

## **ATTACHMENT 2**

### **Second Access Alternative 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 Alternative Access #2 with one SR-98 access and no access on Kubler

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The purpose of this memo is to document the analysis of Drew Solar traffic using Pulliam Road for 2 access points and 1 access point on SR-98 for the SE ¼ Section of Drew Solar, and using Drew Road for 2 access points instead of 2 access points on Kubler Road for the NW ¼ Section and the west half of the NE ¼ 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 1 access point on SR-98 for the SE ¼ Section of Drew Solar, and 2 access points on Drew Road instead of 2 access points on Kubler Road for the NW ¼ Section and the west half of the NE ¼ Section of Drew Solar.

As shown in **Figure 1** (included at the end of the text and tables to keep text continuity), a project driveway is proposed on SR-98 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) Intersection of SR-98/Proposed Project Driveway (int #8)
- 5) Segment of Pulliam Rd from Kubler Rd to SR-98
- 6) 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 & (Control) <sup>1</sup>	Movement	Year 2017		Year 2017 + Project			
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Impact <sup>5</sup>
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	9.0	A	9.7	A	0.7	None
8) SR-98 at Project Driveway (U)	Minor Leg	DNE	NA	1.2	A	NA	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. DNE: Does Not Exist NA: Not Applicable.

**Table 2: Year 2017 + Project Segment Operations**

Segment	Classification (as built)	Year 2017				Project		Year 2017 + Project				
		Daily Volume	LOS C Capacity	V/C	LOS	Daily Volume	Daily Volume	LOS C Capacity	V/C	LOS	Change in V/C	Impact?
<b>Pulliam Road</b>												
Kubler Rd to SR-98	Minor (2U)	29	7,100	0.00	A	262	291	7,100	0.04	A	0.04	None
<b>SR-98</b>												
Drew Rd to Pulliam Rd	State Highway (2U)	2,090	7,100	0.29	B	283	2,373	7,100	0.33	B	0.04	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 & (Control) <sup>1</sup>	Movement	Peak Hour	Year 2017 + Cumulative		Year 2017 + Cumulative + Project			
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Impact <sup>5</sup>
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 9.8	A A	0.4 0.5	None None
7) Pulliam Rd at SR-98 (U)	Minor Leg	AM PM	9.4 8.8	A A	10.2 9.0	B A	0.8 0.2	None None
8) SR-98 at Project Driveway (U)	Minor Leg	AM PM	0.0 0.0	A A	0.8 9.7	A A	0.8 9.7	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 4: Year 2017 + Project + Cumulative Segment Operations**

Segment	Classification (as built)	Year 2017 + Cumulative				Project Daily Volumes	Year 2017 + Cumulative + Project				
		Daily Volume	LOS C Capacity	V/C	LOS		Daily Volume	LOS C Capacity	V/C	LOS	Impact?
<b>Pulliam Road</b>											
Kubler Rd to SR-98	Minor (2U)	29	7,100	0.00	A	262	291	7,100	0.04	A	None
<b>SR-98</b>											
Drew Rd to Pulliam Rd	State Highway (2U)	2,221	7,100	0.31	B	283	2,504	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 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) <sup>1</sup>	Movement	Year 2019		Year 2019 + Project			
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Impact <sup>5</sup>
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	9.8	A	0.7	None
8) SR-98 at Project Driveway (U)	Minor Leg	DNE	NA	1.2	A	NA	None
		DNE	NA	9.4	A	NA	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. DNE: Does Not Exist NA: Not Applicable.

**Table 6: Year 2019 + Project Segment Operations**

Segment	Classification (as built)	Year 2019				Project Daily Volume	Year 2019 + Project					Impact?
		Daily Volume	LOS C Capacity	V/C	LOS		Daily Volume	LOS C Capacity	V/C	LOS	Change in V/C	
<b>Pulliam Road</b>												
Kubler Rd to SR-98	Minor (2U)	30	7,100	0.00	A	262	292	7,100	0.04	A	0.04	None
<b>SR-98</b>												
Drew Rd to Pulliam Rd	State Highway (2U)	2,165	7,100	0.30	B	283	2,448	7,100	0.34	B	0.04	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**

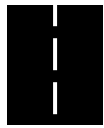
Intersection & (Control) <sup>1</sup>	Movement	Peak Hour	Year 2019 + Cumulative		Year 2019 + Cumulative + Project			
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Impact <sup>5</sup>
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	AM PM	9.0	A	9.4	A	0.4	None
6) Drew Rd at SR-98 (U)	Minor Leg	AM PM	8.9	A	9.3	A	0.4	None
7) Pulliam Rd at SR-98 (U)	Minor Leg	AM PM	9.4	A	10.2	B	0.8	None
8) SR-98 at Project Driveway (U)	Minor Leg	AM PM	0.0	A	0.8	A	0.8	None
			0.0	A	9.8	A	9.8	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?
<b>Pulliam Road</b>											
Kubler Rd to SR-98	Minor (2U)	30	7,100	0.00	A	262	292	7,100	0.04	A	None
<b>SR-98</b>											
Drew Rd to Pulliam Rd	State Highway (2U)	2,296	7,100	0.32	B	283	2,579	7,100	0.36	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) <sup>1</sup>	Movement	Year 2027		Year 2027 + Project			
		Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Impact <sup>5</sup>
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	9.0	A	9.6	A	0.6	None
8) SR-98 at Project Driveway (U)	Minor Leg	9.1	A	9.9	A	0.8	None
		8.7	A	8.9	A	0.2	None
		DNE	NA	1.0	A	NA	None
		DNE	NA	9.5	A	NA	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. DNE: Does Not Exist NA: Not Applicable.

**Table 10: Year 2027 + Project Segment Operations**

Segment	Classification (as built)	Year 2027				Project Daily Volume	Year 2027 + Project					Impact?
		Daily Volume	LOS C Capacity	V/C	LOS		Daily Volume	LOS C Capacity	V/C	LOS	Change in V/C	
<b>Pulliam Road</b>												
Kubler Rd to SR-98	Minor (2U)	35	7,100	0.00	A	262	297	7,100	0.04	A	0.04	None
<b>SR-98</b>												
Drew Rd to Pulliam Rd	State Highway (2U)	2,498	7,100	0.35	B	283	2,781	7,100	0.39	B	0.04	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) <sup>1</sup>	Movement	Peak Hour	Year 2027 + Cumulative		Year 2027 + Cumulative + Project			
			Delay <sup>2</sup>	LOS <sup>3</sup>	Delay <sup>2</sup>	LOS <sup>3</sup>	Delta <sup>4</sup>	Impact <sup>5</sup>
4) Pulliam Rd at Kubler Rd (U)	Minor Leg	AM PM	8.7	A	9.1	A	0.4	None
6) Drew Rd at SR-98 (U)	Minor Leg	AM PM	8.7	A	9.1	A	0.4	None
7) Pulliam Rd at SR-98 (U)	Minor Leg	AM PM	9.1	A	9.9	A	0.8	None
8) SR-98 at Project Driveway (U)	Minor Leg	AM PM	0.0	A	1.0	A	1.0	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 Daily Volumes	Year 2027 + Cumulative + Project				
		Daily Volume	LOS C Capacity	V/C	LOS		Daily Volume	LOS C Capacity	V/C	LOS	Impact?
<b>Pulliam Road</b>											
Kubler Rd to SR-98	Minor (2U)	35	7,100	0.00	A	262	297	7,100	0.04	A	None
<b>SR-98</b>											
Drew Rd to Pulliam Rd	State Highway (2U)	2,503	7,100	0.35	B	283	2,786	7,100	0.39	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.

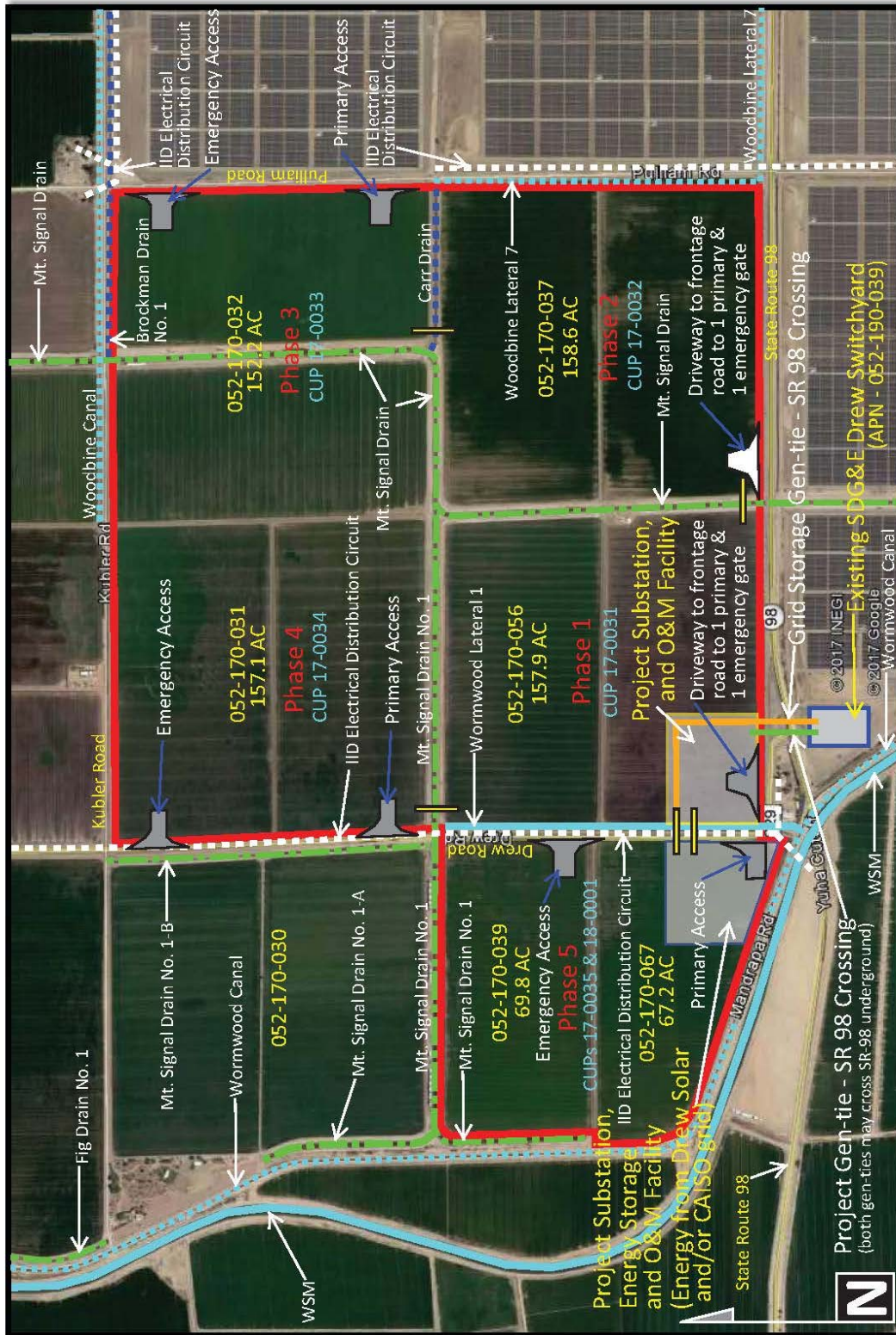
**CONCLUSION**

The redistribution around the project site due to keeping a project driveway on SR-98 and shifting two project driveways from 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**



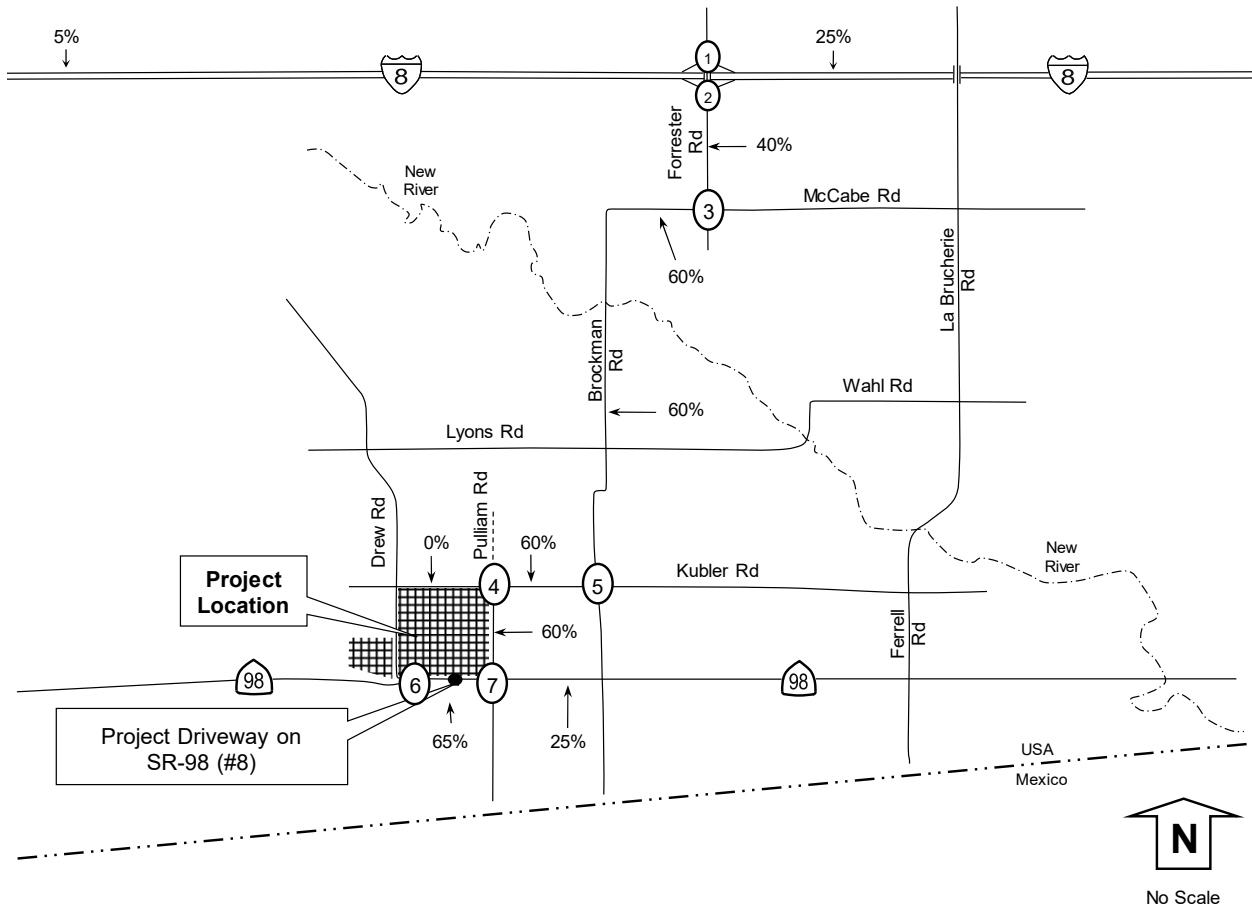
**Drew Solar**  
**Alternative Access 2**

Date: 8/10/2019

**LEGEND**

- Project Boundary
- Solar + Storage Gen-tie
- Storage Gen-tie
- Project Electrical Crossing
- IID Distribution Circuit
- IID Earthen Lateral Drain
- IID Earthen Drain
- IID Concrete Canal
- IID Earthen Canal
- SR 98 Access
- County Road Access

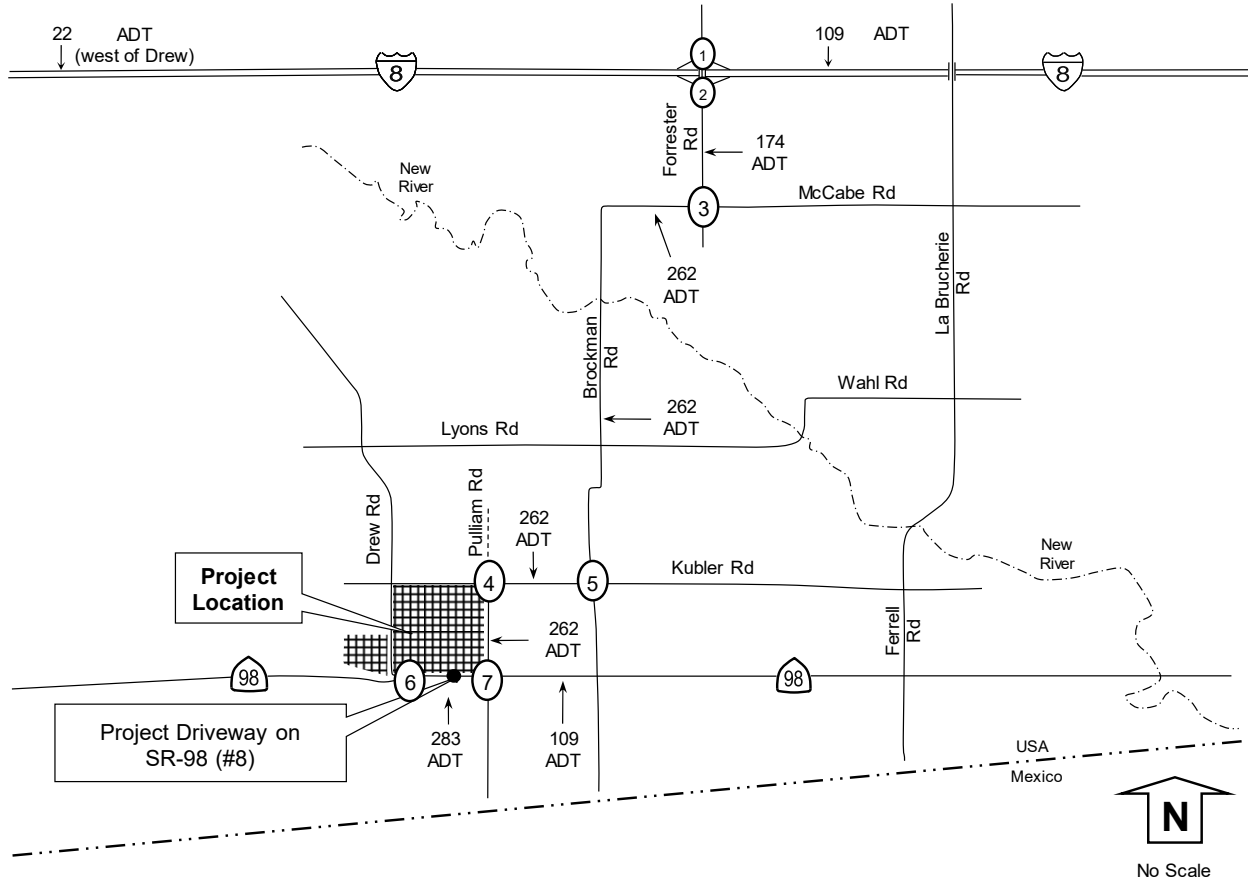
**Figure 2: New Project Distribution Immediately Around Project Site**



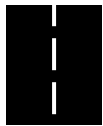
		<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>% Project Distribution</li> <li># Intersection Reference Number to LOS Tables</li> <li>— Existing Roadways</li> <li>- - - Existing Unpaved Roadway</li> </ul>
	<p>Intersection numbering sequence out of order to match location on map above</p>	



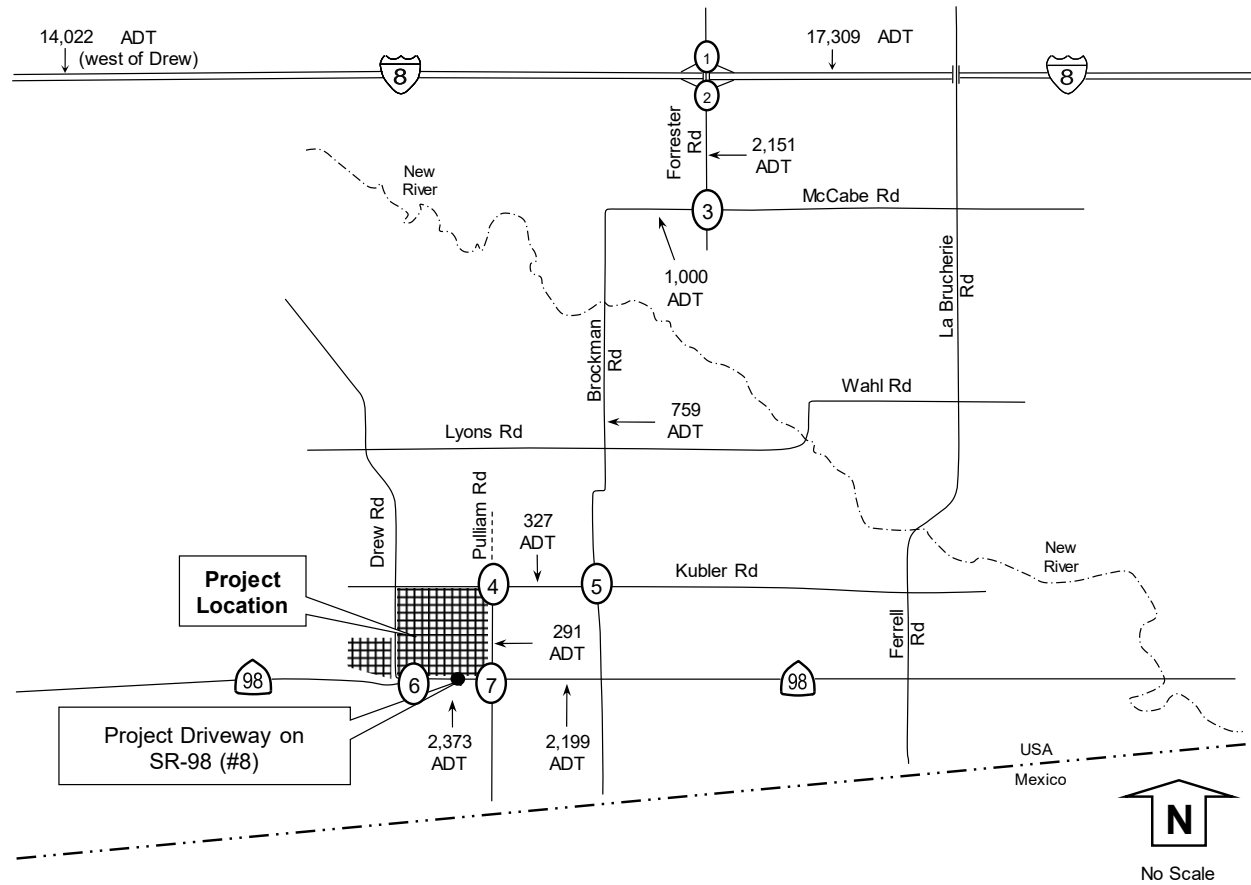
**Figure 3: New Project Assignment Immediately Around Project Site**



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Rd		0	0	0	0	(1)	0	0	0	0	(22)	0	36	(2)	0	29	(1)	0	0	0	0	0	1	0	0	0	0	0	0	(22)	(36)	0	0	0	0	0	0	0	0	0	0	<table border="1"> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td colspan="2" style="text-align: center;">Kubler Rd</td> <td style="text-align: center;">86</td> <td style="text-align: center;">0</td> <td colspan="2" style="text-align: center;">Kubler Rd</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">(2)</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">86</td> <td style="text-align: center;">(2)</td> <td style="text-align: center;">0</td> <td style="text-align: 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<p>Intersection numbering sequence out of order to match location on map above</p>			<p>LEGEND</p> <p>XX AM peak hour volumes at intersections</p> <p>(YY) PM peak hour volumes at intersections. An empty bracket ( ) represents a 0 PM volume</p> <p>ZZZZ ADT volumes shown along segments</p> <p># Intersection Reference Number to LOS Tables</p> <p>— Existing Roadways</p> <p>- - - Existing Unpaved Roadway</p>																																																																																																																																															



**Figure 4: Year 2017 + Project Volumes**

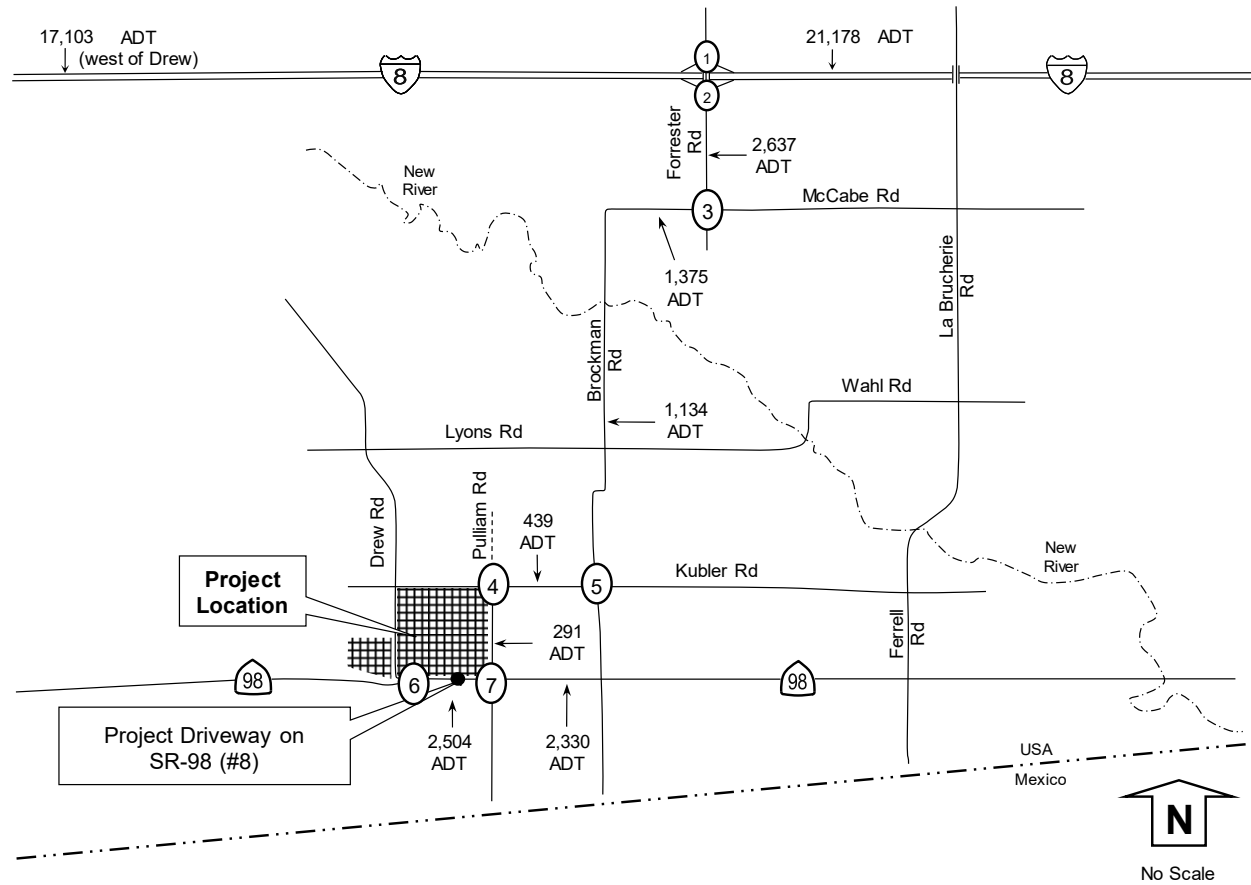


<p>67 (54) ←            148 (193) ↓            12 (8) ↑</p> <p>Forrester Rd</p> <p>①</p> <p>83 (71) ↑            0 (0) ←            76 (17) ↓</p> <p>I-8 WB Ramp</p> <p>57 (84) →            1 (0) ←            9 (4) ↓</p> <p>I-8 EB Ramp</p> <p>144 (43) ↓            75 (168) →</p> <p>Forrester Rd</p> <p>70 (5) ←            7 (1) ↓            4 (5) ↑</p> <p>Forrester Rd</p> <p>15 (81) →            14 (58) ←            2 (1) ↓</p> <p>McCabe Rd</p> <p>33 (37) ↑            44 (8) ←            1 (0) ↓</p>	<p>88 (2) ↑            13 (10) ↓            4 (3) →</p> <p>Kubler Rd</p> <p>②</p> <p>5 (86) →            1 (3) ←            0 (1) ↓</p> <p>Kubler Rd</p> <p>8 (2) ↓            11 (7) →</p> <p>Brockman Rd</p> <p>2 (0) ↑            0 (2) ←</p> <p>Forrester Rd</p>	<p>58 (2) ↓            0 (0) →            0 (0) ←</p> <p>SR-98</p> <p>③</p> <p>0 (0) ↑            73 (37) ←            1 (0) ↓</p> <p>SR-98</p>
<p>0 (0) →            1 (3) ←            1 (0) ↓</p> <p>Pulliam Rd</p> <p>④</p> <p>0 (0) ↑            1 (1) ←            86 (3) ↓</p> <p>Kubler Rd</p> <p>0 (0) →            1 (1) ←            0 (0) ↓</p> <p>Kubler Rd</p> <p>5 (86) →            1 (3) ←            0 (1) ↓</p> <p>Brockman Rd</p> <p>0 (0) ↑            11 (7) →</p> <p>Brockman Rd</p>	<p>5 (9) ↓            5 (78) ↑</p> <p>SR-98</p> <p>⑤</p> <p>76 (13) ↑            43 (34) ←</p> <p>SR-98</p> <p>Intersection numbering sequence out of order to match location on map above</p> <p>0 (7) ↓            22 (2) →</p> <p>SR-98</p> <p>⑥</p> <p>7 (0) →            37 (134) ←</p> <p>Project Dwy</p> <p>0 (0) ↑            22 (0) ←</p> <p>SR-98</p> <p>⑦</p> <p>22 (0) ↑            121 (39) ←</p> <p>SR-98</p>	<p>1 (58) →            36 (98) ←            0 (0) ↓</p> <p>Pulliam Rd</p> <p>⑧</p> <p>12 (1) ↑            1 (1) →            0 (1) ↓</p> <p>Pulliam Rd</p>

**LEGEND**

XX AM peak hour volumes at intersections  
 (YY) 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

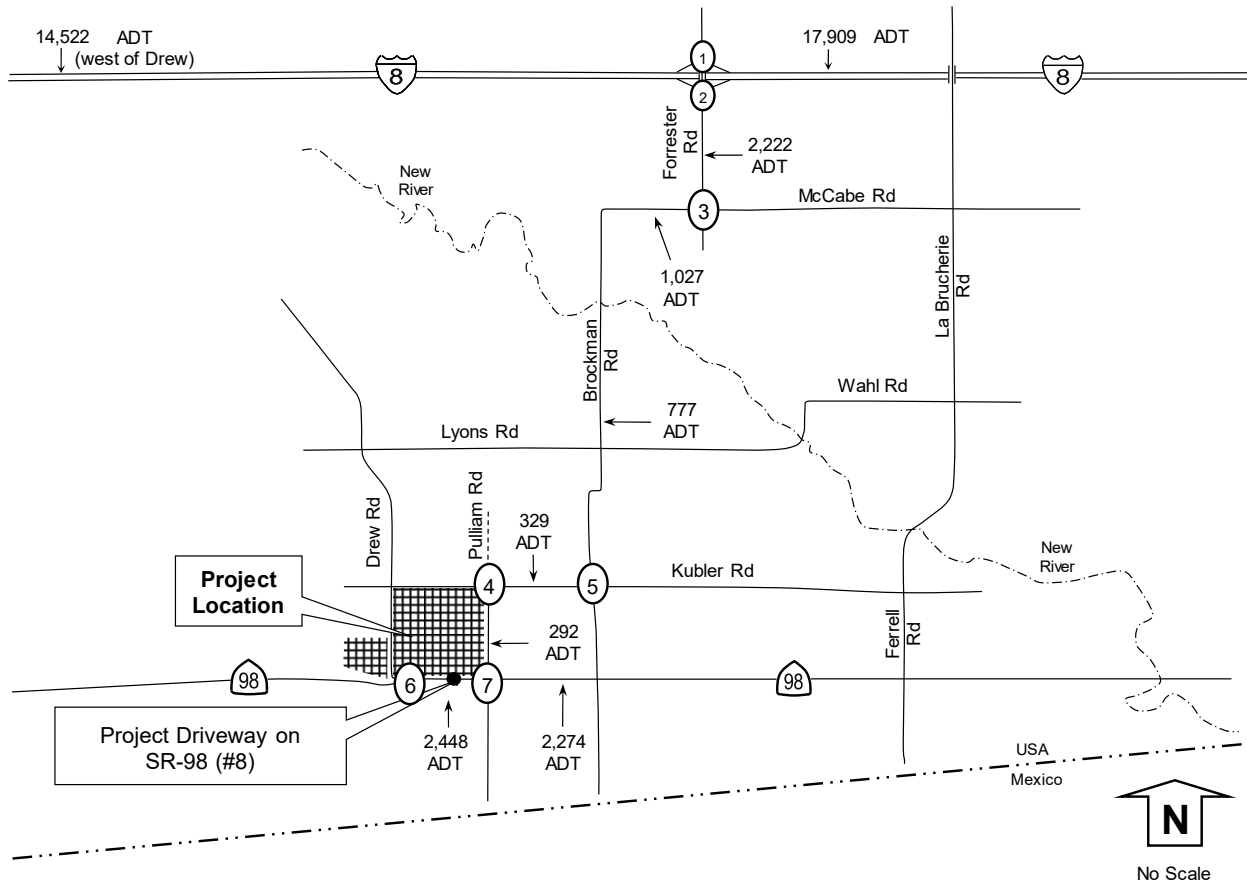
**Figure 5: Year 2017 + Project + Cumulative Volumes**



<table border="1"> <tr> <td>78 (54)</td> <td>268 (216)</td> <td>I-8 WB Ramp</td> <td>93 (105)</td> <td>0 (0)</td> <td>207 (22)</td> </tr> <tr> <td>12 (56)</td> <td>110 (236)</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	78 (54)	268 (216)	I-8 WB Ramp	93 (105)	0 (0)	207 (22)	12 (56)	110 (236)					<table border="1"> <tr> <td>57 (95)</td> <td>1 (0)</td> <td>57 (6)</td> <td>344 (50)</td> <td>106 (188)</td> </tr> <tr> <td></td> <td></td> <td></td> <td>57 (206)</td> <td>24 (188)</td> </tr> </table>	57 (95)	1 (0)	57 (6)	344 (50)	106 (188)				57 (206)	24 (188)	<table border="1"> <tr> <td>17 (227)</td> <td>14 (90)</td> <td>2 (1)</td> <td>216 (9)</td> <td>7 (1)</td> <td>199 (57)</td> <td>35 (159)</td> <td>76 (8)</td> <td>1 (0)</td> </tr> <tr> <td></td> <td></td> <td></td> <td>4 (5)</td> <td>3 (5)</td> <td>1 (1)</td> <td></td> <td></td> <td></td> </tr> </table>	17 (227)	14 (90)	2 (1)	216 (9)	7 (1)	199 (57)	35 (159)	76 (8)	1 (0)				4 (5)	3 (5)	1 (1)					
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0 (0)	1 (91)	1 (0)	0 (0)	0 (1)	0 (0)	89 (1)	86 (3)																																					
5 (130)	3 (3)	0 (45)	132 (2)	33 (11)	28 (3)	6 (20)	0 (4)	1 (12)																																				
<table border="1"> <tr> <td>10 (60)</td> <td>62 (60)</td> <td>5 (9)</td> <td>7 (105)</td> <td>103 (14)</td> <td>47 (56)</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	10 (60)	62 (60)	5 (9)	7 (105)	103 (14)	47 (56)							<p>Intersection numbering sequence out of order to match location on map above</p> <table border="1"> <tr> <td>7 (0)</td> <td>61 (166)</td> <td>0 (7)</td> <td>0 (22)</td> <td>22 (0)</td> <td>152 (62)</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	7 (0)	61 (166)	0 (7)	0 (22)	22 (0)	152 (62)							<table border="1"> <tr> <td>1 (58)</td> <td>60 (130)</td> <td>0 (0)</td> <td>58 (2)</td> <td>0 (0)</td> <td>0 (0)</td> <td>0 (0)</td> <td>104 (60)</td> <td>1 (0)</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	1 (58)	60 (130)	0 (0)	58 (2)	0 (0)	0 (0)	0 (0)	104 (60)	1 (0)									
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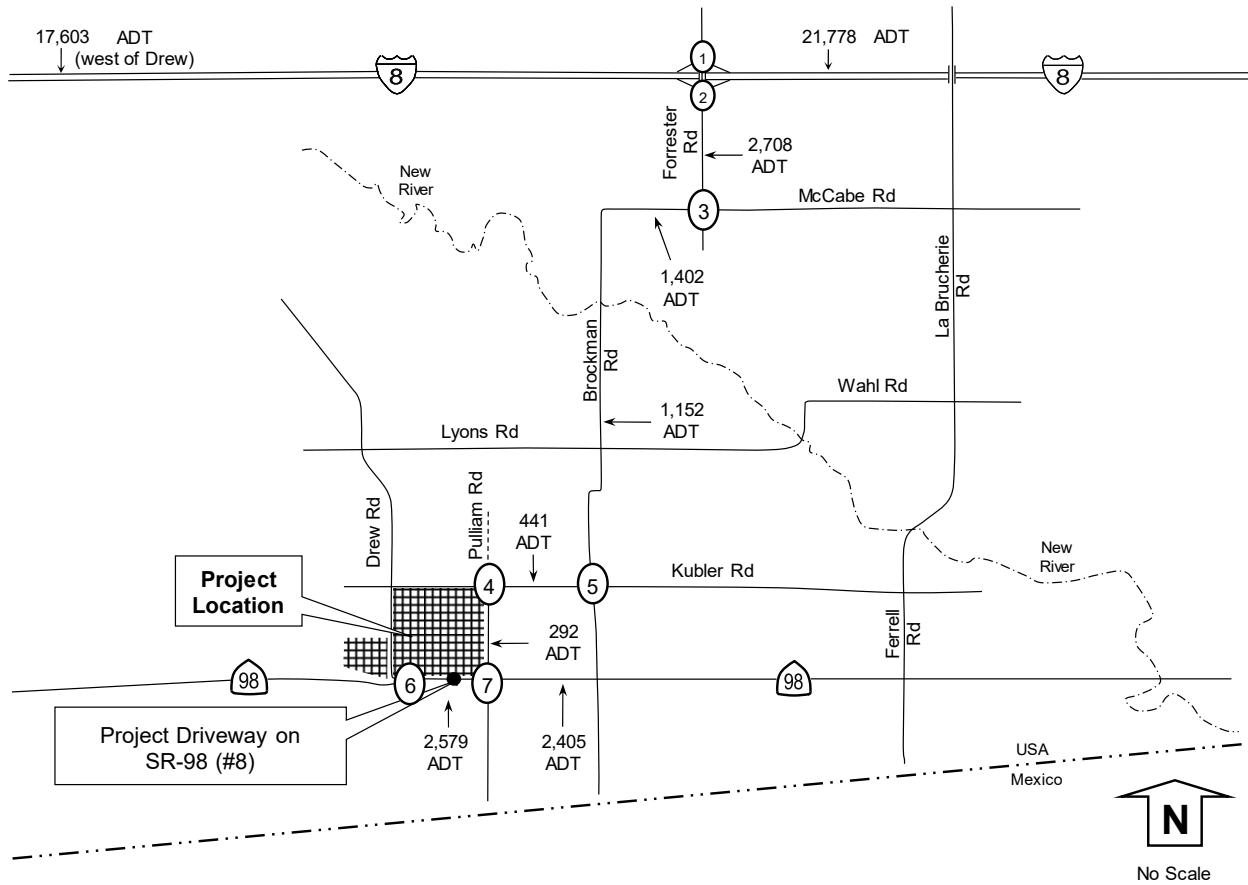


**Figure 6: Year 2019 + Project Volumes**



<p>69 (56) ←            153 (200) ↓            I-8 WB Ramp            86 (74) ↑            0 (0) ←            77 (18) ↓</p> <p>Forrester Rd</p>	<p>147 (45) ↓            78 (174) ↘            I-8 EB Ramp            59 (87) →            1 (0) →            9 (4) ↓</p> <p>Forrester Rd</p>	<p>70 (5) ↓            7 (1) ↓            80 (53) ↓            McCabe Rd            16 (82) ↘            14 (59) →            2 (1) ↓            34 (38) ↑            45 (8) ←            1 (0) ↓</p> <p>Forrester Rd</p>
<p>0 (0) ↘            1 (3) →            1 (0) ↘            12 (8) ↘            102 (152) ↑</p> <p>4</p> <p>Pulliam Rd</p>	<p>88 (2) ↘            13 (10) ↓            4 (3) ↘            Kubler Rd            5 (86) ↘            1 (3) →            0 (1) ↘            0 (0) ↘            11 (7) ↓</p> <p>5</p> <p>Brockman Rd</p>	<p>LEGEND            XX AM peak hour volumes at intersections            (YY) 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</p>
<p>5 (9) ↘            5 (78) ↘            SR-98            10 (0) ↘            41 (57) →            76 (13) ↑            45 (35) ←</p> <p>6</p> <p>Drew Rd</p>	<p>Intersection numbering sequence out of order to match location on map above</p> <p>0 (7) ↘            22 (22) ↓            SR-98            7 (0) ↘            38 (136) →            22 (0) ↑            123 (40) ←</p> <p>8</p> <p>Project Dwy</p>	<p>58 (2) ↓            0 (0) ↓            0 (0) ↓            SR-98            1 (58) ↘            37 (100) →            0 (0) ↘            74 (38) ↑            1 (0) ↓</p> <p>7</p> <p>Pulliam Rd</p>

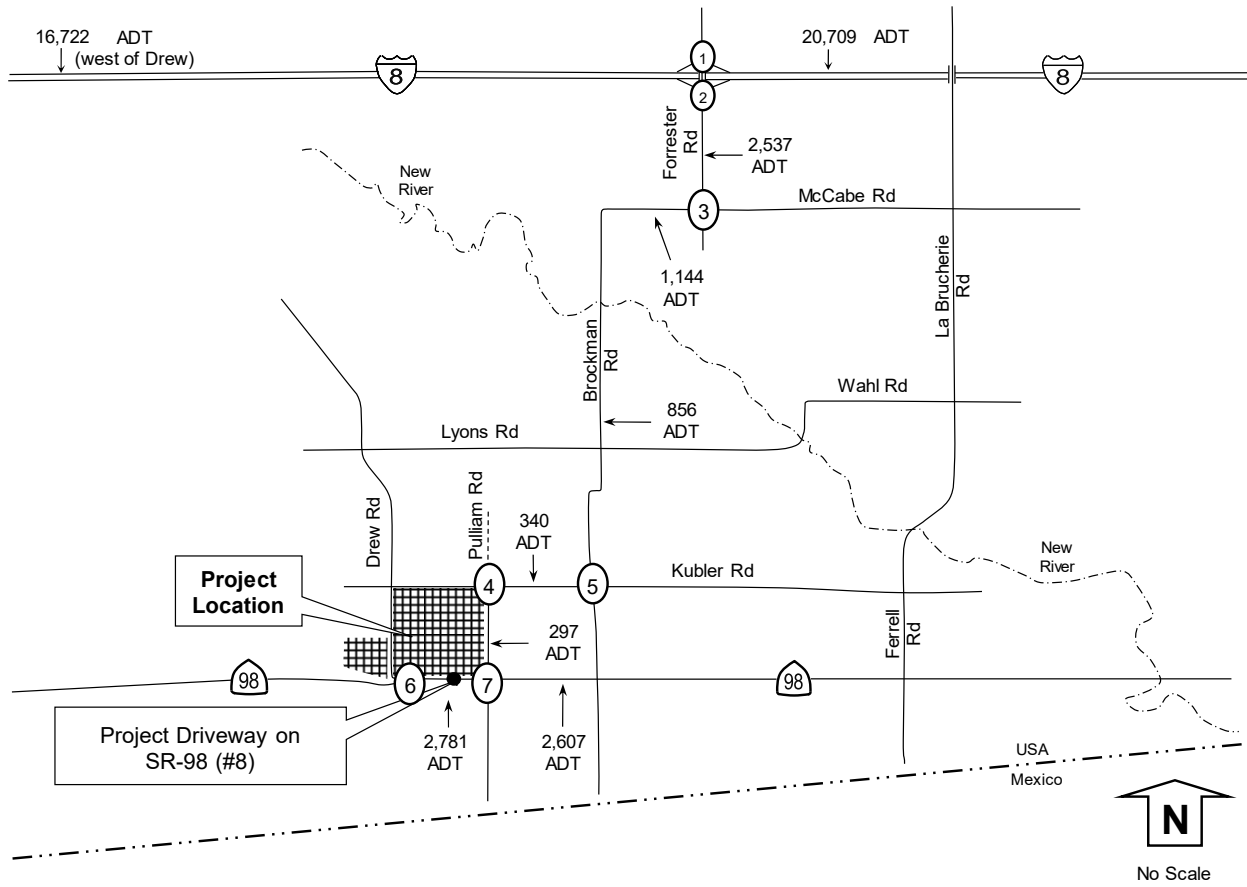
**Figure 7: Year 2019 + Project + Cumulative Volumes**



<table border="1"> <tr> <td></td> <td>80 (56)</td> <td>273 (223)</td> <td colspan="2">I-8 WB Ramp</td> </tr> <tr> <td>Forrester Rd</td> <td></td> <td></td> <td>96 (108)</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>0 (0)</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>208 (23)</td> <td></td> </tr> <tr> <td></td> <td>12 (56)</td> <td>114 (241)</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>0</td> <td>0</td> <td>(1)</td> <td>Kubler Rd</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>(0)</td> </tr> <tr> <td>1</td> <td>(91)</td> <td></td> <td>89</td> <td>(1)</td> </tr> <tr> <td>1</td> <td>0</td> <td></td> <td>86</td> <td>(3)</td> </tr> <tr> <td>Pulliam Rd</td> <td>1</td> <td>1</td> <td>3</td> <td>(86)</td> </tr> <tr> <td></td> <td>0</td> <td>0</td> <td></td> <td></td> </tr> </table>		80 (56)	273 (223)	I-8 WB Ramp		Forrester Rd			96 (108)					0 (0)					208 (23)			12 (56)	114 (241)									0	0	(1)	Kubler Rd	0	0	0	0	(0)	1	(91)		89	(1)	1	0		86	(3)	Pulliam Rd	1	1	3	(86)		0	0			<table border="1"> <tr> <td></td> <td>347 (52)</td> <td>109 (194)</td> <td colspan="2">I-8 EB Ramp</td> </tr> <tr> <td></td> <td>59 (98)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>1 (0)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>57 (6)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>59 (208)</td> <td>25 (189)</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>5</td> <td>132 (2)</td> <td>33 (11)</td> <td>28 (3)</td> <td>Kubler Rd</td> </tr> <tr> <td>5</td> <td>(130)</td> <td></td> <td>6</td> <td>(20)</td> </tr> <tr> <td>3</td> <td>(3)</td> <td></td> <td>0</td> <td>(4)</td> </tr> <tr> <td>0</td> <td>(45)</td> <td></td> <td>1</td> <td>(12)</td> </tr> <tr> <td>Brockman Rd</td> <td>44</td> <td>12</td> <td>0</td> <td></td> </tr> <tr> <td></td> <td>0</td> <td>(27)</td> <td>0</td> <td></td> </tr> </table>		347 (52)	109 (194)	I-8 EB Ramp			59 (98)					1 (0)					57 (6)					59 (208)	25 (189)								5	132 (2)	33 (11)	28 (3)	Kubler Rd	5	(130)		6	(20)	3	(3)		0	(4)	0	(45)		1	(12)	Brockman Rd	44	12	0			0	(27)	0		<table border="1"> <tr> <td></td> <td>216 (9)</td> <td>7 (1)</td> <td>202 (59)</td> <td colspan="2">McCabe Rd</td> </tr> <tr> <td>18</td> <td>(228)</td> <td></td> <td></td> <td>36</td> <td>(160)</td> </tr> <tr> <td>14</td> <td>(91)</td> <td></td> <td></td> <td>77</td> <td>(8)</td> </tr> <tr> <td>2</td> <td>(1)</td> <td></td> <td></td> <td>1</td> <td>(0)</td> </tr> <tr> <td>Forrester Rd</td> <td>4 (5)</td> <td>3 (5)</td> <td>1 (1)</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>		216 (9)	7 (1)	202 (59)	McCabe Rd		18	(228)			36	(160)	14	(91)			77	(8)	2	(1)			1	(0)	Forrester Rd	4 (5)	3 (5)	1 (1)																																
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**Figure 8: Year 2027 + Project Volumes**

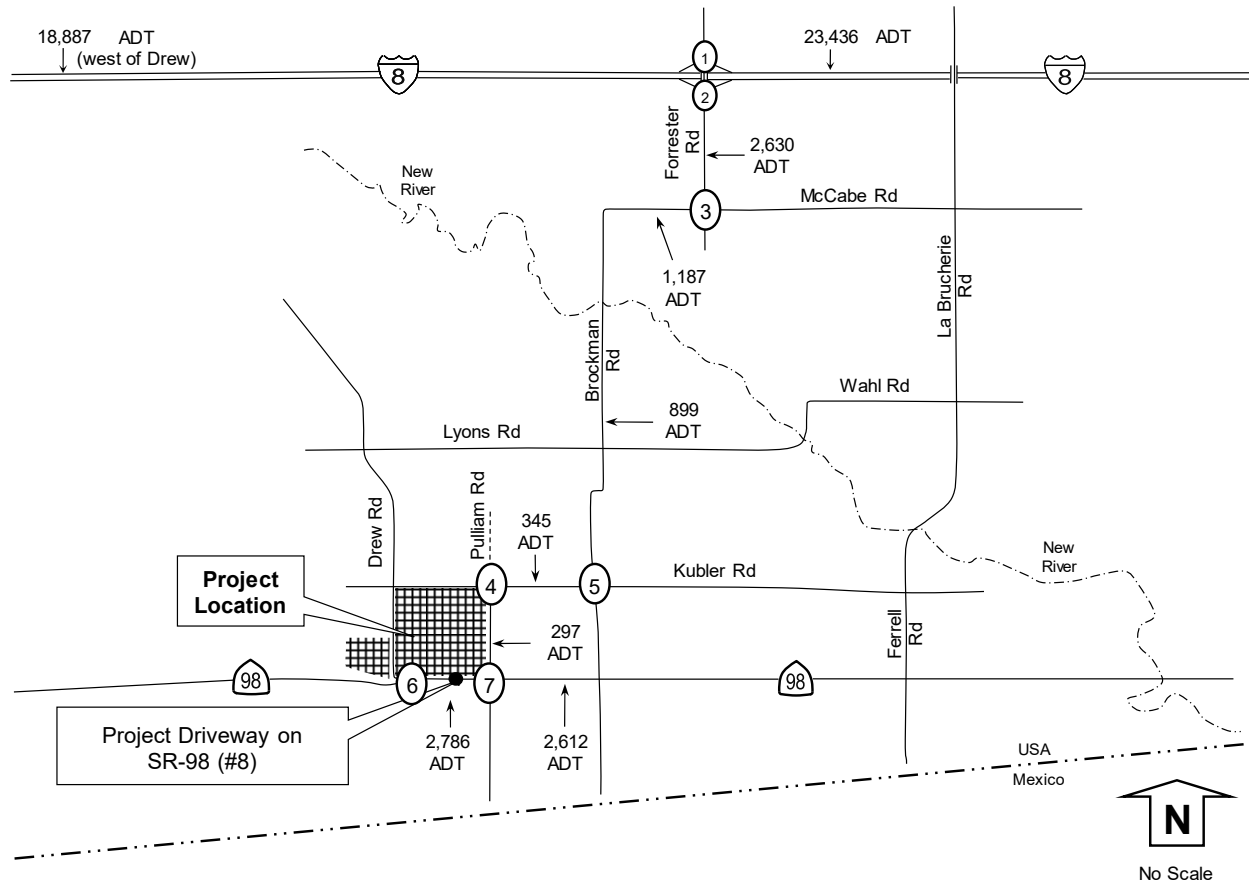


<table border="1"> <tr> <td>80 (65)</td> <td>173 (231)</td> <td>I-8 WB Ramp</td> <td></td> </tr> <tr> <td></td> <td>①</td> <td>99 (85) 0 (0) 84 (20)</td> <td></td> </tr> <tr> <td>14 (10)</td> <td>117 (171)</td> <td></td> <td></td> </tr> </table>	80 (65)	173 (231)	I-8 WB Ramp			①	99 (85) 0 (0) 84 (20)		14 (10)	117 (171)			<table border="1"> <tr> <td>161 (51)</td> <td>90 (201)</td> <td>I-8 EB Ramp</td> <td></td> </tr> <tr> <td>68 (100) 1 ( ) 11 (5)</td> <td>②</td> <td></td> <td></td> </tr> <tr> <td>67 (78)</td> <td>25 (61)</td> <td></td> <td></td> </tr> </table>	161 (51)	90 (201)	I-8 EB Ramp		68 (100) 1 ( ) 11 (5)	②			67 (78)	25 (61)			<table border="1"> <tr> <td>72 (6)</td> <td>8 (1)</td> <td>92 (61)</td> <td>McCabe Rd</td> </tr> <tr> <td>18 (85) 17 (64) 2 (1)</td> <td>③</td> <td>39 (44) 47 (9) 1 (0)</td> <td></td> </tr> <tr> <td>5 (6)</td> <td>4 (6)</td> <td>1 (1)</td> <td></td> </tr> </table>	72 (6)	8 (1)	92 (61)	McCabe Rd	18 (85) 17 (64) 2 (1)	③	39 (44) 47 (9) 1 (0)		5 (6)	4 (6)	1 (1)	
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**Figure 9: Year 2027 + Project + Cumulative Volumes**



<table border="1"> <tr> <td>81 (65)</td> <td>209 (251)</td> <td>I-8 WB Ramp</td> <td>109 (119)</td> <td>68 (101)</td> <td>175 (60)</td> <td>121 (221)</td> <td>81 (15)</td> <td>8 (1)</td> <td>99 (61)</td> <td>McCabe Rd</td> <td>39 (51)</td> </tr> <tr> <td>14 (12)</td> <td>118 (176)</td> <td>1 (0)</td> <td>0 (0)</td> <td>13 (5)</td> <td>67 (85)</td> <td>30 (66)</td> <td>23 (90)</td> <td>17 (64)</td> <td>2 (1)</td> <td>5 (6)</td> <td>4 (6)</td> <td>1 (1)</td> <td>1 (0)</td> </tr> <tr> <td>0</td> <td>0</td> <td>I-8 EB Ramp</td> <td>89 (3)</td> <td>20 (17)</td> <td>7 (7)</td> <td>4 (3)</td> <td>Forrester Rd</td> <td>Forrester Rd</td> <td>Forrester Rd</td> <td>Forrester Rd</td> <td>Forrester Rd</td> <td>Forrester Rd</td> </tr> <tr> <td>2 (5)</td> <td>1 (0)</td> <td>1 (1)</td> <td>1 (1)</td> <td>0 (1)</td> <td>0 (1)</td> <td>0 (2)</td> <td>1 (1)</td> <td>1 (1)</td> <td>1 (1)</td> <td>1 (1)</td> <td>1 (1)</td> <td>1 (1)</td> </tr> <tr> <td>1</td> <td>1</td> <td>13 (5)</td> <td>7 (87)</td> 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<p>Project Location</p> <p>Project Driveway on SR-98 (#8)</p>			<p>Intersection numbering sequence out of order to match location on map above</p>			<p>LEGEND</p> <p>XX AM peak hour volumes at intersections (YY) PM peak hour volumes at intersections. An empty bracket ( ) represents a 0 PM volume ZZZ ADT volumes shown along segments # Intersection Reference Number to LOS Tables — Existing Roadways - - - Existing Unpaved Roadway</p>																																																																																																																																																																																																																																																																																									
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## 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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1620
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1620
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.3	9.1	0
HCM LOS			A	A

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 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	10	40	43	76	5	5
Future Vol, veh/h	10	40	43	76	5	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	11	43	47	83	5	5

**Major/Minor**

	Major1	Major2	Minor2		
Conflicting Flow All	130	0	0	154	89
Stage 1	-	-	-	89	-
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	1455	-	-	838	969
Stage 1	-	-	-	934	-
Stage 2	-	-	-	958	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1455	-	-	831	969
Mov Cap-2 Maneuver	-	-	-	831	-
Stage 1	-	-	-	927	-
Stage 2	-	-	-	958	-

**Approach**

	EB	WB	SB
HCM Control Delay, s	4.5	0	9.1
HCM LOS			A

**Minor Lane/Major Mvmt**

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1455	-	-	-	895
HCM Lane V/C Ratio	0.007	-	-	-	-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	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	36	0	1	73	0	12	1	1	0	0	58
Future Vol, veh/h	1	36	0	1	73	0	12	1	1	0	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	39	0	1	79	0	13	1	1	0	0	63
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	39	0	0	154	122	39	123	122	79
Stage 1	-	-	-	-	-	-	41	41	-	81	81	-
Stage 2	-	-	-	-	-	-	113	81	-	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	1519	-	-	1571	-	-	813	768	1033	852	768	981
Stage 1	-	-	-	-	-	-	974	861	-	927	828	-
Stage 2	-	-	-	-	-	-	892	828	-	972	861	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1519	-	-	1571	-	-	759	766	1033	849	766	981
Mov Cap-2 Maneuver	-	-	-	-	-	-	759	766	-	849	766	-
Stage 1	-	-	-	-	-	-	973	860	-	926	827	-
Stage 2	-	-	-	-	-	-	834	827	-	969	860	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			9.7			8.9		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	774	1519	-	-	1571	-	-	981				
HCM Lane V/C Ratio	0.02	0.001	-	-	-0.001	-	-	-0.064				
HCM Control Delay (s)	9.7	7.4	0	-	7.3	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

**Intersection**

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	37	121	22	0	0
Future Vol, veh/h	7	37	121	22	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	-	-	-	-	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	8	40	132	24	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	156	0	0
Stage 1	-	-	144
Stage 2	-	-	56
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	-3.518
Pot Cap-1 Maneuver	1424	-	-
Stage 1	-	-	883
Stage 2	-	-	967
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1424	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	878
Stage 2	-	-	967

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1424	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	7.5	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



**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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1619
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1619
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.4	8.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
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 4.3

**Movement** EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	55	34	13	78	9
Future Vol, veh/h	0	55	34	13	78	9
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	37	14	85	10

**Major/Minor** Major1 Major2 Minor2

Conflicting Flow All	51	0	-	0	104	44
Stage 1	-	-	-	-	44	-
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	1555	-	-	-	894	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1555	-	-	-	894	1026
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	963	-

**Approach** EB WB SB

HCM Control Delay, s 0 0 9.4  
HCM LOS A

**Minor Lane/Major Mvmt** EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1555	-	-	-	906
HCM Lane V/C Ratio	-	-	-	-	0.104
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 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	98	0	0	37	0	0	0	1	0	0	2
Future Vol, veh/h	58	98	0	0	37	0	0	0	1	0	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	-	-	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	63	107	0	0	40	0	0	0	1	0	0	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	40	0	0	107
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1570	-	-	1484
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1570	-	-	1484
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0	8.8	8.5
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	947	1570	-	-	1484	-	-	1031
HCM Lane V/C Ratio	0.001	0.04	-	-	-	-	-	-0.002
HCM Control Delay (s)	8.8	7.4	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	134	39	0	22	7
Future Vol, veh/h	0	134	39	0	22	7
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	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	146	42	0	24	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	42	0	-	0	188	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	146	-
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	-	-	-	801	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1567	-	-	-	801	1029
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	881	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1567	-	-	-	-	846
HCM Lane V/C Ratio	-	-	-	-	-	-0.037
HCM Control Delay (s)	0	-	-	-	-	9.4
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

**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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	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

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	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 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	10	62	47	103	7	5
Future Vol, veh/h	10	62	47	103	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	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	11	67	51	112	8	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	163	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1416	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1416	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	847
HCM Lane V/C Ratio	0.008	-	-	-	-0.015
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	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	60	0	1	104	0	12	1	1	0	0	58
Future Vol, veh/h	1	60	0	1	104	0	12	1	1	0	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	65	0	1	113	0	13	1	1	0	0	63
Major/Minor	Major1	Major2		Minor1			Minor2					
Conflicting Flow All	113	0	0	65	0	0	214	182	65	183	182	113
Stage 1	-	-	-	-	-	-	67	67	-	115	115	-
Stage 2	-	-	-	-	-	-	147	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	-	-	743	712	999	778	712	940
Stage 1	-	-	-	-	-	-	943	839	-	890	800	-
Stage 2	-	-	-	-	-	-	856	800	-	942	839	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1476	-	-	1537	-	-	692	711	999	775	711	940
Mov Cap-2 Maneuver	-	-	-	-	-	-	692	711	-	775	711	-
Stage 1	-	-	-	-	-	-	942	838	-	889	799	-
Stage 2	-	-	-	-	-	-	798	799	-	939	838	-
Approach	EB	WB		NB			SB					
HCM Control Delay, s	0.1	0.1		10.2			9.1					
HCM LOS				B			A					
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	709	1476	-	-	1537	-	-	940				
HCM Lane V/C Ratio	0.021	0.001	-	-	-0.001	-	-	-0.067				
HCM Control Delay (s)	10.2	7.4	0	-	7.3	0	-	9.1				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

**Intersection**

Int Delay, s/veh 0.2

**Movement EBL EBT WBT WBR SBL SBR**

Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	7	61	152	22	0	0
Future Vol, veh/h	7	61	152	22	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	-	-	-	-	0	-
Veh in Median Storage, #	0	0	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	8	66	165	24	0	0

**Major/Minor Major1 Major2 Minor2**

Conflicting Flow All	189	0	-	0	259	177
Stage 1	-	-	-	-	177	-
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	1385	-	-	-	730	866
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1385	-	-	-	726	866
Mov Cap-2 Maneuver	-	-	-	-	726	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	941	-

**Approach EB WB SB**

HCM Control Delay, s 0.8 0 0  
HCM LOS A

**Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1**

Capacity (veh/h)	1385	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



**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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	99	0	3	1	0	0	0	93	1	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1	0	0	99
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1494
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1494
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.6	9.2	9.9
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
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**

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	60	56	14	105	9
Future Vol, veh/h	0	60	56	14	105	9
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	0	0	0
Grade, %	-	0	0	0	0	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	61	15	114	10

**Major/Minor Major1 Major2 Minor2**

Conflicting Flow All	76	0	-	0	134	69
Stage 1	-	-	-	-	69	-
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	1523	-	-	-	860	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	860	994
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	958	-

**Approach EB WB SB**

HCM Control Delay, s 0 0 9.8  
HCM LOS A

**Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1**

Capacity (veh/h)	1523	-	-	-	869
HCM Lane V/C Ratio	-	-	-	-	-0.143
HCM Control Delay (s)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5

**Intersection**

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	130	0	0	60	0	0	0	1	0	0	2
Future Vol, veh/h	58	130	0	0	60	0	0	0	1	0	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	-	-	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	63	141	0	0	65	0	0	0	1	0	0	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	65	0	0	141
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	537	-	-	1442
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	537	-	-	1442
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	9	8.6
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	907	1537	-	-	1442	-	-	999
HCM Lane V/C Ratio	0.001	0.041	-	-	-	-	-	0.002
HCM Control Delay (s)	9	7.4	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	166	62	0	22	7
Future Vol, veh/h	0	166	62	0	22	7
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	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	180	67	0	24	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	67	0	-	0	247	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	180	-
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	-	-	-	741	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1535	-	-	-	741	997
Mov Cap-2 Maneuver	-	-	-	-	741	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	851	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1535	-	-	-	-	790
HCM Lane V/C Ratio	-	-	-	-	-	0.04
HCM Control Delay (s)	0	-	-	-	-	9.7
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

## 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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1620
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1620
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.3	9.1	0
HCM LOS			A	A

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 0.9

**Movement EBL EBT WBT WBR SBL SBR**

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	10	41	45	76	5	5
Future Vol, veh/h	10	41	45	76	5	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	11	45	49	83	5	5

**Major/Minor Major1 Major2 Minor2**

Conflicting Flow All	132	0	-	0	158	91
Stage 1	-	-	-	-	91	-
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	1453	-	-	-	833	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	826	967
Mov Cap-2 Maneuver	-	-	-	-	826	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	956	-

**Approach EB WB SB**

HCM Control Delay, s	4.5	0	9.1
HCM LOS			A

**Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1**

Capacity (veh/h)	1453	-	-	-	891
HCM Lane V/C Ratio	0.007	-	-	-	-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 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	37	0	1	74	0	12	1	1	0	0	58
Future Vol, veh/h	1	37	0	1	74	0	12	1	1	0	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	40	0	1	80	0	13	1	1	0	0	63

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	80	0	0	40
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1518	-	-	1570
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1518	-	-	1570
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0.1	9.8	8.9
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		772	1518	-	-	1570	-	-
HCM Lane V/C Ratio		0.02	0.001	-	-	0.001	-	-0.064
HCM Control Delay (s)		9.8	7.4	0	-	7.3	0	-
HCM Lane LOS		A	A	A	-	A	A	-
HCM 95th %tile Q(veh)		0.1	0	-	-	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	7	38	123	22	0	0
Future Vol, veh/h	7	38	123	22	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	-	-	-	-	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	8	41	134	24	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	158	0	-	0	203	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	57	-
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	1422	-	-	-	786	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1422	-	-	-	781	901
Mov Cap-2 Maneuver	-	-	-	-	781	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	966	-
Approach	EB	WB	SB			
HCM Control Delay, s	4.2	0	0			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1422	-	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	-
HCM Control Delay (s)	7.5	0	-	-	-	0
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

**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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1619
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1619
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.4	8.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
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	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	57	35	13	78	9
Future Vol, veh/h	0	57	35	13	78	9
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	38	14	85	10
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	52	0	-	0	107	45
Stage 1	-	-	-	-	45	-
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	1554	-	-	-	891	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	961	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1554	-	-	-	891	1025
Mov Cap-2 Maneuver	-	-	-	-	891	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	961	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.5			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1554	-	-	-	-	903
HCM Lane V/C Ratio	-	-	-	-	-	0.105
HCM Control Delay (s)	0	-	-	-	-	9.5
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.3

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	100	0	0	38	0	0	0	1	0	0	2
Future Vol, veh/h	58	100	0	0	38	0	0	0	1	0	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	-	-	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	63	109	0	0	41	0	0	0	1	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	41	0	0	109	0	0	277	276	109	277	276	41
Stage 1	-	-	-	-	-	-	235	235	-	41	41	-
Stage 2	-	-	-	-	-	-	42	41	-	236	235	-
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	-	-	1481	-	-	675	632	945	675	632	1030
Stage 1	-	-	-	-	-	-	768	710	-	974	861	-
Stage 2	-	-	-	-	-	-	972	861	-	767	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1568	-	-	1481	-	-	651	605	945	652	605	1030
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	605	-	652	605	-
Stage 1	-	-	-	-	-	-	735	679	-	932	861	-
Stage 2	-	-	-	-	-	-	970	861	-	733	679	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.7			0			8.8			8.5		
HCM LOS	A			A			A			A		
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	945	1568	-	-	1481	-	-	1030				
HCM Lane V/C Ratio	0.001	0.04	-	-	-	-	-	-0.002				
HCM Control Delay (s)	8.8	7.4	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	136	40	0	22	7
Future Vol, veh/h	0	136	40	0	22	7
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	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	148	43	0	24	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	43	0	-	0	191	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	148	-
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	-	-	-	798	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1566	-	-	-	798	1027
Mov Cap-2 Maneuver	-	-	-	-	798	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	880	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1566	-	-	-	-	843
HCM Lane V/C Ratio	-	-	-	-	-	-0.037
HCM Control Delay (s)	0	-	-	-	-	9.4
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

**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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	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

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	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 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	10	63	49	103	7	5
Future Vol, veh/h	10	63	49	103	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	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	11	68	53	112	8	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	165	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1413	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1413	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1413	-	-	-	844
HCM Lane V/C Ratio	0.008	-	-	-	-0.015
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 2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	61	0	1	105	0	12	1	1	0	0	58
Future Vol, veh/h	1	61	0	1	105	0	12	1	1	0	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	66	0	1	114	0	13	1	1	0	0	63

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	114	0	0	66
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1475	-	-	1536
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1475	-	-	1536
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	10.2	9.1
HCM LOS			B	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	706	1475	-	-	1536	-	-	939
HCM Lane V/C Ratio	0.022	0.001	-	-	0.001	-	-	0.067
HCM Control Delay (s)	10.2	7.4	0	-	7.3	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	62	154	22	0	0
Future Vol, veh/h	7	62	154	22	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	-	-	-	-	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	8	67	167	24	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	191	0	-	0	262	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	83	-
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	1383	-	-	-	727	864
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1383	-	-	-	723	864
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	940	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.8	0	0			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1383	-	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-	-
HCM Control Delay (s)	7.6	0	-	-	-	0
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

**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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	99	0	3	1	0	0	0	93	1	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1	0	0	99
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1494
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1494
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.6	9.2	9.9
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
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
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	62	57	14	105	9
Future Vol, veh/h	0	62	57	14	105	9
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	62	15	114	10
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	77	0	-	0	137	70
Stage 1	-	-	-	-	70	-
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	1522	-	-	-	856	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1522	-	-	-	856	993
Mov Cap-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	956	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1522	-	-	-	-	865
HCM Lane V/C Ratio	-	-	-	-	-	-0.143
HCM Control Delay (s)	0	-	-	-	-	9.9
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5

**Intersection**

Int Delay, s/veh 1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	132	0	0	61	0	0	0	1	0	0	2
Future Vol, veh/h	58	132	0	0	61	0	0	0	1	0	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	-	-	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	63	143	0	0	66	0	0	0	1	0	0	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	66	0	0	143
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	536	-	-	1440
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	536	-	-	1440
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	9	8.6
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	905	1536	-	-	1440	-	-	998
HCM Lane V/C Ratio	0.001	0.041	-	-	-	-	-	0.002
HCM Control Delay (s)	9	7.4	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	168	63	0	22	7
Future Vol, veh/h	0	168	63	0	22	7
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	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	183	68	0	24	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	68	0	0	251	68	
Stage 1	-	-	-	68	-	
Stage 2	-	-	-	183	-	
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	-	-	738	995	
Stage 1	-	-	-	955	-	
Stage 2	-	-	-	848	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	1533	-	-	738	995	
Mov Cap-2 Maneuver	-	-	-	738	-	
Stage 1	-	-	-	955	-	
Stage 2	-	-	-	848	-	
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.8			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1533	-	-	-	787	
HCM Lane V/C Ratio	-	-	-	-	0.04	
HCM Control Delay (s)	0	-	-	-	9.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

## 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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1620
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1620
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	7.3	9.1	0
HCM LOS			A	A

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 0.9

**Movement EBL EBT WBT WBR SBL SBR**

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	11	46	51	77	5	6
Future Vol, veh/h	11	46	51	77	5	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	12	50	55	84	5	7

**Major/Minor Major1 Major2 Minor2**

Conflicting Flow All	139	0	-	0	171	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	74	-
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	1445	-	-	-	819	959
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1445	-	-	-	812	959
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	949	-

**Approach EB WB SB**

HCM Control Delay, s	4.4	0	9.1
HCM LOS			A

**Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1**

Capacity (veh/h)	1445	-	-	-	886
HCM Lane V/C Ratio	0.008	-	-	-	-0.013
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 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	43	0	1	80	0	14	1	1	0	0	58
Future Vol, veh/h	1	43	0	1	80	0	14	1	1	0	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	47	0	1	87	0	15	1	1	0	0	63

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	87	0	0	47
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1509	-	-	1560
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1509	-	-	1560
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0.1	9.9	9
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	756	1509	-	-	1560	-	-	971
HCM Lane V/C Ratio	0.023	0.001	-	-	-0.001	-	-	-0.065
HCM Control Delay (s)	9.9	7.4	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

**Intersection**

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	7	44	131	22	0	0
Future Vol, veh/h	7	44	131	22	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	-	-	-	-	0	-
Veh in Median Storage, #	0	0	0	0	0	0
Grade, %	-	0	0	0	0	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	48	142	24	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	166	0	0
Stage 1	-	-	154
Stage 2	-	-	64
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	-3.518
Pot Cap-1 Maneuver	1412	-	-
Stage 1	-	-	874
Stage 2	-	-	959
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1412	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	869
Stage 2	-	-	959

Approach	EB	WB	SB
HCM Control Delay, s	1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1412	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

**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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1622	-	-	1618
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1622	-	-	1618
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.4	8.6	9.2
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
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 4.1

**Movement EBL EBT WBT WBR SBL SBR**

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	66	39	15	79	9
Future Vol, veh/h	0	66	39	15	79	9
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	0	0	0
Grade, %	-	0	0	0	0	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	42	16	86	10

**Major/Minor Major1 Major2 Minor2**

Conflicting Flow All	58	0	-	0	122	50
Stage 1	-	-	-	-	50	-
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	1546	-	-	-	873	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1546	-	-	-	873	1018
Mov Cap-2 Maneuver	-	-	-	-	873	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	951	-

**Approach EB WB SB**

HCM Control Delay, s	0	0	9.6
HCM LOS			A

**Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1**

Capacity (veh/h)	1546	-	-	-	886
HCM Lane V/C Ratio	-	-	-	-	0.108
HCM Control Delay (s)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

**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	58	110	0	0	44	0	0	0	1	0	0	2
Future Vol, veh/h	58	110	0	0	44	0	0	0	1	0	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	-	-	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	63	120	0	0	48	0	0	0	1	0	0	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	48	0	0	120
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1559	-	-	1468
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1468
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0	8.9	8.5
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	931	1559	-	-	1468	-	-	1021
HCM Lane V/C Ratio	0.001	0.04	-	-	-	-	-	-0.002
HCM Control Delay (s)	8.9	7.4	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	146	46	0	22	7
Future Vol, veh/h	0	146	46	0	22	7
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	159	50	0	24	8
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	50	0	-	0	209	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	159	-
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	-	-	-	779	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	-	779	1018
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	870	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.5			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1557	-	-	-	-	826
HCM Lane V/C Ratio	-	-	-	-	-	-0.038
HCM Control Delay (s)	0	-	-	-	-	9.5
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1



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	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	0	-	-	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	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	11	46	51	78	5	6
Future Vol, veh/h	11	46	51	78	5	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	12	50	55	85	5	7
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	140	0	-	0	172	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	74	-
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	1443	-	-	-	818	958
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1443	-	-	-	811	958
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	949	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.5	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1443	-	-	-	-	885
HCM Lane V/C Ratio	0.008	-	-	-	-	-0.014
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 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	43	0	1	81	0	14	1	1	0	0	58
Future Vol, veh/h	1	43	0	1	81	0	14	1	1	0	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	47	0	1	88	0	15	1	1	0	0	63

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	88	0	0	47
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1508	-	-	1560
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1508	-	-	1560
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0.1	9.9	9
HCM LOS			A	A

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	754	1508	-	-	1560	-	-	970
HCM Lane V/C Ratio	0.023	0.001	-	-	0.001	-	-	0.065
HCM Control Delay (s)	9.9	7.4	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

**Intersection**

Int Delay, s/veh 0.2

**Movement EBL EBT WBT WBR SBL SBR**

Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	7	44	132	22	0	0
Future Vol, veh/h	7	44	132	22	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	-	-	-	-	0	-
Veh in Median Storage, #	0	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	8	48	143	24	0	0

**Major/Minor Major1 Major2 Minor2**

Conflicting Flow All	167	0	-	0	219	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	64	-
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	111	-	-	-	769	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	111	-	-	-	764	891
Mov Cap-2 Maneuver	-	-	-	-	764	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	959	-

**Approach EB WB SB**

HCM Control Delay, s	1	0	0
HCM LOS			A

**Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1**

Capacity (veh/h)	1411	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	7.6	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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	3.518	4.018
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	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	66	39	15	80	9
Future Vol, veh/h	0	66	39	15	80	9
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	42	16	87	10
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	58	0	-	0	122	50
Stage 1	-	-	-	-	50	-
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	1546	-	-	-	873	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1546	-	-	-	873	1018
Mov Cap-2 Maneuver	-	-	-	-	873	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	951	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	9.6			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBRn1
Capacity (veh/h)	1546	-	-	-	-	886
HCM Lane V/C Ratio	-	-	-	-	-	-0.109
HCM Control Delay (s)	0	-	-	-	-	9.6
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.4

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	58	111	0	0	44	0	0	0	1	0	0	2
Future Vol, veh/h	58	111	0	0	44	0	0	0	1	0	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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	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	63	121	0	0	48	0	0	0	1	0	0	2
Major/Minor	Major1	Major2		Minor1			Minor2					
Conflicting Flow All	48	0	0	121	0	0	296	295	121	296	295	48
Stage 1	-	-	-	-	-	-	247	247	-	48	48	-
Stage 2	-	-	-	-	-	-	49	48	-	248	247	-
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	-	-	1467	-	-	656	616	930	656	616	1021
Stage 1	-	-	-	-	-	-	757	702	-	965	855	-
Stage 2	-	-	-	-	-	-	964	855	-	756	702	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1467	-	-	633	590	930	634	590	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	590	-	634	590	-
Stage 1	-	-	-	-	-	-	724	672	-	924	855	-
Stage 2	-	-	-	-	-	-	962	855	-	723	672	-
Approach	EB	WB		NB			SB					
HCM Control Delay, s	2.5	0		8.9			8.5					
HCM LOS				A			A					
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	930	1559	-	-	1467	-	-	1021				
HCM Lane V/C Ratio	0.001	0.04	-	-	-	-	-	-0.002				
HCM Control Delay (s)	8.9	7.4	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0				

**Intersection**

Int Delay, s/veh 1.2

**Movement EBL EBT WBT WBR SBL SBR**

Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	147	46	0	22	7
Future Vol, veh/h	0	147	46	0	22	7
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	0	0	0
Grade, %	-	0	0	0	0	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	160	50	0	24	8

**Major/Minor Major1 Major2 Minor2**

Conflicting Flow All	50	0	-	0	210	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	160	-
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	-	-	-	778	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	-	778	1018
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	869	-

**Approach EB WB SB**

HCM Control Delay, s	0	0	9.5
HCM LOS			A

**Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1**

Capacity (veh/h)	1557	-	-	-	825
HCM Lane V/C Ratio	-	-	-	-	-0.038
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1