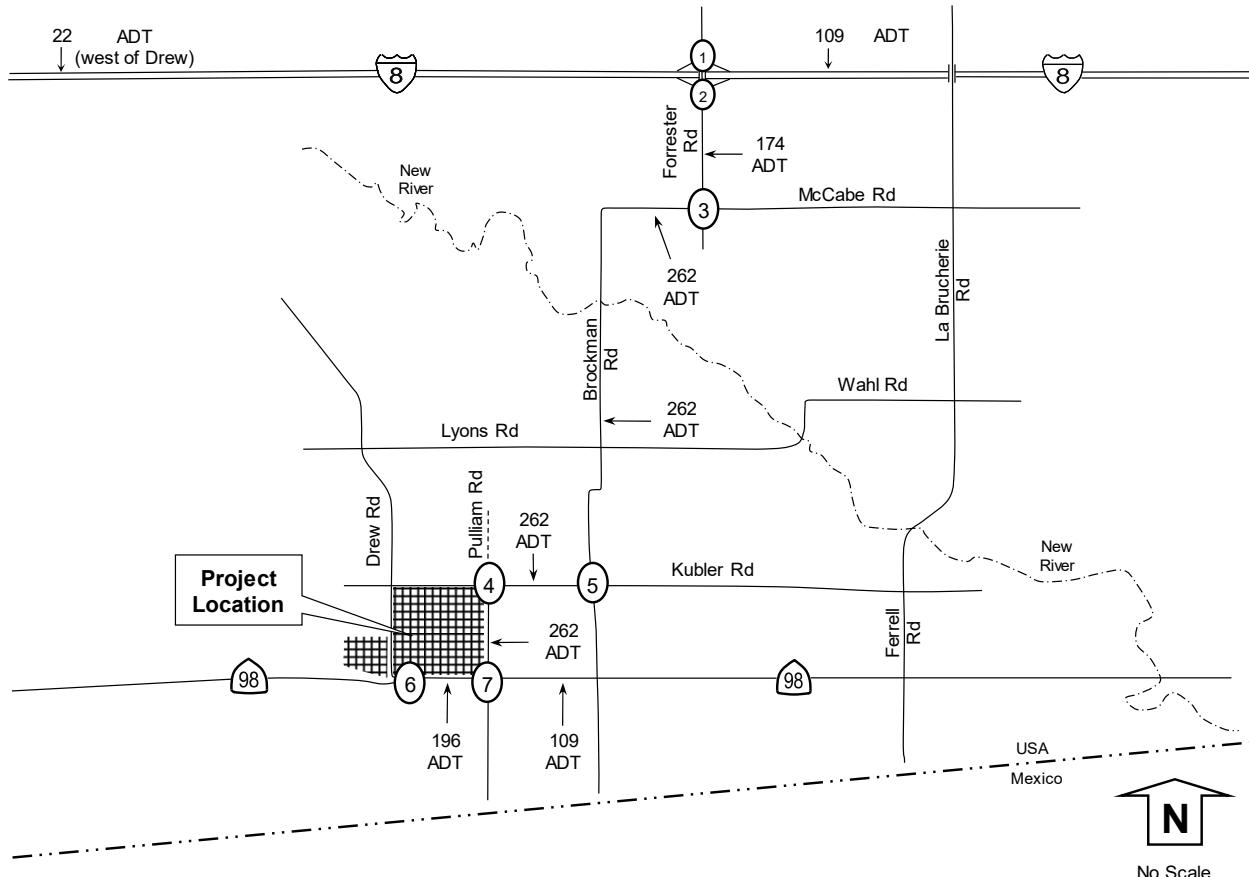
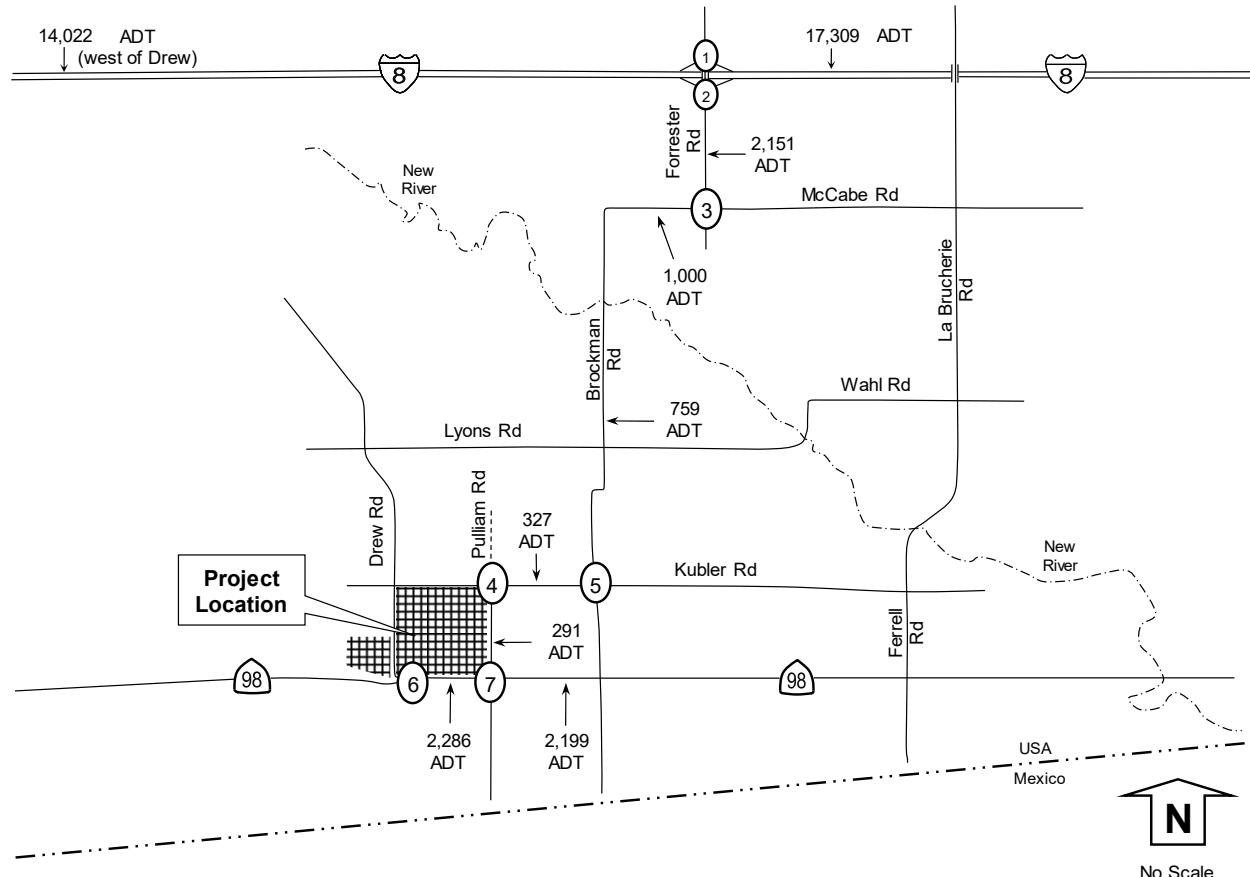


Figure 3: New Project Assignment Immediately Around Project Site



<p>Forrester Rd</p> <table border="1"> <thead> <tr> <th>From</th> <th>To</th> <th>AM Peak Hour Volumes</th> <th>PM Peak Hour Volumes</th> <th>ADT Volumes</th> </tr> </thead> <tbody> <tr> <td>I-8 WB Ramp</td> <td>I-8 EB Ramp</td> <td>22 (0)</td> <td>(1)</td> <td>0 (0)</td> </tr> <tr> <td>Forrester Rd</td> <td>I-8 WB Ramp</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Forrester Rd</td> <td>I-8 EB Ramp</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Forrester Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Forrester Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Forrester Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> </tbody> </table>	From	To	AM Peak Hour Volumes	PM Peak Hour Volumes	ADT Volumes	I-8 WB Ramp	I-8 EB Ramp	22 (0)	(1)	0 (0)	Forrester Rd	I-8 WB Ramp	0 (0)	0 (0)	0 (0)	Forrester Rd	I-8 EB Ramp	0 (0)	0 (0)	0 (0)	Forrester Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	Forrester Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	Forrester Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	<p>I-8 EB Ramp</p> <table border="1"> <thead> <tr> <th>From</th> <th>To</th> <th>AM Peak Hour Volumes</th> <th>PM Peak Hour Volumes</th> <th>ADT Volumes</th> </tr> </thead> <tbody> <tr> <td>I-8 EB Ramp</td> <td>Kubler Rd</td> <td>58 (1)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>I-8 EB Ramp</td> <td>Pulliam Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>I-8 EB Ramp</td> <td>Pulliam Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>I-8 EB Ramp</td> <td>Pulliam Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>I-8 EB Ramp</td> <td>Pulliam Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>I-8 EB Ramp</td> <td>Pulliam Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> </tbody> </table>	From	To	AM Peak Hour Volumes	PM Peak Hour Volumes	ADT Volumes	I-8 EB Ramp	Kubler Rd	58 (1)	0 (0)	0 (0)	I-8 EB Ramp	Pulliam Rd	0 (0)	0 (0)	0 (0)	I-8 EB Ramp	Pulliam Rd	0 (0)	0 (0)	0 (0)	I-8 EB Ramp	Pulliam Rd	0 (0)	0 (0)	0 (0)	I-8 EB Ramp	Pulliam Rd	0 (0)	0 (0)	0 (0)	I-8 EB Ramp	Pulliam Rd	0 (0)	0 (0)	0 (0)	<p>Forrester Rd</p> <table border="1"> <thead> <tr> <th>From</th> <th>To</th> <th>AM Peak Hour Volumes</th> <th>PM Peak Hour Volumes</th> <th>ADT Volumes</th> </tr> </thead> <tbody> <tr> <td>Kubler Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Kubler Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Kubler Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Kubler Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Kubler Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> <tr> <td>Kubler Rd</td> <td>Forrester Rd</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> </tr> </tbody> </table>	From	To	AM Peak Hour Volumes	PM Peak Hour Volumes	ADT Volumes	Kubler Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	Kubler Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	Kubler Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	Kubler Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	Kubler Rd	Forrester Rd	0 (0)	0 (0)	0 (0)	Kubler Rd	Forrester Rd	0 (0)	0 (0)	0 (0)
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Figure 4: Year 2017 + Project Volumes

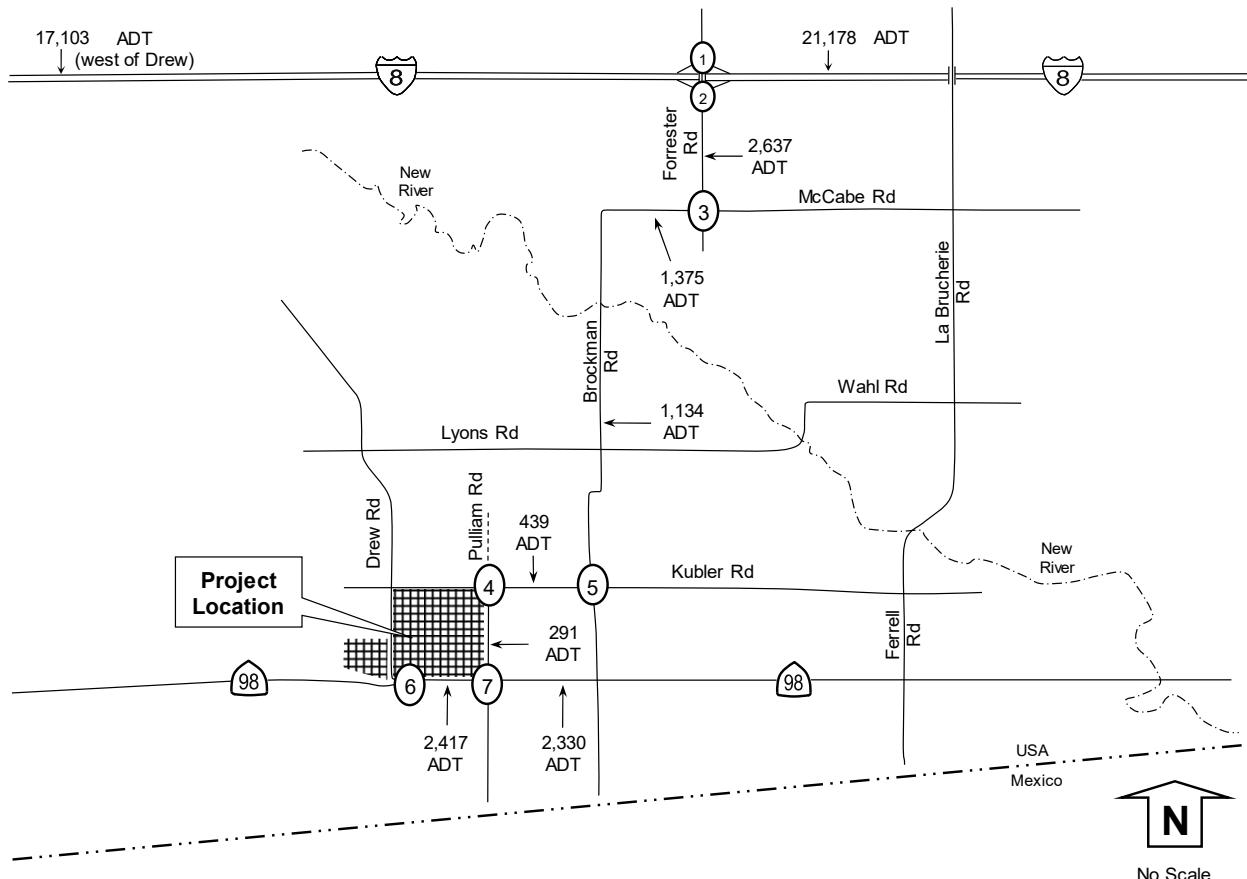


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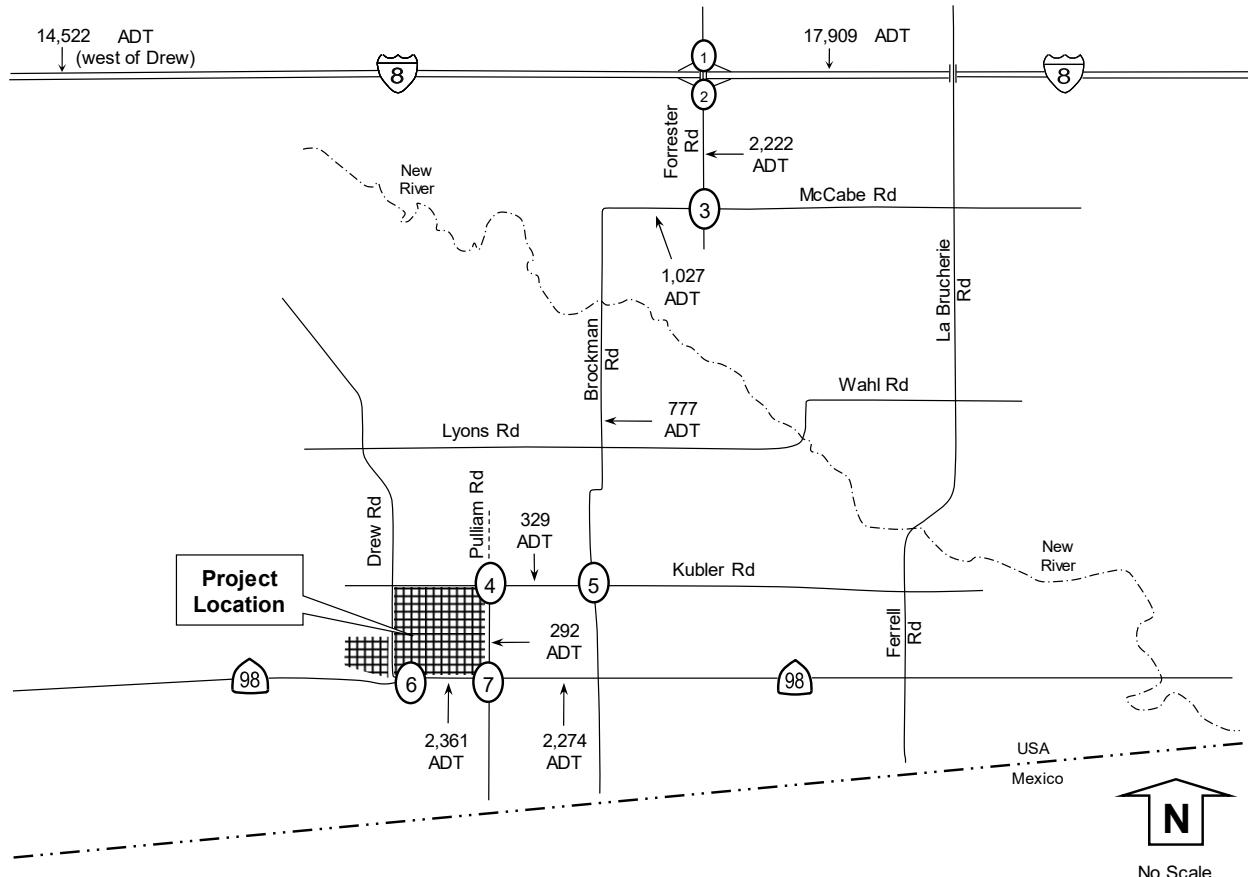
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Figure 5: Year 2017 + Project + Cumulative Volumes



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Figure 6: Year 2019 + Project Volumes

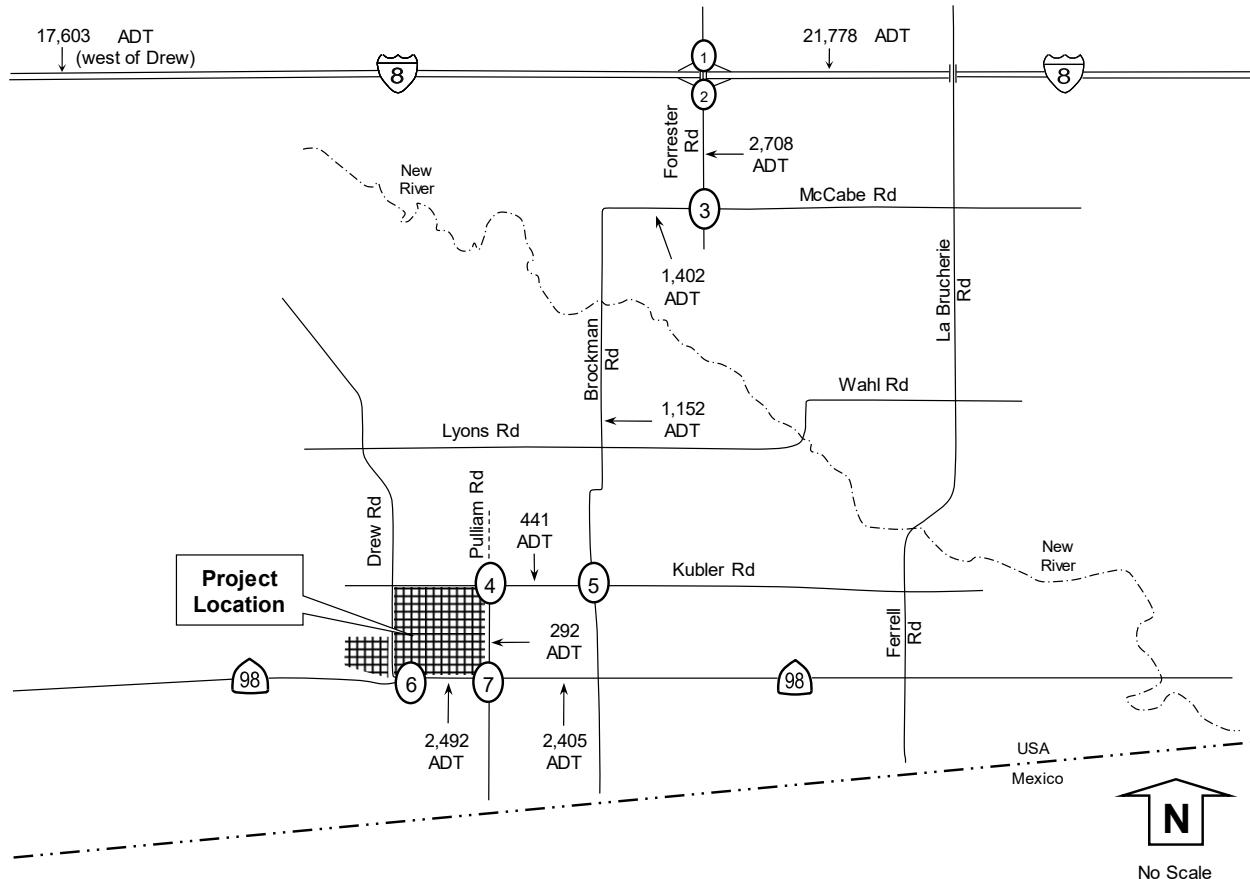


Forrester Rd	I-8 WB Ramp 69 (56) 153 (200)	I-8 EB Ramp 147 (45) 78 (174)	Forrester Rd	McCabe Rd 70 (53) 80 (38)
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		SR-98 0 (0) 1 (1) 1 (1)		

LEGEND

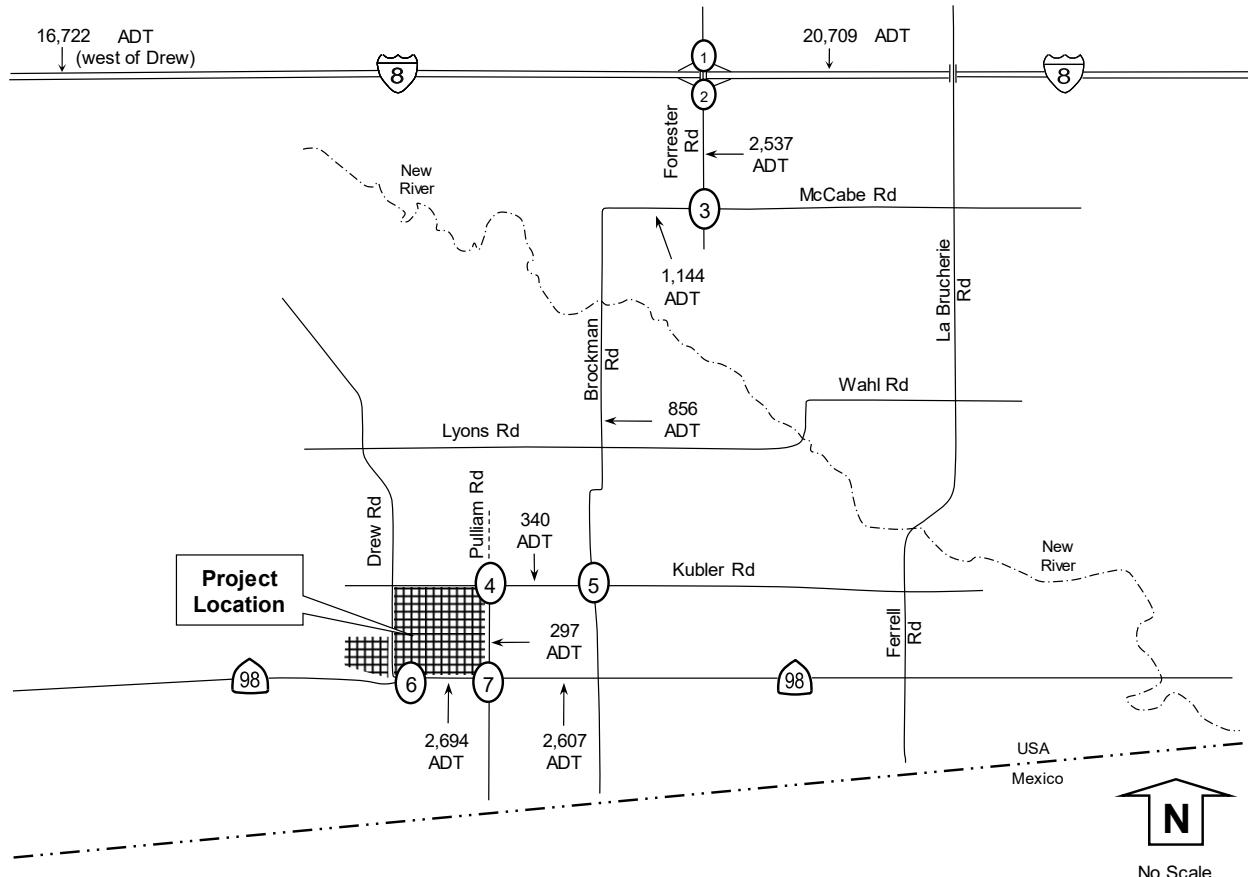
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Intersection Reference Number to LOS Tables
- Existing Roadways
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Figure 7: Year 2019 + Project + Cumulative Volumes



<table border="1"> <tr> <td>80 (56)</td> <td>273 (223)</td> <td>I-8 WB Ramp</td> </tr> <tr> <td>12 (56)</td> <td>114 (241)</td> <td></td> </tr> <tr> <td>Forrester Rd</td> <td></td> <td></td> </tr> </table>	80 (56)	273 (223)	I-8 WB Ramp	12 (56)	114 (241)		Forrester Rd			<table border="1"> <tr> <td>347 (52)</td> <td>109 (194)</td> <td></td> </tr> <tr> <td>59 (57)</td> <td>96 (98)</td> <td>I-8 EB Ramp</td> </tr> <tr> <td>0 (6)</td> <td>0 (0)</td> <td></td> </tr> </table>	347 (52)	109 (194)		59 (57)	96 (98)	I-8 EB Ramp	0 (6)	0 (0)		<table border="1"> <tr> <td>216 (18)</td> <td>7 (1)</td> <td></td> </tr> <tr> <td>33 (14)</td> <td>202 (59)</td> <td>McCabe Rd</td> </tr> <tr> <td>28 (2)</td> <td>36 (77)</td> <td></td> </tr> </table>	216 (18)	7 (1)		33 (14)	202 (59)	McCabe Rd	28 (2)	36 (77)	
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Pulliam Rd																													

Figure 8: Year 2027 + Project Volumes

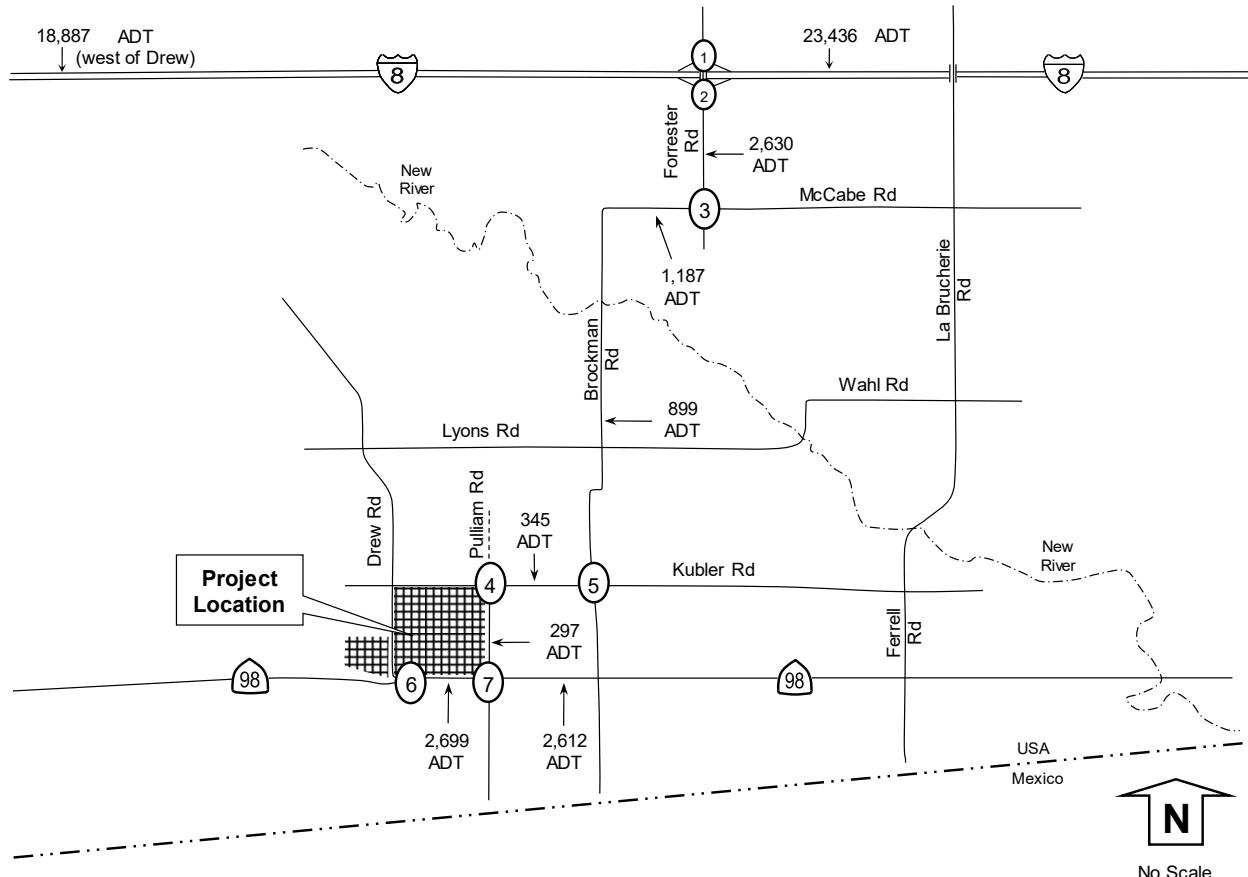


<table border="1"> <tr> <td>Forrester Rd</td><td>80 (65)</td><td>173 (231)</td><td>I-8 WB Ramp</td><td>161 (51)</td><td>90 (201)</td><td>Forrester Rd</td><td>72 (6)</td><td>8 (1)</td><td>92 (61)</td><td>McCabe Rd</td></tr> <tr> <td>14 (10)</td><td>117 (171)</td><td></td><td>68 (100)</td><td>1 (5)</td><td>0 (20)</td><td>18 (85)</td><td>17 (64)</td><td>2 (1)</td><td>39 (47)</td><td>39 (44)</td></tr> <tr> <td></td><td></td><td></td><td>11 (5)</td><td></td><td></td><td>2 (6)</td><td>5 (6)</td><td>4 (6)</td><td>1 (1)</td><td>1 (9)</td></tr> </table>	Forrester Rd	80 (65)	173 (231)	I-8 WB Ramp	161 (51)	90 (201)	Forrester Rd	72 (6)	8 (1)	92 (61)	McCabe Rd	14 (10)	117 (171)		68 (100)	1 (5)	0 (20)	18 (85)	17 (64)	2 (1)	39 (47)	39 (44)				11 (5)			2 (6)	5 (6)	4 (6)	1 (1)	1 (9)	<table border="1"> <tr> <td>Pulliam Rd</td><td>0 (0)</td><td>0 (0)</td><td>Kubler Rd</td><td>72 (6)</td><td>8 (1)</td><td>McCabe Rd</td></tr> <tr> <td>0 (1)</td><td>0 (4)</td><td>0 (0)</td><td>18 (86)</td><td>17 (4)</td><td>2 (2)</td><td>39 (47)</td></tr> <tr> <td>1 (0)</td><td>1 (0)</td><td>1 (0)</td><td>1 (1)</td><td>1 (1)</td><td>1 (1)</td><td>1 (9)</td></tr> </table>	Pulliam Rd	0 (0)	0 (0)	Kubler Rd	72 (6)	8 (1)	McCabe Rd	0 (1)	0 (4)	0 (0)	18 (86)	17 (4)	2 (2)	39 (47)	1 (0)	1 (0)	1 (0)	1 (1)	1 (1)	1 (1)	1 (9)
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Drew Rd	6 (16)	4 (72)	SR-98	36 (2)	0 (0)	SR-98	72 (6)	8 (1)	92 (61)	McCabe Rd																																													
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Drew Rd	6 (16)	4 (72)	SR-98	36 (2)	0 (0)	SR-98	72 (6)	8 (1)	92 (61)	McCabe Rd																																													
18 (66)	0 (0)	70 (14)	0 (0)	0 (0)	0 (0)	18 (86)	17 (4)	2 (2)	39 (47)	39 (44)																																													
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0 (0)	0 (0)	0 (0)	18 (86)	17 (4)	2 (2)	39 (47)																																																	
14 (1)	1 (1)	1 (1)	1 (1)	1 (1)	1 (1)	1 (1)																																																	

LEGEND

- XX (YY) AM peak hour volumes at intersections
- PM peak hour volumes at intersections. An empty bracket () represents a 0 PM volume
- ZZZZ ADT volumes shown along segments
- # Intersection Reference Number to LOS Tables
- Existing Roadways
- Existing Unpaved Roadway

Figure 9: Year 2027 + Project + Cumulative Volumes



Forrester Rd		I-8 WB Ramp		I-8 EB Ramp		Forrester Rd		McCabe Rd	
81 (65)	209 (251)			175 (60)	121 (221)			81 (90)	8 (1)
14 (12)	118 (176)			68 (13)	109 (5)			17 (64)	99 (61)
		0 (0)		1 (1)	0 (0)	67 (85)	30 (66)	2 (1)	39 (47)
								5 (6)	51 (9)
								4 (1)	
Drew Rd		SR-98		SR-98		Kubler Rd		Kubler Rd	
18 (39)	6 (66)	4 (73)		36 (2)	0 (0)	0 (7)		20 (3)	7 (17)
				1 (43)	71 (104)			7 (1)	4 (2)
				0 (0)	14 (0)	74 (1)	1 (1)	17 (13)	3 (2)

LEGEND

- XX (YY) AM peak hour volumes at intersections
- PM peak hour volumes at intersections. An empty bracket () represents a 0 PM volume
- ZZZZ ADT volumes shown along segments
- # Intersection Reference Number to LOS Tables
- Existing Roadways
- Existing Unpaved Roadway

ATTACHMENT A

Year 2017 + Project and Year 2017 + Project + Cumulative LOS Calculations

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Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	1	86	1	0	1	1	3	0	0	0
Future Vol, veh/h	0	1	1	86	1	0	1	1	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	1	1	93	1	0	1	1	3	0	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1	0	0	2	0	0	189	189	2	191	189	1
Stage 1	-	-	-	-	-	-	2	2	-	187	187	-
Stage 2	-	-	-	-	-	-	187	187	-	4	2	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1620	-	-	771	706	1082	769	706	1084
Stage 1	-	-	-	-	-	-	1021	894	-	815	745	-
Stage 2	-	-	-	-	-	-	815	745	-	1018	894	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1620	-	-	737	666	1082	732	666	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	666	-	732	666	-
Stage 1	-	-	-	-	-	-	1021	894	-	815	703	-
Stage 2	-	-	-	-	-	-	769	703	-	1014	894	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	7.3				9.1				0	
HCM LOS						A				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	888	1622	-	-	1620	-	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-0.058	-	-	-	-	-	-
HCM Control Delay (s)	9.1	0	-	-	7.4	0	-	-	0	-	-
HCM Lane LOS	A	A	-	-	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	-	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	17	33	43	69	4	5
Future Vol, veh/h	17	33	43	69	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	18	36	47	75	4	5

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All	122	0	-	0	157	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	72	-
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	1465	-	-	-	834	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1465	-	-	-	823	974
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s	2.5	0	9
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
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Capacity (veh/h)	1465	-	-	-	901	
HCM Lane V/C Ratio	0.013	-	-	-	-0.011	
HCM Control Delay (s)	7.5	0	-	-	9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	0	1	66	7	12	1	1	0	0	36
Future Vol, veh/h	1	36	0	1	66	7	12	1	1	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	39	0	1	72	8	13	1	1	0	0	39

Major/Minor	Major1	Major2			Minor1			Minor2					
Conflicting Flow All	80	0	0	39	0	0	139	123	39	120	119	76	
Stage 1	-	-	-	-	-	-	41	41	-	78	78	-	
Stage 2	-	-	-	-	-	-	98	82	-	42	41	-	
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1518	-	-	1571	-	-	831	767	1033	855	771	985	
Stage 1	-	-	-	-	-	-	974	861	-	931	830	-	
Stage 2	-	-	-	-	-	-	908	827	-	972	861	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1518	-	-	1571	-	-	797	765	1033	852	769	985	
Mov Cap-2 Maneuver	-	-	-	-	-	-	797	765	-	852	769	-	
Stage 1	-	-	-	-	-	-	973	860	-	930	829	-	
Stage 2	-	-	-	-	-	-	871	826	-	969	860	-	

Approach	EB	WB			NB			SB					
HCM Control Delay, s	0.2	0.1					9.5					8.8	
HCM LOS							A					A	
<hr/>													
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBT	SBR	SBLn1
Capacity (veh/h)	808	1518	-	-	1571	-	-	-	-	985	-	-	-
HCM Lane V/C Ratio	0.019	0.001	-	-	0.001	-	-	-	-	0.04	-	-	-
HCM Control Delay (s)	9.5	7.4	0	-	7.3	0	-	-	-	8.8	-	-	-
HCM Lane LOS	A	A	A	-	A	A	-	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-	-	0.1	-	-	-

Intersection

Int Delay, s/veh 8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	0	3	1	0	0	0	86	1	0	0
Future Vol, veh/h	0	3	0	3	1	0	0	0	86	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	3	0	3	1	0	0	0	93	1	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1	0	0	3	0	0	10	10	3	57	10	1
Stage 1	-	-	-	-	-	-	3	3	-	7	7	-
Stage 2	-	-	-	-	-	-	7	7	-	50	3	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1619	-	-	1008	885	1081	940	885	1084
Stage 1	-	-	-	-	-	-	1020	893	-	1015	890	-
Stage 2	-	-	-	-	-	-	1015	890	-	963	893	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1619	-	-	1006	883	1081	857	883	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1006	883	-	857	883	-
Stage 1	-	-	-	-	-	-	1020	893	-	1015	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	880	893	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	5.4				8.6				9.2	
HCM LOS						A				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	1081	1622	-	-	1619	-	-	857	-	-	-
HCM Lane V/C Ratio	0.086	-	-	-	-0.002	-	-	-0.001	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.2	0	-	9.2	-	-	-
HCM Lane LOS	A	A	-	-	A	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	55	27	12	71	16
Future Vol, veh/h	0	55	27	12	71	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	60	29	13	77	17

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	42	0	-	0	96	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	60	-
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	1567	-	-	-	903	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1567	-	-	-	903	1037
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	9.3
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SB
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Capacity (veh/h)	1567	-	-	-	925	
HCM Lane V/C Ratio	-	-	-	-	-	0.102
HCM Control Delay (s)	0	-	-	-	-	9.3
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	91	0	0	37	0	0	0	1	7	0	2
Future Vol, veh/h	36	91	0	0	37	0	0	0	1	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	39	99	0	0	40	0	0	0	1	8	0	2

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	40	0	0	99	0	0	218	217	99	218	217	40
Stage 1	-	-	-	-	-	-	177	177	-	40	40	-
Stage 2	-	-	-	-	-	-	41	40	-	178	177	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1570	-	-	1494	-	-	738	681	957	738	681	1031
Stage 1	-	-	-	-	-	-	825	753	-	975	862	-
Stage 2	-	-	-	-	-	-	974	862	-	824	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1570	-	-	1494	-	-	722	663	957	723	663	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	722	663	-	723	663	-
Stage 1	-	-	-	-	-	-	804	733	-	950	862	-
Stage 2	-	-	-	-	-	-	972	862	-	802	733	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	2.1	0				8.8				9.7		
HCM LOS		A				A				A		
<hr/>												
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBT	SBR
Capacity (veh/h)	957	1570	-	-	1494	-	-	-	-	774	-	-
HCM Lane V/C Ratio	0.001	0.025	-	-	-	-	-	-	-	-0.013	-	-
HCM Control Delay (s)	8.8	7.4	0	-	0	-	-	-	-	9.7	-	-
HCM Lane LOS	A	A	A	-	A	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	-	-	0	-	-

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	1	86	89	0	1	1	3	0	0	0
Future Vol, veh/h	0	1	1	86	89	0	1	1	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	1	1	93	97	0	1	1	3	0	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	97	0	0	2	0	0	285	285	2	287	285	97
Stage 1	-	-	-	-	-	-	2	2	-	283	283	-
Stage 2	-	-	-	-	-	-	283	283	-	4	2	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1496	-	-	1620	-	-	667	624	1082	665	624	959
Stage 1	-	-	-	-	-	-	1021	894	-	724	677	-
Stage 2	-	-	-	-	-	-	724	677	-	1018	894	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	1620	-	-	636	586	1082	631	586	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	586	-	631	586	-
Stage 1	-	-	-	-	-	-	1021	894	-	724	636	-
Stage 2	-	-	-	-	-	-	680	636	-	1014	894	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	3.6			9.4			0			
HCM LOS					A			A			
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	
Capacity (veh/h)	826	1496	-	-	1620	-	-	-	-	-	
HCM Lane V/C Ratio	0.007	-	-	-	0.058	-	-	-	-	-	
HCM Control Delay (s)	9.4	0	-	-	7.4	0	-	0	-	-	
HCM Lane LOS	A	A	-	-	A	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	-	-	-	

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	17	55	47	96	6	5
Future Vol, veh/h	17	55	47	96	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	18	60	51	104	7	5

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	155	0	-	0	199	103
Stage 1	-	-	-	-	103	-
Stage 2	-	-	-	-	96	-
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	1425	-	-	-	790	952
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1425	-	-	-	780	952
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	SB
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HCM Control Delay, s	0.8	0	9.3
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SLn1
Capacity (veh/h)	1425	-	-	-	850	
HCM Lane V/C Ratio	0.013	-	-	-	-0.014	
HCM Control Delay (s)	7.6	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	60	0	1	97	7	12	1	1	0	0	36
Future Vol, veh/h	1	60	0	1	97	7	12	1	1	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	65	0	1	105	8	13	1	1	0	0	39

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	113	0	0	65	0	0	198	182	65	179	178	109
Stage 1	-	-	-	-	-	-	67	67	-	111	111	-
Stage 2	-	-	-	-	-	-	131	115	-	68	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1476	-	-	1537	-	-	761	712	999	783	716	945
Stage 1	-	-	-	-	-	-	943	839	-	894	804	-
Stage 2	-	-	-	-	-	-	873	800	-	942	839	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1476	-	-	1537	-	-	728	711	999	780	715	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	728	711	-	780	715	-
Stage 1	-	-	-	-	-	-	942	838	-	893	803	-
Stage 2	-	-	-	-	-	-	836	799	-	939	838	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0.1	0.1				10				9	
HCM LOS						B				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	741	1476	-	-	1537	-	-	945	-	-	-
HCM Lane V/C Ratio	0.021	0.001	-	-	0.001	-	-	-0.041	-	-	-
HCM Control Delay (s)	10	7.4	0	-	7.3	0	-	9	-	-	-
HCM Lane LOS	B	A	A	-	A	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1	-	-	-

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	91	0	3	1	0	0	0	86	1	0	0
Future Vol, veh/h	0	91	0	3	1	0	0	0	86	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	99	0	3	1	0	0	0	93	1	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1	0	0	99	0	0	106	106	99	153	106	1
Stage 1	-	-	-	-	-	-	99	99	-	7	7	-
Stage 2	-	-	-	-	-	-	7	7	-	146	99	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1494	-	-	873	784	957	814	784	1084
Stage 1	-	-	-	-	-	-	907	813	-	1015	890	-
Stage 2	-	-	-	-	-	-	1015	890	-	857	813	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1494	-	-	871	782	957	733	782	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	871	782	-	733	782	-
Stage 1	-	-	-	-	-	-	907	813	-	1015	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	773	813	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	5.6				9.2				9.9	
HCM LOS						A				A	
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Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	957	1622	-	-	1494	-	-	733	-	-	-
HCM Lane V/C Ratio	0.098	-	-	-	-0.002	-	-	-0.001	-	-	-
HCM Control Delay (s)	9.2	0	-	-	7.4	0	-	9.9	-	-	-
HCM Lane LOS	A	A	-	-	A	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	60	49	13	98	16
Future Vol, veh/h	0	60	49	13	98	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	53	14	107	17

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	67	0	-	0	125	60
Stage 1	-	-	-	-	60	-
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	1535	-	-	-	870	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1535	-	-	-	870	1005
Mov Cap-2 Maneuver	-	-	-	-	870	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	9.7
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
Capacity (veh/h)	1535	-	-	-	887	
HCM Lane V/C Ratio	-	-	-	-	-	0.14
HCM Control Delay (s)	0	-	-	-	-	9.7
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	123	0	0	60	0	0	0	1	7	0	2
Future Vol, veh/h	36	123	0	0	60	0	0	0	1	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	39	134	0	0	65	0	0	0	1	8	0	2

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	65	0	0	134	0	0	278	277	134	278	277	65
Stage 1	-	-	-	-	-	-	212	212	-	65	65	-
Stage 2	-	-	-	-	-	-	66	65	-	213	212	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1451	-	-	674	631	915	674	631	999
Stage 1	-	-	-	-	-	-	790	727	-	946	841	-
Stage 2	-	-	-	-	-	-	945	841	-	789	727	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1537	-	-	1451	-	-	658	614	915	659	614	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	658	614	-	659	614	-
Stage 1	-	-	-	-	-	-	769	707	-	920	841	-
Stage 2	-	-	-	-	-	-	943	841	-	767	707	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	.7	0				8.9				10.1	
HCM LOS		A				B					
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	BLn1	
Capacity (veh/h)	915	1537	-	-	1451	-	-	-	-	713	
HCM Lane V/C Ratio	0.001	0.025	-	-	-	-	-	-	-	-0.014	
HCM Control Delay (s)	8.9	7.4	0	-	0	-	-	-	-	10.1	
HCM Lane LOS	A	A	A	-	A	-	-	-	-	B	
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	-	-	0	

ATTACHMENT B

Year 2019 + Project and Year 2019 + Project + Cumulative LOS Calculations

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Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	1	86	1	0	1	1	3	0	0	0
Future Vol, veh/h	0	1	1	86	1	0	1	1	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	1	1	93	1	0	1	1	3	0	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1	0	0	2	0	0	189	189	2	191	189	1
Stage 1	-	-	-	-	-	-	2	2	-	187	187	-
Stage 2	-	-	-	-	-	-	187	187	-	4	2	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1620	-	-	771	706	1082	769	706	1084
Stage 1	-	-	-	-	-	-	1021	894	-	815	745	-
Stage 2	-	-	-	-	-	-	815	745	-	1018	894	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1620	-	-	737	666	1082	732	666	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	666	-	732	666	-
Stage 1	-	-	-	-	-	-	1021	894	-	815	703	-
Stage 2	-	-	-	-	-	-	769	703	-	1014	894	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	7.3				9.1				0	
HCM LOS						A				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	888	1622	-	-	1620	-	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-0.058	-	-	-	-	-	-
HCM Control Delay (s)	9.1	0	-	-	7.4	0	-	-	0	-	-
HCM Lane LOS	A	A	-	-	A	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	-	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	17	34	45	69	4	5
Future Vol, veh/h	17	34	45	69	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	18	37	49	75	4	5

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	124	0	-	0	160	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	73	-
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	1463	-	-	-	831	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1463	-	-	-	820	971
Mov Cap-2 Maneuver	-	-	-	-	820	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	SB
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HCM Control Delay, s	2.5	0	9.1
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
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Capacity (veh/h)	1463	-	-	-	898	
HCM Lane V/C Ratio	0.013	-	-	-	-0.011	
HCM Control Delay (s)	7.5	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	37	0	1	67	7	12	1	1	0	0	36
Future Vol, veh/h	1	37	0	1	67	7	12	1	1	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	40	0	1	73	8	13	1	1	0	0	39

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	81	0	0	40	0	0	141	125	40	122	121	77
Stage 1	-	-	-	-	-	-	42	42	-	79	79	-
Stage 2	-	-	-	-	-	-	99	83	-	43	42	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1517	-	-	1570	-	-	829	765	1031	853	769	984
Stage 1	-	-	-	-	-	-	972	860	-	930	829	-
Stage 2	-	-	-	-	-	-	907	826	-	971	860	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1517	-	-	1570	-	-	795	763	1031	850	767	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	795	763	-	850	767	-
Stage 1	-	-	-	-	-	-	971	859	-	929	828	-
Stage 2	-	-	-	-	-	-	870	825	-	968	859	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0.2	0.1			9.6			8.8			
HCM LOS	A	A			A			A			
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	806	1517	-	-	1570	-	-	-	-	984	-
HCM Lane V/C Ratio	0.019	0.001	-	-	0.001	-	-	-	-	0.04	-
HCM Control Delay (s)	9.6	7.4	0	-	7.3	0	-	-	-	8.8	-
HCM Lane LOS	A	A	A	-	A	A	-	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-	-	0.1	-

Intersection

Int Delay, s/veh 8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	0	3	1	0	0	0	86	1	0	0
Future Vol, veh/h	0	3	0	3	1	0	0	0	86	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	3	0	3	1	0	0	0	93	1	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1	0	0	3	0	0	10	10	3	57	10	1
Stage 1	-	-	-	-	-	-	3	3	-	7	7	-
Stage 2	-	-	-	-	-	-	7	7	-	50	3	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1619	-	-	1008	885	1081	940	885	1084
Stage 1	-	-	-	-	-	-	1020	893	-	1015	890	-
Stage 2	-	-	-	-	-	-	1015	890	-	963	893	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1619	-	-	1006	883	1081	857	883	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1006	883	-	857	883	-
Stage 1	-	-	-	-	-	-	1020	893	-	1015	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	880	893	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	5.4				8.6				9.2	
HCM LOS						A				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	1081	1622	-	-	1619	-	-	857	-	-	-
HCM Lane V/C Ratio	0.086	-	-	-	-0.002	-	-	-0.001	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.2	0	-	9.2	-	-	-
HCM Lane LOS	A	A	-	-	A	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	57	28	12	71	16
Future Vol, veh/h	0	57	28	12	71	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	30	13	77	17

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	43	0	-	0	99	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	62	-
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	1566	-	-	-	900	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1566	-	-	-	900	1035
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	9.4
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
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Capacity (veh/h)	1566	-	-	-	922	
HCM Lane V/C Ratio	-	-	-	-	-	0.103
HCM Control Delay (s)	0	-	-	-	-	9.4
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	93	0	0	38	0	0	0	1	7	0	2
Future Vol, veh/h	36	93	0	0	38	0	0	0	1	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	39	101	0	0	41	0	0	0	1	8	0	2

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	41	0	0	101	0	0	221	220	101	221	220	41
Stage 1	-	-	-	-	-	-	179	179	-	41	41	-
Stage 2	-	-	-	-	-	-	42	41	-	180	179	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1568	-	-	1491	-	-	735	678	954	735	678	1030
Stage 1	-	-	-	-	-	-	823	751	-	974	861	-
Stage 2	-	-	-	-	-	-	972	861	-	822	751	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1568	-	-	1491	-	-	719	660	954	720	660	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	660	-	720	660	-
Stage 1	-	-	-	-	-	-	802	731	-	949	861	-
Stage 2	-	-	-	-	-	-	970	861	-	800	731	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	2.1	0				8.8				9.7	
HCM LOS		A				A				A	
Minor Lane/Major Mvm											
NBLn1	954	1568	-	-	1491	-	-	772			
Capacity (veh/h)	954	1568	-	-	1491	-	-	772			
HCM Lane V/C Ratio	0.001	0.025	-	-	-	-	-	-0.013			
HCM Control Delay (s)	8.8	7.4	0	-	0	-	-	9.7			
HCM Lane LOS	A	A	A	-	A	-	-	A			
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0			

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	1	86	89	0	1	1	3	0	0	0
Future Vol, veh/h	0	1	1	86	89	0	1	1	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	1	1	93	97	0	1	1	3	0	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	97	0	0	2	0	0	285	285	2	287	285	97
Stage 1	-	-	-	-	-	-	2	2	-	283	283	-
Stage 2	-	-	-	-	-	-	283	283	-	4	2	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1496	-	-	1620	-	-	667	624	1082	665	624	959
Stage 1	-	-	-	-	-	-	1021	894	-	724	677	-
Stage 2	-	-	-	-	-	-	724	677	-	1018	894	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1496	-	-	1620	-	-	636	586	1082	631	586	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	586	-	631	586	-
Stage 1	-	-	-	-	-	-	1021	894	-	724	636	-
Stage 2	-	-	-	-	-	-	680	636	-	1014	894	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	3.6			9.4			0			
HCM LOS					A			A			
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	
Capacity (veh/h)	826	1496	-	-	1620	-	-	-	-	-	
HCM Lane V/C Ratio	0.007	-	-	-	0.058	-	-	-	-	-	
HCM Control Delay (s)	9.4	0	-	-	7.4	0	-	0	-	-	
HCM Lane LOS	A	A	-	-	A	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	-	-	-	

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	17	56	49	96	6	5
Future Vol, veh/h	17	56	49	96	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	18	61	53	104	7	5

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	157	0	-	0	202	105
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	97	-
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	1423	-	-	-	787	949
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1423	-	-	-	777	949
Mov Cap-2 Maneuver	-	-	-	-	777	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	927	-

Approach	EB	WB	SB
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HCM Control Delay, s	8.8	0	9.3
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SB
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Capacity (veh/h)	1423	-	-	-	847	
HCM Lane V/C Ratio	0.013	-	-	-	-0.014	
HCM Control Delay (s)	7.6	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	61	0	1	98	7	12	1	1	0	0	36
Future Vol, veh/h	1	61	0	1	98	7	12	1	1	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	66	0	1	107	8	13	1	1	0	0	39

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	115	0	0	66	0	0	201	185	66	182	181	111
Stage 1	-	-	-	-	-	-	68	68	-	113	113	-
Stage 2	-	-	-	-	-	-	133	117	-	69	68	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1536	-	-	757	709	998	779	713	942
Stage 1	-	-	-	-	-	-	942	838	-	892	802	-
Stage 2	-	-	-	-	-	-	870	799	-	941	838	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1474	-	-	1536	-	-	724	708	998	776	712	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	724	708	-	776	712	-
Stage 1	-	-	-	-	-	-	941	837	-	891	801	-
Stage 2	-	-	-	-	-	-	833	798	-	938	837	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0.1	0.1				10				9	
HCM LOS		B				A					
Minor Lane/Major Mvm											
NBLn1	737	1474	-	-	1536	-	-	942			
Capacity (veh/h)	737	1474	-	-	1536	-	-	942			
HCM Lane V/C Ratio	0.021	0.001	-	-	0.001	-	-	-0.042			
HCM Control Delay (s)	10	7.4	0	-	7.3	0	-	9			
HCM Lane LOS	B	A	A	-	A	A	-	A			
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1			

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	91	0	3	1	0	0	0	86	1	0	0
Future Vol, veh/h	0	91	0	3	1	0	0	0	86	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	99	0	3	1	0	0	0	93	1	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1	0	0	99	0	0	106	106	99	153	106	1
Stage 1	-	-	-	-	-	-	99	99	-	7	7	-
Stage 2	-	-	-	-	-	-	7	7	-	146	99	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1494	-	-	873	784	957	814	784	1084
Stage 1	-	-	-	-	-	-	907	813	-	1015	890	-
Stage 2	-	-	-	-	-	-	1015	890	-	857	813	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1494	-	-	871	782	957	733	782	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	871	782	-	733	782	-
Stage 1	-	-	-	-	-	-	907	813	-	1015	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	773	813	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	5.6				9.2				9.9	
HCM LOS						A				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	957	1622	-	-	1494	-	-	733	-	-	-
HCM Lane V/C Ratio	0.098	-	-	-	-0.002	-	-	-0.001	-	-	-
HCM Control Delay (s)	9.2	0	-	-	7.4	0	-	9.9	-	-	-
HCM Lane LOS	A	A	-	-	A	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	62	50	13	98	16
Future Vol, veh/h	0	62	50	13	98	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	54	14	107	17

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	68	0	-	0	128	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	67	-
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	1533	-	-	-	866	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1533	-	-	-	866	1004
Mov Cap-2 Maneuver	-	-	-	-	866	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	9.7
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
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Capacity (veh/h)	1533	-	-	-	883	
HCM Lane V/C Ratio	-	-	-	-	-	0.14
HCM Control Delay (s)	0	-	-	-	-	9.7
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	125	0	0	61	0	0	0	1	7	0	2
Future Vol, veh/h	36	125	0	0	61	0	0	0	1	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	39	136	0	0	66	0	0	0	1	8	0	2

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	66	0	0	136	0	0	281	280	136	281	280	66
Stage 1	-	-	-	-	-	-	214	214	-	66	66	-
Stage 2	-	-	-	-	-	-	67	66	-	215	214	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1448	-	-	671	628	913	671	628	998
Stage 1	-	-	-	-	-	-	788	725	-	945	840	-
Stage 2	-	-	-	-	-	-	943	840	-	787	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	1448	-	-	656	611	913	656	611	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	611	-	656	611	-
Stage 1	-	-	-	-	-	-	767	705	-	919	840	-
Stage 2	-	-	-	-	-	-	941	840	-	765	705	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	.7	0				8.9				10.1	
HCM LOS		A				B					
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	BLn1	
Capacity (veh/h)	913	1536	-	-	1448	-	-	710	-	-	
HCM Lane V/C Ratio	0.001	0.025	-	-	-	-	-	-0.014	-	-	
HCM Control Delay (s)	8.9	7.4	0	-	0	-	-	10.1	-	-	
HCM Lane LOS	A	A	A	-	A	-	-	B	-	-	
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0	-	-	

ATTACHMENT C

Year 2027 + Project and Year 2027 + Project + Cumulative LOS Calculations

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Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	1	86	1	0	1	1	3	0	0	0
Future Vol, veh/h	0	1	1	86	1	0	1	1	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	1	1	93	1	0	1	1	3	0	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	1	0	0	2	0	0	189	189	2	191	189	1
Stage 1	-	-	-	-	-	-	2	2	-	187	187	-
Stage 2	-	-	-	-	-	-	187	187	-	4	2	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1620	-	-	771	706	1082	769	706	1084
Stage 1	-	-	-	-	-	-	1021	894	-	815	745	-
Stage 2	-	-	-	-	-	-	815	745	-	1018	894	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1620	-	-	737	666	1082	732	666	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	666	-	732	666	-
Stage 1	-	-	-	-	-	-	1021	894	-	815	703	-
Stage 2	-	-	-	-	-	-	769	703	-	1014	894	-

Approach	EB	WB	NB	SB				
HCM Control Delay, s	0	7.3	9.1	0				
HCM LOS		A	A					
<hr/>								
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	888	1622	-	-	1620	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	0.058	-	-	-
HCM Control Delay (s)	9.1	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	18	39	51	70	4	6
Future Vol, veh/h	18	39	51	70	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	42	55	76	4	7

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	131	0	-	0	175	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	82	-
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	1454	-	-	-	815	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1454	-	-	-	804	964
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
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HCM Control Delay, s	2.4	0	9.1
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
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Capacity (veh/h)	1454	-	-	-	893	
HCM Lane V/C Ratio	0.013	-	-	-	-0.012	
HCM Control Delay (s)	7.5	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	43	0	1	73	7	14	1	1	0	0	36
Future Vol, veh/h	1	43	0	1	73	7	14	1	1	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	47	0	1	79	8	15	1	1	0	0	39

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	87	0	0	47	0	0	154	138	47	135	134	83
Stage 1	-	-	-	-	-	-	49	49	-	85	85	-
Stage 2	-	-	-	-	-	-	105	89	-	50	49	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1509	-	-	1560	-	-	813	753	1022	836	757	976
Stage 1	-	-	-	-	-	-	964	854	-	923	824	-
Stage 2	-	-	-	-	-	-	901	821	-	963	854	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1509	-	-	1560	-	-	779	751	1022	833	755	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	751	-	833	755	-
Stage 1	-	-	-	-	-	-	963	853	-	922	823	-
Stage 2	-	-	-	-	-	-	864	820	-	960	853	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0.2	0.1			9.7			8.8			
HCM LOS					A			A			
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	789	1509	-	-	1560	-	-	-	-	976	-
HCM Lane V/C Ratio	0.022	0.001	-	-	0.001	-	-	-	-	0.04	-
HCM Control Delay (s)	9.7	7.4	0	-	7.3	0	-	-	-	8.8	-
HCM Lane LOS	A	A	A	-	A	A	-	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-	-	0.1	-

Intersection

Int Delay, s/veh 8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	4	0	3	1	0	0	0	86	1	0	0
Future Vol, veh/h	0	4	0	3	1	0	0	0	86	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	4	0	3	1	0	0	0	93	1	0	0

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1	0	0	4	0	0	11	11	4	58	11	1
Stage 1	-	-	-	-	-	-	4	4	-	7	7	-
Stage 2	-	-	-	-	-	-	7	7	-	51	4	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1622	-	-	1618	-	-	1007	884	1080	939	884	1084
Stage 1	-	-	-	-	-	-	1018	892	-	1015	890	-
Stage 2	-	-	-	-	-	-	1015	890	-	962	892	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1618	-	-	1005	882	1080	856	882	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1005	882	-	856	882	-
Stage 1	-	-	-	-	-	-	1018	892	-	1015	888	-
Stage 2	-	-	-	-	-	-	1013	888	-	879	892	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	5.4				8.6				9.2	
HCM LOS						A				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	1080	1622	-	-	1618	-	-	856	-	-	-
HCM Lane V/C Ratio	0.087	-	-	-	-0.002	-	-	-0.001	-	-	-
HCM Control Delay (s)	8.6	0	-	-	7.2	0	-	9.2	-	-	-
HCM Lane LOS	A	A	-	-	A	A	-	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	66	32	14	72	16
Future Vol, veh/h	0	66	32	14	72	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	35	15	78	17

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	50	0	-	0	115	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	72	-
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	1557	-	-	-	881	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	-	881	1027
Mov Cap-2 Maneuver	-	-	-	-	881	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	9.5
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
Capacity (veh/h)	1557	-	-	-	904	
HCM Lane V/C Ratio	-	-	-	-	-	0.106
HCM Control Delay (s)	0	-	-	-	-	9.5
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.4

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	103	0	0	44	0	0	0	1	7	0	2
Future Vol, veh/h	36	103	0	0	44	0	0	0	1	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	39	112	0	0	48	0	0	0	1	8	0	2

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	48	0	0	112	0	0	239	238	112	239	238	48
Stage 1	-	-	-	-	-	-	190	190	-	48	48	-
Stage 2	-	-	-	-	-	-	49	48	-	191	190	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1478	-	-	715	663	941	715	663	1021
Stage 1	-	-	-	-	-	-	812	743	-	965	855	-
Stage 2	-	-	-	-	-	-	964	855	-	811	743	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1478	-	-	699	645	941	699	645	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	699	645	-	699	645	-
Stage 1	-	-	-	-	-	-	790	723	-	939	855	-
Stage 2	-	-	-	-	-	-	962	855	-	788	723	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	1.9	0				8.8				9.9	
HCM LOS		A				A				A	
<hr/>											
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBLn1	SBTn1
Capacity (veh/h)	941	1559	-	-	1478	-	-	752	-	-	-
HCM Lane V/C Ratio	0.001	0.025	-	-	-	-	-	-0.013	-	-	-
HCM Control Delay (s)	8.8	7.4	0	-	0	-	-	9.9	-	-	-
HCM Lane LOS	A	A	A	-	A	-	-	A	-	-	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	1	86	2	0	1	1	3	0	0	0
Future Vol, veh/h	0	2	1	86	2	0	1	1	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	2	1	93	2	0	1	1	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	3	0	0	191	191	3	193	191	2
Stage 1	-	-	-	-	-	-	3	3	-	188	188	-
Stage 2	-	-	-	-	-	-	188	188	-	5	3	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1620	-	-	1619	-	-	769	704	1081	767	704	1082
Stage 1	-	-	-	-	-	-	1020	893	-	814	745	-
Stage 2	-	-	-	-	-	-	814	745	-	1017	893	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1620	-	-	1619	-	-	735	663	1081	730	663	1082
Mov Cap-2 Maneuver	-	-	-	-	-	-	735	663	-	730	663	-
Stage 1	-	-	-	-	-	-	1020	893	-	814	702	-
Stage 2	-	-	-	-	-	-	767	702	-	1013	893	-

Approach	EB	WB	NB	SB				
HCM Control Delay, s	0	7.2	9.1	0				
HCM LOS		A	A					
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	886	1620	-	-	1619	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	0.058	-	-	-
HCM Control Delay (s)	9.1	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.2	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	18	39	51	71	4	6
Future Vol, veh/h	18	39	51	71	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	42	55	77	4	7

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	132	0	-	0	176	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	82	-
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	1453	-	-	-	814	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1453	-	-	-	803	963
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	9.1
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
Capacity (veh/h)	1453	-	-	-	892	
HCM Lane V/C Ratio	0.013	-	-	-	-0.012	
HCM Control Delay (s)	7.5	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	43	0	1	74	7	14	1	1	0	0	36
Future Vol, veh/h	1	43	0	1	74	7	14	1	1	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	47	0	1	80	8	15	1	1	0	0	39

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	88	0	0	47	0	0	155	139	47	136	135	84
Stage 1	-	-	-	-	-	-	49	49	-	86	86	-
Stage 2	-	-	-	-	-	-	106	90	-	50	49	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1508	-	-	1560	-	-	812	752	1022	835	756	975
Stage 1	-	-	-	-	-	-	964	854	-	922	824	-
Stage 2	-	-	-	-	-	-	900	820	-	963	854	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1508	-	-	1560	-	-	778	750	1022	832	754	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	778	750	-	832	754	-
Stage 1	-	-	-	-	-	-	963	853	-	921	823	-
Stage 2	-	-	-	-	-	-	863	819	-	960	853	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0.2	0.1			9.7			8.8			
HCM LOS	A	A			A			A			
Minor Lane/Major Mvm											
Capacity (veh/h)	788	1508	-	-	1560	-	-	975			
HCM Lane V/C Ratio	0.022	0.001	-	-	0.001	-	-	0.04			
HCM Control Delay (s)	9.7	7.4	0	-	7.3	0	-	8.8			
HCM Lane LOS	A	A	A	-	A	A	-	A			
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1			

Intersection

Int Delay, s/veh 8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	0	3	2	0	0	0	86	1	0	0
Future Vol, veh/h	0	5	0	3	2	0	0	0	86	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	5	0	3	2	0	0	0	93	1	0	0

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	2	0	0	5	0	0	13	13	5	60	13	2
Stage 1	-	-	-	-	-	-	5	5	-	8	8	-
Stage 2	-	-	-	-	-	-	8	8	-	52	5	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1620	-	-	1616	-	-	1004	881	1078	936	881	1082
Stage 1	-	-	-	-	-	-	1017	892	-	1013	889	-
Stage 2	-	-	-	-	-	-	1013	889	-	961	892	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1620	-	-	1616	-	-	1002	879	1078	854	879	1082
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	879	-	854	879	-
Stage 1	-	-	-	-	-	-	1017	892	-	1013	887	-
Stage 2	-	-	-	-	-	-	1011	887	-	878	892	-

Approach	EB	WB	NB	SB					
HCM Control Delay, s	0	4.3	8.7	9.2					
HCM LOS		A	A						
Minor Lane/Major Mvm									
NBLn1	EBL	EBT	EBR	WBL WBT WBR SBLn1					
Capacity (veh/h)	1078	1620	-	-	1616	-	-	854	
HCM Lane V/C Ratio	0.087	-	-	-	-0.002	-	-	-0.001	
HCM Control Delay (s)	8.7	0	-	-	7.2	0	-	9.2	
HCM Lane LOS	A	A	-	-	A	A	-	A	
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0	

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
Traffic Vol, veh/h	0	66	32	14	73	16
Future Vol, veh/h	0	66	32	14	73	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	35	15	79	17

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	50	0	-	0	115	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	72	-
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	1557	-	-	-	881	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	-	881	1027
Mov Cap-2 Maneuver	-	-	-	-	881	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
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HCM Control Delay, s	0	0	9.5
HCM LOS		A	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1
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Capacity (veh/h)	1557	-	-	-	904	
HCM Lane V/C Ratio	-	-	-	-	-	0.107
HCM Control Delay (s)	0	-	-	-	-	9.5
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.4

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	104	0	0	44	0	0	0	1	7	0	2
Future Vol, veh/h	36	104	0	0	44	0	0	0	1	7	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
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	39	113	0	0	48	0	0	0	1	8	0	2

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	48	0	0	113	0	0	240	239	113	240	239	48
Stage 1	-	-	-	-	-	-	191	191	-	48	48	-
Stage 2	-	-	-	-	-	-	49	48	-	192	191	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1476	-	-	714	662	940	714	662	1021
Stage 1	-	-	-	-	-	-	811	742	-	965	855	-
Stage 2	-	-	-	-	-	-	964	855	-	810	742	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1476	-	-	698	644	940	698	644	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	644	-	698	644	-
Stage 1	-	-	-	-	-	-	789	722	-	939	855	-
Stage 2	-	-	-	-	-	-	962	855	-	787	722	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	9.9	0				8.8				9.9		
HCM LOS	A	A				A				A		
Minor Lane/Major Mvm												
Capacity (veh/h)	940	1559	-	-	1476	-	-	751				
HCM Lane V/C Ratio	0.001	0.025	-	-	-	-	-	-0.013				
HCM Control Delay (s)	8.8	7.4	0	-	0	-	-	9.9				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0				