
































| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  |  |  |  |  |
| Ideal Flow (vphpl) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Total Lost time (s) | | 4.0 | | | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.94 | | | 0.93 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | | | 0.98 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1621 | | | 1644 | | 1644 | 1731 | 1471 | 1629 | 1714 | 1457 |
| Flt Permitted | | 0.80 | | | 0.77 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1328 | | | 1296 | | 1644 | 1731 | 1471 | 1629 | 1714 | 1457 |
| Volume (vph) | 30 | 10 | 35 | 25 | 5 | 30 | 10 | 860 | 30 | 35 | 900 | 20 |
| Peak-hour factor, PHF | 0.76 | 0.76 | 0.76 | 0.70 | 0.70 | 0.70 | 0.98 | 0.98 | 0.98 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 39 | 13 | 46 | 36 | 7 | 43 | 10 | 878 | 31 | 37 | 957 | 21 |
| RTOR Reduction (vph) | 0 | 24 | 0 | 0 | 27 | 0 | 0 | 0 | 5 | 0 | 0 | 3 |
| Lane Group Flow (vph) | 0 | 74 | 0 | 0 | 59 | 0 | 10 | 878 | 26 | 37 | 957 | 18 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 4% | 4% | 4% | 5% | 5% | 5% |
| Turn Type | Perm | | | Perm | | | Prot | | Perm | Prot | | Perm |
| Protected Phases | | 4 | | | 8 | | 1 | 6 | | 5 | | 2 |
| Permitted Phases | 4 | | | 8 | | | | | 6 | | | 2 |
| Actuated Green, G (s) | | 10.1 | | | 10.1 | | 1.2 | 74.5 | 74.5 | 4.9 | 78.2 | 78.2 |
| Effective Green, g (s) | | 10.6 | | | 10.6 | | 1.7 | 76.5 | 76.5 | 5.4 | 80.2 | 80.2 |
| Actuated g/C Ratio | | 0.10 | | | 0.10 | | 0.02 | 0.73 | 0.73 | 0.05 | 0.77 | 0.77 |
| Clearance Time (s) | | 4.5 | | | 4.5 | | 4.5 | 6.0 | 6.0 | 4.5 | 6.0 | 6.0 |
| Vehicle Extension (s) | | 2.5 | | | 3.0 | | 2.5 | 4.8 | 4.8 | 2.5 | 4.8 | 4.8 |
| Lane Grp Cap (vph) | | 135 | | | 131 | | 27 | 1267 | 1077 | 84 | 1315 | 1118 |
| v/s Ratio Prot | | | | | | | 0.01 | 0.51 | | c0.02 | c0.56 | |
| v/s Ratio Perm | | c0.06 | | | 0.05 | | | | 0.02 | | | 0.01 |
| v/c Ratio | | 0.55 | | | 0.45 | | 0.37 | 0.69 | 0.02 | 0.44 | 0.73 | 0.02 |
| Uniform Delay, d1 | | 44.7 | | | 44.2 | | 50.9 | 7.6 | 3.8 | 48.1 | 6.4 | 2.9 |
| Progression Factor | | 1.00 | | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 3.5 | | | 2.5 | | 6.1 | 2.0 | 0.0 | 2.7 | 2.4 | 0.0 |
| Delay (s) | | 48.2 | | | 46.7 | | 57.0 | 9.6 | 3.8 | 50.8 | 8.8 | 2.9 |
| Level of Service | | D | | | D | | E | A | A | D | A | A |
| Approach Delay (s) | | 48.2 | | | 46.7 | | | 10.0 | | | 10.2 | |
| Approach LOS | | D | | | D | | | A | | | B | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | | | 13.4 | | | | HCM Level of Service | | | B | | |
| HCM Volume to Capacity ratio | | | 0.71 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 104.5 | | | | Sum of lost time (s) | | | 12.0 | | |
| Intersection Capacity Utilization | | | 62.5% | | | | ICU Level of Service | | | B | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↙ | | ↘ | | ↙ | ↘ |
| Sign Control | Stop | | Free | | Free | Free |
| Grade | 0% | | 0% | | 0% | 0% |
| Volume (veh/h) | 15 | 15 | 820 | 10 | 25 | 1000 |
| Peak Hour Factor | 0.59 | 0.59 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 25 | 25 | 901 | 11 | 27 | 1099 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2060 | 907 | | | 912 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2060 | 907 | | | 912 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 55 | 92 | | | 96 | |
| cM capacity (veh/h) | 57 | 330 | | | 739 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|------------------------|------|------|------|------|
| Volume Total | 51 | 912 | 27 | 1099 |
| Volume Left | 25 | 0 | 27 | 0 |
| Volume Right | 25 | 11 | 0 | 0 |
| cSH | 97 | 1700 | 739 | 1700 |
| Volume to Capacity | 0.52 | 0.54 | 0.04 | 0.65 |
| Queue Length 95th (ft) | 59 | 0 | 3 | 0 |
| Control Delay (s) | 77.1 | 0.0 | 10.1 | 0.0 |
| Lane LOS | F | | B | |
| Approach Delay (s) | 77.1 | 0.0 | 0.2 | |
| Approach LOS | F | | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 2.0 | |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

| |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|------|
| Movement | WBL | WBR | NBT | NBR | SBL | SBT | |
| Lane Configurations |  | |  |  |  |  | |
| Sign Control | Stop | | Free | | | Free | |
| Grade | 0% | | 0% | | | 0% | |
| Volume (veh/h) | 5 | 40 | 805 | 35 | 70 | 920 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.93 | 0.93 | 0.93 | 0.93 | |
| Hourly flow rate (vph) | 6 | 50 | 866 | 38 | 75 | 989 | |
| Pedestrians | | | | | | | |
| Lane Width (ft) | | | | | | | |
| Walking Speed (ft/s) | | | | | | | |
| Percent Blockage | | | | | | | |
| Right turn flare (veh) | | | | | | | |
| Median type | None | | | | | | |
| Median storage (veh) | | | | | | | |
| Upstream signal (ft) | | | | | | | |
| pX, platoon unblocked | | | | | | | |
| vC, conflicting volume | 1511 | 433 | | | 903 | | |
| vC1, stage 1 conf vol | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | |
| vCu, unblocked vol | 1511 | 433 | | | 903 | | |
| tC, single (s) | 6.9 | 7.0 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.2 | | |
| p0 queue free % | 93 | 91 | | | 90 | | |
| cM capacity (veh/h) | 96 | 560 | | | 736 | | |
| Direction, Lane # | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
| Volume Total | 56 | 433 | 433 | 38 | 75 | 495 | 495 |
| Volume Left | 6 | 0 | 0 | 0 | 75 | 0 | 0 |
| Volume Right | 50 | 0 | 0 | 38 | 0 | 0 | 0 |
| cSH | 364 | 1700 | 1700 | 1700 | 736 | 1700 | 1700 |
| Volume to Capacity | 0.15 | 0.25 | 0.25 | 0.02 | 0.10 | 0.29 | 0.29 |
| Queue Length 95th (ft) | 14 | 0 | 0 | 0 | 9 | 0 | 0 |
| Control Delay (s) | 16.7 | 0.0 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 |
| Lane LOS | C | | | | B | | |
| Approach Delay (s) | 16.7 | 0.0 | | | 0.7 | | |
| Approach LOS | C | | | | | | |
| Intersection Summary | | | | | | | |
| Average Delay | | | 0.9 | | | | |
| Intersection Capacity Utilization | | | 40.9% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↑ | ↗ | ↖ | ↑ |
| Sign Control | Stop | | Free | | | Free |
| Grade | -6% | | 0% | | | 0% |
| Volume (veh/h) | 5 | 15 | 905 | 15 | 10 | 950 |
| Peak Hour Factor | 0.54 | 0.54 | 0.92 | 0.92 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 9 | 28 | 984 | 16 | 10 | 990 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1994 | 984 | | | 1000 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1994 | 984 | | | 1000 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 86 | 91 | | | 98 | |
| cM capacity (veh/h) | 67 | 305 | | | 692 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|------------------------|------|------|------|------|------|
| Volume Total | 37 | 984 | 16 | 10 | 990 |
| Volume Left | 9 | 0 | 0 | 10 | 0 |
| Volume Right | 28 | 0 | 16 | 0 | 0 |
| cSH | 161 | 1700 | 1700 | 692 | 1700 |
| Volume to Capacity | 0.23 | 0.58 | 0.01 | 0.02 | 0.58 |
| Queue Length 95th (ft) | 21 | 0 | 0 | 1 | 0 |
| Control Delay (s) | 33.9 | 0.0 | 0.0 | 10.3 | 0.0 |
| Lane LOS | D | | | B | |
| Approach Delay (s) | 33.9 | 0.0 | | 0.1 | |
| Approach LOS | D | | | | |

| Intersection Summary | | | | | |
|-----------------------------------|--|-------|-----|----------------------|---|
| Average Delay | | | 0.7 | | |
| Intersection Capacity Utilization | | 62.8% | | ICU Level of Service | B |
| Analysis Period (min) | | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↷ | | ↶ | ↶ | ↷ |
| Sign Control | Stop | | | Free | Free | |
| Grade | -4% | | | 0% | 0% | |
| Volume (veh/h) | 65 | 10 | 15 | 835 | 845 | 105 |
| Peak Hour Factor | 0.82 | 0.82 | 0.92 | 0.92 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 79 | 12 | 16 | 908 | 889 | 111 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | 1162 | |
| pX, platoon unblocked | 0.70 | 0.70 | 0.70 | | | |
| vC, conflicting volume | 1830 | 889 | 1000 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2179 | 843 | 1000 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 95 | 97 | | | |
| cM capacity (veh/h) | 35 | 258 | 490 | | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 | SB 2 |
|------------------------|-------|------|------|------|------|
| Volume Total | 79 | 12 | 924 | 889 | 111 |
| Volume Left | 79 | 0 | 16 | 0 | 0 |
| Volume Right | 0 | 12 | 0 | 0 | 111 |
| cSH | 35 | 258 | 490 | 1700 | 1700 |
| Volume to Capacity | 2.25 | 0.05 | 0.03 | 0.52 | 0.07 |
| Queue Length 95th (ft) | 222 | 4 | 3 | 0 | 0 |
| Control Delay (s) | 816.8 | 19.6 | 1.1 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | |
| Approach Delay (s) | 710.5 | | 1.1 | 0.0 | |
| Approach LOS | F | | | | |

| Intersection Summary | | | | | |
|-----------------------------------|--|-------|------|----------------------|---|
| Average Delay | | | 32.8 | | |
| Intersection Capacity Utilization | | 69.5% | | ICU Level of Service | C |
| Analysis Period (min) | | | 15 | | |















| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↕ | | ↗ | ↕ | ↘ |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 10% | | | 0% | | | 0% | |
| Volume (veh/h) | 10 | 0 | 20 | 5 | 0 | 5 | 15 | 830 | 5 | 10 | 835 | 10 |
| Peak Hour Factor | 0.59 | 0.59 | 0.59 | 0.75 | 0.75 | 0.75 | 0.96 | 0.96 | 0.96 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 17 | 0 | 34 | 7 | 0 | 7 | 16 | 865 | 5 | 11 | 888 | 11 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1385 | 1816 | 894 | 1842 | 1819 | 435 | 899 | | | 870 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1385 | 1816 | 894 | 1842 | 1819 | 435 | 899 | | | 870 | | |
| tC, single (s) | 7.6 | 6.6 | 7.0 | 7.5 | 6.5 | 6.9 | 4.1 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 83 | 100 | 88 | 83 | 100 | 99 | 98 | | | 99 | | |
| cM capacity (veh/h) | 97 | 73 | 280 | 40 | 75 | 574 | 758 | | | 764 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 |
|------------------------|------|------|------|------|------|------|------|
| Volume Total | 51 | 13 | 16 | 576 | 293 | 11 | 899 |
| Volume Left | 17 | 7 | 16 | 0 | 0 | 11 | 0 |
| Volume Right | 34 | 7 | 0 | 0 | 5 | 0 | 11 |
| cSH | 172 | 75 | 758 | 1700 | 1700 | 764 | 1700 |
| Volume to Capacity | 0.30 | 0.18 | 0.02 | 0.34 | 0.17 | 0.01 | 0.53 |
| Queue Length 95th (ft) | 29 | 15 | 2 | 0 | 0 | 1 | 0 |
| Control Delay (s) | 34.5 | 62.7 | 9.9 | 0.0 | 0.0 | 9.8 | 0.0 |
| Lane LOS | D | F | A | | | A | |
| Approach Delay (s) | 34.5 | 62.7 | 0.2 | | | 0.1 | |
| Approach LOS | D | F | | | | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 1.5 | |
| Intersection Capacity Utilization | 57.0% | ICU Level of Service | B |
| Analysis Period (min) | | 15 | |

Lincoln County 2005 Existing Conditions
 106: Willow Road & US 101

9/5/2007
 HCM Unsignalized Intersection Capacity Analysis

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | ↗ | ↖ | ↕ | | ↖ | ↕ | ↗ |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 10 | 5 | 0 | 30 | 5 | 60 | 10 | 460 | 0 | 55 | 530 | 5 |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.59 | 0.59 | 0.59 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 13 | 7 | 0 | 51 | 8 | 102 | 11 | 511 | 0 | 59 | 570 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1075 | 1224 | 288 | 940 | 1227 | 256 | 575 | | | 511 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1075 | 1224 | 288 | 940 | 1227 | 256 | 575 | | | 511 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 90 | 96 | 100 | 75 | 95 | 86 | 99 | | | 94 | | |
| cM capacity (veh/h) | 139 | 168 | 715 | 204 | 168 | 750 | 974 | | | 1036 | | |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 | | | |
| Volume Total | 20 | 59 | 102 | 11 | 341 | 170 | 59 | 380 | 195 | | | |
| Volume Left | 13 | 51 | 0 | 11 | 0 | 0 | 59 | 0 | 0 | | | |
| Volume Right | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 5 | | | |
| cSH | 148 | 198 | 750 | 974 | 1700 | 1700 | 1036 | 1700 | 1700 | | | |
| Volume to Capacity | 0.14 | 0.30 | 0.14 | 0.01 | 0.20 | 0.10 | 0.06 | 0.22 | 0.11 | | | |
| Queue Length 95th (ft) | 11 | 30 | 12 | 1 | 0 | 0 | 5 | 0 | 0 | | | |
| Control Delay (s) | 33.1 | 30.8 | 10.6 | 8.7 | 0.0 | 0.0 | 8.7 | 0.0 | 0.0 | | | |
| Lane LOS | D | D | B | A | | | A | | | | | |
| Approach Delay (s) | 33.1 | 18.0 | | 0.2 | | | 0.8 | | | | | |
| Approach LOS | D | C | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 3.1 | | | | | | | | | |
| Intersection Capacity Utilization | | | 36.5% | | | ICU Level of Service | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 10% | | | 0% | 0% | |
| Volume (veh/h) | 40 | 15 | 5 | 605 | 575 | 50 |
| Peak Hour Factor | 0.80 | 0.80 | 0.92 | 0.92 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 50 | 19 | 5 | 658 | 632 | 55 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 999 | 659 | 687 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 999 | 659 | 687 | | | |
| tC, single (s) | 6.9 | 7.0 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 79 | 95 | 99 | | | |
| cM capacity (veh/h) | 237 | 405 | 903 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 69 | 225 | 438 | 687 |
| Volume Left | 50 | 5 | 0 | 0 |
| Volume Right | 19 | 0 | 0 | 55 |
| cSH | 268 | 903 | 1700 | 1700 |
| Volume to Capacity | 0.26 | 0.01 | 0.26 | 0.40 |
| Queue Length 95th (ft) | 25 | 0 | 0 | 0 |
| Control Delay (s) | 23.0 | 0.3 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 23.0 | 0.1 | | 0.0 |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 1.2 | |
| Intersection Capacity Utilization | 45.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↗ | ↖ | ↕ | ↕ | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 4% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 85 | 80 | 605 | 590 | 0 |
| Peak Hour Factor | 0.82 | 0.82 | 0.91 | 0.91 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 104 | 88 | 665 | 670 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1511 | 670 | 670 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1511 | 670 | 670 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 77 | 90 | | | |
| cM capacity (veh/h) | 119 | 456 | 920 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|------------------------|------|------|------|------|
| Volume Total | 104 | 88 | 665 | 670 |
| Volume Left | 0 | 88 | 0 | 0 |
| Volume Right | 104 | 0 | 0 | 0 |
| cSH | 456 | 920 | 1700 | 1700 |
| Volume to Capacity | 0.23 | 0.10 | 0.39 | 0.39 |
| Queue Length 95th (ft) | 22 | 8 | 0 | 0 |
| Control Delay (s) | 15.2 | 9.3 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 15.2 | 1.1 | | 0.0 |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 1.6 | |
| Intersection Capacity Utilization | 45.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|-------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↗ | ↘ | | ↗ | ↘ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 6% | | | 0% | | | 0% | |
| Volume (veh/h) | 15 | 5 | 10 | 10 | 5 | 10 | 5 | 465 | 25 | 60 | 520 | 15 |
| Peak Hour Factor | 0.72 | 0.72 | 0.72 | 0.53 | 0.53 | 0.53 | 0.78 | 0.78 | 0.78 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 21 | 7 | 14 | 19 | 9 | 19 | 6 | 596 | 32 | 62 | 536 | 15 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1300 | 1309 | 544 | 1302 | 1300 | 612 | 552 | | | 628 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1300 | 1309 | 544 | 1302 | 1300 | 612 | 552 | | | 628 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 83 | 95 | 97 | 85 | 94 | 96 | 99 | | | 94 | | |
| cM capacity (veh/h) | 121 | 149 | 543 | 123 | 150 | 496 | 1023 | | | 954 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 | | | | | | |
| Volume Total | 42 | 47 | 6 | 628 | 62 | 552 | | | | | | |
| Volume Left | 21 | 19 | 6 | 0 | 62 | 0 | | | | | | |
| Volume Right | 14 | 19 | 0 | 32 | 0 | 15 | | | | | | |
| cSH | 171 | 186 | 1023 | 1700 | 954 | 1700 | | | | | | |
| Volume to Capacity | 0.24 | 0.25 | 0.01 | 0.37 | 0.06 | 0.32 | | | | | | |
| Queue Length 95th (ft) | 23 | 24 | 0 | 0 | 5 | 0 | | | | | | |
| Control Delay (s) | 32.8 | 30.9 | 8.5 | 0.0 | 9.0 | 0.0 | | | | | | |
| Lane LOS | D | D | A | | A | | | | | | | |
| Approach Delay (s) | 32.8 | 30.9 | 0.1 | | 0.9 | | | | | | | |
| Approach LOS | D | D | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 2.6 | | | | | | | | | |
| Intersection Capacity Utilization | | | 46.5% | | ICU Level of Service | | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | ↕ | ↕ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 5 | 30 | 0 | 10 | 5 | 475 | 45 | 15 | 635 | 5 |
| Peak Hour Factor | 0.38 | 0.38 | 0.38 | 0.79 | 0.79 | 0.79 | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 0 | 0 | 13 | 38 | 0 | 13 | 6 | 565 | 54 | 16 | 698 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1041 | 1364 | 352 | 999 | 1340 | 310 | 703 | | | 619 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1041 | 1364 | 352 | 999 | 1340 | 310 | 703 | | | 619 | | |
| tC, single (s) | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.2 | | | 4.2 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 98 | 80 | 100 | 98 | 99 | | | 98 | | |
| cM capacity (veh/h) | 179 | 144 | 647 | 190 | 148 | 686 | 870 | | | 950 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|------------------------|------|------|------|------|------|------|------|------|
| Volume Total | 13 | 51 | 6 | 377 | 242 | 16 | 465 | 238 |
| Volume Left | 0 | 38 | 6 | 0 | 0 | 16 | 0 | 0 |
| Volume Right | 13 | 13 | 0 | 0 | 54 | 0 | 0 | 5 |
| cSH | 647 | 232 | 870 | 1700 | 1700 | 950 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.22 | 0.01 | 0.22 | 0.14 | 0.02 | 0.27 | 0.14 |
| Queue Length 95th (ft) | 2 | 20 | 1 | 0 | 0 | 1 | 0 | 0 |
| Control Delay (s) | 10.7 | 24.8 | 9.2 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 |
| Lane LOS | B | C | A | | | A | | |
| Approach Delay (s) | 10.7 | 24.8 | 0.1 | | | 0.2 | | |
| Approach LOS | B | C | | | | | | |

| Intersection Summary | | |
|-----------------------------------|-------|----------------------|
| Average Delay | | 1.1 |
| Intersection Capacity Utilization | 34.4% | ICU Level of Service |
| Analysis Period (min) | | 15 |
| | | A |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | ↔ | | ↔ | | ↔ | |
| Sign Control | Stop | | Free | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Volume (veh/h) | 10 | 10 | 430 | 15 | 10 | 420 |
| Peak Hour Factor | 0.61 | 0.61 | 0.86 | 0.86 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 16 | 16 | 500 | 17 | 11 | 483 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1014 | 509 | | | 517 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1014 | 509 | | | 517 | |
| tC, single (s) | 6.5 | 6.3 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.2 | |
| p0 queue free % | 93 | 97 | | | 99 | |
| cM capacity (veh/h) | 250 | 545 | | | 1043 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 33 | 517 | 494 | | | |
| Volume Left | 16 | 0 | 11 | | | |
| Volume Right | 16 | 17 | 0 | | | |
| cSH | 343 | 1700 | 1043 | | | |
| Volume to Capacity | 0.10 | 0.30 | 0.01 | | | |
| Queue Length 95th (ft) | 8 | 0 | 1 | | | |
| Control Delay (s) | 16.6 | 0.0 | 0.3 | | | |
| Lane LOS | C | | A | | | |
| Approach Delay (s) | 16.6 | 0.0 | 0.3 | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.7 | | | |
| Intersection Capacity Utilization | | | 41.8% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | -10% | | 0% | | | 0% |
| Volume (veh/h) | 5 | 35 | 410 | 0 | 40 | 330 |
| Peak Hour Factor | 0.60 | 0.60 | 0.84 | 0.84 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 8 | 58 | 488 | 0 | 42 | 347 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 920 | 488 | | | 488 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 920 | 488 | | | 488 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 90 | | | 96 | |
| cM capacity (veh/h) | 293 | 585 | | | 1075 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total | 67 | 488 | 389 |
| Volume Left | 8 | 0 | 42 |
| Volume Right | 58 | 0 | 0 |
| cSH | 520 | 1700 | 1075 |
| Volume to Capacity | 0.13 | 0.29 | 0.04 |
| Queue Length 95th (ft) | 11 | 0 | 3 |
| Control Delay (s) | 12.9 | 0.0 | 1.3 |
| Lane LOS | B | | A |
| Approach Delay (s) | 12.9 | 0.0 | 1.3 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 1.4 | |
| Intersection Capacity Utilization | 56.8% | ICU Level of Service | B |
| Analysis Period (min) | | 15 | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↙ | | ↘ | | ↙ | ↘ |
| Sign Control | Stop | | Free | | Free | Free |
| Grade | 8% | | -2% | | | 2% |
| Volume (veh/h) | 10 | 10 | 415 | 15 | 15 | 305 |
| Peak Hour Factor | 0.94 | 0.94 | 0.89 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 11 | 11 | 466 | 17 | 17 | 343 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 851 | 475 | | | 483 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 851 | 475 | | | 483 | |
| tC, single (s) | 6.5 | 6.3 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.6 | 3.4 | | | 2.2 | |
| p0 queue free % | 97 | 98 | | | 98 | |
| cM capacity (veh/h) | 318 | 579 | | | 1074 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 | SB 2 |
|------------------------|------|------|------|------|
| Volume Total | 21 | 483 | 17 | 343 |
| Volume Left | 11 | 0 | 17 | 0 |
| Volume Right | 11 | 17 | 0 | 0 |
| cSH | 410 | 1700 | 1074 | 1700 |
| Volume to Capacity | 0.05 | 0.28 | 0.02 | 0.20 |
| Queue Length 95th (ft) | 4 | 0 | 1 | 0 |
| Control Delay (s) | 14.3 | 0.0 | 8.4 | 0.0 |
| Lane LOS | B | | A | |
| Approach Delay (s) | 14.3 | 0.0 | 0.4 | |
| Approach LOS | B | | | |

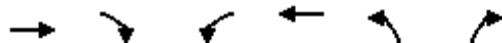
| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 0.5 | |
| Intersection Capacity Utilization | 34.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | ↔ |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | -2% | |
| Volume (veh/h) | 0 | 590 | 550 | 5 | 5 | 5 |
| Peak Hour Factor | 0.91 | 0.91 | 0.90 | 0.90 | 0.38 | 0.38 |
| Hourly flow rate (vph) | 0 | 648 | 611 | 6 | 13 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 617 | | | | 1262 | 614 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 617 | | | | 1262 | 614 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 93 | 97 |
| cM capacity (veh/h) | 968 | | | | 190 | 496 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|------------------------|------|------|------|------|
| Volume Total | 648 | 617 | 13 | 13 |
| Volume Left | 0 | 0 | 13 | 0 |
| Volume Right | 0 | 6 | 0 | 13 |
| cSH | 968 | 1700 | 190 | 496 |
| Volume to Capacity | 0.00 | 0.36 | 0.07 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 6 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 25.4 | 12.5 |
| Lane LOS | | | D | B |
| Approach Delay (s) | 0.0 | 0.0 | 18.9 | |
| Approach LOS | | | C | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | 42.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | ↻ | | | ↻ | ↻ | ↻ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 2% | |
| Volume (veh/h) | 380 | 215 | 5 | 400 | 155 | 30 |
| Peak Hour Factor | 0.93 | 0.93 | 0.94 | 0.94 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 409 | 231 | 5 | 426 | 176 | 34 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 640 | | 960 | 524 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 640 | | 960 | 524 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 38 | 94 |
| cM capacity (veh/h) | | | 944 | | 283 | 553 |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 640 | 431 | 210 | | | |
| Volume Left | 0 | 5 | 176 | | | |
| Volume Right | 231 | 0 | 34 | | | |
| cSH | 1700 | 944 | 307 | | | |
| Volume to Capacity | 0.38 | 0.01 | 0.68 | | | |
| Queue Length 95th (ft) | 0 | 0 | 117 | | | |
| Control Delay (s) | 0.0 | 0.2 | 38.8 | | | |
| Lane LOS | | A | E | | | |
| Approach Delay (s) | 0.0 | 0.2 | 38.8 | | | |
| Approach LOS | | | E | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 6.4 | | | |
| Intersection Capacity Utilization | | 52.6% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



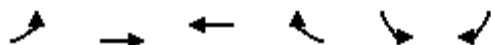
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↑ | | ↖ | ↑ | ↖ | | ↗ | | | ↕ | ↘ |
| Sign Control | Free | | Free | | | | Stop | | | | Stop | |
| Grade | 0% | | 0% | | | | 2% | | | | 0% | |
| Volume (veh/h) | 135 | 275 | 0 | 35 | 255 | 45 | 0 | 55 | 30 | 25 | 90 | 150 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.76 | 0.76 | 0.76 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 147 | 299 | 0 | 40 | 290 | 51 | 0 | 72 | 39 | 27 | 96 | 160 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | None | | | None | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 290 | | | 299 | | | 1169 | 962 | 299 | 1037 | 962 | 290 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 290 | | | 299 | | | 1169 | 962 | 299 | 1037 | 962 | 290 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 89 | | | 97 | | | 100 | 67 | 95 | 80 | 57 | 79 |
| cM capacity (veh/h) | 1278 | | | 1257 | | | 80 | 220 | 743 | 134 | 221 | 754 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|------------------------|------|------|------|------|------|------|------|
| Volume Total | 147 | 299 | 40 | 290 | 51 | 112 | 282 |
| Volume Left | 147 | 0 | 40 | 0 | 0 | 0 | 27 |
| Volume Right | 0 | 0 | 0 | 0 | 51 | 39 | 160 |
| cSH | 1278 | 1700 | 1257 | 1700 | 1700 | 293 | 334 |
| Volume to Capacity | 0.11 | 0.18 | 0.03 | 0.17 | 0.03 | 0.38 | 0.84 |
| Queue Length 95th (ft) | 10 | 0 | 2 | 0 | 0 | 43 | 188 |
| Control Delay (s) | 8.2 | 0.0 | 8.0 | 0.0 | 0.0 | 24.7 | 53.6 |
| Lane LOS | A | | A | | | C | F |
| Approach Delay (s) | 2.7 | 0.8 | | | | 24.7 | 53.6 |
| Approach LOS | | | | | | C | F |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | 15.9 | | |
| Intersection Capacity Utilization | 54.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



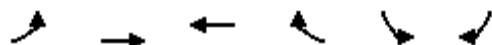
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 15 | 205 | 150 | 70 | 90 | 35 |
| Peak Hour Factor | 0.89 | 0.89 | 0.94 | 0.94 | 0.77 | 0.77 |
| Hourly flow rate (vph) | 17 | 230 | 160 | 74 | 117 | 45 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 234 | | | | 461 | 197 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 234 | | | | 461 | 197 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 79 | 95 |
| cM capacity (veh/h) | 1339 | | | | 550 | 842 |
| Direction, Lane # | EB 1 | WB 1 | SB 1 | | | |
| Volume Total | 247 | 234 | 162 | | | |
| Volume Left | 17 | 0 | 117 | | | |
| Volume Right | 0 | 74 | 45 | | | |
| cSH | 1339 | 1700 | 609 | | | |
| Volume to Capacity | 0.01 | 0.14 | 0.27 | | | |
| Queue Length 95th (ft) | 1 | 0 | 27 | | | |
| Control Delay (s) | 0.6 | 0.0 | 13.0 | | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 0.6 | 0.0 | 13.0 | | | |
| Approach LOS | | | B | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.5 | | | |
| Intersection Capacity Utilization | | 38.6% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------|------|----------------------|------|------|------|
| Lane Configurations | ↖ | ↑↑ | ↑↗ | | ↘ | ↙ |
| Sign Control | | Free | Free | | Stop | |
| Grade | | -6% | 6% | | 0% | |
| Volume (veh/h) | 30 | 300 | 305 | 15 | 10 | 20 |
| Peak Hour Factor | 0.84 | 0.84 | 0.82 | 0.82 | 0.54 | 0.54 |
| Hourly flow rate (vph) | 36 | 357 | 372 | 18 | 19 | 37 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 390 | | | | 631 | 195 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 390 | | | | 631 | 195 |
| tC, single (s) | 4.1 | | | | 6.9 | 7.0 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 95 | 95 |
| cM capacity (veh/h) | 1172 | | | | 396 | 807 |
| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
| Volume Total | 36 | 179 | 179 | 248 | 142 | 56 |
| Volume Left | 36 | 0 | 0 | 0 | 0 | 19 |
| Volume Right | 0 | 0 | 0 | 0 | 18 | 37 |
| cSH | 1172 | 1700 | 1700 | 1700 | 1700 | 600 |
| Volume to Capacity | 0.03 | 0.11 | 0.11 | 0.15 | 0.08 | 0.09 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 | 0 | 8 |
| Control Delay (s) | 8.2 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| Lane LOS | A | | | B | | |
| Approach Delay (s) | 0.7 | | | 0.0 | | 11.6 |
| Approach LOS | | | | | | B |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.1 | | | |
| Intersection Capacity Utilization | 26.1% | | ICU Level of Service | | A | |
| Analysis Period (min) | | | 15 | | | |



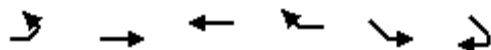
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | ↶ | ↷ | ↶ | ↷ | ↶ | ↶ |
| Sign Control | Stop | | Free | | | Free |
| Grade | 2% | | 0% | | | 0% |
| Volume (veh/h) | 35 | 35 | 280 | 30 | 40 | 285 |
| Peak Hour Factor | 0.65 | 0.65 | 0.92 | 0.92 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 54 | 54 | 304 | 33 | 47 | 331 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 729 | 304 | | | 337 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 729 | 304 | | | 337 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 86 | 93 | | | 96 | |
| cM capacity (veh/h) | 375 | 735 | | | 1217 | |
| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 54 | 54 | 304 | 33 | 47 | 331 |
| Volume Left | 54 | 0 | 0 | 0 | 47 | 0 |
| Volume Right | 0 | 54 | 0 | 33 | 0 | 0 |
| cSH | 375 | 735 | 1700 | 1700 | 1217 | 1700 |
| Volume to Capacity | 0.14 | 0.07 | 0.18 | 0.02 | 0.04 | 0.19 |
| Queue Length 95th (ft) | 12 | 6 | 0 | 0 | 3 | 0 |
| Control Delay (s) | 16.2 | 10.3 | 0.0 | 0.0 | 8.1 | 0.0 |
| Lane LOS | C | B | | | A | |
| Approach Delay (s) | 13.2 | | 0.0 | | 1.0 | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.2 | | | |
| Intersection Capacity Utilization | | | 32.2% | | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | | | |



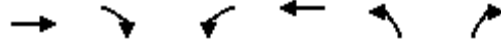
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations | ↖ | ↑ | ↑ | ↗ | ↘ | ↘ |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 75 | 580 | 795 | 30 | 15 | 60 |
| Peak Hour Factor | 0.93 | 0.93 | 0.84 | 0.84 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 81 | 624 | 946 | 36 | 17 | 67 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 946 | | | | 1731 | 946 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 946 | | | | 1731 | 946 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 89 | | | | 81 | 79 |
| cM capacity (veh/h) | 725 | | | | 86 | 316 |
| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | SB 1 | |
| Volume Total | 81 | 624 | 946 | 36 | 83 | |
| Volume Left | 81 | 0 | 0 | 0 | 17 | |
| Volume Right | 0 | 0 | 0 | 36 | 67 | |
| cSH | 725 | 1700 | 1700 | 1700 | 205 | |
| Volume to Capacity | 0.11 | 0.37 | 0.56 | 0.02 | 0.41 | |
| Queue Length 95th (ft) | 9 | 0 | 0 | 0 | 46 | |
| Control Delay (s) | 10.6 | 0.0 | 0.0 | 0.0 | 34.0 | |
| Lane LOS | B | | | | D | |
| Approach Delay (s) | 1.2 | | 0.0 | | 34.0 | |
| Approach LOS | | | | | D | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.1 | | | |
| Intersection Capacity Utilization | | | 63.3% | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | ↻ | | | ↻ | ↻ | ↻ |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | -6% | |
| Volume (veh/h) | 560 | 25 | 20 | 770 | 15 | 20 |
| Peak Hour Factor | 0.94 | 0.94 | 0.87 | 0.87 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 596 | 27 | 23 | 885 | 18 | 24 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 622 | 1540 | 609 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 622 | 1540 | 609 | |
| tC, single (s) | | | 4.1 | 6.4 | 6.2 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | 3.5 | 3.3 | |
| p0 queue free % | | | 98 | 86 | 95 | |
| cM capacity (veh/h) | | | 954 | 126 | 499 | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | | | |
| Volume Total | 622 | 908 | 42 | | | |
| Volume Left | 0 | 23 | 18 | | | |
| Volume Right | 27 | 0 | 24 | | | |
| cSH | 1700 | 954 | 220 | | | |
| Volume to Capacity | 0.37 | 0.02 | 0.19 | | | |
| Queue Length 95th (ft) | 0 | 2 | 17 | | | |
| Control Delay (s) | 0.0 | 0.7 | 25.2 | | | |
| Lane LOS | | A | D | | | |
| Approach Delay (s) | 0.0 | 0.7 | 25.2 | | | |
| Approach LOS | | | D | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.1 | | | |
| Intersection Capacity Utilization | | 69.8% | | ICU Level of Service | | C |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBL | EBT | WBT | WBR | SEL | SER |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | ↔ | ↔ | | ↔ | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | -4% | | 0% | |
| Volume (veh/h) | 10 | 580 | 795 | 25 | 15 | 15 |
| Peak Hour Factor | 0.93 | 0.93 | 0.89 | 0.89 | 0.72 | 0.72 |
| Hourly flow rate (vph) | 11 | 624 | 893 | 28 | 21 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 921 | | | | 1552 | 907 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 921 | | | | 1552 | 907 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 83 | 94 |
| cM capacity (veh/h) | 741 | | | | 124 | 337 |
| Direction, Lane # | EB 1 | WB 1 | SE 1 | | | |
| Volume Total | 634 | 921 | 42 | | | |
| Volume Left | 11 | 0 | 21 | | | |
| Volume Right | 0 | 28 | 21 | | | |
| cSH | 741 | 1700 | 182 | | | |
| Volume to Capacity | 0.01 | 0.54 | 0.23 | | | |
| Queue Length 95th (ft) | 1 | 0 | 21 | | | |
| Control Delay (s) | 0.4 | 0.0 | 30.6 | | | |
| Lane LOS | A | | D | | | |
| Approach Delay (s) | 0.4 | 0.0 | 30.6 | | | |
| Approach LOS | | | D | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.0 | | | |
| Intersection Capacity Utilization | | 55.8% | | ICU Level of Service | | B |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↻ | | ↻ | ↻ | ↻ | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | -4% | |
| Volume (veh/h) | 560 | 30 | 5 | 805 | 10 | 0 |
| Peak Hour Factor | 0.88 | 0.88 | 0.89 | 0.89 | 0.63 | 0.63 |
| Hourly flow rate (vph) | 636 | 34 | 6 | 904 | 16 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 670 | | 1569 | 653 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 670 | | 1569 | 653 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 87 | 100 |
| cM capacity (veh/h) | | | 920 | | 123 | 471 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|------------------------|------|------|------|------|
| Volume Total | 670 | 6 | 904 | 16 |
| Volume Left | 0 | 6 | 0 | 16 |
| Volume Right | 34 | 0 | 0 | 0 |
| cSH | 1700 | 920 | 1700 | 123 |
| Volume to Capacity | 0.39 | 0.01 | 0.53 | 0.13 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 11 |
| Control Delay (s) | 0.0 | 8.9 | 0.0 | 38.6 |
| Lane LOS | | A | | E |
| Approach Delay (s) | 0.0 | 0.1 | | 38.6 |
| Approach LOS | | | | E |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.4 | |
| Intersection Capacity Utilization | | 54.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | -2% | | | -6% | 6% | |
| Volume (veh/h) | 0 | 5 | 5 | 60 | 50 | 0 |
| Peak Hour Factor | 0.25 | 0.25 | 0.94 | 0.94 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 0 | 20 | 5 | 64 | 60 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 134 | 60 | 60 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 134 | 60 | 60 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 98 | 100 | | | |
| cM capacity (veh/h) | 862 | 1012 | 1557 | | | |
| Direction, Lane # | EB 1 | NB 1 | SB 1 | | | |
| Volume Total | 20 | 69 | 60 | | | |
| Volume Left | 0 | 5 | 0 | | | |
| Volume Right | 20 | 0 | 0 | | | |
| cSH | 1012 | 1557 | 1700 | | | |
| Volume to Capacity | 0.02 | 0.00 | 0.04 | | | |
| Queue Length 95th (ft) | 2 | 0 | 0 | | | |
| Control Delay (s) | 8.6 | 0.6 | 0.0 | | | |
| Lane LOS | A | A | | | | |
| Approach Delay (s) | 8.6 | 0.6 | 0.0 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.4 | | | |
| Intersection Capacity Utilization | | 17.7% | | ICU Level of Service | | A |
| Analysis Period (min) | | | 15 | | | |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|-----------------------------------|-------------|-------------|-------------|------|----------------------|------|
| Lane Configurations | ↔ | | ↔ | | ↔ | |
| Sign Control | Stop | | Free | | Free | |
| Grade | 0% | | 0% | | 0% | |
| Volume (veh/h) | 180 | 65 | 115 | 175 | 35 | 90 |
| Peak Hour Factor | 0.84 | 0.84 | 0.89 | 0.89 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 214 | 77 | 129 | 197 | 38 | 99 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 403 | 228 | | | 326 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 403 | 228 | | | 326 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 63 | 90 | | | 97 | |
| cM capacity (veh/h) | 586 | 814 | | | 1234 | |
| Direction, Lane # | WB 1 | NB 1 | SB 1 | | | |
| Volume Total | 292 | 326 | 137 | | | |
| Volume Left | 214 | 0 | 38 | | | |
| Volume Right | 77 | 197 | 0 | | | |
| cSH | 633 | 1700 | 1234 | | | |
| Volume to Capacity | 0.46 | 0.19 | 0.03 | | | |
| Queue Length 95th (ft) | 61 | 0 | 2 | | | |
| Control Delay (s) | 15.4 | 0.0 | 2.4 | | | |
| Lane LOS | C | | A | | | |
| Approach Delay (s) | 15.4 | 0.0 | 2.4 | | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 6.4 | | | |
| Intersection Capacity Utilization | | | 49.5% | | ICU Level of Service | A |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 0 | 10 | 5 | 10 | 20 | 0 | 5 | 0 | 15 | 5 | 25 | 15 |
| Peak Hour Factor | 0.45 | 0.45 | 0.45 | 0.82 | 0.82 | 0.82 | 0.75 | 0.75 | 0.75 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 0 | 22 | 11 | 12 | 24 | 0 | 7 | 0 | 20 | 6 | 30 | 18 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|-----------------------|-------|------|-------|-------|
| Volume Total (vph) | 33 | 37 | 27 | 54 |
| Volume Left (vph) | 0 | 12 | 7 | 6 |
| Volume Right (vph) | 11 | 0 | 20 | 18 |
| Hadj (s) | -0.20 | 0.07 | -0.40 | -0.18 |
| Departure Headway (s) | 3.9 | 4.2 | 3.7 | 3.9 |
| Degree Utilization, x | 0.04 | 0.04 | 0.03 | 0.06 |
| Capacity (veh/h) | 898 | 844 | 941 | 903 |
| Control Delay (s) | 7.0 | 7.3 | 6.8 | 7.1 |
| Approach Delay (s) | 7.0 | 7.3 | 6.8 | 7.1 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|-----------------------------------|-------|-----|------------------------|
| Delay | | 7.1 | |
| HCM Level of Service | | A | |
| Intersection Capacity Utilization | 18.4% | | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

Lincoln County 2005 Existing Conditions
 502: 1st Street & Otter Crest Loop S

9/5/2007
 HCM Unsignalized Intersection Capacity Analysis



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|-------------|------|----------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 45 | 0 | 65 | 5 | 5 | 5 | 60 | 25 | 5 | 5 | 25 | 65 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.42 | 0.42 | 0.42 | 0.88 | 0.88 | 0.88 | 0.89 | 0.89 | 0.89 |
| Hourly flow rate (vph) | 51 | 0 | 73 | 12 | 12 | 12 | 68 | 28 | 6 | 6 | 28 | 73 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage (veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 261 | 246 | 65 | 316 | 280 | 31 | 101 | | | 34 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 261 | 246 | 65 | 316 | 280 | 31 | 101 | | | 34 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 92 | 100 | 93 | 98 | 98 | 99 | 95 | | | 100 | | |
| cM capacity (veh/h) | 648 | 624 | 1000 | 571 | 601 | 1049 | 1504 | | | 1584 | | |
| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 | | | | | | | | |
| Volume Total | 124 | 36 | 102 | 107 | | | | | | | | |
| Volume Left | 51 | 12 | 68 | 6 | | | | | | | | |
| Volume Right | 73 | 12 | 6 | 73 | | | | | | | | |
| cSH | 818 | 687 | 1504 | 1584 | | | | | | | | |
| Volume to Capacity | 0.15 | 0.05 | 0.05 | 0.00 | | | | | | | | |
| Queue Length 95th (ft) | 13 | 4 | 4 | 0 | | | | | | | | |
| Control Delay (s) | 10.2 | 10.5 | 5.1 | 0.4 | | | | | | | | |
| Lane LOS | B | B | A | A | | | | | | | | |
| Approach Delay (s) | 10.2 | 10.5 | 5.1 | 0.4 | | | | | | | | |
| Approach LOS | B | B | | | | | | | | | | |
| Intersection Summary | | | | | | | | | | | | |
| Average Delay | | | 6.0 | | | | | | | | | |
| Intersection Capacity Utilization | | | 28.3% | | | ICU Level of Service | | | | A | | |
| Analysis Period (min) | | | 15 | | | | | | | | | |