**600 Unicorn Park Drive σ Woburn, MA 01801**
**Phone: 781-932-3201 σ Fax: 781-932-3413**

# MEMORANDUM

**TO:** David Hale
**FROM:** Kenneth P. Cram, P.E.
**CC:**
**DATE:** April 16, 2020
**RE:** Proposed Cedar Crossing and Cedar Edge Residential Development
Internal Analysis
Summer Street, Walpole, MA

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This memorandum has been prepared to assess the internal intersections within the residential development off of Summer Street. This assessment has analyzed available traffic volume data, distributed trips appropriately and performed an analysis of each of the intersections' capacities.

The internal streets are referred to as "Road A" through "Road E". The traffic volumes used are from the trip generation table contained in the January 6, 2020 Traffic Impact and Access Study (TIAS) prepared for the project. The trips were distributed internally based on the site characteristics. Each component (apartments, townhouses and single-family homes) was distributed separately due to their locations within the site. Within the proposed development, the intersections are projected to operate at level of service (LOS) A for both the morning and evening peak hours (with volume to capacity (v/c) ratios significantly lower than 1.0).

Based on the analysis performed, all internal intersections will operate at good levels of service with very minor delay.

## PROJECT DESCRIPTION

The project will consist of the development of 300 residential units, of which 192 will be apartments units, 48 will be townhouse units and 60 will be single-family homes. Parking for a total of 677 (includes garage and surface parking) vehicles will be provided at the site. Access to the site will be provided by way of a driveway to Summer Street. Figure 1 shows the proposed site access area in relation to the surrounding roadway network.

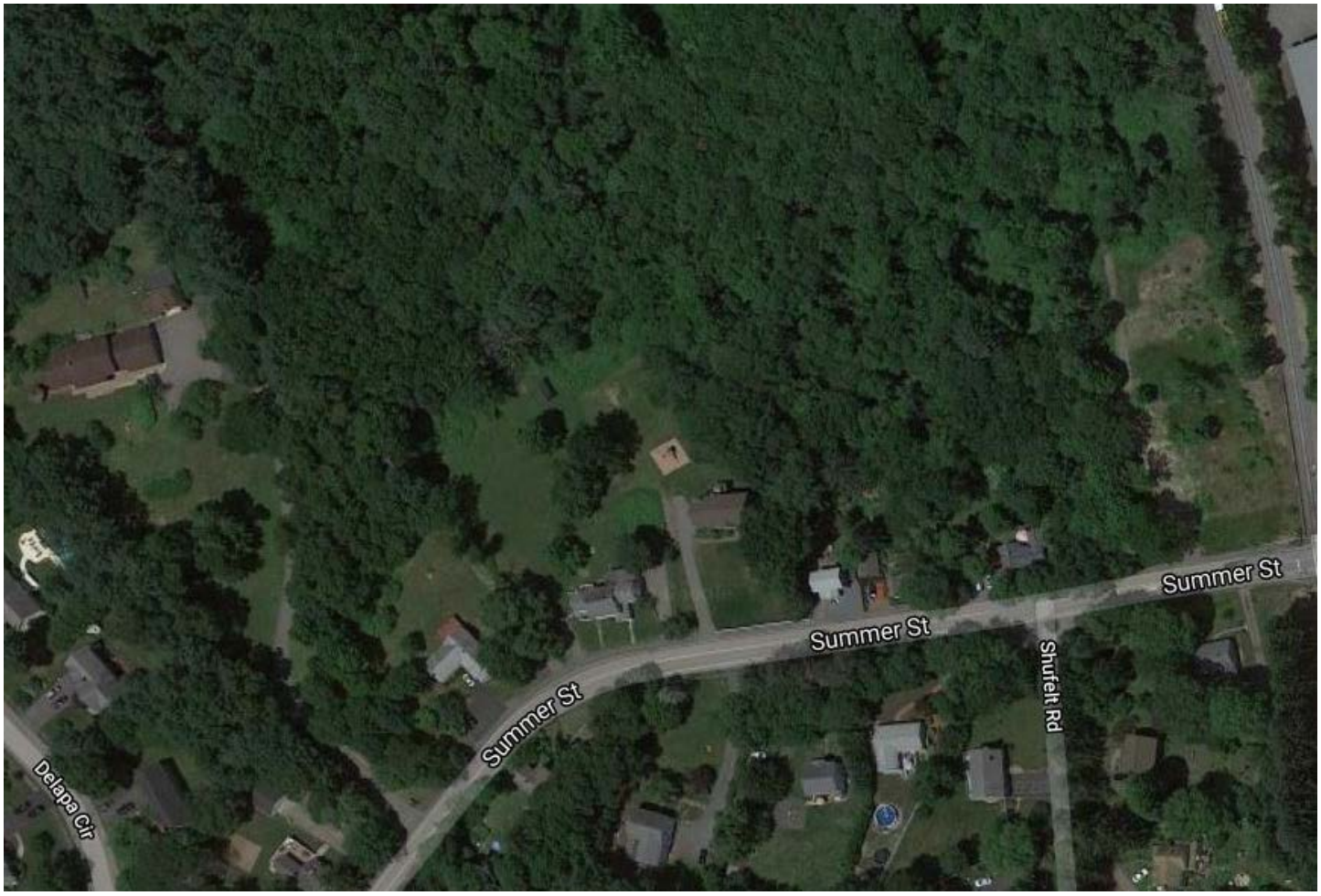



**Figure 1**
**Site Access Location Map**

## FUTURE CONDITIONS

As indicated, the project will consist of the development of 300 residential units, of which 192 will be apartment units, 48 will be townhouse units and 60 will be single-family homes. Access to the site will be provided by way of a driveway to Summer Street.

The internal streets are referred to as "Road A" through "Road E". Road E is a one-way at the intersection of Road E and Road C. This separates apartment and townhouse traffic from passing by the single-family homes. All internal intersections operate as T-intersections with the minor street being under STOP-sign control.

The impacts of the project were analyzed and summarized in the January 6, 2020 Traffic Impact and Access Study (TIAS) for the intersections of Summer Street and the proposed site driveway. Summarized in Table 1 is the expected site trip generation by component. The trip assignment worksheets are included in the Appendix.

Based on the volumes in Table 1, the internal analyses were evaluated. The results of the internal analyses are summarized in Table 2 on the next page. The capacity analyses are included in the Appendix.

**TABLE 1**
**TRIP-GENERATION SUMMARY**

| | Apartment Trips[a] | Townhouse Trips[b] | Single-Family Home Trips[c] | Total Trips |
|---|---|---|---|---|
| Average Weekday Daily Traffic | 1,044 | 322 | 650 | 2,016 |
| *Weekday Morning Peak Hour:* | | | | |
| Entering | 17 | 6 | 12 | 35 |
| Exiting | 48 | 18 | 35 | 101 |
| Total | 65 | 24 | 47 | 136 |
| *Weekday Evening Peak Hour:* | | | | |
| Entering | 51 | 20 | 39 | 110 |
| Exiting | 32 | 11 | 23 | 66 |
| Total | 83 | 31 | 62 | 176 |

[a]Based on ITE LUC 221 – Multifamily Housing (Mid-Rise); 192 units.
[b]Based on ITE LUC 220 – Multifamily Housing (Low-Rise); 48 units.
[c]Based on ITE LUC 210 – Single-Family Detached Housing; 60 units.

**TABLE 2**
**UNSIGNALIZED LEVEL-OF-SERVICE ANALYSIS SUMMARY**
**INTERNAL INTERSECTIONS ANALYSIS**

| Critical Movement/ Peak Hour | 2026 Build | | | | |
|---|---|---|---|---|---|
| | Demand | V/C | Delay | LOS | Queue |
| ***Road A & Road F*** | | | | | |
| *All movements from Road A (WB):* | | | | | |
| Weekday Morning | 4 | 0.00 | 8.4 | A | 0 |
| Weekday Evening | 14 | 0.01 | 8.5 | A | 0 |
| ***Road A & Road B*** | | | | | |
| *All movements from Road B (WB):* | | | | | |
| Weekday Morning | 5 | 0.01 | 9.2 | A | 0 |
| Weekday Evening | 2 | 0.00 | 9.5 | A | 0 |
| ***Road A & Single-Family Loop*** | | | | | |
| *All movements from Loop (EB):* | | | | | |
| Weekday Morning | 3 | 0.00 | 8.8 | A | 0 |
| Weekday Evening | 2 | 0.00 | 8.6 | A | 0 |
| ***Road A & Road E*** | | | | | |
| *All movements from Road E (SB):* | | | | | |
| Weekday Morning | 11 | 0.02 | 8.7 | A | 2.5 |
| Weekday Evening | 13 | 0.01 | 8.7 | A | 0 |
| ***Road A & Road C*** | | | | | |
| *All movements from Road C (SB):* | | | | | |
| Weekday Morning | 61 | 0.07 | 9.1 | A | 5.0 |
| Weekday Evening | 41 | 0.05 | 9.2 | A | 5.0 |
| ***Road C & Road C*** | | | | | |
| *All movements from Road C (SB):* | | | | | |
| Weekday Morning | 27 | 0.03 | 8.8 | A | 2.5 |
| Weekday Evening | 18 | 0.02 | 8.9 | A | 2.5 |
| ***Road C & Road D*** | | | | | |
| *All movements from Road D (WB):* | | | | | |
| Weekday Morning | 1 | 0.00 | 8.7 | A | 0 |
| Weekday Evening | 1 | 0.00 | 8.7 | A | 0 |

[a]Demand of critical movements in vehicles per hour.
[b]Volume-to-capacity ratio.
[c]Delay in seconds per vehicle.
[d]Level of service.
[e]95th percentile queue in feet.

As shown in Table 2, the critical movements of the on-site intersections will operate at good levels of service.

## CONCLUSION AND RECOMMENDATIONS

Bayside has examined the performance of the internal intersections with the residential site area. Based on the analysis:

- Under future Build conditions, all internal intersections are projected to operate at level of service (LOS) A for both the morning and evening peak hours.
- Road E is a one-way at the intersection of Road E and Road C. This separates apartment and townhouse traffic from passing by the single-family homes.

As such, the traffic throughout the proposed site will operate at good levels of service with very minor delay.

# APPENDIX

**Trip Assignment Networks**

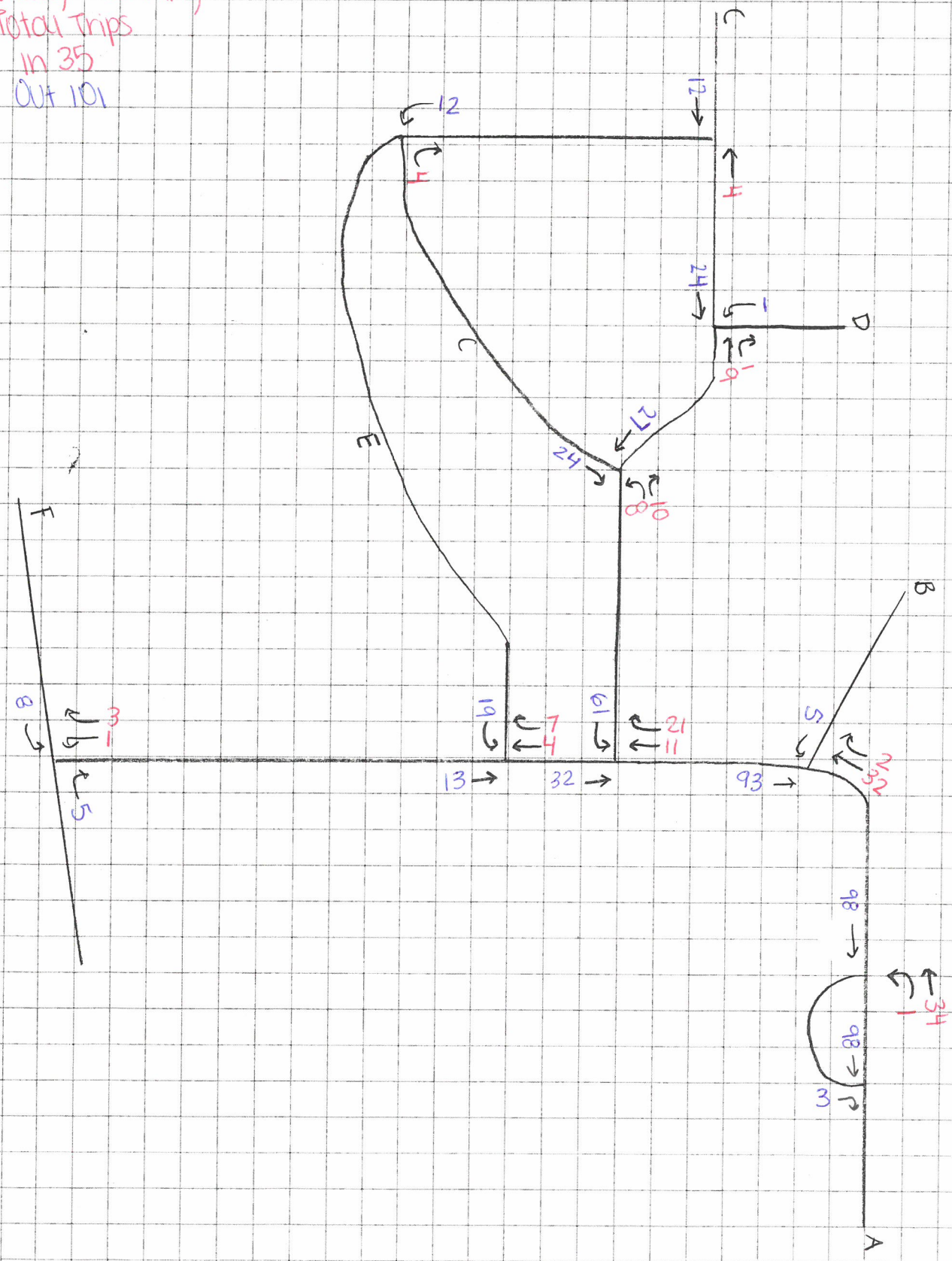
**Capacity Analysis Worksheets**

# Trip Assignment Networks

BAYSIDE ENGINEERING
600 Unicorn Park Drive ▲ Woburn, MA 01801
Phone: 781.932.3201 ▲ Fax: 781.932.3413
www.baysideengineering.com

JOB Walpole, MA
SHEET NO ____ OF ____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY ____ DATE ____
SCALE ____

Weekday Morning
Total Trips
In 35
Out 101



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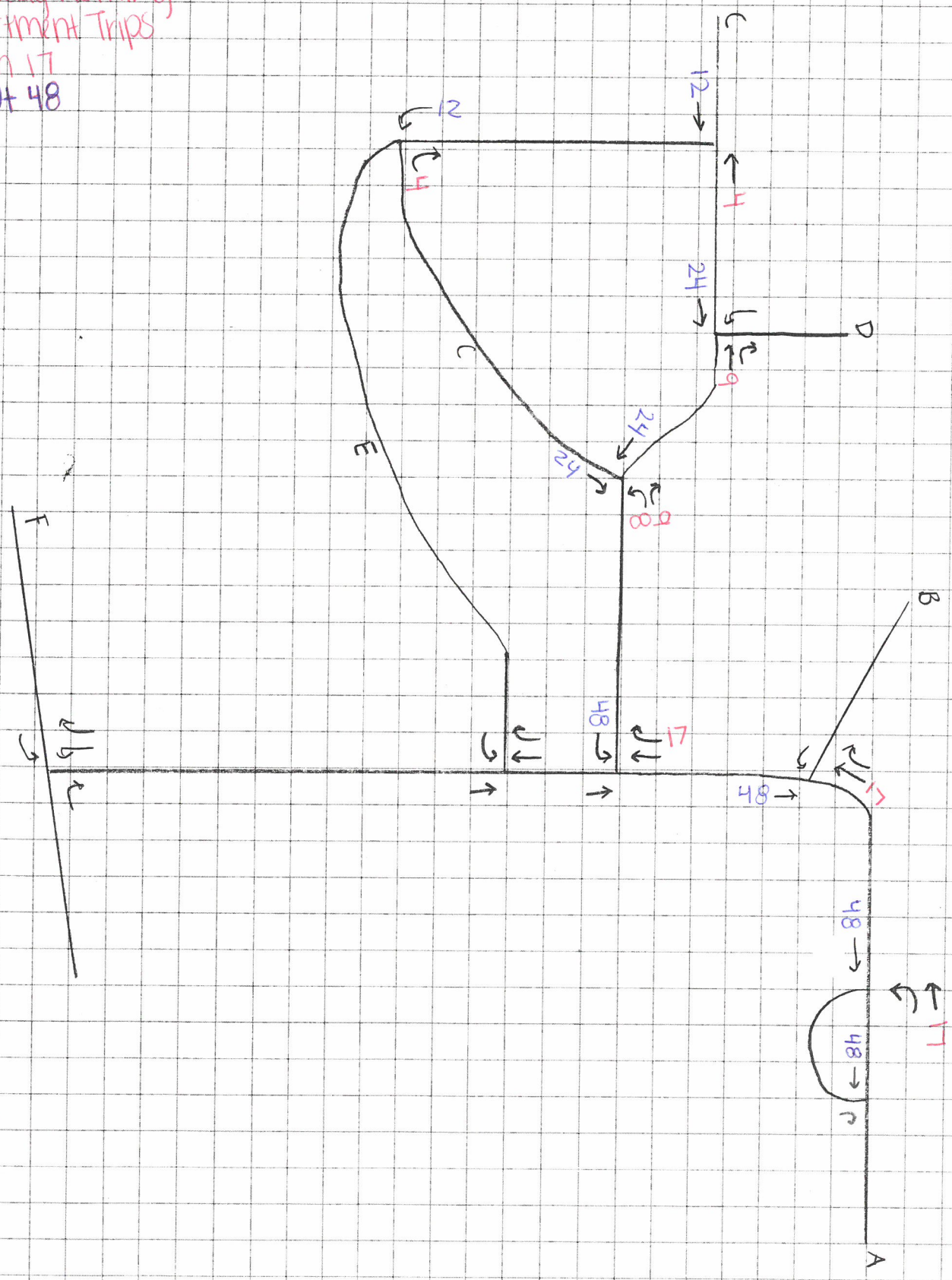
JOB Walpole, MA
SHEET NO ____ OF ____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY ____ DATE ____
SCALE ____

Weekday Morning
Apartment Trips
In 17
Out 48



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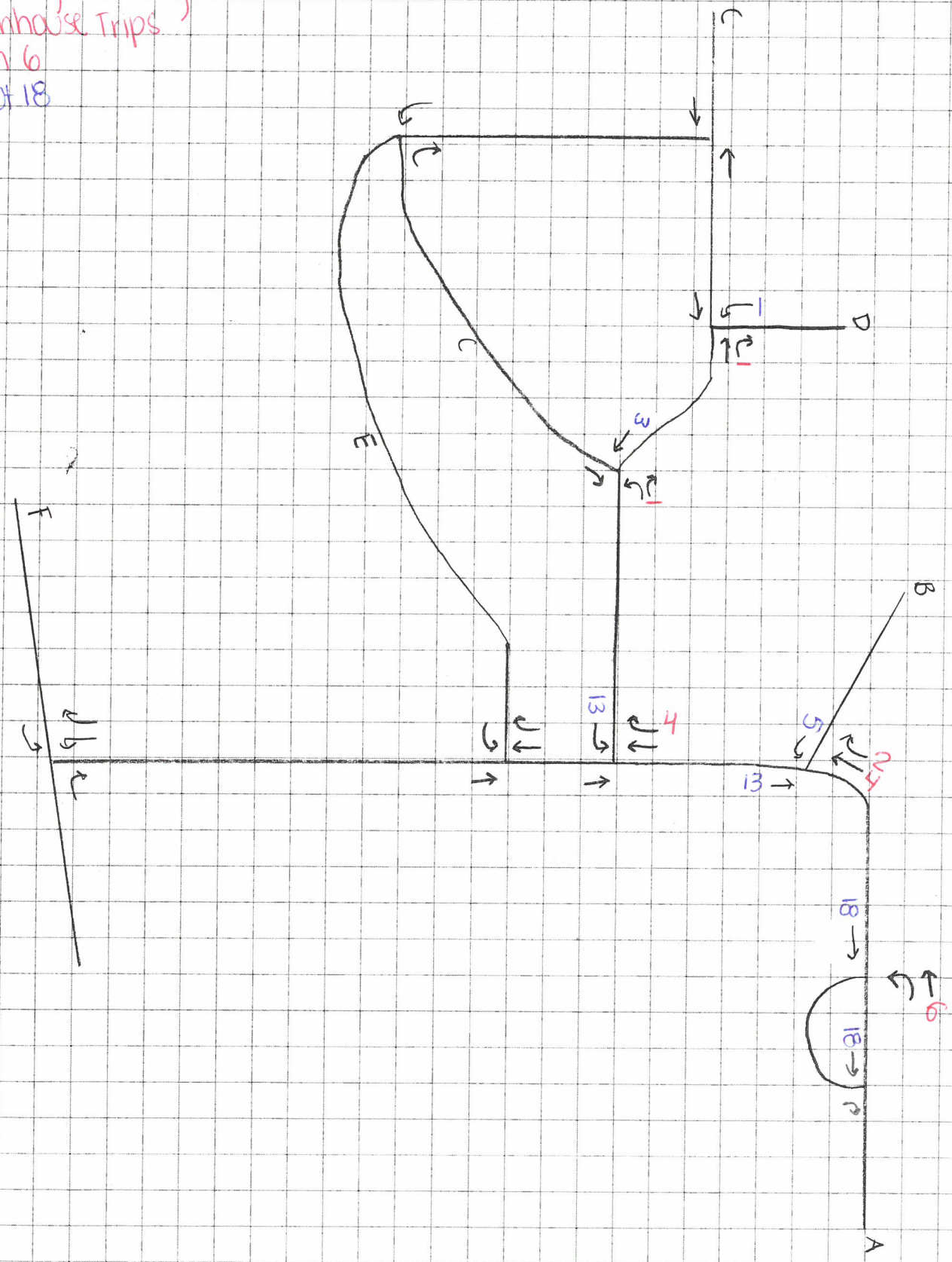
JOB Walpole, MA
SHEET NO _____ OF _____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY _____ DATE _____
SCALE _____

Weekday Morning
Townhouse Trips
In 6
Out 18



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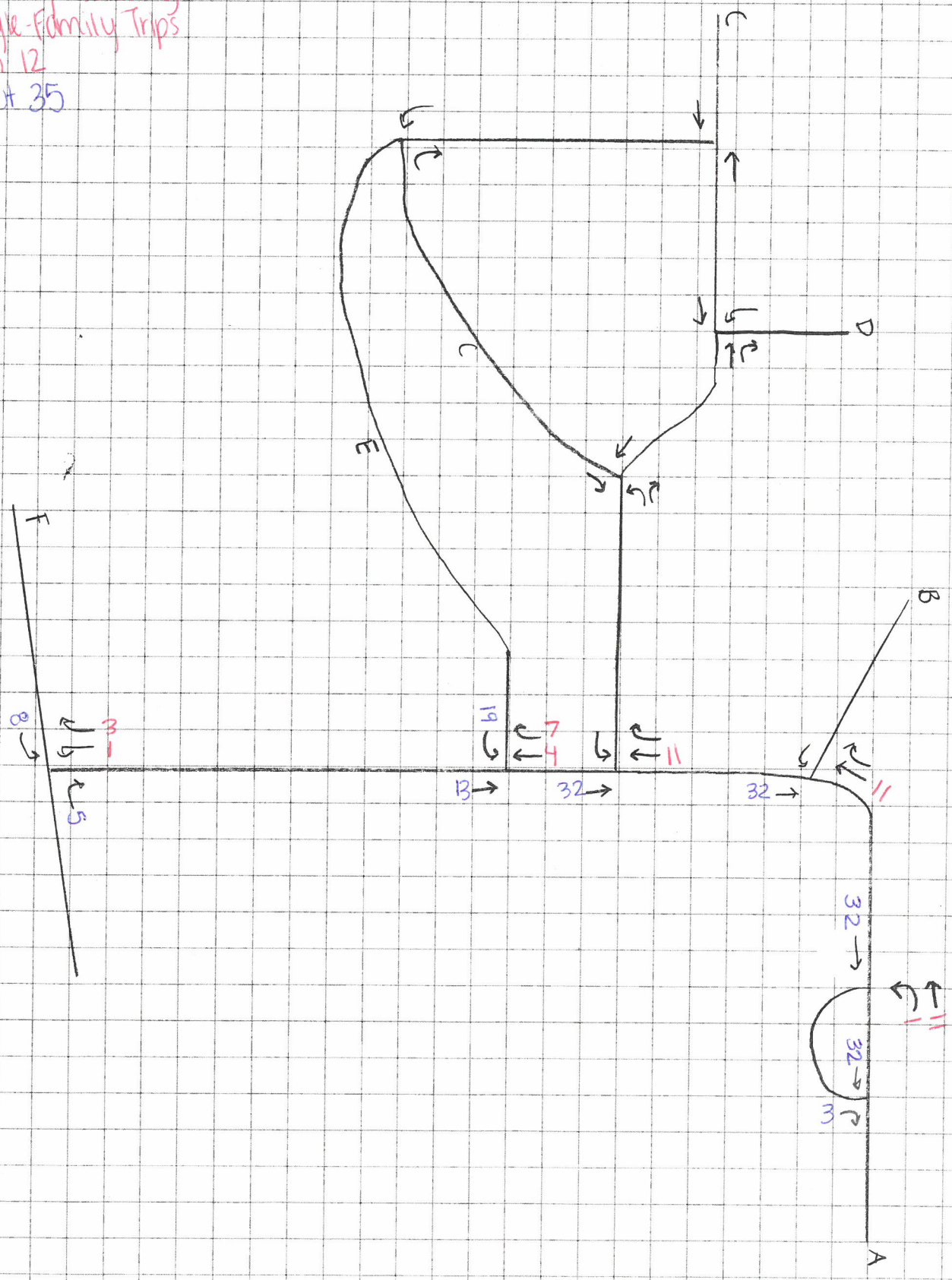
JOB Walpole, MA
SHEET NO ____ OF ____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY ____ DATE ____
SCALE ____

Weekday Morning
Single-Family Trips
In 12
Out 35



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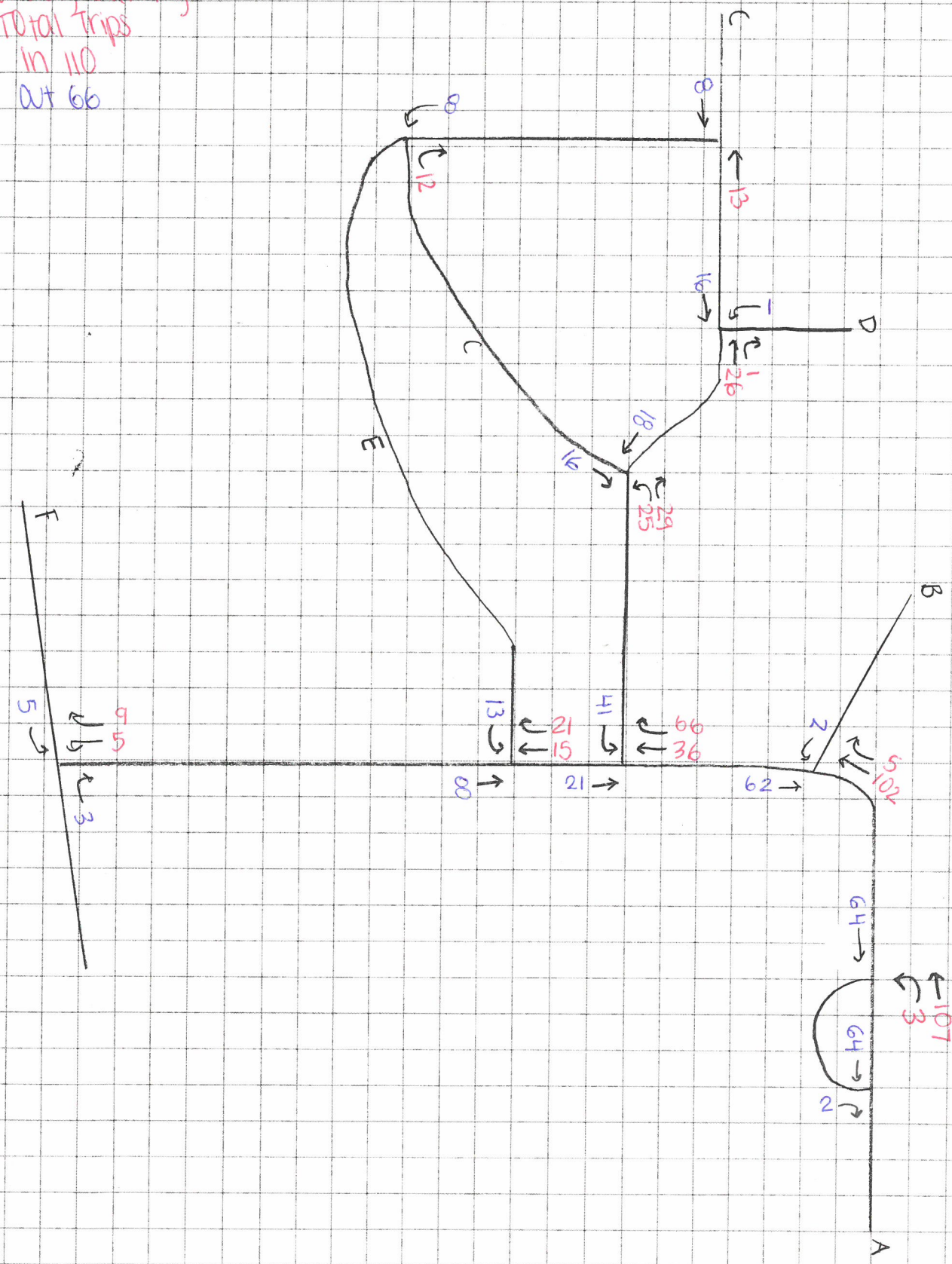
JOB Walpole, MA
SHEET NO ____ OF ____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY ____ DATE ____
SCALE ____

Weekday Evening
Total Trips
In 110
Out 66



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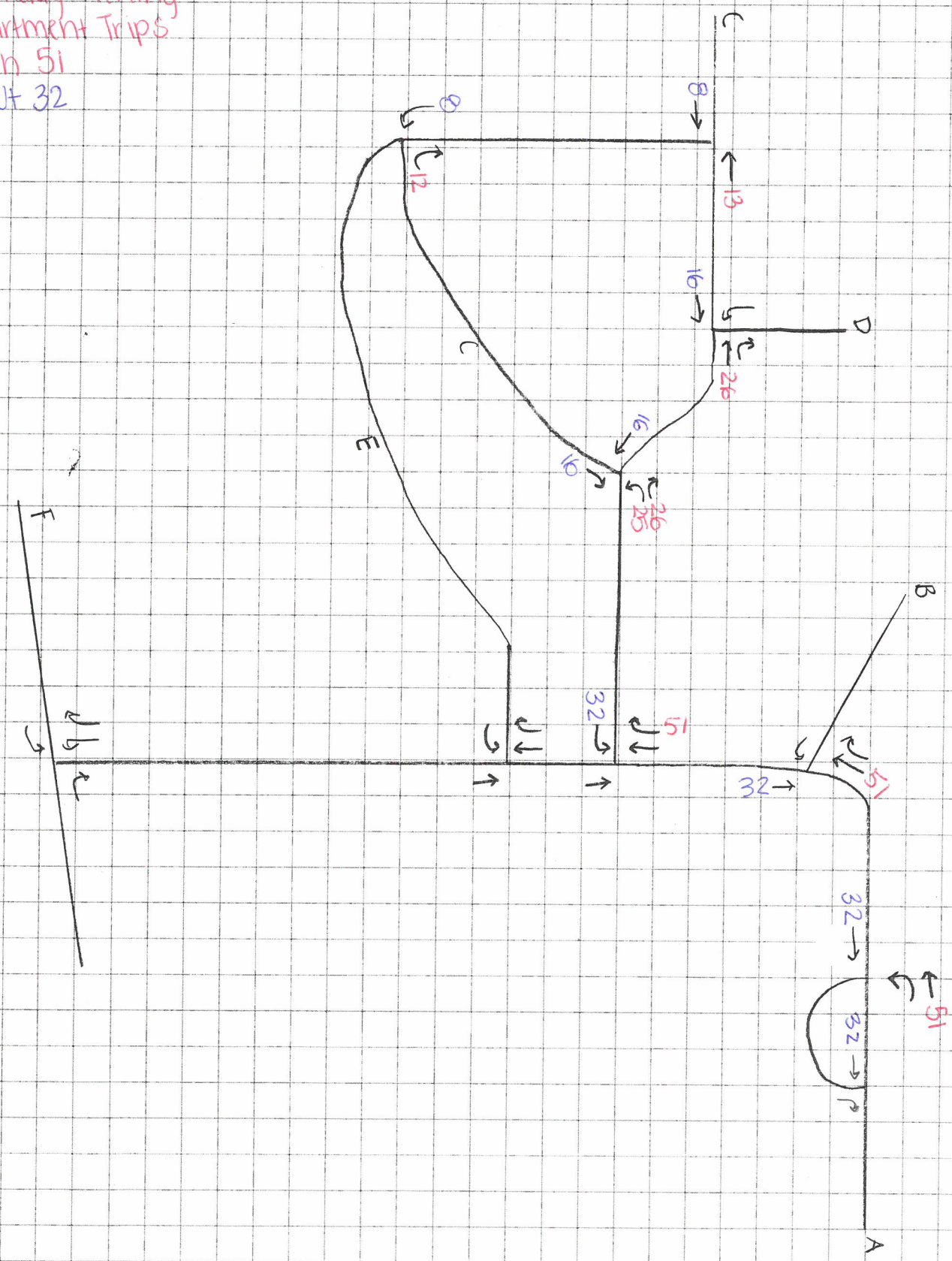
JOB Walpole, MA
SHEET NO _____ OF _____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY _____ DATE _____
SCALE _____

Weekday Evening
Apartment Trips
In 51
Out 32



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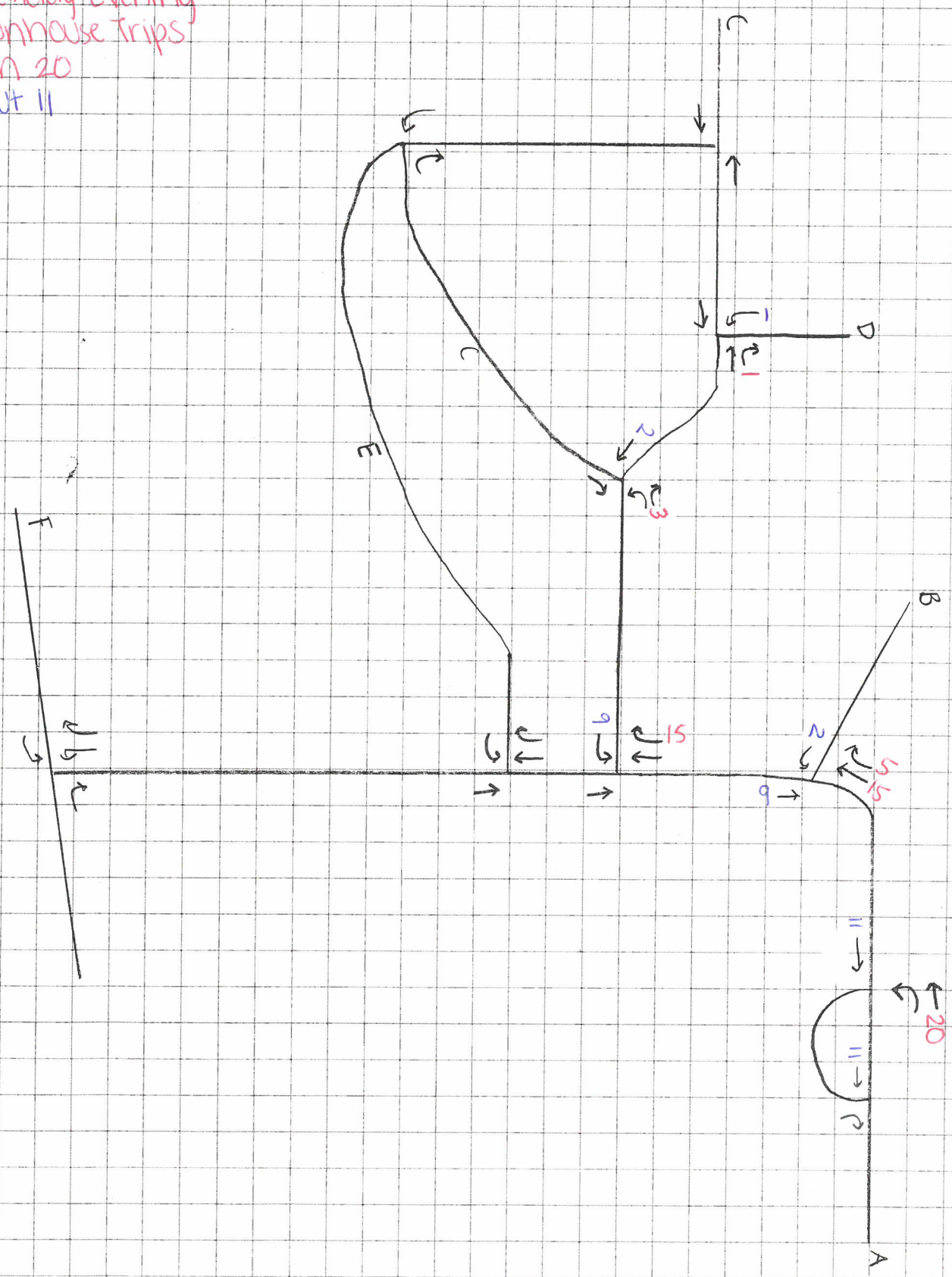
JOB Walpole, MA
SHEET NO ____ OF ____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY ____ DATE ____
SCALE ____

Weekday Evening
Townhouse Trips
In 20
Out 11



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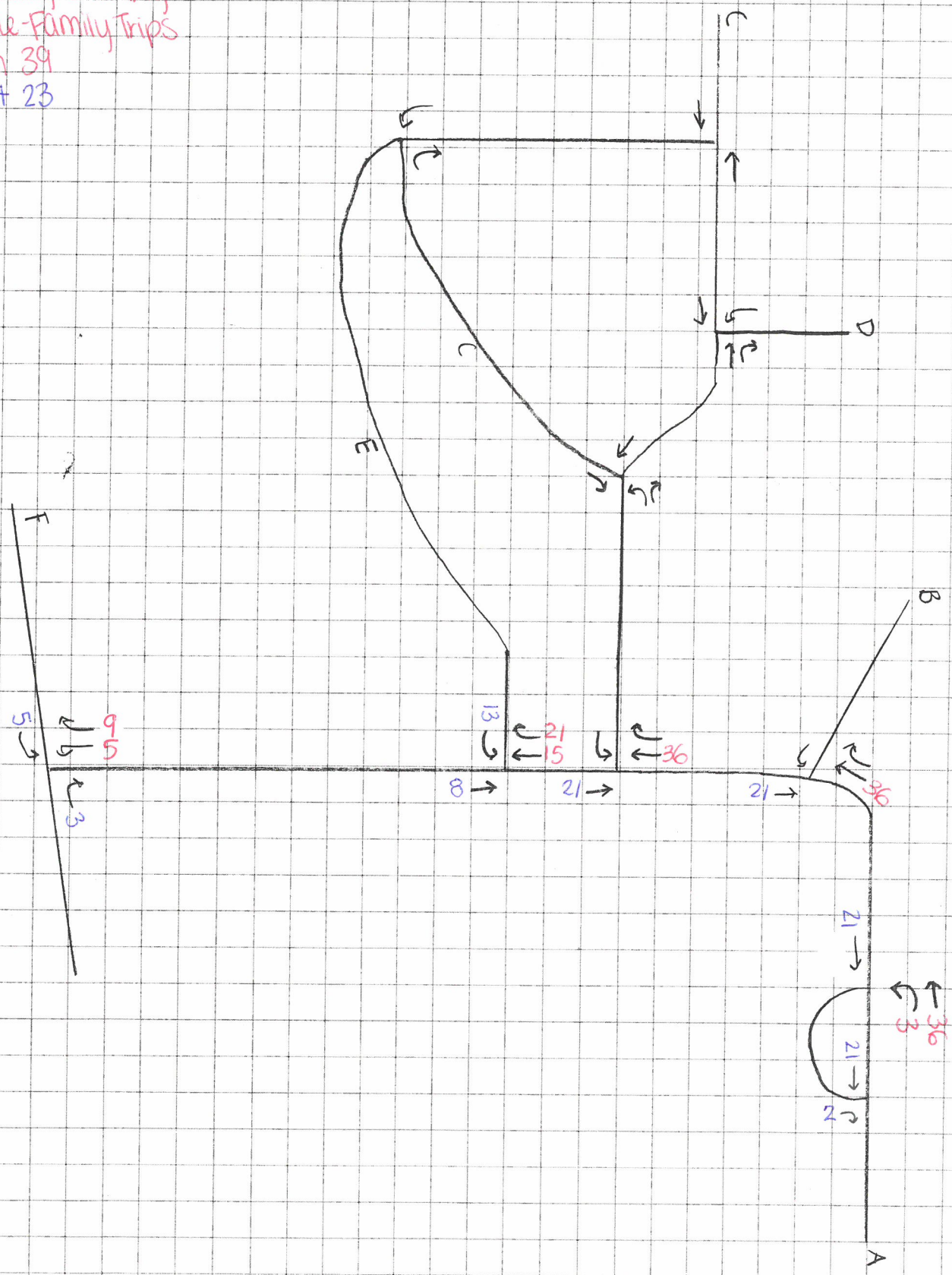
JOB Walpole, MA
SHEET NO ____ OF ____
CALCULATED BY LCY DATE 4/16/20
CHECKED BY ____ DATE ____
SCALE ____

Weekday Evening
Single-Family Trips
In 39
Out 23



# Capacity Analysis Worksheets

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 12 | 0 | 0 | 4 | 0 | 0 |
| Future Volume (vph) | 12 | 0 | 0 | 4 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 0 | 1863 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 0 | 1863 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 340 | | | 537 | 426 | |
| Travel Time (s) | 7.7 | | | 12.2 | 9.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 13 | 0 | 0 | 4 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 0 | 0 | 4 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 0 | 0 | 4 | 0 | 0 |
| Future Vol, veh/h | 12 | 0 | 0 | 4 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 0 | 0 | 4 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 13 | 0 | - | 13 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1606 | - | 0 | 1067 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1606 | - | - | 1067 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1606 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 0 | 0 | 5 | 1 | 3 |
| Future Volume (vph) | 8 | 0 | 0 | 5 | 1 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.865 | | 0.899 | |
| Flt Protected | | 0.950 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1770 | 1611 | 0 | 1655 | 0 |
| Flt Permitted | | 0.950 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1770 | 1611 | 0 | 1655 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 496 | 273 | | 426 | |
| Travel Time (s) | | 11.3 | 6.2 | | 9.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 9 | 0 | 0 | 5 | 1 | 3 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 9 | 5 | 0 | 4 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 16.6% | ICU Level of Service A |
| Analysis Period (min) 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 0 | 0 | 5 | 1 | 3 |
| Future Vol, veh/h | 8 | 0 | 0 | 5 | 1 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 0 | 0 | 5 | 1 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 5 | 0 | - | 0 | 21 | 3 |
| Stage 1 | - | - | - | - | 3 | - |
| Stage 2 | - | - | - | - | 18 | - |
| 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 | 1616 | - | - | - | 996 | 1081 |
| Stage 1 | - | - | - | - | 1020 | - |
| Stage 2 | - | - | - | - | 1005 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1616 | - | - | - | 990 | 1081 |
| Mov Cap-2 Maneuver | - | - | - | - | 990 | - |
| Stage 1 | - | - | - | - | 1014 | - |
| Stage 2 | - | - | - | - | 1005 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 7.2 | 0 | 8.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1616 | - | - | - | 1057 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.004 |
| HCM Control Delay (s) | 7.2 | 0 | - | - | 8.4 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 93 | 32 | 2 | 5 | 0 |
| Future Volume (vph) | 0 | 93 | 32 | 2 | 5 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.993 | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 1850 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 1850 | 0 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 236 | 531 | | 306 | |
| Travel Time (s) | | 5.4 | 12.1 | | 7.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 101 | 35 | 2 | 5 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 101 | 37 | 0 | 5 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 14.9% | ICU Level of Service A |
| Analysis Period (min) 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 93 | 32 | 2 | 5 | 0 |
| Future Vol, veh/h | 0 | 93 | 32 | 2 | 5 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 101 | 35 | 2 | 5 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 37 | 0 | - | 0 | 137 | 36 |
| Stage 1 | - | - | - | - | 36 | - |
| Stage 2 | - | - | - | - | 101 | - |
| 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 | 1574 | - | - | - | 856 | 1037 |
| Stage 1 | - | - | - | - | 986 | - |
| Stage 2 | - | - | - | - | 923 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1574 | - | - | - | 856 | 1037 |
| Mov Cap-2 Maneuver | - | - | - | - | 856 | - |
| Stage 1 | - | - | - | - | 986 | - |
| Stage 2 | - | - | - | - | 923 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1574 | - | - | - | 856 |
| HCM Lane V/C Ratio | - | - | - | - | 0.006 |
| HCM Control Delay (s) | 0 | - | - | - | 9.2 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 98 | 0 | 1 | 34 | 0 | 0 |
| Future Volume (vph) | 98 | 0 | 1 | 34 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | 0.999 | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1861 | 0 | 0 |
| Flt Permitted | | | | 0.999 | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1861 | 0 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 531 | | | 159 | 108 | |
| Travel Time (s) | 12.1 | | | 3.6 | 2.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 107 | 0 | 1 | 37 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 107 | 0 | 0 | 38 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 8.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 98 | 0 | 0 | 35 | 0 | 3 |
| Future Volume (vph) | 98 | 0 | 0 | 35 | 0 | 3 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 0 | 1611 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 0 | 1611 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 159 | | | 135 | 111 | |
| Travel Time (s) | 3.6 | | | 3.1 | 2.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 107 | 0 | 0 | 38 | 0 | 3 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 107 | 0 | 0 | 38 | 0 | 3 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 15.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | ↑ | | | ↑ | | ↱ |
| Traffic Vol, veh/h | 98 | 0 | 0 | 35 | 0 | 3 |
| Future Vol, veh/h | 98 | 0 | 0 | 35 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 107 | 0 | 0 | 38 | 0 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | - | - | - | 107 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 0 | - | 0 | 947 |
| Stage 1 | - | 0 | 0 | - | 0 | - |
| Stage 2 | - | 0 | 0 | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 947 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|---|---|---|---|
| Capacity (veh/h) | 947 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - |
| HCM Control Delay (s) | 8.8 | - | - |
| HCM Lane LOS | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 19 | 0 | 0 | 13 | 4 | 7 |
| Future Volume (vph) | 19 | 0 | 0 | 13 | 4 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.910 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 0 | 0 | 1863 | 1695 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1770 | 0 | 0 | 1863 | 1695 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1070 | | | 426 | 92 | |
| Travel Time (s) | 24.3 | | | 9.7 | 2.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 21 | 0 | 0 | 14 | 4 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 21 | 0 | 0 | 14 | 12 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 0 | 0 | 13 | 4 | 7 |
| Future Vol, veh/h | 19 | 0 | 0 | 13 | 4 | 7 |
| 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 | 21 | 0 | 0 | 14 | 4 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 22 | 8 | 12 | 0 | - | 0 |
| Stage 1 | 8 | - | - | - | - | - |
| Stage 2 | 14 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 995 | 1074 | 1607 | - | - | - |
| Stage 1 | 1015 | - | - | - | - | - |
| Stage 2 | 1009 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 995 | 1074 | 1607 | - | - | - |
| Mov Cap-2 Maneuver | 995 | - | - | - | - | - |
| Stage 1 | 1015 | - | - | - | - | - |
| Stage 2 | 1009 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1607 | - | 995 | - | - |
| HCM Lane V/C Ratio | - | - | 0.021 | - | - |
| HCM Control Delay (s) | 0 | - | 8.7 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 61 | 0 | 0 | 32 | 11 | 21 |
| Future Volume (vph) | 61 | 0 | 0 | 32 | 11 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.911 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 0 | 0 | 1863 | 1697 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1770 | 0 | 0 | 1863 | 1697 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 740 | | | 92 | 236 | |
| Travel Time (s) | 16.8 | | | 2.1 | 5.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 66 | 0 | 0 | 35 | 12 | 23 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 66 | 0 | 0 | 35 | 35 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 0 | 0 | 32 | 11 | 21 |
| Future Vol, veh/h | 61 | 0 | 0 | 32 | 11 | 21 |
| 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 | 66 | 0 | 0 | 35 | 12 | 23 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 59 | 24 | 35 | 0 | - | 0 |
| Stage 1 | 24 | - | - | - | - | - |
| Stage 2 | 35 | - | - | - | - | - |
| 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 | 948 | 1052 | 1576 | - | - | - |
| Stage 1 | 999 | - | - | - | - | - |
| Stage 2 | 987 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 948 | 1052 | 1576 | - | - | - |
| Mov Cap-2 Maneuver | 948 | - | - | - | - | - |
| Stage 1 | 999 | - | - | - | - | - |
| Stage 2 | 987 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.1 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1576 | - | 948 | - | - |
| HCM Lane V/C Ratio | - | - | 0.07 | - | - |
| HCM Control Delay (s) | 0 | - | 9.1 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 24 | 8 | 10 | 27 | 0 |
| Future Volume (vph) | 0 | 24 | 8 | 10 | 27 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.926 | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 1725 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 1725 | 0 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 650 | 740 | | 273 | |
| Travel Time (s) | | 14.8 | 16.8 | | 6.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 26 | 9 | 11 | 29 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 26 | 20 | 0 | 29 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 13.3% | ICU Level of Service A |
| Analysis Period (min) 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 24 | 8 | 10 | 27 | 0 |
| Future Vol, veh/h | 0 | 24 | 8 | 10 | 27 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 26 | 9 | 11 | 29 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 20 | 0 | - | 0 | 41 | 15 |
| Stage 1 | - | - | - | - | 15 | - |
| Stage 2 | - | - | - | - | 26 | - |
| 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 | 1596 | - | - | - | 970 | 1065 |
| Stage 1 | - | - | - | - | 1008 | - |
| Stage 2 | - | - | - | - | 997 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1596 | - | - | - | 970 | 1065 |
| Mov Cap-2 Maneuver | - | - | - | - | 970 | - |
| Stage 1 | - | - | - | - | 1008 | - |
| Stage 2 | - | - | - | - | 997 | - |

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

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1596 | - | - | - | 970 |
| HCM Lane V/C Ratio | - | - | - | - | 0.03 |
| HCM Control Delay (s) | 0 | - | - | - | 8.8 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 4 | 0 | 0 | 12 | 0 |
| Future Volume (vph) | 0 | 4 | 0 | 0 | 12 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1611 | 1863 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1611 | 1863 | 0 | 1770 | 0 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 650 | | 523 | | | 426 |
| Travel Time (s) | 14.8 | | 11.9 | | | 9.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 4 | 0 | 0 | 13 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 4 | 0 | 0 | 13 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 0 | | 12 | | | 12 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 4 | 0 | 0 | 12 | 0 |
| Future Vol, veh/h | 0 | 4 | 0 | 0 | 12 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 4 | 0 | 0 | 13 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - |
| Pot Cap-1 Maneuver | 0 | - | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Control Delay (s) | - | - | - |
| HCM Lane LOS | - | - | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 24 | 9 | 1 | 1 | 0 |
| Future Volume (vph) | 0 | 24 | 9 | 1 | 1 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.988 | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 1840 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 1840 | 0 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 537 | 273 | | 205 | |
| Travel Time (s) | | 12.2 | 6.2 | | 4.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 26 | 10 | 1 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 26 | 11 | 0 | 1 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 13.3% | ICU Level of Service A |
| Analysis Period (min) 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 24 | 9 | 1 | 1 | 0 |
| Future Vol, veh/h | 0 | 24 | 9 | 1 | 1 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 26 | 10 | 1 | 1 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 11 | 0 | - | 0 | 37 | 11 |
| Stage 1 | - | - | - | - | 11 | - |
| Stage 2 | - | - | - | - | 26 | - |
| 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 | 1608 | - | - | - | 975 | 1070 |
| Stage 1 | - | - | - | - | 1012 | - |
| Stage 2 | - | - | - | - | 997 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1608 | - | - | - | 975 | 1070 |
| Mov Cap-2 Maneuver | - | - | - | - | 975 | - |
| Stage 1 | - | - | - | - | 1012 | - |
| Stage 2 | - | - | - | - | 997 | - |

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

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1608 | - | - | - | 975 |
| HCM Lane V/C Ratio | - | - | - | - | 0.001 |
| HCM Control Delay (s) | 0 | - | - | - | 8.7 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 0 | 0 | 13 | 0 | 0 |
| Future Volume (vph) | 8 | 0 | 0 | 13 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 0 | 1863 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 0 | 1863 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 340 | | | 537 | 426 | |
| Travel Time (s) | 7.7 | | | 12.2 | 9.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 9 | 0 | 0 | 14 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 9 | 0 | 0 | 14 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 0 | 0 | 13 | 0 | 0 |
| Future Vol, veh/h | 8 | 0 | 0 | 13 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 0 | 0 | 14 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 9 | 0 | - | 9 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1611 | - | 0 | 1073 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1611 | - | - | 1073 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1611 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 0 | 0 | 3 | 5 | 9 |
| Future Volume (vph) | 5 | 0 | 0 | 3 | 5 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.865 | | 0.910 | |
| Flt Protected | | 0.950 | | | 0.984 | |
| Satd. Flow (prot) | 0 | 1770 | 1611 | 0 | 1668 | 0 |
| Flt Permitted | | 0.950 | | | 0.984 | |
| Satd. Flow (perm) | 0 | 1770 | 1611 | 0 | 1668 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 496 | 273 | | 426 | |
| Travel Time (s) | | 11.3 | 6.2 | | 9.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 5 | 0 | 0 | 3 | 5 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 5 | 3 | 0 | 15 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 14.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 0 | 0 | 3 | 5 | 9 |
| Future Vol, veh/h | 5 | 0 | 0 | 3 | 5 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 0 | 0 | 3 | 5 | 10 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3 | 0 | - | 0 | 12 | 2 |
| Stage 1 | - | - | - | - | 2 | - |
| Stage 2 | - | - | - | - | 10 | - |
| 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 | 1619 | - | - | - | 1008 | 1082 |
| Stage 1 | - | - | - | - | 1021 | - |
| Stage 2 | - | - | - | - | 1013 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1619 | - | - | - | 1005 | 1082 |
| Mov Cap-2 Maneuver | - | - | - | - | 1005 | - |
| Stage 1 | - | - | - | - | 1018 | - |
| Stage 2 | - | - | - | - | 1013 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 7.2 | 0 | 8.5 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1619 | - | - | - | 1053 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.014 |
| HCM Control Delay (s) | 7.2 | 0 | - | - | 8.5 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 62 | 102 | 5 | 2 | 0 |
| Future Volume (vph) | 0 | 62 | 102 | 5 | 2 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.994 | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 1852 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 1852 | 0 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 236 | 531 | | 306 | |
| Travel Time (s) | | 5.4 | 12.1 | | 7.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 67 | 111 | 5 | 2 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 67 | 116 | 0 | 2 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 15.7% | ICU Level of Service A |
| Analysis Period (min) 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 62 | 102 | 5 | 2 | 0 |
| Future Vol, veh/h | 0 | 62 | 102 | 5 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 67 | 111 | 5 | 2 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 116 | 0 | - | 0 | 181 | 114 |
| Stage 1 | - | - | - | - | 114 | - |
| Stage 2 | - | - | - | - | 67 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1473 | - | - | - | 808 | 939 |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 956 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1473 | - | - | - | 808 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | 808 | - |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 956 | - |

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

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1473 | - | - | - | 808 |
| HCM Lane V/C Ratio | - | - | - | - | 0.003 |
| HCM Control Delay (s) | 0 | - | - | - | 9.5 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 64 | 0 | 3 | 107 | 0 | 0 |
| Future Volume (vph) | 64 | 0 | 3 | 107 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | 0.999 | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1861 | 0 | 0 |
| Flt Permitted | | | | 0.999 | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1861 | 0 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 531 | | | 159 | 108 | |
| Travel Time (s) | 12.1 | | | 3.6 | 2.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 70 | 0 | 3 | 116 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 70 | 0 | 0 | 119 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 11.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 64 | 0 | 0 | 110 | 0 | 2 |
| Future Volume (vph) | 64 | 0 | 0 | 110 | 0 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | 0.865 |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 0 | 1611 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 0 | 1611 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 159 | | | 135 | 111 | |
| Travel Time (s) | 3.6 | | | 3.1 | 2.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 70 | 0 | 0 | 120 | 0 | 2 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 70 | 0 | 0 | 120 | 0 | 2 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | ↑ | | | ↑ | | ↱ |
| Traffic Vol, veh/h | 64 | 0 | 0 | 110 | 0 | 2 |
| Future Vol, veh/h | 64 | 0 | 0 | 110 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 70 | 0 | 0 | 120 | 0 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | - | - | - | - | 70 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 0 | - | 0 | 993 |
| Stage 1 | - | 0 | 0 | - | 0 | - |
| Stage 2 | - | 0 | 0 | - | 0 | - |
| Platoon blocked, % | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | 993 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT |
|---|---|---|---|
| Capacity (veh/h) | 993 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - |
| HCM Control Delay (s) | 8.6 | - | - |
| HCM Lane LOS | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 0 | 8 | 15 | 21 |
| Future Volume (vph) | 13 | 0 | 0 | 8 | 15 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.920 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 0 | 0 | 1863 | 1714 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1770 | 0 | 0 | 1863 | 1714 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1070 | | | 426 | 92 | |
| Travel Time (s) | 24.3 | | | 9.7 | 2.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 14 | 0 | 0 | 9 | 16 | 23 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 14 | 0 | 0 | 9 | 39 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 0 | 8 | 15 | 21 |
| Future Vol, veh/h | 13 | 0 | 0 | 8 | 15 | 21 |
| 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 | 14 | 0 | 0 | 9 | 16 | 23 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 37 | 28 | 39 | 0 | - | 0 |
| Stage 1 | 28 | - | - | - | - | - |
| Stage 2 | 9 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 975 | 1047 | 1571 | - | - | - |
| Stage 1 | 995 | - | - | - | - | - |
| Stage 2 | 1014 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 975 | 1047 | 1571 | - | - | - |
| Mov Cap-2 Maneuver | 975 | - | - | - | - | - |
| Stage 1 | 995 | - | - | - | - | - |
| Stage 2 | 1014 | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1571 | - | 975 | - | - |
| HCM Lane V/C Ratio | - | - | 0.014 | - | - |
| HCM Control Delay (s) | 0 | - | 8.7 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 41 | 0 | 0 | 21 | 36 | 66 |
| Future Volume (vph) | 41 | 0 | 0 | 21 | 36 | 66 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.912 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1770 | 0 | 0 | 1863 | 1699 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1770 | 0 | 0 | 1863 | 1699 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 740 | | | 92 | 236 | |
| Travel Time (s) | 16.8 | | | 2.1 | 5.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 45 | 0 | 0 | 23 | 39 | 72 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 45 | 0 | 0 | 23 | 111 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 15.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 41 | 0 | 0 | 21 | 36 | 66 |
| Future Vol, veh/h | 41 | 0 | 0 | 21 | 36 | 66 |
| 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 | 45 | 0 | 0 | 23 | 39 | 72 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 98 | 75 | 111 | 0 | - | 0 |
| Stage 1 | 75 | - | - | - | - | - |
| Stage 2 | 23 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 901 | 986 | 1479 | - | - | - |
| Stage 1 | 948 | - | - | - | - | - |
| Stage 2 | 1000 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 901 | 986 | 1479 | - | - | - |
| Mov Cap-2 Maneuver | 901 | - | - | - | - | - |
| Stage 1 | 948 | - | - | - | - | - |
| Stage 2 | 1000 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 9.2 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1479 | - | 901 | - | - |
| HCM Lane V/C Ratio | - | - | 0.049 | - | - |
| HCM Control Delay (s) | 0 | - | 9.2 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 16 | 25 | 29 | 18 | 0 |
| Future Volume (vph) | 0 | 16 | 25 | 29 | 18 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.927 | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 1727 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 1727 | 0 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 650 | 740 | | 273 | |
| Travel Time (s) | | 14.8 | 16.8 | | 6.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 17 | 27 | 32 | 20 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 17 | 59 | 0 | 20 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 16 | 25 | 29 | 18 | 0 |
| Future Vol, veh/h | 0 | 16 | 25 | 29 | 18 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 17 | 27 | 32 | 20 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 59 | 0 | - | 0 | 60 | 43 |
| Stage 1 | - | - | - | - | 43 | - |
| Stage 2 | - | - | - | - | 17 | - |
| 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 | 1545 | - | - | - | 947 | 1027 |
| Stage 1 | - | - | - | - | 979 | - |
| Stage 2 | - | - | - | - | 1006 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1545 | - | - | - | 947 | 1027 |
| Mov Cap-2 Maneuver | - | - | - | - | 947 | - |
| Stage 1 | - | - | - | - | 979 | - |
| Stage 2 | - | - | - | - | 1006 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1545 | - | - | - | 947 |
| HCM Lane V/C Ratio | - | - | - | - | 0.021 |
| HCM Control Delay (s) | 0 | - | - | - | 8.9 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 12 | 0 | 0 | 8 | 0 |
| Future Volume (vph) | 0 | 12 | 0 | 0 | 8 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1611 | 1863 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1611 | 1863 | 0 | 1770 | 0 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 650 | | 523 | | | 426 |
| Travel Time (s) | 14.8 | | 11.9 | | | 9.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 13 | 0 | 0 | 9 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 13 | 0 | 0 | 9 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 0 | | 12 | | | 12 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 6.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 12 | 0 | 0 | 8 | 0 |
| Future Vol, veh/h | 0 | 12 | 0 | 0 | 8 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | - |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 13 | 0 | 0 | 9 | 0 |

| Major/Minor | Minor1 | | Major1 | |
|---|---|---|---|---|
| Conflicting Flow All | - | 0 | 0 | 0 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - |
| Pot Cap-1 Maneuver | 0 | - | - | - |
| Stage 1 | 0 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 |
|---|---|---|---|
| Capacity (veh/h) | - | - | - |
| HCM Lane V/C Ratio | - | - | - |
| HCM Control Delay (s) | - | - | - |
| HCM Lane LOS | - | - | - |
| HCM 95th %tile Q(veh) | - | - | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 16 | 26 | 1 | 1 | 0 |
| Future Volume (vph) | 0 | 16 | 26 | 1 | 1 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.995 | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 1853 | 0 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 1853 | 0 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 537 | 273 | | 205 | |
| Travel Time (s) | | 12.2 | 6.2 | | 4.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 17 | 28 | 1 | 1 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 17 | 29 | 0 | 1 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |
| Control Type: Unsignalized | |
| Intersection Capacity Utilization 13.3% | ICU Level of Service A |
| Analysis Period (min) 15 | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 16 | 26 | 1 | 1 | 0 |
| Future Vol, veh/h | 0 | 16 | 26 | 1 | 1 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 17 | 28 | 1 | 1 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 29 | 0 | - | 0 | 46 | 29 |
| Stage 1 | - | - | - | - | 29 | - |
| Stage 2 | - | - | - | - | 17 | - |
| 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 | 1584 | - | - | - | 964 | 1046 |
| Stage 1 | - | - | - | - | 994 | - |
| Stage 2 | - | - | - | - | 1006 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1584 | - | - | - | 964 | 1046 |
| Mov Cap-2 Maneuver | - | - | - | - | 964 | - |
| Stage 1 | - | - | - | - | 994 | - |
| Stage 2 | - | - | - | - | 1006 | - |

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

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1584 | - | - | - | 964 |
| HCM Lane V/C Ratio | - | - | - | - | 0.001 |
| HCM Control Delay (s) | 0 | - | - | - | 8.7 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |