| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 23 | 452 | 1 | 0 | 395 | 27 | 0 | 0 | 0 | 12 | 0 | 25 |
| Future Vol, veh/h | 23 | 452 | 1 | 0 | 395 | 27 | 0 | 0 | 0 | 12 | 0 | 25 |
| Conflicting Peds, #/hr | 29 | 0 | 5 | 5 | 0 | 29 | 0 | 0 | 2 | 2 | 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 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 514 | 1 | 0 | 449 | 31 | 0 | 0 | 0 | 14 | 0 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 509 | 0 | 0 | 520 | 0 | 0 | 1051 | 1081 | 522 | 1063 | 1066 | 494 |
| Stage 1 | - | - | - | - | - | - | 572 | 572 | - | 494 | 494 | - |
| Stage 2 | - | - | - | - | - | - | 479 | 509 | - | 569 | 572 | - |
| 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 | 1056 | - | - | 1046 | - | - | 205 | 218 | 555 | 201 | 222 | 575 |
| Stage 1 | - | - | - | - | - | - | 505 | 504 | - | 557 | 546 | - |
| Stage 2 | - | - | - | - | - | - | 568 | 538 | - | 507 | 504 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1027 | - | - | 1041 | - | - | 188 | 203 | 551 | 190 | 207 | 559 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 188 | 203 | - | 190 | 207 | - |
| Stage 1 | - | - | - | - | - | - | 485 | 484 | - | 522 | 531 | - |
| Stage 2 | - | - | - | - | - | - | 539 | 523 | - | 488 | 484 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0 | 0 | 17 |
| HCM LOS | | | A | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 1027 | - | - | 1041 | - | - | 343 |
| HCM Lane V/C Ratio | - | 0.025 | - | - | - | - | - | 0.123 |
| HCM Control Delay (s) | 0 | 8.6 | 0 | - | 0 | - | - | 17 |
| HCM Lane LOS | A | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0.4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.1 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 195 | 269 | 136 | 209 | 213 | 108 |
| Future Vol, veh/h | 195 | 269 | 136 | 209 | 213 | 108 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 210 | 289 | 146 | 225 | 229 | 116 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 2 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 2 | 0 | 2 |
| HCM Control Delay | 12.7 | 12.9 | 14 |
| HCM LOS | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | WBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 0% | 100% | 0% | 0% | 100% |
| Vol Right, % | 0% | 100% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 213 | 108 | 195 | 269 | 136 | 209 |
| LT Vol | 213 | 0 | 0 | 0 | 136 | 0 |
| Through Vol | 0 | 0 | 195 | 0 | 0 | 209 |
| RT Vol | 0 | 108 | 0 | 269 | 0 | 0 |
| Lane Flow Rate | 229 | 116 | 210 | 289 | 146 | 225 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.46 | 0.194 | 0.364 | 0.446 | 0.279 | 0.397 |
| Departure Headway (Hd) | 7.228 | 6.011 | 6.258 | 5.546 | 6.875 | 6.366 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 497 | 596 | 575 | 648 | 522 | 564 |
| Service Time | 4.98 | 3.762 | 4.011 | 3.299 | 4.632 | 4.123 |
| HCM Lane V/C Ratio | 0.461 | 0.195 | 0.365 | 0.446 | 0.28 | 0.399 |
| HCM Control Delay | 16 | 10.2 | 12.6 | 12.7 | 12.3 | 13.3 |
| HCM Lane LOS | C | B | B | B | B | B |
| HCM 95th-tile Q | 2.4 | 0.7 | 1.7 | 2.3 | 1.1 | 1.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 162 | 123 | 120 | 23 | 195 | 130 |
| Future Vol, veh/h | 162 | 123 | 120 | 23 | 195 | 130 |
| 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 | - | - | - | 0 | 80 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 176 | 134 | 130 | 25 | 212 | 141 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 155 | 0 | - | 0 | 629 | 143 |
| Stage 1 | - | - | - | - | 143 | - |
| Stage 2 | - | - | - | - | 486 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1407 | - | - | - | 441 | 897 |
| Stage 1 | - | - | - | - | 877 | - |
| Stage 2 | - | - | - | - | 612 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1407 | - | - | - | 386 | 897 |
| Mov Cap-2 Maneuver | - | - | - | - | 386 | - |
| Stage 1 | - | - | - | - | 767 | - |
| Stage 2 | - | - | - | - | 612 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.5 | 0 | 19 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1407 | - | - | - | 386 | 897 |
| HCM Lane V/C Ratio | 0.125 | - | - | - | 0.549 | 0.158 |
| HCM Control Delay (s) | 7.9 | - | - | - | 25.1 | 9.8 |
| HCM Lane LOS | A | - | - | - | D | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 3.2 | 0.6 |

## 4: Mosquito Rd & Locust Ave & Driveway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | SBL | SBT | All |
|---|---|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.4 | 0.3 | 0.1 | 0.1 | 0.2 |
| Total Del/Veh (s) | 13.2 | 5.4 | 0.3 | 0.5 | 2.9 | 0.9 | 6.7 | 7.0 | 1.1 |
| Vehicles Entered | 11 | 6 | 232 | 11 | 7 | 288 | 1 | 7 | 563 |
| Vehicles Exited | 11 | 6 | 232 | 11 | 7 | 288 | 1 | 7 | 563 |
| Hourly Exit Rate | 11 | 6 | 232 | 11 | 7 | 288 | 1 | 7 | 563 |
| Input Volume | 10 | 5 | 242 | 11 | 8 | 274 | 1 | 8 | 560 |
| % of Volume | 107 | 120 | 96 | 98 | 85 | 105 | 100 | 85 | 101 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14.3 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 3 | 0 | 228 | 10 | 202 | 5 | 79 | 255 | 50 | 192 | 7 |
| Future Vol, veh/h | 1 | 3 | 0 | 228 | 10 | 202 | 5 | 79 | 255 | 50 | 192 | 7 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 1 | 3 | 0 | 256 | 11 | 227 | 6 | 89 | 287 | 56 | 216 | 8 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 1 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 1 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 2 | 1 |
| HCM Control Delay | 10.7 | 14.5 | 12.8 | 16.2 |
| HCM LOS | B | B | B | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 6% | 0% | 25% | 96% | 0% | 20% |
| Vol Thru, % | 94% | 0% | 75% | 4% | 0% | 77% |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 3% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 84 | 255 | 4 | 238 | 202 | 249 |
| LT Vol | 5 | 0 | 1 | 228 | 0 | 50 |
| Through Vol | 79 | 0 | 3 | 10 | 0 | 192 |
| RT Vol | 0 | 255 | 0 | 0 | 202 | 7 |
| Lane Flow Rate | 94 | 287 | 4 | 267 | 227 | 280 |
| Geometry Grp | 7 | 7 | 6 | 7 | 7 | 6 |
| Degree of Util (X) | 0.171 | 0.461 | 0.009 | 0.516 | 0.362 | 0.509 |
| Departure Headway (Hd) | 6.539 | 5.796 | 7.523 | 6.94 | 5.743 | 6.549 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 547 | 619 | 473 | 519 | 624 | 548 |
| Service Time | 4.294 | 3.551 | 5.614 | 4.689 | 3.492 | 4.601 |
| HCM Lane V/C Ratio | 0.172 | 0.464 | 0.008 | 0.514 | 0.364 | 0.511 |
| HCM Control Delay | 10.6 | 13.5 | 10.7 | 16.9 | 11.7 | 16.2 |
| HCM Lane LOS | B | B | B | C | B | C |
| HCM 95th-tile Q | 0.6 | 2.4 | 0 | 2.9 | 1.6 | 2.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 21 | 318 | 15 | 10 | 410 |
| Future Vol, veh/h | 7 | 21 | 318 | 15 | 10 | 410 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 8 | 25 | 379 | 18 | 12 | 488 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 903 | 391 | 0 | 0 | 400 | 0 |
| Stage 1 | 391 | - | - | - | - | - |
| Stage 2 | 512 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 307 | 655 | - | - | 1153 | - |
| Stage 1 | 681 | - | - | - | - | - |
| Stage 2 | 600 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 302 | 653 | - | - | 1150 | - |
| Mov Cap-2 Maneuver | 302 | - | - | - | - | - |
| Stage 1 | 679 | - | - | - | - | - |
| Stage 2 | 592 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.6 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 506 | 1150 | - |
| HCM Lane V/C Ratio | - | - | 0.066 | 0.01 | - |
| HCM Control Delay (s) | - | - | 12.6 | 8.2 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 299 | 8 | 5 | 310 | 0 | 11 | 0 | 9 | 109 | 4 | 125 |
| Future Vol, veh/h | 0 | 299 | 8 | 5 | 310 | 0 | 11 | 0 | 9 | 109 | 4 | 125 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 336 | 9 | 6 | 348 | 0 | 12 | 0 | 10 | 122 | 4 | 140 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 345 | 0 | 0 | 773 | 701 | 341 | 706 | 705 | 348 |
| Stage 1 | - | - | - | - | - | - | 341 | 341 | - | 360 | 360 | - |
| Stage 2 | - | - | - | - | - | - | 432 | 360 | - | 346 | 345 | - |
| Critical Hdwy | - | - | - | 4.14 | - | - | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | - | - | - | 2.236 | - | - | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 0 | - | - | 1203 | - | 0 | 314 | 360 | 697 | 348 | 359 | 691 |
| Stage 1 | 0 | - | - | - | - | 0 | 670 | 635 | - | 654 | 623 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 598 | 623 | - | 666 | 633 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1203 | - | - | 246 | 358 | 697 | 341 | 357 | 691 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 246 | 358 | - | 341 | 357 | - |
| Stage 1 | - | - | - | - | - | - | 670 | 635 | - | 654 | 619 | - |
| Stage 2 | - | - | - | - | - | - | 470 | 619 | - | 656 | 633 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 16.1 | 16.3 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 347 | - | - | 1203 | - | 342 | 691 |
| HCM Lane V/C Ratio | 0.065 | - | - | 0.005 | - | 0.371 | 0.203 |
| HCM Control Delay (s) | 16.1 | - | - | 8 | 0 | 21.6 | 11.5 |
| HCM Lane LOS | C | - | - | A | A | C | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - | 1.7 | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 367 | 20 | 16 | 288 | 36 | 35 |
| Future Vol, veh/h | 367 | 20 | 16 | 288 | 36 | 35 |
| Conflicting Peds, #/hr | 0 | 6 | 6 | 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 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 427 | 23 | 19 | 335 | 42 | 41 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 456 | 0 | 818 | 445 |
| Stage 1 | - | - | - | - | 445 | - |
| Stage 2 | - | - | - | - | 373 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1100 | - | 344 | 611 |
| Stage 1 | - | - | - | - | 644 | - |
| Stage 2 | - | - | - | - | 694 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1094 | - | 335 | 608 |
| Mov Cap-2 Maneuver | - | - | - | - | 335 | - |
| Stage 1 | - | - | - | - | 640 | - |
| Stage 2 | - | - | - | - | 679 | - |

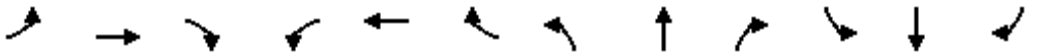
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.4 | 15.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 430 | - | - | 1094 | - |
| HCM Lane V/C Ratio | 0.192 | - | - | 0.017 | - |
| HCM Control Delay (s) | 15.4 | - | - | 8.3 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.1 | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 85 | 123 | 398 | 0 | 0 | 92 |
| Future Volume (vph) | 85 | 123 | 398 | 0 | 0 | 92 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.1 | 5.1 | 5.1 | | | 5.1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1719 | 1538 | 1810 | | | 1810 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1719 | 1538 | 1810 | | | 1810 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 98 | 141 | 457 | 0 | 0 | 106 |
| RTOR Reduction (vph) | 0 | 122 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 98 | 19 | 457 | 0 | 0 | 106 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | Prot | Prot | NA | | | NA |
| Protected Phases | 7 | 7 | 2 | | | 6 8 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 7.6 | 7.6 | 22.9 | | | 25.3 |
| Effective Green, g (s) | 7.6 | 7.6 | 22.9 | | | 25.3 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.40 | | | 0.44 |
| Clearance Time (s) | 5.1 | 5.1 | 5.1 | | | |
| Vehicle Extension (s) | 0.2 | 0.2 | 0.2 | | | |
| Lane Grp Cap (vph) | 227 | 203 | 720 | | | 796 |
| v/s Ratio Prot | c0.06 | 0.01 | c0.25 | | | c0.06 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.43 | 0.09 | 0.63 | | | 0.13 |
| Uniform Delay, d1 | 23.0 | 21.9 | 13.9 | | | 9.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | 0.16 |
| Incremental Delay, d2 | 0.5 | 0.1 | 1.4 | | | 0.0 |
| Delay (s) | 23.4 | 22.0 | 15.3 | | | 1.6 |
| Level of Service | C | C | B | | | A |
| Approach Delay (s) | 22.6 | | 15.3 | | | 1.6 |
| Approach LOS | C | | B | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 15.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 57.5 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 37.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 5 | 12 | 16 | 67 | 397 | 57 | 3 | 87 | 472 |
| Future Volume (vph) | 0 | 0 | 0 | 5 | 12 | 16 | 67 | 397 | 57 | 3 | 87 | 472 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 5.1 | 5.1 | 4.6 | 5.1 | | 4.6 | 5.1 | 5.1 |
| Lane Util. Factor | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | | | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1783 | 1538 | 1719 | 1775 | | 1719 | 1810 | 1501 |
| Flt Permitted | | | | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1783 | 1538 | 1719 | 1775 | | 1719 | 1810 | 1501 |
| Peak-hour factor, PHF | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph) | 0 | 0 | 0 | 6 | 14 | 18 | 77 | 456 | 66 | 3 | 100 | 543 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 4 | 0 | 0 | 0 | 364 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 20 | 2 | 77 | 518 | 0 | 3 | 100 | 179 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | | | | Perm | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | | | | | 8 | | 5 7 | 2 7 | | 1 | 6 | |
| Permitted Phases | | | | 8 | | 8 | | | | | | 6 |
| Actuated Green, G (s) | | | | | 6.3 | 6.3 | 12.3 | 35.6 | | 0.8 | 19.0 | 19.0 |
| Effective Green, g (s) | | | | | 6.3 | 6.3 | 12.3 | 35.6 | | 0.8 | 19.0 | 19.0 |
| Actuated g/C Ratio | | | | | 0.11 | 0.11 | 0.21 | 0.62 | | 0.01 | 0.33 | 0.33 |
| Clearance Time (s) | | | | | 5.1 | 5.1 | | | | 4.6 | 5.1 | 5.1 |
| Vehicle Extension (s) | | | | | 0.2 | 0.2 | | | | 0.2 | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | | | | 195 | 168 | 367 | 1098 | | 23 | 598 | 495 |
| v/s Ratio Prot | | | | | | | c0.04 | c0.29 | | 0.00 | 0.06 | |
| v/s Ratio Perm | | | | | 0.01 | 0.00 | | | | | | 0.12 |
| v/c Ratio | | | | | 0.10 | 0.01 | 0.21 | 0.47 | | 0.13 | 0.17 | 0.36 |
| Uniform Delay, d1 | | | | | 23.1 | 22.8 | 18.6 | 5.9 | | 28.0 | 13.6 | 14.6 |
| Progression Factor | | | | | 1.00 | 1.00 | 1.37 | 0.12 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 0.1 | 0.0 | 0.1 | 0.1 | | 0.9 | 0.0 | 0.2 |
| Delay (s) | | | | | 23.1 | 22.8 | 25.6 | 0.8 | | 28.9 | 13.7 | 14.8 |
| Level of Service | | | | | C | C | C | A | | C | B | B |
| Approach Delay (s) | | 0.0 | | | 23.0 | | | 4.0 | | | 14.7 | |
| Approach LOS | | A | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 10.0 | HCM 2000 Level of Service | A |
| HCM 2000 Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 57.5 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 53.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 26.5 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 35 | 109 | 31 | 9 | 66 | 0 | 29 | 17 | 14 | 129 | 40 | 409 |
| Future Vol, veh/h | 35 | 109 | 31 | 9 | 66 | 0 | 29 | 17 | 14 | 129 | 40 | 409 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 42 | 130 | 37 | 11 | 79 | 0 | 35 | 20 | 17 | 154 | 48 | 487 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 11.8 | 10.8 | 9.7 | 34.8 |
| HCM LOS | B | B | A | D |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 48% | 100% | 0% | 12% | 22% |
| Vol Thru, % | 28% | 0% | 78% | 88% | 7% |
| Vol Right, % | 23% | 0% | 22% | 0% | 71% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 60 | 35 | 140 | 75 | 578 |
| LT Vol | 29 | 35 | 0 | 9 | 129 |
| Through Vol | 17 | 0 | 109 | 66 | 40 |
| RT Vol | 14 | 0 | 31 | 0 | 409 |
| Lane Flow Rate | 71 | 42 | 167 | 89 | 688 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.117 | 0.083 | 0.302 | 0.161 | 0.903 |
| Departure Headway (Hd) | 5.885 | 7.2 | 6.532 | 6.497 | 4.722 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 606 | 496 | 548 | 549 | 771 |
| Service Time | 3.947 | 4.961 | 4.293 | 4.568 | 2.722 |
| HCM Lane V/C Ratio | 0.117 | 0.085 | 0.305 | 0.162 | 0.892 |
| HCM Control Delay | 9.7 | 10.6 | 12.1 | 10.8 | 34.8 |
| HCM Lane LOS | A | B | B | B | D |
| HCM 95th-tile Q | 0.4 | 0.3 | 1.3 | 0.6 | 12.1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.3 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 209 | 116 | 10 | 12 | 100 | 68 | 0 | 0 | 0 | 83 | 14 | 174 |
| Future Vol, veh/h | 209 | 116 | 10 | 12 | 100 | 68 | 0 | 0 | 0 | 83 | 14 | 174 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 249 | 138 | 12 | 14 | 119 | 81 | 0 | 0 | 0 | 99 | 17 | 207 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |

| Approach | EB | WB | SB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | SB | | WB |
| Conflicting Lanes Left | 2 | 0 | 2 |
| Conflicting Approach Right | | SB | EB |
| Conflicting Lanes Right | 0 | 2 | 2 |
| HCM Control Delay | 12.4 | 9.9 | 10.8 |
| HCM LOS | B | A | B |

| Lane | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 11% | 0% | 86% | 0% |
| Vol Thru, % | 0% | 92% | 89% | 0% | 14% | 0% |
| Vol Right, % | 0% | 8% | 0% | 100% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 209 | 126 | 112 | 68 | 97 | 174 |
| LT Vol | 209 | 0 | 12 | 0 | 83 | 0 |
| Through Vol | 0 | 116 | 100 | 0 | 14 | 0 |
| RT Vol | 0 | 10 | 0 | 68 | 0 | 174 |
| Lane Flow Rate | 249 | 150 | 133 | 81 | 115 | 207 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.434 | 0.238 | 0.226 | 0.12 | 0.212 | 0.315 |
| Departure Headway (Hd) | 6.284 | 5.722 | 6.099 | 5.334 | 6.619 | 5.481 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 575 | 629 | 589 | 673 | 543 | 657 |
| Service Time | 4.007 | 3.445 | 3.826 | 3.062 | 4.348 | 3.209 |
| HCM Lane V/C Ratio | 0.433 | 0.238 | 0.226 | 0.12 | 0.212 | 0.315 |
| HCM Control Delay | 13.8 | 10.2 | 10.6 | 8.8 | 11.1 | 10.7 |
| HCM Lane LOS | B | B | B | A | B | B |
| HCM 95th-tile Q | 2.2 | 0.9 | 0.9 | 0.4 | 0.8 | 1.3 |

## 13: Wiltse Rd & Broadway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.4 | 0.3 | 0.0 | 0.0 | 0.2 | 0.1 | 0.2 |
| Total Del/Veh (s) | 7.9 | 4.9 | 1.2 | 1.1 | 5.8 | 3.0 | 4.5 |
| Vehicles Entered | 296 | 9 | 13 | 271 | 26 | 38 | 653 |
| Vehicles Exited | 295 | 9 | 13 | 271 | 26 | 38 | 652 |
| Hourly Exit Rate | 295 | 9 | 13 | 271 | 26 | 38 | 652 |
| Input Volume | 297 | 9 | 13 | 264 | 26 | 38 | 646 |
| % of Volume | 99 | 103 | 102 | 103 | 101 | 99 | 101 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 153 | 207 | 237 | 21 | 7 | 303 |
| Future Vol, veh/h | 153 | 207 | 237 | 21 | 7 | 303 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 205 | - | - | 40 | 0 | 65 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 158 | 213 | 244 | 22 | 7 | 312 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 266 | 0 | - | 0 | 773 | 244 |
| Stage 1 | - | - | - | - | 244 | - |
| Stage 2 | - | - | - | - | 529 | - |
| 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 | 1298 | - | - | - | 367 | 795 |
| Stage 1 | - | - | - | - | 797 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1298 | - | - | - | 322 | 795 |
| Mov Cap-2 Maneuver | - | - | - | - | 322 | - |
| Stage 1 | - | - | - | - | 700 | - |
| Stage 2 | - | - | - | - | 591 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.5 | 0 | 12.5 |
| HCM LOS | | | B |

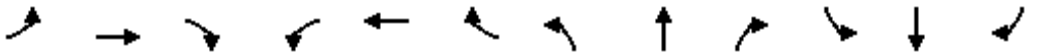
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1298 | - | - | - | 322 | 795 |
| HCM Lane V/C Ratio | 0.122 | - | - | - | 0.022 | 0.393 |
| HCM Control Delay (s) | 8.2 | - | - | - | 16.4 | 12.4 |
| HCM Lane LOS | A | - | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 0.1 | 1.9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 10 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 227 | 3 | 66 | 0 | 0 | 1 | 33 | 82 | 0 | 3 | 65 | 90 |
| Future Vol, veh/h | 227 | 3 | 66 | 0 | 0 | 1 | 33 | 82 | 0 | 3 | 65 | 90 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 236 | 3 | 69 | 0 | 0 | 1 | 34 | 85 | 0 | 3 | 68 | 94 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 11 | 7.6 | 9 | 8.8 |
| HCM LOS | B | A | A | A |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 29% | 99% | 0% | 0% | 2% |
| Vol Thru, % | 71% | 1% | 0% | 0% | 41% |
| Vol Right, % | 0% | 0% | 100% | 100% | 57% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 115 | 230 | 66 | 1 | 158 |
| LT Vol | 33 | 227 | 0 | 0 | 3 |
| Through Vol | 82 | 3 | 0 | 0 | 65 |
| RT Vol | 0 | 0 | 66 | 1 | 90 |
| Lane Flow Rate | 120 | 240 | 69 | 1 | 165 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.166 | 0.379 | 0.086 | 0.001 | 0.209 |
| Departure Headway (Hd) | 5.001 | 5.693 | 4.492 | 4.512 | 4.564 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 715 | 630 | 793 | 785 | 785 |
| Service Time | 3.046 | 3.446 | 2.245 | 2.586 | 2.603 |
| HCM Lane V/C Ratio | 0.168 | 0.381 | 0.087 | 0.001 | 0.21 |
| HCM Control Delay | 9 | 11.9 | 7.7 | 7.6 | 8.8 |
| HCM Lane LOS | A | B | A | A | A |
| HCM 95th-tile Q | 0.6 | 1.8 | 0.3 | 0 | 0.8 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 121 | 68 | 66 | 199 | 97 | 57 | 14 | 46 | 144 | 28 | 21 |
| Future Volume (vph) | 15 | 121 | 68 | 66 | 199 | 97 | 57 | 14 | 46 | 144 | 28 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.88 | | 1.00 | 0.94 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1548 | 1770 | 1771 | | 1770 | 1647 | | 1770 | 1744 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1548 | 1770 | 1771 | | 1770 | 1647 | | 1770 | 1744 | |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 16 | 133 | 75 | 73 | 219 | 107 | 63 | 15 | 51 | 158 | 31 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 48 | 0 | 15 | 0 | 0 | 47 | 0 | 0 | 20 | 0 |
| Lane Group Flow (vph) | 16 | 133 | 27 | 73 | 311 | 0 | 63 | 19 | 0 | 158 | 34 | 0 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 0.6 | 18.8 | 18.8 | 3.2 | 21.4 | | 6.5 | 4.3 | | 8.5 | 6.3 | |
| Effective Green, g (s) | 0.6 | 18.8 | 18.8 | 3.2 | 21.4 | | 6.5 | 4.3 | | 8.5 | 6.3 | |
| Actuated g/C Ratio | 0.01 | 0.36 | 0.36 | 0.06 | 0.41 | | 0.12 | 0.08 | | 0.16 | 0.12 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 20 | 663 | 551 | 107 | 717 | | 217 | 134 | | 284 | 208 | |
| v/s Ratio Prot | 0.01 | 0.07 | | c0.04 | c0.18 | | 0.04 | 0.01 | | c0.09 | c0.02 | |
| v/s Ratio Perm | | | 0.02 | | | | | | | | | |
| v/c Ratio | 0.80 | 0.20 | 0.05 | 0.68 | 0.43 | | 0.29 | 0.14 | | 0.56 | 0.16 | |
| Uniform Delay, d1 | 26.0 | 11.8 | 11.1 | 24.3 | 11.3 | | 21.1 | 22.5 | | 20.4 | 20.9 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 110.1 | 0.1 | 0.0 | 16.5 | 0.4 | | 0.7 | 0.5 | | 2.4 | 0.4 | |
| Delay (s) | 136.1 | 11.9 | 11.2 | 40.8 | 11.7 | | 21.8 | 23.0 | | 22.8 | 21.2 | |
| Level of Service | F | B | B | D | B | | C | C | | C | C | |
| Approach Delay (s) | | 20.6 | | | 17.1 | | | 22.4 | | | 22.4 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM 2000 Control Delay | 19.8 | HCM 2000 Level of Service | B | | |
| HCM 2000 Volume to Capacity ratio | 0.48 | | | | |
| Actuated Cycle Length (s) | 52.8 | Sum of lost time (s) | 18.0 | | |
| Intersection Capacity Utilization | 46.4% | ICU Level of Service | A | | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 207 | 165 | 0 | 0 | 290 |
| Future Vol, veh/h | 5 | 207 | 165 | 0 | 0 | 290 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 230 | 183 | 0 | 0 | 322 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 505 | 183 | 0 | - | - | - |
| Stage 1 | 183 | - | - | - | - | - |
| Stage 2 | 322 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 527 | 859 | - | 0 | 0 | - |
| Stage 1 | 848 | - | - | 0 | 0 | - |
| Stage 2 | 735 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 527 | 859 | - | - | - | - |
| Mov Cap-2 Maneuver | 527 | - | - | - | - | - |
| Stage 1 | 848 | - | - | - | - | - |
| Stage 2 | 735 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.9 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 846 | - |
| HCM Lane V/C Ratio | - | 0.278 | - |
| HCM Control Delay (s) | - | 10.9 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 1.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 54 | 165 | 64 | 146 | 105 | 34 |
| Future Vol, veh/h | 54 | 165 | 64 | 146 | 105 | 34 |
| Conflicting Peds, #/hr | 0 | 3 | 3 | 0 | 1 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 45 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 183 | 71 | 162 | 117 | 38 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 246 | 0 | 460 | 155 |
| Stage 1 | - | - | - | - | 155 | - |
| Stage 2 | - | - | - | - | 305 | - |
| 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 | - | - | 1320 | - | 559 | 891 |
| Stage 1 | - | - | - | - | 873 | - |
| Stage 2 | - | - | - | - | 748 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1316 | - | 527 | 888 |
| Mov Cap-2 Maneuver | - | - | - | - | 527 | - |
| Stage 1 | - | - | - | - | 870 | - |
| Stage 2 | - | - | - | - | 707 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.4 | 13.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 585 | - | - | 1316 | - |
| HCM Lane V/C Ratio | 0.264 | - | - | 0.054 | - |
| HCM Control Delay (s) | 13.3 | - | - | 7.9 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.1 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 43 | 441 | 2 | 1 | 532 | 23 | 2 | 0 | 3 | 5 | 0 | 25 |
| Future Vol, veh/h | 43 | 441 | 2 | 1 | 532 | 23 | 2 | 0 | 3 | 5 | 0 | 25 |
| Conflicting Peds, #/hr | 17 | 0 | 29 | 29 | 0 | 17 | 0 | 0 | 16 | 16 | 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 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 46 | 469 | 2 | 1 | 566 | 24 | 2 | 0 | 3 | 5 | 0 | 27 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 607 | 0 | 0 | 500 | 0 | 0 | 1185 | 1200 | 515 | 1177 | 1189 | 595 |
| Stage 1 | - | - | - | - | - | - | 591 | 591 | - | 597 | 597 | - |
| Stage 2 | - | - | - | - | - | - | 594 | 609 | - | 580 | 592 | - |
| 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 | 971 | - | - | 1064 | - | - | 166 | 185 | 560 | 168 | 188 | 504 |
| Stage 1 | - | - | - | - | - | - | 493 | 494 | - | 490 | 491 | - |
| Stage 2 | - | - | - | - | - | - | 491 | 485 | - | 500 | 494 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 955 | - | - | 1035 | - | - | 145 | 165 | 536 | 154 | 168 | 496 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 145 | 165 | - | 154 | 168 | - |
| Stage 1 | - | - | - | - | - | - | 448 | 449 | - | 451 | 483 | - |
| Stage 2 | - | - | - | - | - | - | 464 | 477 | - | 458 | 449 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.8 | 0 | 19.2 | 15.9 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 258 | 955 | - | - | 1035 | - | - | 362 |
| HCM Lane V/C Ratio | 0.021 | 0.048 | - | - | 0.001 | - | - | 0.088 |
| HCM Control Delay (s) | 19.2 | 9 | 0 | - | 8.5 | 0 | - | 15.9 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 15.9 |
| Intersection LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 276 | 173 | 166 | 293 | 263 | 113 |
| Future Vol, veh/h | 276 | 173 | 166 | 293 | 263 | 113 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 288 | 180 | 173 | 305 | 274 | 118 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 2 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 2 | 0 | 2 |
| HCM Control Delay | 14.6 | 16.1 | 17.1 |
| HCM LOS | B | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | WBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 0% | 100% | 0% | 0% | 100% |
| Vol Right, % | 0% | 100% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 263 | 113 | 276 | 173 | 166 | 293 |
| LT Vol | 263 | 0 | 0 | 0 | 166 | 0 |
| Through Vol | 0 | 0 | 276 | 0 | 0 | 293 |
| RT Vol | 0 | 113 | 0 | 173 | 0 | 0 |
| Lane Flow Rate | 274 | 118 | 288 | 180 | 173 | 305 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.57 | 0.205 | 0.532 | 0.297 | 0.341 | 0.559 |
| Departure Headway (Hd) | 7.494 | 6.273 | 6.657 | 5.942 | 7.109 | 6.599 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 479 | 570 | 538 | 602 | 503 | 543 |
| Service Time | 5.264 | 4.043 | 4.433 | 3.717 | 4.885 | 4.374 |
| HCM Lane V/C Ratio | 0.572 | 0.207 | 0.535 | 0.299 | 0.344 | 0.562 |
| HCM Control Delay | 19.8 | 10.7 | 16.8 | 11.2 | 13.6 | 17.5 |
| HCM Lane LOS | C | B | C | B | B | C |
| HCM 95th-tile Q | 3.5 | 0.8 | 3.1 | 1.2 | 1.5 | 3.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 277 | 202 | 72 | 16 | 115 | 114 |
| Future Vol, veh/h | 277 | 202 | 72 | 16 | 115 | 114 |
| 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 | - | - | - | 0 | 80 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 304 | 222 | 79 | 18 | 126 | 125 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 97 | 0 | - | 0 | 918 | 88 |
| Stage 1 | - | - | - | - | 88 | - |
| Stage 2 | - | - | - | - | 830 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1490 | - | - | - | 300 | 968 |
| Stage 1 | - | - | - | - | 933 | - |
| Stage 2 | - | - | - | - | 426 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1490 | - | - | - | 239 | 968 |
| Mov Cap-2 Maneuver | - | - | - | - | 239 | - |
| Stage 1 | - | - | - | - | 743 | - |
| Stage 2 | - | - | - | - | 426 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.6 | 0 | 22.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1490 | - | - | - | 239 | 968 |
| HCM Lane V/C Ratio | 0.204 | - | - | - | 0.529 | 0.129 |
| HCM Control Delay (s) | 8 | - | - | - | 35.8 | 9.3 |
| HCM Lane LOS | A | - | - | - | E | A |
| HCM 95th %tile Q(veh) | 0.8 | - | - | - | 2.8 | 0.4 |

## 4: Mosquito Rd & Locust Ave & Driveway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | SBL | SBT | SBR | All |
|---|---|---|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.4 | 0.5 | 0.1 | 0.1 | 0.1 | 0.3 |
| Total Del/Veh (s) | 13.6 | 3.5 | 0.3 | 0.2 | 2.7 | 1.6 | 14.9 | 6.8 | 1.8 | 1.7 |
| Vehicles Entered | 13 | 10 | 187 | 10 | 18 | 465 | 3 | 9 | 3 | 718 |
| Vehicles Exited | 14 | 10 | 187 | 10 | 18 | 466 | 3 | 9 | 3 | 720 |
| Hourly Exit Rate | 14 | 10 | 187 | 10 | 18 | 466 | 3 | 9 | 3 | 720 |
| Input Volume | 14 | 10 | 179 | 10 | 19 | 461 | 4 | 11 | 1 | 709 |
| % of Volume | 100 | 100 | 104 | 100 | 94 | 101 | 75 | 82 | 300 | 102 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 20.1 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 5 | 5 | 287 | 5 | 366 | 3 | 111 | 409 | 76 | 122 | 2 |
| Future Vol, veh/h | 3 | 5 | 5 | 287 | 5 | 366 | 3 | 111 | 409 | 76 | 122 | 2 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 5 | 5 | 302 | 5 | 385 | 3 | 117 | 431 | 80 | 128 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 1 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 1 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 2 | 1 |
| HCM Control Delay | 11.3 | 20.2 | 22 | 15.7 |
| HCM LOS | B | C | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 3% | 0% | 23% | 98% | 0% | 38% |
| Vol Thru, % | 97% | 0% | 38% | 2% | 0% | 61% |
| Vol Right, % | 0% | 100% | 38% | 0% | 100% | 1% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 114 | 409 | 13 | 292 | 366 | 200 |
| LT Vol | 3 | 0 | 3 | 287 | 0 | 76 |
| Through Vol | 111 | 0 | 5 | 5 | 0 | 122 |
| RT Vol | 0 | 409 | 5 | 0 | 366 | 2 |
| Lane Flow Rate | 120 | 431 | 14 | 307 | 385 | 211 |
| Geometry Grp | 7 | 7 | 6 | 7 | 7 | 6 |
| Degree of Util (X) | 0.231 | 0.742 | 0.03 | 0.62 | 0.648 | 0.426 |
| Departure Headway (Hd) | 6.93 | 6.203 | 8.015 | 7.264 | 6.051 | 7.282 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 516 | 581 | 449 | 495 | 593 | 493 |
| Service Time | 4.708 | 3.981 | 6.015 | 5.037 | 3.824 | 5.362 |
| HCM Lane V/C Ratio | 0.233 | 0.742 | 0.031 | 0.62 | 0.649 | 0.428 |
| HCM Control Delay | 11.8 | 24.9 | 11.3 | 21.3 | 19.4 | 15.7 |
| HCM Lane LOS | B | C | B | C | C | C |
| HCM 95th-tile Q | 0.9 | 6.4 | 0.1 | 4.2 | 4.7 | 2.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 24 | 499 | 20 | 14 | 400 |
| Future Vol, veh/h | 10 | 24 | 499 | 20 | 14 | 400 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 6 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 26 | 542 | 22 | 15 | 435 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1024 | 560 | 0 | 0 | 570 | 0 |
| Stage 1 | 559 | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 261 | 528 | - | - | 1002 | - |
| Stage 1 | 572 | - | - | - | - | - |
| Stage 2 | 632 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 254 | 524 | - | - | 996 | - |
| Mov Cap-2 Maneuver | 254 | - | - | - | - | - |
| Stage 1 | 569 | - | - | - | - | - |
| Stage 2 | 619 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.9 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 399 | 996 | - |
| HCM Lane V/C Ratio | - | - | 0.093 | 0.015 | - |
| HCM Control Delay (s) | - | - | 14.9 | 8.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 469 | 15 | 5 | 441 | 0 | 15 | 0 | 10 | 161 | 5 | 222 |
| Future Vol, veh/h | 0 | 469 | 15 | 5 | 441 | 0 | 15 | 0 | 10 | 161 | 5 | 222 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 489 | 16 | 5 | 459 | 0 | 16 | 0 | 10 | 168 | 5 | 231 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 505 | 0 | 0 | 1084 | 966 | 497 | 971 | 974 | 459 |
| Stage 1 | - | - | - | - | - | - | 497 | 497 | - | 469 | 469 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 469 | - | 502 | 505 | - |
| Critical Hdwy | - | - | - | 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 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 0 | - | - | 1060 | - | 0 | 194 | 255 | 573 | 232 | 252 | 602 |
| Stage 1 | 0 | - | - | - | - | 0 | 555 | 545 | - | 575 | 561 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 496 | 561 | - | 552 | 540 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1060 | - | - | 117 | 253 | 573 | 227 | 250 | 602 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 117 | 253 | - | 227 | 250 | - |
| Stage 1 | - | - | - | - | - | - | 555 | 545 | - | 575 | 558 | - |
| Stage 2 | - | - | - | - | - | - | 301 | 558 | - | 542 | 540 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 29.6 | 33.1 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 172 | - | - | 1060 | - | 228 | 602 |
| HCM Lane V/C Ratio | 0.151 | - | - | 0.005 | - | 0.758 | 0.384 |
| HCM Control Delay (s) | 29.6 | - | - | 8.4 | 0 | 57.8 | 14.7 |
| HCM Lane LOS | D | - | - | A | A | F | B |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - | 5.3 | 1.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 562 | 46 | 14 | 411 | 62 | 31 |
| Future Vol, veh/h | 562 | 46 | 14 | 411 | 62 | 31 |
| Conflicting Peds, #/hr | 0 | 19 | 19 | 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 598 | 49 | 15 | 437 | 66 | 33 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 666 | 0 | 1109 | 642 |
| Stage 1 | - | - | - | - | 642 | - |
| Stage 2 | - | - | - | - | 467 | - |
| 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 | - | - | 923 | - | 232 | 474 |
| Stage 1 | - | - | - | - | 524 | - |
| Stage 2 | - | - | - | - | 631 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 906 | - | 223 | 465 |
| Mov Cap-2 Maneuver | - | - | - | - | 223 | - |
| Stage 1 | - | - | - | - | 515 | - |
| Stage 2 | - | - | - | - | 617 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 25.8 |
| HCM LOS | | | D |

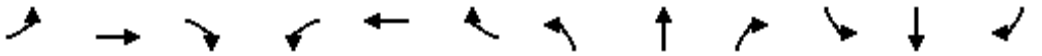
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 270 | - | - | 906 | - |
| HCM Lane V/C Ratio | 0.366 | - | - | 0.016 | - |
| HCM Control Delay (s) | 25.8 | - | - | 9 | - |
| HCM Lane LOS | D | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.6 | - | - | 0.1 | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 47 | 81 | 734 | 0 | 0 | 114 |
| Future Volume (vph) | 47 | 81 | 734 | 0 | 0 | 114 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.1 | 5.1 | 5.1 | | | 5.1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1863 | | | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1863 | | | 1863 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 50 | 86 | 781 | 0 | 0 | 121 |
| RTOR Reduction (vph) | 0 | 77 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 50 | 9 | 781 | 0 | 0 | 121 |
| Turn Type | Prot | Prot | NA | | | NA |
| Protected Phases | 7 | 7 | 2 | | | 6 8 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 8.7 | 8.7 | 45.8 | | | 49.0 |
| Effective Green, g (s) | 8.7 | 8.7 | 45.8 | | | 49.0 |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.55 | | | 0.59 |
| Clearance Time (s) | 5.1 | 5.1 | 5.1 | | | |
| Vehicle Extension (s) | 0.2 | 0.2 | 0.2 | | | |
| Lane Grp Cap (vph) | 183 | 164 | 1019 | | | 1090 |
| v/s Ratio Prot | c0.03 | 0.01 | c0.42 | | | c0.06 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.27 | 0.05 | 0.77 | | | 0.11 |
| Uniform Delay, d1 | 34.6 | 33.8 | 14.8 | | | 7.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | 0.16 |
| Incremental Delay, d2 | 0.3 | 0.1 | 3.2 | | | 0.0 |
| Delay (s) | 34.9 | 33.8 | 17.9 | | | 1.3 |
| Level of Service | C | C | B | | | A |
| Approach Delay (s) | 34.2 | | 17.9 | | | 1.3 |
| Approach LOS | C | | B | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.1 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 83.7 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 52.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 20 | 50 | 15 | 173 | 594 | 48 | 8 | 94 | 512 |
| Future Volume (vph) | 0 | 0 | 0 | 20 | 50 | 15 | 173 | 594 | 48 | 8 | 94 | 512 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 5.1 | 5.1 | 4.6 | 5.1 | | 4.6 | 5.1 | 5.1 |
| Lane Util. Factor | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | | | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1837 | 1583 | 1770 | 1842 | | 1770 | 1863 | 1549 |
| Flt Permitted | | | | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1837 | 1583 | 1770 | 1842 | | 1770 | 1863 | 1549 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 0 | 0 | 0 | 21 | 53 | 16 | 184 | 632 | 51 | 9 | 100 | 545 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 280 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 74 | 2 | 184 | 681 | 0 | 9 | 100 | 265 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Turn Type | | | | Perm | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | | | | | 8 | | 5 7 | 2 7 | | 1 | 6 | |
| Permitted Phases | | | | 8 | | 8 | | | | | | 6 |
| Actuated Green, G (s) | | | | | 8.3 | 8.3 | 14.8 | 59.6 | | 1.0 | 40.7 | 40.7 |
| Effective Green, g (s) | | | | | 8.3 | 8.3 | 14.8 | 59.6 | | 1.0 | 40.7 | 40.7 |
| Actuated g/C Ratio | | | | | 0.10 | 0.10 | 0.18 | 0.71 | | 0.01 | 0.49 | 0.49 |
| Clearance Time (s) | | | | | 5.1 | 5.1 | | | | 4.6 | 5.1 | 5.1 |
| Vehicle Extension (s) | | | | | 0.2 | 0.2 | | | | 0.2 | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | | | | 182 | 156 | 312 | 1311 | | 21 | 905 | 753 |
| v/s Ratio Prot | | | | | | | c0.10 | c0.37 | | 0.01 | 0.05 | |
| v/s Ratio Perm | | | | | 0.04 | 0.00 | | | | | | 0.17 |
| v/c Ratio | | | | | 0.41 | 0.01 | 0.59 | 0.52 | | 0.43 | 0.11 | 0.35 |
| Uniform Delay, d1 | | | | | 35.4 | 34.0 | 31.7 | 5.5 | | 41.1 | 11.7 | 13.3 |
| Progression Factor | | | | | 1.00 | 1.00 | 1.56 | 0.04 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 0.5 | 0.0 | 1.3 | 0.1 | | 5.0 | 0.0 | 0.1 |
| Delay (s) | | | | | 35.9 | 34.0 | 50.7 | 0.3 | | 46.1 | 11.7 | 13.4 |
| Level of Service | | | | | D | C | D | A | | D | B | B |
| Approach Delay (s) | | 0.0 | | | 35.6 | | | 11.0 | | | 13.6 | |
| Approach LOS | | A | | | D | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.4 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.57 | | |
| Actuated Cycle Length (s) | 83.7 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 60.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 35 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 79 | 32 | 36 | 13 | 149 | 0 | 50 | 37 | 9 | 46 | 75 | 581 |
| Future Vol, veh/h | 79 | 32 | 36 | 13 | 149 | 0 | 50 | 37 | 9 | 46 | 75 | 581 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 84 | 34 | 38 | 14 | 159 | 0 | 53 | 39 | 10 | 49 | 80 | 618 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 11.3 | 12.6 | 10.6 | 48.4 |
| HCM LOS | B | B | B | E |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 52% | 100% | 0% | 8% | 7% |
| Vol Thru, % | 39% | 0% | 47% | 92% | 11% |
| Vol Right, % | 9% | 0% | 53% | 0% | 83% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 96 | 79 | 68 | 162 | 702 |
| LT Vol | 50 | 79 | 0 | 13 | 46 |
| Through Vol | 37 | 0 | 32 | 149 | 75 |
| RT Vol | 9 | 0 | 36 | 0 | 581 |
| Lane Flow Rate | 102 | 84 | 72 | 172 | 747 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.175 | 0.176 | 0.134 | 0.314 | 0.976 |
| Departure Headway (Hd) | 6.162 | 7.558 | 6.667 | 6.559 | 4.705 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 577 | 472 | 535 | 545 | 769 |
| Service Time | 4.251 | 5.341 | 4.449 | 4.636 | 2.758 |
| HCM Lane V/C Ratio | 0.177 | 0.178 | 0.135 | 0.316 | 0.971 |
| HCM Control Delay | 10.6 | 12 | 10.5 | 12.6 | 48.4 |
| HCM Lane LOS | B | B | B | B | E |
| HCM 95th-tile Q | 0.6 | 0.6 | 0.5 | 1.3 | 15.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 282 | 255 | 22 | 4 | 160 | 122 | 0 | 0 | 0 | 154 | 18 | 193 |
| Future Vol, veh/h | 282 | 255 | 22 | 4 | 160 | 122 | 0 | 0 | 0 | 154 | 18 | 193 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 294 | 266 | 23 | 4 | 167 | 127 | 0 | 0 | 0 | 160 | 19 | 201 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |

| Approach | EB | WB | SB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | SB | | WB |
| Conflicting Lanes Left | 2 | 0 | 2 |
| Conflicting Approach Right | | SB | EB |
| Conflicting Lanes Right | 0 | 2 | 2 |
| HCM Control Delay | 16 | 11.5 | 13 |
| HCM LOS | C | B | B |

| Lane | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 2% | 0% | 90% | 0% |
| Vol Thru, % | 0% | 92% | 98% | 0% | 10% | 0% |
| Vol Right, % | 0% | 8% | 0% | 100% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 282 | 277 | 164 | 122 | 172 | 193 |
| LT Vol | 282 | 0 | 4 | 0 | 154 | 0 |
| Through Vol | 0 | 255 | 160 | 0 | 18 | 0 |
| RT Vol | 0 | 22 | 0 | 122 | 0 | 193 |
| Lane Flow Rate | 294 | 289 | 171 | 127 | 179 | 201 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.546 | 0.491 | 0.314 | 0.208 | 0.361 | 0.34 |
| Departure Headway (Hd) | 6.686 | 6.122 | 6.611 | 5.885 | 7.245 | 6.081 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 538 | 589 | 542 | 607 | 496 | 589 |
| Service Time | 4.438 | 3.873 | 4.373 | 3.646 | 5.002 | 3.837 |
| HCM Lane V/C Ratio | 0.546 | 0.491 | 0.315 | 0.209 | 0.361 | 0.341 |
| HCM Control Delay | 17.2 | 14.7 | 12.4 | 10.2 | 14.1 | 12 |
| HCM Lane LOS | C | B | B | B | B | B |
| HCM 95th-tile Q | 3.3 | 2.7 | 1.3 | 0.8 | 1.6 | 1.5 |

## 13: Wiltse Rd & Broadway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.6 | 0.7 | 0.0 | 0.0 | 0.1 | 0.1 | 0.4 |
| Total Del/Veh (s) | 11.7 | 8.7 | 1.2 | 1.4 | 6.6 | 3.7 | 7.4 |
| Vehicles Entered | 513 | 15 | 24 | 319 | 31 | 50 | 952 |
| Vehicles Exited | 514 | 15 | 23 | 318 | 31 | 50 | 951 |
| Hourly Exit Rate | 514 | 15 | 23 | 318 | 31 | 50 | 951 |
| Input Volume | 514 | 18 | 25 | 330 | 32 | 45 | 965 |
| % of Volume | 100 | 82 | 91 | 97 | 96 | 110 | 99 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 318 | 424 | 360 | 26 | 5 | 198 |
| Future Vol, veh/h | 318 | 424 | 360 | 26 | 5 | 198 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 2 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 205 | - | - | 40 | 0 | 65 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 331 | 442 | 375 | 27 | 5 | 206 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 404 | 0 | - | 0 | 1481 | 377 |
| Stage 1 | - | - | - | - | 377 | - |
| Stage 2 | - | - | - | - | 1104 | - |
| 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 | 1155 | - | - | - | 138 | 670 |
| Stage 1 | - | - | - | - | 694 | - |
| Stage 2 | - | - | - | - | 317 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1153 | - | - | - | 98 | 669 |
| Mov Cap-2 Maneuver | - | - | - | - | 98 | - |
| Stage 1 | - | - | - | - | 494 | - |
| Stage 2 | - | - | - | - | 316 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4 | 0 | 13.6 |
| HCM LOS | | | B |

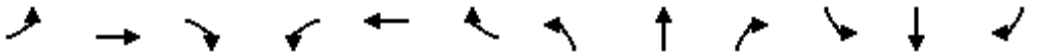
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1153 | - | - | - | 98 | 669 |
| HCM Lane V/C Ratio | 0.287 | - | - | - | 0.053 | 0.308 |
| HCM Control Delay (s) | 9.4 | - | - | - | 43.8 | 12.8 |
| HCM Lane LOS | A | - | - | - | E | B |
| HCM 95th %tile Q(veh) | 1.2 | - | - | - | 0.2 | 1.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.5 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 186 | 0 | 70 | 0 | 0 | 10 | 93 | 123 | 2 | 3 | 85 | 276 |
| Future Vol, veh/h | 186 | 0 | 70 | 0 | 0 | 10 | 93 | 123 | 2 | 3 | 85 | 276 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 192 | 0 | 72 | 0 | 0 | 10 | 96 | 127 | 2 | 3 | 88 | 285 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 11.6 | 8.6 | 11 | 11.8 |
| HCM LOS | B | A | B | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 43% | 100% | 0% | 0% | 1% |
| Vol Thru, % | 56% | 0% | 0% | 0% | 23% |
| Vol Right, % | 1% | 0% | 100% | 100% | 76% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 218 | 186 | 70 | 10 | 364 |
| LT Vol | 93 | 186 | 0 | 0 | 3 |
| Through Vol | 123 | 0 | 0 | 0 | 85 |
| RT Vol | 2 | 0 | 70 | 10 | 276 |
| Lane Flow Rate | 225 | 192 | 72 | 10 | 375 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.334 | 0.348 | 0.107 | 0.016 | 0.475 |
| Departure Headway (Hd) | 5.343 | 6.53 | 5.313 | 5.441 | 4.658 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 676 | 552 | 677 | 659 | 777 |
| Service Time | 3.343 | 4.244 | 3.027 | 3.468 | 2.658 |
| HCM Lane V/C Ratio | 0.333 | 0.348 | 0.106 | 0.015 | 0.483 |
| HCM Control Delay | 11 | 12.7 | 8.7 | 8.6 | 11.8 |
| HCM Lane LOS | B | B | A | A | B |
| HCM 95th-tile Q | 1.5 | 1.5 | 0.4 | 0 | 2.6 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 28 | 320 | 67 | 46 | 270 | 119 | 71 | 23 | 68 | 109 | 17 | 30 |
| Future Volume (vph) | 28 | 320 | 67 | 46 | 270 | 119 | 71 | 23 | 68 | 109 | 17 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.89 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1549 | 1770 | 1777 | | 1770 | 1654 | | 1770 | 1686 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1549 | 1770 | 1777 | | 1770 | 1654 | | 1770 | 1686 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 29 | 333 | 70 | 48 | 281 | 124 | 74 | 24 | 71 | 114 | 18 | 31 |
| RTOR Reduction (vph) | 0 | 0 | 51 | 0 | 22 | 0 | 0 | 48 | 0 | 0 | 19 | 0 |
| Lane Group Flow (vph) | 29 | 333 | 19 | 48 | 383 | 0 | 74 | 47 | 0 | 114 | 30 | 0 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 1.8 | 18.2 | 18.2 | 2.6 | 19.0 | | 3.7 | 22.6 | | 7.1 | 26.0 | |
| Effective Green, g (s) | 1.8 | 18.2 | 18.2 | 2.6 | 19.0 | | 3.7 | 22.6 | | 7.1 | 26.0 | |
| Actuated g/C Ratio | 0.03 | 0.27 | 0.27 | 0.04 | 0.28 | | 0.05 | 0.33 | | 0.10 | 0.38 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 46 | 494 | 411 | 67 | 492 | | 95 | 545 | | 183 | 639 | |
| v/s Ratio Prot | 0.02 | 0.18 | | c0.03 | c0.22 | | 0.04 | c0.03 | | c0.06 | c0.02 | |
| v/s Ratio Perm | | | 0.01 | | | | | | | | | |
| v/c Ratio | 0.63 | 0.67 | 0.05 | 0.72 | 0.78 | | 0.78 | 0.09 | | 0.62 | 0.05 | |
| Uniform Delay, d1 | 33.0 | 22.5 | 18.7 | 32.6 | 22.8 | | 32.0 | 15.8 | | 29.4 | 13.4 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 24.9 | 3.6 | 0.0 | 30.4 | 7.6 | | 32.2 | 0.3 | | 6.5 | 0.1 | |
| Delay (s) | 57.9 | 26.1 | 18.7 | 63.0 | 30.5 | | 64.2 | 16.1 | | 35.9 | 13.6 | |
| Level of Service | E | C | B | E | C | | E | B | | D | B | |
| Approach Delay (s) | | 27.1 | | | 33.9 | | | 37.2 | | | 29.2 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 31.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.44 | | |
| Actuated Cycle Length (s) | 68.5 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 49.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 242 | 179 | 0 | 0 | 515 |
| Future Vol, veh/h | 4 | 242 | 179 | 0 | 0 | 515 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 260 | 192 | 0 | 0 | 554 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 746 | 192 | 0 | - | - | - |
| Stage 1 | 192 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 381 | 850 | - | 0 | 0 | - |
| Stage 1 | 841 | - | - | 0 | 0 | - |
| Stage 2 | 575 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 381 | 850 | - | - | - | - |
| Mov Cap-2 Maneuver | 381 | - | - | - | - | - |
| Stage 1 | 841 | - | - | - | - | - |
| Stage 2 | 575 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 833 | - |
| HCM Lane V/C Ratio | - | 0.318 | - |
| HCM Control Delay (s) | - | 11.3 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 1.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 192 | 52 | 11 | 84 | 35 | 18 |
| Future Vol, veh/h | 192 | 52 | 11 | 84 | 35 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 45 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 211 | 57 | 12 | 92 | 38 | 20 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 268 | 0 | 356 | 240 |
| Stage 1 | - | - | - | - | 240 | - |
| Stage 2 | - | - | - | - | 116 | - |
| 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 | - | - | 1296 | - | 642 | 799 |
| Stage 1 | - | - | - | - | 800 | - |
| Stage 2 | - | - | - | - | 909 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1296 | - | 636 | 799 |
| Mov Cap-2 Maneuver | - | - | - | - | 636 | - |
| Stage 1 | - | - | - | - | 800 | - |
| Stage 2 | - | - | - | - | 901 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.9 | 10.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 683 | - | - | 1296 | - |
| HCM Lane V/C Ratio | 0.085 | - | - | 0.009 | - |
| HCM Control Delay (s) | 10.8 | - | - | 7.8 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 25 | 465 | 5 | 0 | 405 | 30 | 0 | 0 | 0 | 15 | 0 | 25 |
| Future Vol, veh/h | 25 | 465 | 5 | 0 | 405 | 30 | 0 | 0 | 0 | 15 | 0 | 25 |
| Conflicting Peds, #/hr | 29 | 0 | 5 | 5 | 0 | 29 | 0 | 0 | 2 | 2 | 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 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 528 | 6 | 0 | 460 | 34 | 0 | 0 | 0 | 17 | 0 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 523 | 0 | 0 | 539 | 0 | 0 | 1083 | 1115 | 538 | 1095 | 1101 | 506 |
| Stage 1 | - | - | - | - | - | - | 592 | 592 | - | 506 | 506 | - |
| Stage 2 | - | - | - | - | - | - | 491 | 523 | - | 589 | 595 | - |
| 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 | 1043 | - | - | 1029 | - | - | 195 | 208 | 543 | 191 | 212 | 566 |
| Stage 1 | - | - | - | - | - | - | 493 | 494 | - | 549 | 540 | - |
| Stage 2 | - | - | - | - | - | - | 559 | 530 | - | 494 | 492 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1014 | - | - | 1024 | - | - | 179 | 193 | 539 | 180 | 197 | 550 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 179 | 193 | - | 180 | 197 | - |
| Stage 1 | - | - | - | - | - | - | 471 | 472 | - | 513 | 525 | - |
| Stage 2 | - | - | - | - | - | - | 530 | 515 | - | 474 | 470 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0 | 0 | 18.5 |
| HCM LOS | | | A | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 1014 | - | - | 1024 | - | - | 311 |
| HCM Lane V/C Ratio | - | 0.028 | - | - | - | - | - | 0.146 |
| HCM Control Delay (s) | 0 | 8.7 | 0 | - | 0 | - | - | 18.5 |
| HCM Lane LOS | A | A | A | - | A | - | - | C |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0.5 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.6 |
| Intersection LOS | B |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 200 | 280 | 140 | 210 | 225 | 115 |
| Future Vol, veh/h | 200 | 280 | 140 | 210 | 225 | 115 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 215 | 301 | 151 | 226 | 242 | 124 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 2 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 2 | 0 | 2 |
| HCM Control Delay | 13.2 | 13.2 | 14.7 |
| HCM LOS | B | B | B |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | WBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 0% | 100% | 0% | 0% | 100% |
| Vol Right, % | 0% | 100% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 225 | 115 | 200 | 280 | 140 | 210 |
| LT Vol | 225 | 0 | 0 | 0 | 140 | 0 |
| Through Vol | 0 | 0 | 200 | 0 | 0 | 210 |
| RT Vol | 0 | 115 | 0 | 280 | 0 | 0 |
| Lane Flow Rate | 242 | 124 | 215 | 301 | 151 | 226 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.49 | 0.209 | 0.379 | 0.472 | 0.292 | 0.406 |
| Departure Headway (Hd) | 7.294 | 6.077 | 6.351 | 5.638 | 6.984 | 6.474 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 494 | 589 | 566 | 635 | 513 | 553 |
| Service Time | 5.051 | 3.833 | 4.11 | 3.397 | 4.748 | 4.238 |
| HCM Lane V/C Ratio | 0.49 | 0.211 | 0.38 | 0.474 | 0.294 | 0.409 |
| HCM Control Delay | 16.9 | 10.4 | 13 | 13.4 | 12.6 | 13.6 |
| HCM Lane LOS | C | B | B | B | B | B |
| HCM 95th-tile Q | 2.7 | 0.8 | 1.8 | 2.5 | 1.2 | 2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 17.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 190 | 145 | 125 | 30 | 245 | 130 |
| Future Vol, veh/h | 190 | 145 | 125 | 30 | 245 | 130 |
| 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 | - | - | - | 0 | 80 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 207 | 158 | 136 | 33 | 266 | 141 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 169 | 0 | - | 0 | 725 | 153 |
| Stage 1 | - | - | - | - | 153 | - |
| Stage 2 | - | - | - | - | 572 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1390 | - | - | - | 388 | 885 |
| Stage 1 | - | - | - | - | 868 | - |
| Stage 2 | - | - | - | - | 559 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1390 | - | - | - | 330 | 885 |
| Mov Cap-2 Maneuver | - | - | - | - | 330 | - |
| Stage 1 | - | - | - | - | 739 | - |
| Stage 2 | - | - | - | - | 559 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.6 | 0 | 35.4 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1390 | - | - | - | 330 | 885 |
| HCM Lane V/C Ratio | 0.149 | - | - | - | 0.807 | 0.16 |
| HCM Control Delay (s) | 8 | - | - | - | 49 | 9.8 |
| HCM Lane LOS | A | - | - | - | E | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 6.8 | 0.6 |

## 4: Mosquito Rd & Locust Ave & Driveway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | SBL | SBT | All |
|---|---|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.4 | 0.3 | 0.1 | 0.1 | 0.2 |
| Total Del/Veh (s) | 13.8 | 4.7 | 0.3 | 0.5 | 3.6 | 1.1 | 8.6 | 6.7 | 1.2 |
| Vehicles Entered | 11 | 6 | 239 | 14 | 10 | 335 | 4 | 6 | 625 |
| Vehicles Exited | 11 | 6 | 239 | 14 | 10 | 335 | 4 | 6 | 625 |
| Hourly Exit Rate | 11 | 6 | 239 | 14 | 10 | 335 | 4 | 6 | 625 |
| Input Volume | 10 | 5 | 245 | 12 | 10 | 320 | 5 | 10 | 618 |
| % of Volume | 107 | 120 | 98 | 112 | 98 | 105 | 80 | 59 | 101 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14.4 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 10 | 0 | 230 | 10 | 230 | 5 | 95 | 255 | 50 | 195 | 10 |
| Future Vol, veh/h | 5 | 10 | 0 | 230 | 10 | 230 | 5 | 95 | 255 | 50 | 195 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 5 | 11 | 0 | 250 | 11 | 250 | 5 | 103 | 277 | 54 | 212 | 11 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 1 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 1 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 2 | 1 |
| HCM Control Delay | 10.9 | 14.6 | 12.8 | 16.5 |
| HCM LOS | B | B | B | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 5% | 0% | 33% | 96% | 0% | 20% |
| Vol Thru, % | 95% | 0% | 67% | 4% | 0% | 76% |
| Vol Right, % | 0% | 100% | 0% | 0% | 100% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 100 | 255 | 15 | 240 | 230 | 255 |
| LT Vol | 5 | 0 | 5 | 230 | 0 | 50 |
| Through Vol | 95 | 0 | 10 | 10 | 0 | 195 |
| RT Vol | 0 | 255 | 0 | 0 | 230 | 10 |
| Lane Flow Rate | 109 | 277 | 16 | 261 | 250 | 277 |
| Geometry Grp | 7 | 7 | 6 | 7 | 7 | 6 |
| Degree of Util (X) | 0.2 | 0.453 | 0.034 | 0.507 | 0.402 | 0.511 |
| Departure Headway (Hd) | 6.617 | 5.879 | 7.58 | 6.991 | 5.794 | 6.631 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 540 | 610 | 469 | 514 | 620 | 543 |
| Service Time | 4.378 | 3.64 | 5.679 | 4.748 | 3.549 | 4.688 |
| HCM Lane V/C Ratio | 0.202 | 0.454 | 0.034 | 0.508 | 0.403 | 0.51 |
| HCM Control Delay | 11 | 13.5 | 10.9 | 16.8 | 12.4 | 16.5 |
| HCM Lane LOS | B | B | B | C | B | C |
| HCM 95th-tile Q | 0.7 | 2.4 | 0.1 | 2.8 | 1.9 | 2.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 25 | 330 | 15 | 10 | 415 |
| Future Vol, veh/h | 10 | 25 | 330 | 15 | 10 | 415 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 12 | 30 | 393 | 18 | 12 | 494 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 923 | 405 | 0 | 0 | 414 | 0 |
| Stage 1 | 405 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 298 | 644 | - | - | 1140 | - |
| Stage 1 | 671 | - | - | - | - | - |
| Stage 2 | 596 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 293 | 642 | - | - | 1137 | - |
| Mov Cap-2 Maneuver | 293 | - | - | - | - | - |
| Stage 1 | 669 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.2 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 479 | 1137 | - |
| HCM Lane V/C Ratio | - | - | 0.087 | 0.01 | - |
| HCM Control Delay (s) | - | - | 13.2 | 8.2 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 305 | 10 | 5 | 325 | 0 | 15 | 0 | 10 | 120 | 5 | 135 |
| Future Vol, veh/h | 0 | 305 | 10 | 5 | 325 | 0 | 15 | 0 | 10 | 120 | 5 | 135 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | 0 |
| 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, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 332 | 11 | 5 | 353 | 0 | 16 | 0 | 11 | 130 | 5 | 147 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 343 | 0 | 0 | 777 | 701 | 338 | 706 | 706 | 353 |
| Stage 1 | - | - | - | - | - | - | 338 | 338 | - | 363 | 363 | - |
| Stage 2 | - | - | - | - | - | - | 439 | 363 | - | 343 | 343 | - |
| Critical Hdwy | - | - | - | 4.14 | - | - | 7.14 | 6.54 | 6.24 | 7.14 | 6.54 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.14 | 5.54 | - |
| Follow-up Hdwy | - | - | - | 2.236 | - | - | 3.536 | 4.036 | 3.336 | 3.536 | 4.036 | 3.336 |
| Pot Cap-1 Maneuver | 0 | - | - | 1205 | - | 0 | 312 | 360 | 700 | 348 | 358 | 686 |
| Stage 1 | 0 | - | - | - | - | 0 | 672 | 637 | - | 652 | 621 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 593 | 621 | - | 668 | 634 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1205 | - | - | 241 | 358 | 700 | 341 | 356 | 686 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 241 | 358 | - | 341 | 356 | - |
| Stage 1 | - | - | - | - | - | - | 672 | 637 | - | 652 | 618 | - |
| Stage 2 | - | - | - | - | - | - | 460 | 618 | - | 658 | 634 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 17 | 16.8 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 327 | - | - | 1205 | - | 342 | 686 |
| HCM Lane V/C Ratio | 0.083 | - | - | 0.005 | - | 0.397 | 0.214 |
| HCM Control Delay (s) | 17 | - | - | 8 | 0 | 22.3 | 11.7 |
| HCM Lane LOS | C | - | - | A | A | C | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0 | - | 1.8 | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 385 | 20 | 20 | 300 | 40 | 35 |
| Future Vol, veh/h | 385 | 20 | 20 | 300 | 40 | 35 |
| Conflicting Peds, #/hr | 0 | 6 | 6 | 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 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 438 | 23 | 23 | 341 | 45 | 40 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 467 | 0 | 843 | 456 |
| Stage 1 | - | - | - | - | 456 | - |
| Stage 2 | - | - | - | - | 387 | - |
| Critical Hdwy | - | - | 4.13 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.227 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1089 | - | 333 | 602 |
| Stage 1 | - | - | - | - | 636 | - |
| Stage 2 | - | - | - | - | 684 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1083 | - | 322 | 599 |
| Mov Cap-2 Maneuver | - | - | - | - | 322 | - |
| Stage 1 | - | - | - | - | 632 | - |
| Stage 2 | - | - | - | - | 666 | - |

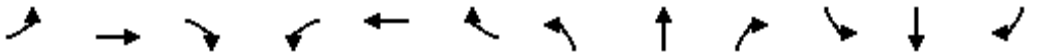
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.5 | 16 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 411 | - | - | 1083 | - |
| HCM Lane V/C Ratio | 0.207 | - | - | 0.021 | - |
| HCM Control Delay (s) | 16 | - | - | 8.4 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0.1 | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 135 | 125 | 575 | 0 | 0 | 130 |
| Future Volume (vph) | 135 | 125 | 575 | 0 | 0 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.1 | 5.1 | 5.1 | | | 5.1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1719 | 1538 | 1810 | | | 1810 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1719 | 1538 | 1810 | | | 1810 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 147 | 136 | 625 | 0 | 0 | 141 |
| RTOR Reduction (vph) | 0 | 116 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 147 | 20 | 625 | 0 | 0 | 141 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | Prot | Prot | NA | | | NA |
| Protected Phases | 7 | 7 | 2 | | | 6 8 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 10.0 | 10.0 | 29.1 | | | 32.0 |
| Effective Green, g (s) | 10.0 | 10.0 | 29.1 | | | 32.0 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.43 | | | 0.47 |
| Clearance Time (s) | 5.1 | 5.1 | 5.1 | | | |
| Vehicle Extension (s) | 0.2 | 0.2 | 0.2 | | | |
| Lane Grp Cap (vph) | 251 | 225 | 771 | | | 848 |
| v/s Ratio Prot | c0.09 | 0.01 | c0.35 | | | c0.08 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.59 | 0.09 | 0.81 | | | 0.17 |
| Uniform Delay, d1 | 27.2 | 25.2 | 17.2 | | | 10.5 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | 0.16 |
| Incremental Delay, d2 | 2.2 | 0.1 | 6.1 | | | 0.0 |
| Delay (s) | 29.5 | 25.3 | 23.3 | | | 1.7 |
| Level of Service | C | C | C | | | A |
| Approach Delay (s) | 27.4 | | 23.3 | | | 1.7 |
| Approach LOS | C | | C | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.5 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 68.3 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 10 | 20 | 20 | 170 | 470 | 60 | 5 | 120 | 605 |
| Future Volume (vph) | 0 | 0 | 0 | 10 | 20 | 20 | 170 | 470 | 60 | 5 | 120 | 605 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 5.1 | 5.1 | 4.6 | 5.1 | | 4.6 | 5.1 | 5.1 |
| Lane Util. Factor | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | | | | 0.98 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1780 | 1538 | 1719 | 1779 | | 1719 | 1810 | 1500 |
| Flt Permitted | | | | | 0.98 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1780 | 1538 | 1719 | 1779 | | 1719 | 1810 | 1500 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 11 | 22 | 22 | 185 | 511 | 65 | 5 | 130 | 658 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 432 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 33 | 3 | 185 | 573 | 0 | 5 | 130 | 226 |
| Confl. Peds. (#/hr) | | | | | | | 3 | | | | | 3 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Turn Type | | | | Perm | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | | | | | 8 | | 5 7 | 2 7 | | 1 | 6 | |
| Permitted Phases | | | | 8 | | 8 | | | | | | 6 |
| Actuated Green, G (s) | | | | | 8.5 | 8.5 | 16.4 | 44.2 | | 0.8 | 23.5 | 23.5 |
| Effective Green, g (s) | | | | | 8.5 | 8.5 | 16.4 | 44.2 | | 0.8 | 23.5 | 23.5 |
| Actuated g/C Ratio | | | | | 0.12 | 0.12 | 0.24 | 0.65 | | 0.01 | 0.34 | 0.34 |
| Clearance Time (s) | | | | | 5.1 | 5.1 | | | | 4.6 | 5.1 | 5.1 |
| Vehicle Extension (s) | | | | | 0.2 | 0.2 | | | | 0.2 | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | | | | 221 | 191 | 412 | 1151 | | 20 | 622 | 516 |
| v/s Ratio Prot | | | | | | | c0.11 | c0.32 | | 0.00 | 0.07 | |
| v/s Ratio Perm | | | | | 0.02 | 0.00 | | | | | | 0.15 |
| v/c Ratio | | | | | 0.15 | 0.01 | 0.45 | 0.50 | | 0.25 | 0.21 | 0.44 |
| Uniform Delay, d1 | | | | | 26.7 | 26.2 | 22.1 | 6.3 | | 33.5 | 15.8 | 17.3 |
| Progression Factor | | | | | 1.00 | 1.00 | 1.53 | 0.09 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 0.1 | 0.0 | 0.3 | 0.1 | | 2.4 | 0.1 | 0.2 |
| Delay (s) | | | | | 26.8 | 26.2 | 34.0 | 0.7 | | 35.8 | 15.9 | 17.5 |
| Level of Service | | | | | C | C | C | A | | D | B | B |
| Approach Delay (s) | | 0.0 | | | 26.6 | | | 8.8 | | | 17.4 | |
| Approach LOS | | A | | | C | | | A | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.6 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.51 | | |
| Actuated Cycle Length (s) | 68.3 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 66.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 32.3 |
| Intersection LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 45 | 110 | 35 | 10 | 70 | 0 | 30 | 20 | 15 | 130 | 40 | 465 |
| Future Vol, veh/h | 45 | 110 | 35 | 10 | 70 | 0 | 30 | 20 | 15 | 130 | 40 | 465 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 51 | 125 | 40 | 11 | 80 | 0 | 34 | 23 | 17 | 148 | 45 | 528 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 12 | 11 | 9.9 | 43.3 |
| HCM LOS | B | B | A | E |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 46% | 100% | 0% | 12% | 20% |
| Vol Thru, % | 31% | 0% | 76% | 88% | 6% |
| Vol Right, % | 23% | 0% | 24% | 0% | 73% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 65 | 45 | 145 | 80 | 635 |
| LT Vol | 30 | 45 | 0 | 10 | 130 |
| Through Vol | 20 | 0 | 110 | 70 | 40 |
| RT Vol | 15 | 0 | 35 | 0 | 465 |
| Lane Flow Rate | 74 | 51 | 165 | 91 | 722 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.123 | 0.104 | 0.303 | 0.167 | 0.952 |
| Departure Headway (Hd) | 5.979 | 7.307 | 6.624 | 6.623 | 4.75 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 596 | 489 | 540 | 538 | 772 |
| Service Time | 4.051 | 5.077 | 4.394 | 4.705 | 2.75 |
| HCM Lane V/C Ratio | 0.124 | 0.104 | 0.306 | 0.169 | 0.935 |
| HCM Control Delay | 9.9 | 10.9 | 12.3 | 11 | 43.3 |
| HCM Lane LOS | A | B | B | B | E |
| HCM 95th-tile Q | 0.4 | 0.3 | 1.3 | 0.6 | 14.3 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 255 | 125 | 10 | 15 | 115 | 125 | 0 | 0 | 0 | 115 | 15 | 175 |
| Future Vol, veh/h | 255 | 125 | 10 | 15 | 115 | 125 | 0 | 0 | 0 | 115 | 15 | 175 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 290 | 142 | 11 | 17 | 131 | 142 | 0 | 0 | 0 | 131 | 17 | 199 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |

| Approach | EB | WB | SB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | SB | | WB |
| Conflicting Lanes Left | 2 | 0 | 2 |
| Conflicting Approach Right | | SB | EB |
| Conflicting Lanes Right | 0 | 2 | 2 |
| HCM Control Delay | 14.3 | 10.6 | 11.7 |
| HCM LOS | B | B | B |

| Lane | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 12% | 0% | 88% | 0% |
| Vol Thru, % | 0% | 93% | 88% | 0% | 12% | 0% |
| Vol Right, % | 0% | 7% | 0% | 100% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 255 | 135 | 130 | 125 | 130 | 175 |
| LT Vol | 255 | 0 | 15 | 0 | 115 | 0 |
| Through Vol | 0 | 125 | 115 | 0 | 15 | 0 |
| RT Vol | 0 | 10 | 0 | 125 | 0 | 175 |
| Lane Flow Rate | 290 | 153 | 148 | 142 | 148 | 199 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.524 | 0.254 | 0.259 | 0.219 | 0.285 | 0.319 |
| Departure Headway (Hd) | 6.513 | 5.953 | 6.312 | 5.542 | 6.936 | 5.78 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 553 | 603 | 569 | 646 | 519 | 620 |
| Service Time | 4.251 | 3.691 | 4.055 | 3.285 | 4.677 | 3.521 |
| HCM Lane V/C Ratio | 0.524 | 0.254 | 0.26 | 0.22 | 0.285 | 0.321 |
| HCM Control Delay | 16.2 | 10.7 | 11.3 | 9.8 | 12.4 | 11.2 |
| HCM Lane LOS | C | B | B | A | B | B |
| HCM 95th-tile Q | 3 | 1 | 1 | 0.8 | 1.2 | 1.4 |

## 13: Wiltse Rd & Broadway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.4 | 0.4 | 0.0 | 0.0 | 0.1 | 0.1 | 0.2 |
| Total Del/Veh (s) | 8.5 | 5.4 | 1.1 | 1.3 | 6.0 | 3.2 | 5.2 |
| Vehicles Entered | 353 | 10 | 17 | 278 | 28 | 35 | 721 |
| Vehicles Exited | 354 | 10 | 17 | 278 | 28 | 35 | 722 |
| Hourly Exit Rate | 354 | 10 | 17 | 278 | 28 | 35 | 722 |
| Input Volume | 350 | 10 | 15 | 279 | 30 | 40 | 724 |
| % of Volume | 101 | 98 | 115 | 100 | 93 | 88 | 100 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 195 | 225 | 250 | 25 | 10 | 320 |
| Future Vol, veh/h | 195 | 225 | 250 | 25 | 10 | 320 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 205 | - | - | 40 | 0 | 65 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 201 | 232 | 258 | 26 | 10 | 330 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 284 | 0 | - | 0 | 892 | 258 |
| Stage 1 | - | - | - | - | 258 | - |
| Stage 2 | - | - | - | - | 634 | - |
| 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 | 1278 | - | - | - | 312 | 781 |
| Stage 1 | - | - | - | - | 785 | - |
| Stage 2 | - | - | - | - | 529 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1278 | - | - | - | 263 | 781 |
| Mov Cap-2 Maneuver | - | - | - | - | 263 | - |
| Stage 1 | - | - | - | - | 662 | - |
| Stage 2 | - | - | - | - | 529 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.9 | 0 | 13.1 |
| HCM LOS | | | B |

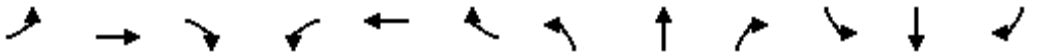
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1278 | - | - | - | 263 | 781 |
| HCM Lane V/C Ratio | 0.157 | - | - | - | 0.039 | 0.422 |
| HCM Control Delay (s) | 8.3 | - | - | - | 19.2 | 12.9 |
| HCM Lane LOS | A | - | - | - | C | B |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 0.1 | 2.1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 320 | 5 | 75 | 0 | 0 | 5 | 35 | 95 | 0 | 5 | 110 | 145 |
| Future Vol, veh/h | 320 | 5 | 75 | 0 | 0 | 5 | 35 | 95 | 0 | 5 | 110 | 145 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 333 | 5 | 78 | 0 | 0 | 5 | 36 | 99 | 0 | 5 | 115 | 151 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 15.3 | 8.3 | 10.1 | 11.1 |
| HCM LOS | C | A | B | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 27% | 98% | 0% | 0% | 2% |
| Vol Thru, % | 73% | 2% | 0% | 0% | 42% |
| Vol Right, % | 0% | 0% | 100% | 100% | 56% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 130 | 325 | 75 | 5 | 260 |
| LT Vol | 35 | 320 | 0 | 0 | 5 |
| Through Vol | 95 | 5 | 0 | 0 | 110 |
| RT Vol | 0 | 0 | 75 | 5 | 145 |
| Lane Flow Rate | 135 | 339 | 78 | 5 | 271 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.211 | 0.576 | 0.107 | 0.008 | 0.38 |
| Departure Headway (Hd) | 5.597 | 6.126 | 4.922 | 5.219 | 5.052 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 642 | 589 | 730 | 685 | 718 |
| Service Time | 3.632 | 3.848 | 2.644 | 3.258 | 3.052 |
| HCM Lane V/C Ratio | 0.21 | 0.576 | 0.107 | 0.007 | 0.377 |
| HCM Control Delay | 10.1 | 16.9 | 8.2 | 8.3 | 11.1 |
| HCM Lane LOS | B | C | A | A | B |
| HCM 95th-tile Q | 0.8 | 3.6 | 0.4 | 0 | 1.8 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 135 | 70 | 70 | 205 | 140 | 60 | 20 | 50 | 160 | 30 | 25 |
| Future Volume (vph) | 20 | 135 | 70 | 70 | 205 | 140 | 60 | 20 | 50 | 160 | 30 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.94 | | 1.00 | 0.89 | | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1548 | 1770 | 1749 | | 1770 | 1664 | | 1770 | 1737 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1548 | 1770 | 1749 | | 1770 | 1664 | | 1770 | 1737 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 22 | 147 | 76 | 76 | 223 | 152 | 65 | 22 | 54 | 174 | 33 | 27 |
| RTOR Reduction (vph) | 0 | 0 | 51 | 0 | 22 | 0 | 0 | 50 | 0 | 0 | 22 | 0 |
| Lane Group Flow (vph) | 22 | 147 | 25 | 76 | 353 | 0 | 65 | 26 | 0 | 174 | 38 | 0 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Confl. Bikes (#/hr) | | | 1 | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 1.5 | 19.3 | 19.3 | 5.2 | 23.0 | | 4.5 | 3.9 | | 11.2 | 10.6 | |
| Effective Green, g (s) | 1.5 | 19.3 | 19.3 | 5.2 | 23.0 | | 4.5 | 3.9 | | 11.2 | 10.6 | |
| Actuated g/C Ratio | 0.03 | 0.34 | 0.34 | 0.09 | 0.40 | | 0.08 | 0.07 | | 0.19 | 0.18 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 46 | 624 | 518 | 159 | 698 | | 138 | 112 | | 344 | 319 | |
| v/s Ratio Prot | 0.01 | 0.08 | | c0.04 | c0.20 | | 0.04 | c0.02 | | c0.10 | 0.02 | |
| v/s Ratio Perm | | | 0.02 | | | | | | | | | |
| v/c Ratio | 0.48 | 0.24 | 0.05 | 0.48 | 0.51 | | 0.47 | 0.23 | | 0.51 | 0.12 | |
| Uniform Delay, d1 | 27.7 | 13.8 | 12.9 | 24.9 | 13.0 | | 25.4 | 25.4 | | 20.7 | 19.6 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 7.6 | 0.2 | 0.0 | 2.3 | 0.6 | | 2.5 | 1.0 | | 1.2 | 0.2 | |
| Delay (s) | 35.3 | 14.0 | 13.0 | 27.2 | 13.6 | | 27.9 | 26.5 | | 21.9 | 19.8 | |
| Level of Service | D | B | B | C | B | | C | C | | C | B | |
| Approach Delay (s) | | 15.6 | | | 15.9 | | | 27.1 | | | 21.4 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.5 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 57.6 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 50.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 230 | 180 | 0 | 0 | 385 |
| Future Vol, veh/h | 5 | 230 | 180 | 0 | 0 | 385 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 250 | 196 | 0 | 0 | 418 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 614 | 196 | 0 | - | - | - |
| Stage 1 | 196 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 455 | 845 | - | 0 | 0 | - |
| Stage 1 | 837 | - | - | 0 | 0 | - |
| Stage 2 | 664 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 455 | 845 | - | - | - | - |
| Mov Cap-2 Maneuver | 455 | - | - | - | - | - |
| Stage 1 | 837 | - | - | - | - | - |
| Stage 2 | 664 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 830 | - |
| HCM Lane V/C Ratio | - | 0.308 | - |
| HCM Control Delay (s) | - | 11.3 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 1.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 90 | 190 | 65 | 160 | 105 | 40 |
| Future Vol, veh/h | 90 | 190 | 65 | 160 | 105 | 40 |
| Conflicting Peds, #/hr | 0 | 3 | 3 | 0 | 1 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 45 | - | 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 | 98 | 207 | 71 | 174 | 114 | 43 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 308 | 0 | 522 | 205 |
| Stage 1 | - | - | - | - | 205 | - |
| Stage 2 | - | - | - | - | 317 | - |
| 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 | - | - | 1253 | - | 515 | 836 |
| Stage 1 | - | - | - | - | 829 | - |
| Stage 2 | - | - | - | - | 738 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1249 | - | 484 | 834 |
| Mov Cap-2 Maneuver | - | - | - | - | 484 | - |
| Stage 1 | - | - | - | - | 827 | - |
| Stage 2 | - | - | - | - | 695 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.3 | 14.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 547 | - | - | 1249 | - |
| HCM Lane V/C Ratio | 0.288 | - | - | 0.057 | - |
| HCM Control Delay (s) | 14.2 | - | - | 8.1 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 45 | 445 | 5 | 5 | 535 | 25 | 5 | 0 | 5 | 5 | 0 | 25 |
| Future Vol, veh/h | 45 | 445 | 5 | 5 | 535 | 25 | 5 | 0 | 5 | 5 | 0 | 25 |
| Conflicting Peds, #/hr | 17 | 0 | 29 | 29 | 0 | 17 | 0 | 0 | 16 | 16 | 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 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 473 | 5 | 5 | 569 | 27 | 5 | 0 | 5 | 5 | 0 | 27 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 613 | 0 | 0 | 507 | 0 | 0 | 1207 | 1224 | 521 | 1200 | 1213 | 600 |
| Stage 1 | - | - | - | - | - | - | 601 | 601 | - | 610 | 610 | - |
| Stage 2 | - | - | - | - | - | - | 606 | 623 | - | 590 | 603 | - |
| 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 | 966 | - | - | 1058 | - | - | 160 | 179 | 555 | 162 | 182 | 501 |
| Stage 1 | - | - | - | - | - | - | 487 | 489 | - | 482 | 485 | - |
| Stage 2 | - | - | - | - | - | - | 484 | 478 | - | 494 | 488 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 950 | - | - | 1029 | - | - | 139 | 158 | 531 | 146 | 161 | 493 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 139 | 158 | - | 146 | 161 | - |
| Stage 1 | - | - | - | - | - | - | 441 | 443 | - | 442 | 474 | - |
| Stage 2 | - | - | - | - | - | - | 455 | 467 | - | 448 | 442 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.8 | 0.1 | 22.2 | 16.2 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 220 | 950 | - | - | 1029 | - | - | 353 |
| HCM Lane V/C Ratio | 0.048 | 0.05 | - | - | 0.005 | - | - | 0.09 |
| HCM Control Delay (s) | 22.2 | 9 | 0 | - | 8.5 | 0 | - | 16.2 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.2 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 16.4 |
| Intersection LOS | C |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 280 | 175 | 175 | 295 | 270 | 120 |
| Future Vol, veh/h | 280 | 175 | 175 | 295 | 270 | 120 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 292 | 182 | 182 | 307 | 281 | 125 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | | NB | EB |
| Conflicting Lanes Left | 0 | 2 | 2 |
| Conflicting Approach Right | NB | | WB |
| Conflicting Lanes Right | 2 | 0 | 2 |
| HCM Control Delay | 15.1 | 16.5 | 17.7 |
| HCM LOS | C | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | EBLn2 | WBLn1 | WBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 0% | 0% | 100% | 0% | 0% | 100% |
| Vol Right, % | 0% | 100% | 0% | 100% | 0% | 0% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 270 | 120 | 280 | 175 | 175 | 295 |
| LT Vol | 270 | 0 | 0 | 0 | 175 | 0 |
| Through Vol | 0 | 0 | 280 | 0 | 0 | 295 |
| RT Vol | 0 | 120 | 0 | 175 | 0 | 0 |
| Lane Flow Rate | 281 | 125 | 292 | 182 | 182 | 307 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.589 | 0.22 | 0.545 | 0.305 | 0.364 | 0.569 |
| Departure Headway (Hd) | 7.544 | 6.323 | 6.733 | 6.018 | 7.179 | 6.668 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 478 | 565 | 534 | 592 | 499 | 538 |
| Service Time | 5.319 | 4.097 | 4.516 | 3.8 | 4.96 | 4.449 |
| HCM Lane V/C Ratio | 0.588 | 0.221 | 0.547 | 0.307 | 0.365 | 0.571 |
| HCM Control Delay | 20.7 | 10.9 | 17.4 | 11.5 | 14.1 | 18 |
| HCM Lane LOS | C | B | C | B | B | C |
| HCM 95th-tile Q | 3.7 | 0.8 | 3.2 | 1.3 | 1.6 | 3.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 19 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 305 | 205 | 95 | 40 | 165 | 115 |
| Future Vol, veh/h | 305 | 205 | 95 | 40 | 165 | 115 |
| 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 | - | - | - | 0 | 80 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 332 | 223 | 103 | 43 | 179 | 125 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 146 | 0 | - | 0 | 1012 | 125 |
| Stage 1 | - | - | - | - | 125 | - |
| Stage 2 | - | - | - | - | 887 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1430 | - | - | - | 264 | 923 |
| Stage 1 | - | - | - | - | 898 | - |
| Stage 2 | - | - | - | - | 401 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1430 | - | - | - | 203 | 923 |
| Mov Cap-2 Maneuver | - | - | - | - | 203 | - |
| Stage 1 | - | - | - | - | 690 | - |
| Stage 2 | - | - | - | - | 401 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.9 | 0 | 53.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1430 | - | - | - | 203 | 923 |
| HCM Lane V/C Ratio | 0.232 | - | - | - | 0.883 | 0.135 |
| HCM Control Delay (s) | 8.3 | - | - | - | 84.5 | 9.5 |
| HCM Lane LOS | A | - | - | - | F | A |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 6.9 | 0.5 |

## 4: Mosquito Rd & Locust Ave & Driveway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | SBL | SBT | SBR | All |
|---|---|---|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.6 | 0.5 | 0.1 | 0.1 | 0.1 | 0.4 |
| Total Del/Veh (s) | 15.8 | 3.5 | 0.3 | 0.4 | 3.5 | 1.9 | 15.7 | 6.6 | 1.7 | 1.9 |
| Vehicles Entered | 12 | 9 | 204 | 17 | 18 | 498 | 6 | 18 | 6 | 788 |
| Vehicles Exited | 12 | 9 | 205 | 17 | 18 | 499 | 6 | 18 | 6 | 790 |
| Hourly Exit Rate | 12 | 9 | 205 | 17 | 18 | 499 | 6 | 18 | 6 | 790 |
| Input Volume | 15 | 10 | 200 | 13 | 20 | 490 | 5 | 15 | 5 | 773 |
| % of Volume | 80 | 90 | 102 | 131 | 89 | 102 | 120 | 120 | 120 | 102 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 21.5 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 5 | 5 | 290 | 5 | 380 | 5 | 125 | 410 | 80 | 140 | 5 |
| Future Vol, veh/h | 5 | 5 | 5 | 290 | 5 | 380 | 5 | 125 | 410 | 80 | 140 | 5 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 5 | 305 | 5 | 400 | 5 | 132 | 432 | 84 | 147 | 5 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 2 | 1 | 1 | 2 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 2 | 1 | 2 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 2 | 1 | 2 | 1 |
| HCM Control Delay | 11.6 | 21.9 | 23.1 | 17.2 |
| HCM LOS | B | C | C | C |

| Lane | NBLn1 | NBLn2 | EBLn1 | WBLn1 | WBLn2 | SBLn1 |
|---|---|---|---|---|---|---|
| Vol Left, % | 4% | 0% | 33% | 98% | 0% | 36% |
| Vol Thru, % | 96% | 0% | 33% | 2% | 0% | 62% |
| Vol Right, % | 0% | 100% | 33% | 0% | 100% | 2% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 130 | 410 | 15 | 295 | 380 | 225 |
| LT Vol | 5 | 0 | 5 | 290 | 0 | 80 |
| Through Vol | 125 | 0 | 5 | 5 | 0 | 140 |
| RT Vol | 0 | 410 | 5 | 0 | 380 | 5 |
| Lane Flow Rate | 137 | 432 | 16 | 311 | 400 | 237 |
| Geometry Grp | 7 | 7 | 6 | 7 | 7 | 6 |
| Degree of Util (X) | 0.268 | 0.759 | 0.036 | 0.638 | 0.687 | 0.484 |
| Departure Headway (Hd) | 7.063 | 6.329 | 8.304 | 7.399 | 6.185 | 7.357 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 506 | 570 | 434 | 488 | 580 | 488 |
| Service Time | 4.847 | 4.112 | 6.304 | 5.178 | 3.963 | 5.441 |
| HCM Lane V/C Ratio | 0.271 | 0.758 | 0.037 | 0.637 | 0.69 | 0.486 |
| HCM Control Delay | 12.4 | 26.5 | 11.6 | 22.4 | 21.6 | 17.2 |
| HCM Lane LOS | B | D | B | C | C | C |
| HCM 95th-tile Q | 1.1 | 6.8 | 0.1 | 4.4 | 5.3 | 2.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 25 | 515 | 20 | 15 | 420 |
| Future Vol, veh/h | 10 | 25 | 515 | 20 | 15 | 420 |
| Conflicting Peds, #/hr | 0 | 1 | 0 | 0 | 6 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 27 | 560 | 22 | 16 | 457 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1066 | 578 | 0 | 0 | 588 | 0 |
| Stage 1 | 577 | - | - | - | - | - |
| Stage 2 | 489 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 246 | 516 | - | - | 987 | - |
| Stage 1 | 562 | - | - | - | - | - |
| Stage 2 | 616 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 239 | 513 | - | - | 981 | - |
| Mov Cap-2 Maneuver | 239 | - | - | - | - | - |
| Stage 1 | 559 | - | - | - | - | - |
| Stage 2 | 602 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.3 | 0 | 0.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 386 | 981 | - |
| HCM Lane V/C Ratio | - | - | 0.099 | 0.017 | - |
| HCM Control Delay (s) | - | - | 15.3 | 8.7 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 16.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 470 | 15 | 5 | 445 | 0 | 15 | 0 | 10 | 200 | 5 | 230 |
| Future Vol, veh/h | 0 | 470 | 15 | 5 | 445 | 0 | 15 | 0 | 10 | 200 | 5 | 230 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 490 | 16 | 5 | 464 | 0 | 16 | 0 | 10 | 208 | 5 | 240 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 506 | 0 | 0 | 1095 | 972 | 498 | 977 | 980 | 464 |
| Stage 1 | - | - | - | - | - | - | 498 | 498 | - | 474 | 474 | - |
| Stage 2 | - | - | - | - | - | - | 597 | 474 | - | 503 | 506 | - |
| Critical Hdwy | - | - | - | 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 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 0 | - | - | 1059 | - | 0 | 191 | 252 | 572 | 230 | 250 | 598 |
| Stage 1 | 0 | - | - | - | - | 0 | 554 | 544 | - | 571 | 558 | - |
| Stage 2 | 0 | - | - | - | - | 0 | 490 | 558 | - | 551 | 540 | - |
| Platoon blocked, % | | - | - | | - | | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | 1059 | - | - | 112 | 250 | 572 | 225 | 249 | 598 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 112 | 250 | - | 225 | 249 | - |
| Stage 1 | - | - | - | - | - | - | 554 | 544 | - | 571 | 555 | - |
| Stage 2 | - | - | - | - | - | - | 289 | 555 | - | 541 | 540 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 30.9 | 51.2 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 165 | - | - | 1059 | - | 226 | 598 |
| HCM Lane V/C Ratio | 0.158 | - | - | 0.005 | - | 0.945 | 0.401 |
| HCM Control Delay (s) | 30.9 | - | - | 8.4 | 0 | 91.8 | 15 |
| HCM Lane LOS | D | - | - | A | A | F | C |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - | 8.2 | 1.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 595 | 50 | 15 | 415 | 65 | 35 |
| Future Vol, veh/h | 595 | 50 | 15 | 415 | 65 | 35 |
| Conflicting Peds, #/hr | 0 | 19 | 19 | 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 633 | 53 | 16 | 441 | 69 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 705 | 0 | 1152 | 679 |
| Stage 1 | - | - | - | - | 679 | - |
| Stage 2 | - | - | - | - | 473 | - |
| 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 | - | - | 893 | - | 219 | 452 |
| Stage 1 | - | - | - | - | 504 | - |
| Stage 2 | - | - | - | - | 627 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 877 | - | 210 | 444 |
| Mov Cap-2 Maneuver | - | - | - | - | 210 | - |
| Stage 1 | - | - | - | - | 495 | - |
| Stage 2 | - | - | - | - | 612 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 28.6 |
| HCM LOS | | | D |

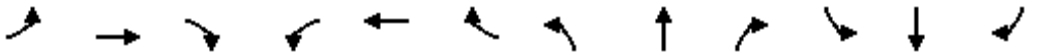
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 257 | - | - | 877 | - |
| HCM Lane V/C Ratio | 0.414 | - | - | 0.018 | - |
| HCM Control Delay (s) | 28.6 | - | - | 9.2 | - |
| HCM Lane LOS | D | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.9 | - | - | 0.1 | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 105 | 95 | 940 | 0 | 0 | 130 |
| Future Volume (vph) | 105 | 95 | 940 | 0 | 0 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 5.1 | 5.1 | 5.1 | | | 5.1 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | | | 1.00 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1770 | 1583 | 1863 | | | 1863 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1770 | 1583 | 1863 | | | 1863 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 112 | 101 | 1000 | 0 | 0 | 138 |
| RTOR Reduction (vph) | 0 | 88 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 112 | 13 | 1000 | 0 | 0 | 138 |
| Turn Type | Prot | Prot | NA | | | NA |
| Protected Phases | 7 | 7 | 2 | | | 6 8 |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 10.7 | 10.7 | 45.3 | | | 48.4 |
| Effective Green, g (s) | 10.7 | 10.7 | 45.3 | | | 48.4 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.53 | | | 0.57 |
| Clearance Time (s) | 5.1 | 5.1 | 5.1 | | | |
| Vehicle Extension (s) | 0.2 | 0.2 | 0.2 | | | |
| Lane Grp Cap (vph) | 222 | 198 | 989 | | | 1057 |
| v/s Ratio Prot | c0.06 | 0.01 | c0.54 | | | c0.07 |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.50 | 0.06 | 1.01 | | | 0.13 |
| Uniform Delay, d1 | 34.8 | 32.9 | 20.0 | | | 8.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | | | 0.15 |
| Incremental Delay, d2 | 0.7 | 0.0 | 31.4 | | | 0.0 |
| Delay (s) | 35.5 | 32.9 | 51.4 | | | 1.3 |
| Level of Service | D | C | D | | | A |
| Approach Delay (s) | 34.3 | | 51.4 | | | 1.3 |
| Approach LOS | C | | D | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 43.6 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 85.3 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 63.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 20 | 55 | 15 | 215 | 770 | 50 | 10 | 110 | 580 |
| Future Volume (vph) | 0 | 0 | 0 | 20 | 55 | 15 | 215 | 770 | 50 | 10 | 110 | 580 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | | | 5.1 | 5.1 | 4.6 | 5.1 | | 4.6 | 5.1 | 5.1 |
| Lane Util. Factor | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | | | | | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | | | | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1839 | 1583 | 1770 | 1846 | | 1770 | 1863 | 1549 |
| Flt Permitted | | | | | 0.99 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1839 | 1583 | 1770 | 1846 | | 1770 | 1863 | 1549 |
| Peak-hour factor, PHF | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 0 | 0 | 0 | 21 | 59 | 16 | 229 | 819 | 53 | 11 | 117 | 617 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 280 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 80 | 2 | 229 | 871 | 0 | 11 | 117 | 337 |
| Confl. Peds. (#/hr) | | | | | | | 1 | | | | | 1 |
| Turn Type | | | | Perm | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | | | | | 8 | | 5 7 | 2 7 | | 1 | 6 | |
| Permitted Phases | | | | 8 | | 8 | | | | | | 6 |
| Actuated Green, G (s) | | | | | 8.4 | 8.4 | 17.0 | 61.1 | | 1.0 | 40.0 | 40.0 |
| Effective Green, g (s) | | | | | 8.4 | 8.4 | 17.0 | 61.1 | | 1.0 | 40.0 | 40.0 |
| Actuated g/C Ratio | | | | | 0.10 | 0.10 | 0.20 | 0.72 | | 0.01 | 0.47 | 0.47 |
| Clearance Time (s) | | | | | 5.1 | 5.1 | | | | 4.6 | 5.1 | 5.1 |
| Vehicle Extension (s) | | | | | 0.2 | 0.2 | | | | 0.2 | 0.2 | 0.2 |
| Lane Grp Cap (vph) | | | | | 181 | 155 | 352 | 1322 | | 20 | 873 | 726 |
| v/s Ratio Prot | | | | | | | c0.13 | c0.47 | | 0.01 | 0.06 | |
| v/s Ratio Perm | | | | | 0.04 | 0.00 | | | | | | 0.22 |
| v/c Ratio | | | | | 0.44 | 0.01 | 0.65 | 0.66 | | 0.55 | 0.13 | 0.46 |
| Uniform Delay, d1 | | | | | 36.2 | 34.7 | 31.4 | 6.5 | | 41.9 | 12.8 | 15.4 |
| Progression Factor | | | | | 1.00 | 1.00 | 1.63 | 0.21 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 0.6 | 0.0 | 1.3 | 0.4 | | 17.2 | 0.0 | 0.2 |
| Delay (s) | | | | | 36.9 | 34.7 | 52.6 | 1.7 | | 59.2 | 12.9 | 15.5 |
| Level of Service | | | | | D | C | D | A | | E | B | B |
| Approach Delay (s) | | 0.0 | | | 36.5 | | | 12.3 | | | 15.8 | |
| Approach LOS | | A | | | D | | | B | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 85.3 | Sum of lost time (s) | 19.9 |
| Intersection Capacity Utilization | 66.9% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 104.5 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 105 | 35 | 40 | 15 | 150 | 0 | 50 | 40 | 10 | 50 | 75 | 760 |
| Future Vol, veh/h | 105 | 35 | 40 | 15 | 150 | 0 | 50 | 40 | 10 | 50 | 75 | 760 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 112 | 37 | 43 | 16 | 160 | 0 | 53 | 43 | 11 | 53 | 80 | 809 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 12.6 | 13.8 | 11.3 | 150.7 |
| HCM LOS | B | B | B | F |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 50% | 100% | 0% | 9% | 6% |
| Vol Thru, % | 40% | 0% | 47% | 91% | 8% |
| Vol Right, % | 10% | 0% | 53% | 0% | 86% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 100 | 105 | 75 | 165 | 885 |
| LT Vol | 50 | 105 | 0 | 15 | 50 |
| Through Vol | 40 | 0 | 35 | 150 | 75 |
| RT Vol | 10 | 0 | 40 | 0 | 760 |
| Lane Flow Rate | 106 | 112 | 80 | 176 | 941 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.187 | 0.233 | 0.147 | 0.322 | 1.274 |
| Departure Headway (Hd) | 6.779 | 8.297 | 7.397 | 7.365 | 4.873 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 533 | 436 | 488 | 491 | 753 |
| Service Time | 4.779 | 5.997 | 5.097 | 5.365 | 2.877 |
| HCM Lane V/C Ratio | 0.199 | 0.257 | 0.164 | 0.358 | 1.25 |
| HCM Control Delay | 11.3 | 13.5 | 11.4 | 13.8 | 150.7 |
| HCM Lane LOS | B | B | B | B | F |
| HCM 95th-tile Q | 0.7 | 0.9 | 0.5 | 1.4 | 35.3 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 16.4 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 305 | 270 | 25 | 5 | 165 | 170 | 0 | 0 | 0 | 210 | 20 | 205 |
| Future Vol, veh/h | 305 | 270 | 25 | 5 | 165 | 170 | 0 | 0 | 0 | 210 | 20 | 205 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 318 | 281 | 26 | 5 | 172 | 177 | 0 | 0 | 0 | 219 | 21 | 214 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |

| Approach | EB | WB | SB |
|---|---|---|---|
| Opposing Approach | WB | EB | |
| Opposing Lanes | 2 | 2 | 0 |
| Conflicting Approach Left | SB | | WB |
| Conflicting Lanes Left | 2 | 0 | 2 |
| Conflicting Approach Right | | SB | EB |
| Conflicting Lanes Right | 0 | 2 | 2 |
| HCM Control Delay | 19.1 | 12.7 | 15.5 |
| HCM LOS | C | B | C |

| Lane | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Vol Left, % | 100% | 0% | 3% | 0% | 91% | 0% |
| Vol Thru, % | 0% | 92% | 97% | 0% | 9% | 0% |
| Vol Right, % | 0% | 8% | 0% | 100% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 305 | 295 | 170 | 170 | 230 | 205 |
| LT Vol | 305 | 0 | 5 | 0 | 210 | 0 |
| Through Vol | 0 | 270 | 165 | 0 | 20 | 0 |
| RT Vol | 0 | 25 | 0 | 170 | 0 | 205 |
| Lane Flow Rate | 318 | 307 | 177 | 177 | 240 | 214 |
| Geometry Grp | 7 | 7 | 7 | 7 | 7 | 7 |
| Degree of Util (X) | 0.624 | 0.555 | 0.344 | 0.308 | 0.501 | 0.377 |
| Departure Headway (Hd) | 7.07 | 6.499 | 7 | 6.268 | 7.525 | 6.349 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 508 | 553 | 510 | 568 | 477 | 564 |
| Service Time | 4.843 | 4.272 | 4.786 | 4.053 | 5.296 | 4.119 |
| HCM Lane V/C Ratio | 0.626 | 0.555 | 0.347 | 0.312 | 0.503 | 0.379 |
| HCM Control Delay | 21 | 17.2 | 13.5 | 11.9 | 17.7 | 13 |
| HCM Lane LOS | C | C | B | B | C | B |
| HCM 95th-tile Q | 4.2 | 3.4 | 1.5 | 1.3 | 2.8 | 1.7 |

## 13: Wiltse Rd & Broadway Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|---|---|---|---|---|---|---|---|
| Denied Del/Veh (s) | 0.7 | 0.6 | 0.0 | 0.0 | 0.2 | 0.2 | 0.4 |
| Total Del/Veh (s) | 12.1 | 9.2 | 1.2 | 1.5 | 6.9 | 4.4 | 7.6 |
| Vehicles Entered | 533 | 17 | 33 | 326 | 32 | 56 | 997 |
| Vehicles Exited | 532 | 17 | 33 | 326 | 32 | 57 | 997 |
| Hourly Exit Rate | 532 | 17 | 33 | 326 | 32 | 57 | 997 |
| Input Volume | 545 | 20 | 30 | 341 | 35 | 55 | 1026 |
| % of Volume | 98 | 84 | 109 | 96 | 91 | 104 | 97 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 340 | 440 | 400 | 30 | 5 | 240 |
| Future Vol, veh/h | 340 | 440 | 400 | 30 | 5 | 240 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 2 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 205 | - | - | 40 | 0 | 65 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 354 | 458 | 417 | 31 | 5 | 250 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 450 | 0 | - | 0 | 1585 | 419 |
| Stage 1 | - | - | - | - | 419 | - |
| Stage 2 | - | - | - | - | 1166 | - |
| 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 | 1110 | - | - | - | 119 | 634 |
| Stage 1 | - | - | - | - | 664 | - |
| Stage 2 | - | - | - | - | 296 | - |
| Platoon blocked, % | | | - | - | - | |
| Mov Cap-1 Maneuver | 1108 | - | - | - | 81 | 633 |
| Mov Cap-2 Maneuver | - | - | - | - | 81 | - |
| Stage 1 | - | - | - | - | 452 | - |
| Stage 2 | - | - | - | - | 295 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.3 | 0 | 15.2 |
| HCM LOS | | | C |

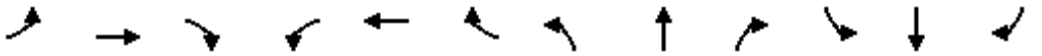
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1108 | - | - | - | 81 | 633 |
| HCM Lane V/C Ratio | 0.32 | - | - | - | 0.064 | 0.395 |
| HCM Control Delay (s) | 9.8 | - | - | - | 52.5 | 14.4 |
| HCM Lane LOS | A | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 1.4 | - | - | - | 0.2 | 1.9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.9 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 270 | 0 | 70 | 0 | 0 | 10 | 100 | 165 | 5 | 5 | 110 | 385 |
| Future Vol, veh/h | 270 | 0 | 70 | 0 | 0 | 10 | 100 | 165 | 5 | 5 | 110 | 385 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 278 | 0 | 72 | 0 | 0 | 10 | 103 | 170 | 5 | 5 | 113 | 397 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 16.6 | 9.7 | 14.1 | 21.1 |
| HCM LOS | C | A | B | C |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 37% | 100% | 0% | 0% | 1% |
| Vol Thru, % | 61% | 0% | 0% | 0% | 22% |
| Vol Right, % | 2% | 0% | 100% | 100% | 77% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 270 | 270 | 70 | 10 | 500 |
| LT Vol | 100 | 270 | 0 | 0 | 5 |
| Through Vol | 165 | 0 | 0 | 0 | 110 |
| RT Vol | 5 | 0 | 70 | 10 | 385 |
| Lane Flow Rate | 278 | 278 | 72 | 10 | 515 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.46 | 0.551 | 0.118 | 0.019 | 0.734 |
| Departure Headway (Hd) | 5.953 | 7.129 | 5.906 | 6.555 | 5.124 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 601 | 504 | 605 | 549 | 701 |
| Service Time | 4.026 | 4.892 | 3.667 | 4.555 | 3.185 |
| HCM Lane V/C Ratio | 0.463 | 0.552 | 0.119 | 0.018 | 0.735 |
| HCM Control Delay | 14.1 | 18.4 | 9.5 | 9.7 | 21.1 |
| HCM Lane LOS | B | C | A | A | C |
| HCM 95th-tile Q | 2.4 | 3.3 | 0.4 | 0.1 | 6.5 |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 30 | 340 | 70 | 55 | 320 | 150 | 75 | 25 | 75 | 150 | 20 | 30 |
| Future Volume (vph) | 30 | 340 | 70 | 55 | 320 | 150 | 75 | 25 | 75 | 150 | 20 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 0.89 | | 1.00 | 0.91 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 1863 | 1549 | 1770 | 1774 | | 1770 | 1653 | | 1770 | 1696 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 1863 | 1549 | 1770 | 1774 | | 1770 | 1653 | | 1770 | 1696 | |
| Peak-hour factor, PHF | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 31 | 354 | 73 | 57 | 333 | 156 | 78 | 26 | 78 | 156 | 21 | 31 |
| RTOR Reduction (vph) | 0 | 0 | 52 | 0 | 22 | 0 | 0 | 55 | 0 | 0 | 20 | 0 |
| Lane Group Flow (vph) | 31 | 354 | 21 | 57 | 467 | 0 | 78 | 49 | 0 | 156 | 32 | 0 |
| Confl. Peds. (#/hr) | | | 1 | 1 | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | | | 4 | | | | | | | | | |
| Actuated Green, G (s) | 1.9 | 20.9 | 20.9 | 2.8 | 21.8 | | 3.8 | 21.0 | | 9.6 | 26.8 | |
| Effective Green, g (s) | 1.9 | 20.9 | 20.9 | 2.8 | 21.8 | | 3.8 | 21.0 | | 9.6 | 26.8 | |
| Actuated g/C Ratio | 0.03 | 0.29 | 0.29 | 0.04 | 0.30 | | 0.05 | 0.29 | | 0.13 | 0.37 | |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 46 | 538 | 447 | 68 | 534 | | 93 | 480 | | 235 | 628 | |
| v/s Ratio Prot | 0.02 | 0.19 | | c0.03 | c0.26 | | 0.04 | c0.03 | | c0.09 | 0.02 | |
| v/s Ratio Perm | | | 0.01 | | | | | | | | | |
| v/c Ratio | 0.67 | 0.66 | 0.05 | 0.84 | 0.87 | | 0.84 | 0.10 | | 0.66 | 0.05 | |
| Uniform Delay, d1 | 34.9 | 22.6 | 18.5 | 34.5 | 23.9 | | 33.9 | 18.8 | | 29.8 | 14.6 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 32.6 | 2.9 | 0.0 | 56.3 | 14.7 | | 45.2 | 0.4 | | 6.9 | 0.2 | |
| Delay (s) | 67.5 | 25.5 | 18.6 | 90.8 | 38.6 | | 79.1 | 19.2 | | 36.7 | 14.8 | |
| Level of Service | E | C | B | F | D | | E | B | | D | B | |
| Approach Delay (s) | | 27.2 | | | 44.1 | | | 44.9 | | | 31.2 | |
| Approach LOS | | C | | | D | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 36.7 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 72.3 | Sum of lost time (s) | 18.0 |
| Intersection Capacity Utilization | 56.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 345 | 195 | 0 | 0 | 570 |
| Future Vol, veh/h | 5 | 345 | 195 | 0 | 0 | 570 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 371 | 210 | 0 | 0 | 613 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 823 | 210 | 0 | - | - | - |
| Stage 1 | 210 | - | - | - | - | - |
| Stage 2 | 613 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 343 | 830 | - | 0 | 0 | - |
| Stage 1 | 825 | - | - | 0 | 0 | - |
| Stage 2 | 541 | - | - | 0 | 0 | - |
| Platoon blocked, % | | | - | | | - |
| Mov Cap-1 Maneuver | 343 | 830 | - | - | - | - |
| Mov Cap-2 Maneuver | 343 | - | - | - | - | - |
| Stage 1 | 825 | - | - | - | - | - |
| Stage 2 | 541 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | WBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 813 | - |
| HCM Lane V/C Ratio | - | 0.463 | - |
| HCM Control Delay (s) | - | 13.2 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 2.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 210 | 55 | 15 | 120 | 40 | 20 |
| Future Vol, veh/h | 210 | 55 | 15 | 120 | 40 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 45 | - | 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 | 228 | 60 | 16 | 130 | 43 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 288 | 0 | 420 | 258 |
| Stage 1 | - | - | - | - | 258 | - |
| Stage 2 | - | - | - | - | 162 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1274 | - | 590 | 781 |
| Stage 1 | - | - | - | - | 785 | - |
| Stage 2 | - | - | - | - | 867 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1274 | - | 582 | 781 |
| Mov Cap-2 Maneuver | - | - | - | - | 582 | - |
| Stage 1 | - | - | - | - | 785 | - |
| Stage 2 | - | - | - | - | 856 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.9 | 11.3 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 636 | - | - | 1274 | - |
| HCM Lane V/C Ratio | 0.103 | - | - | 0.013 | - |
| HCM Control Delay (s) | 11.3 | - | - | 7.9 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0 | - |