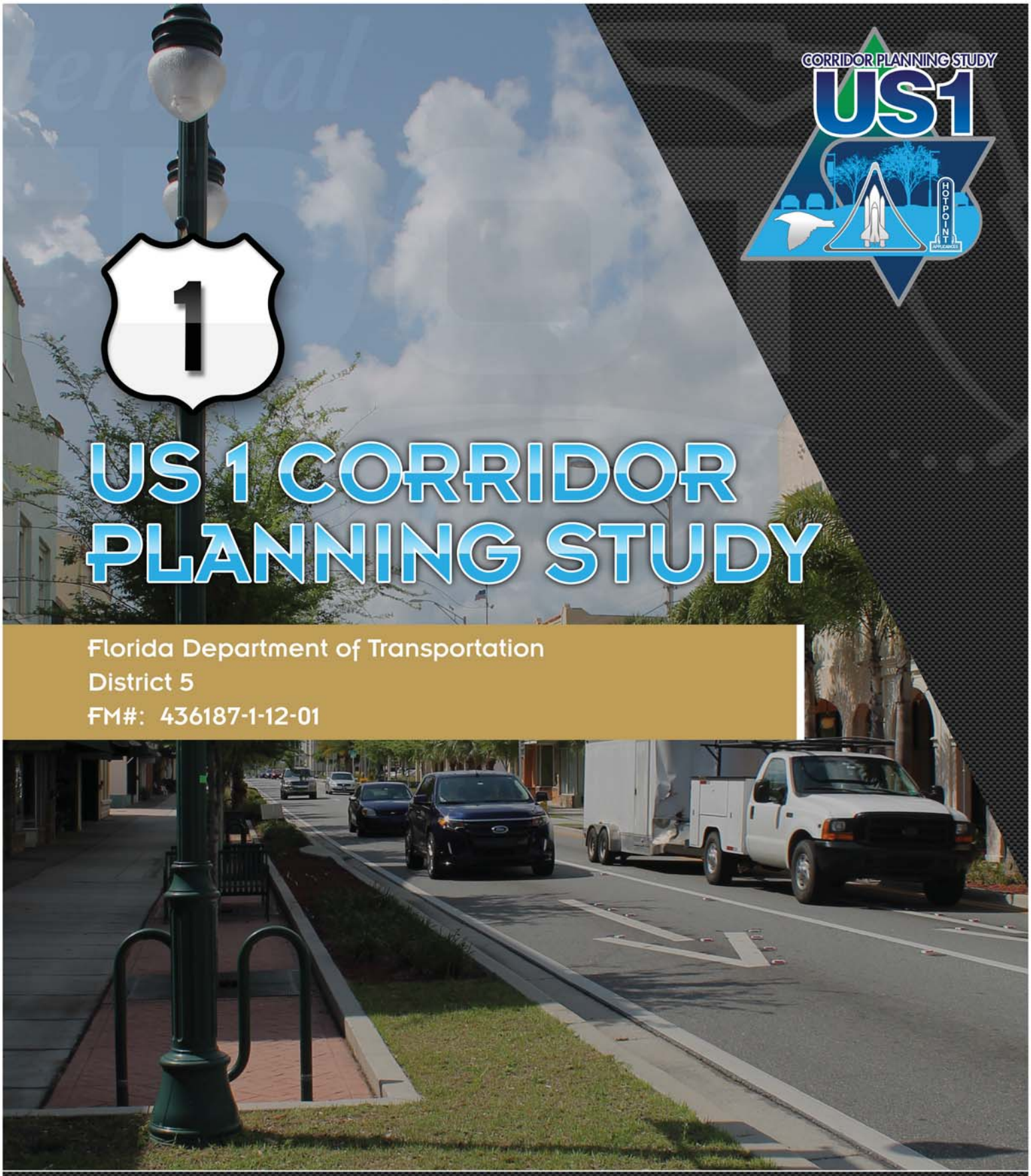

US 1 CORRIDOR PLANNING STUDY

Florida Department of Transportation
District 5
FM#: 436187-1-12-01

Centennial FDOT 1915 ★ 2015

Future Conditions Summary

June 2015

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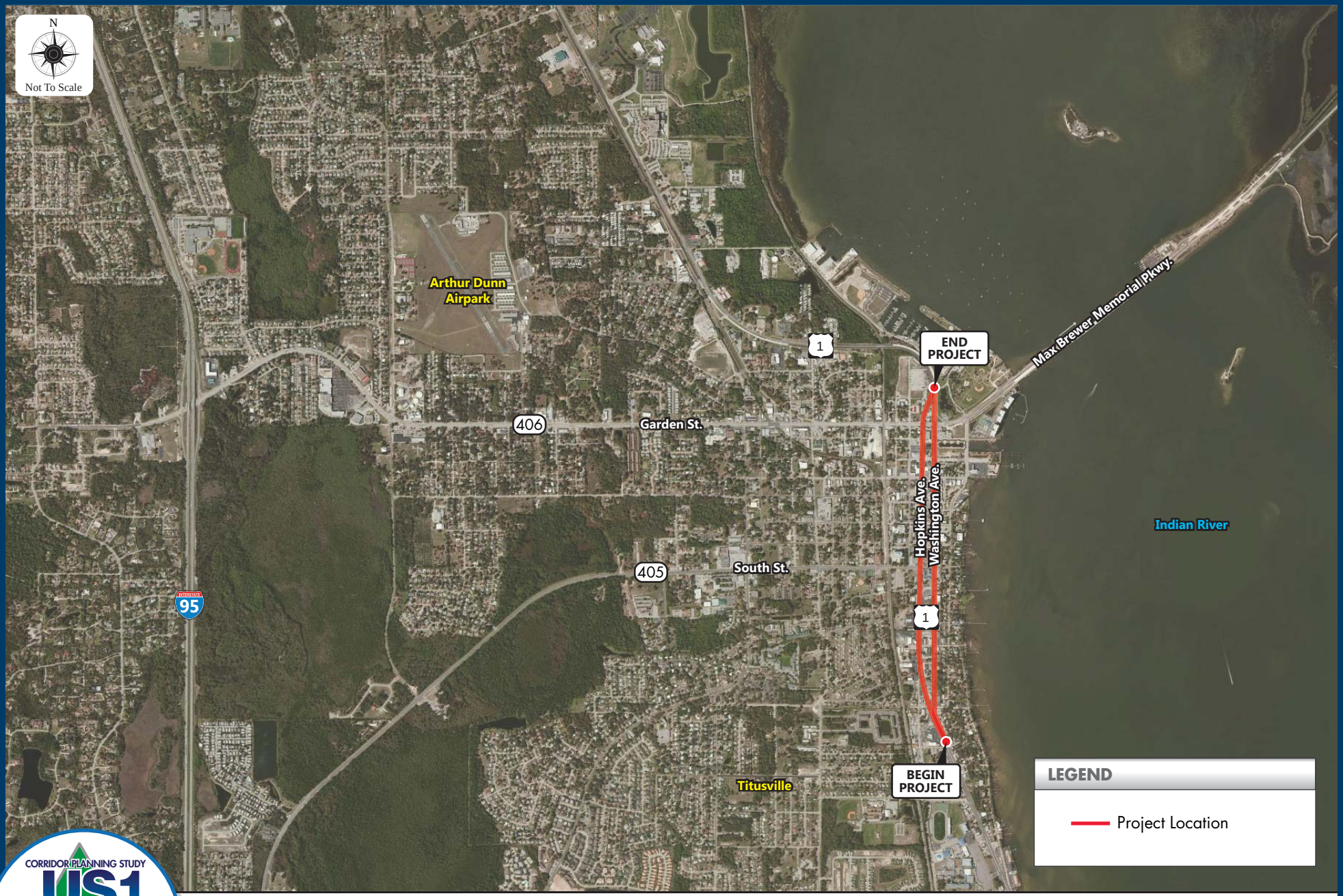
Introduction

1.1 Purpose of Technical Memorandum

The purpose of this technical memorandum is to develop the projected future traffic demand on US 1, and identify potential capacity deficiencies and additional needs for the corridor through 2040. This technical memorandum will include the methodology and forecast of future traffic conditions for US 1 from Laurel Place to Indian River Avenue. The results of this analysis will be used to define the corridor needs and develop potential improvement alternatives.

1.2 Project Background and Purpose

This project has been requested by the City of Titusville to coordinate the development of a future vision for the US 1 corridor that will establish a multimodal approach to providing for future transportation needs. US 1 has been the subject of various previous planning studies and improvement efforts. A number of development and planning goals have been identified and implemented in an effort to create a more walkable urban environment for the historic downtown Titusville business district. Figure 1 illustrates the Study Area.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

FIGURE 1
Study Area Location Map

2

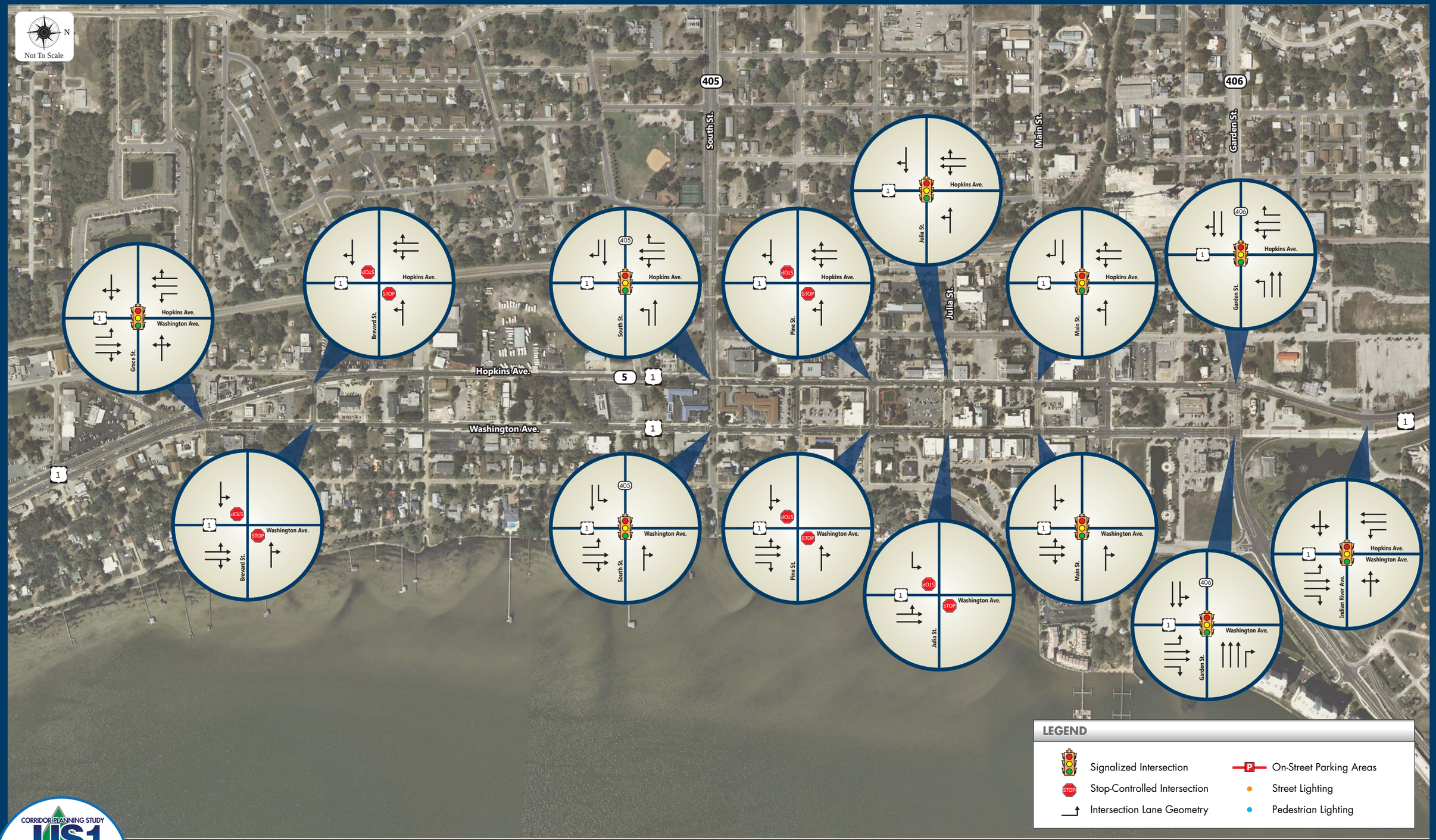
Existing Conditions

2.1 Roadway and Intersection Characteristics

US 1 from Laurel Place to Indian River Avenue is classified as an "urban principal arterial other". There are two predominate typical sections of the corridor; a four-lane bidirectional segment from Laurel Place to Grace Street; and a two-lane, one-way pair segment from Grace Street to Indian River Avenue. The posted speed limit varies along US 1; from south of the Study Area to north of Laurel Place the posted speed limit is 45 miles per hour (MPH), immediately north of Laurel Place to south of SR 405 it transitions to 40 MPH, from south of SR 405 to north of SR 406 the posted speed is 30 MPH, and transitions to 35 MPH south of Indian River Avenue.

Figure 2 provides the year 2015 intersection geometry for the following Study Area intersections:

- US 1/Grace Street (Signalized)
- US 1 Northbound/Brevard Street (Un-signalized)
- US 1 Southbound/Brevard Street (Un-signalized)
- US 1 Northbound/SR 405 (Signalized)
- US 1 Southbound/SR 405 (Signalized)
- US 1 Northbound/Pine Street (Un-signalized)
- US 1 Southbound/Pine Street (Un-signalized)
- US 1 Northbound/Julia Street (Un-signalized)
- US 1 Southbound/Julia Street (Signalized)
- US 1 Northbound/Main Street (Signalized)
- US 1 Southbound/Main Street (Signalized)
- US 1 Northbound/SR 406 (Signalized)
- US 1 Southbound/SR 406 (Signalized)
- US 1/Indian River Avenue (Un-signalized)



CORRIDOR PLANNING STUDY US1 SPACE COAST

US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

Centennial FDOT 1915 ★ 2015

FIGURE 2
Existing 2015 Intersection Geometry

2.2 2015 Existing Volumes

The 24-hour bi-directional volume tube counts were conducted in February 2015 at the following locations:

- South of Grace Street
- US 1 Northbound/south of South Street
- US 1 Southbound/south of South Street
- US 1 Northbound/south of SR 406
- US 1 Southbound/south of SR 406
- North of Indian River Avenue

Weekday turning movement counts were collected at the following intersections for the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hours:

- US 1/Grace Street
- US 1 Northbound/Brevard Street
- US 1 Southbound/Brevard Street
- US 1 Northbound/SR 405
- US 1 Southbound/SR 405
- US 1 Northbound/Pine Street
- US 1 Southbound/Pine Street
- US 1 Northbound/Julia Street
- US 1 Southbound/Julia Street
- US 1 Northbound/Main Street
- US 1 Southbound/Main Street
- US 1 Northbound/SR 406
- US 1 Southbound/SR 406
- US 1/Indian River Avenue

All traffic count data collected was adjusted utilized the latest (2013) FDOT axle (where applicable) and seasonal adjustment factors for Brevard County to provide 2015 annual average conditions.

2.3 Existing Operational Analysis

Existing 2015 operational analysis was conducted to determine the level-of-service (LOS) for the roadway segments and the Study Area intersections. Peak hour peak direction volumes along the different segments were compared against the latest Generalized Peak Hour Directional Service Volumes Tables from the 2012 FDOT Quality/Level of Service Handbook to obtain the arterial LOS. The LOS for the Study Area intersections were determined using the procedures as outlined in the Transportation Research Board's (TRB) – Highway Capacity Manual (HCM 2000) using Synchro Software (version 8.0).

2.3.1 Roadway Operational Analysis

According to FDOT, the study corridor is classified as an "urban principal arterial other" and has an adopted level of service "D". The generalized peak hour directional service volumes for the LOS

letters “A” through “F” were obtained from Table 7 of the 2012 FDOT Quality/Level of Service Handbook and compared with volumes collected from the 24-Hour bi-directional tube counts. A summary of the LOS analysis for the study roadways is included in Table 1.

Table 1: 2015 Roadway Level of Service

Roadway/Segment	Daily		AM Peak		PM Peak	
	AADT	LOS	Volume	LOS	Volume	LOS
US 1						
Laurel Place to Grace Street	21,991	C	888 (SB)	C	935 (NB)	C
US 1 Southbound						
Grace Street to SR 405	13,156	C	1,094 (SB)	C	1,137 (SB)	C
SR 405 to SR 406	11,400	C	861 (SB)	C	984 (SB)	D
SR 406 to Indian River Avenue	8,687	C	700 (SB)		699 (SB)	C
US 1 Northbound						
Grace Street to SR 405	13,030	C	995 (NB)	C	1,127 (NB)	C
SR 405 to SR 406	11,476	D	884 (NB)	C	1,053 (NB)	C
SR 406 to Indian River Avenue	9,236	D	680 (NB)	C	933 (NB)	D

2012 FDOT Quality/Level of Service Handbook Tables
AADT = Data Collected * Seasonal Factor (0.92) * Axle Factor (0.99) (if need)

As shown in Table 1, the US 1 corridor currently operates within acceptable LOS standards. The existing arterial LOS conditions are illustrated in Figure 3

2.3.2 Intersection Operational Analysis

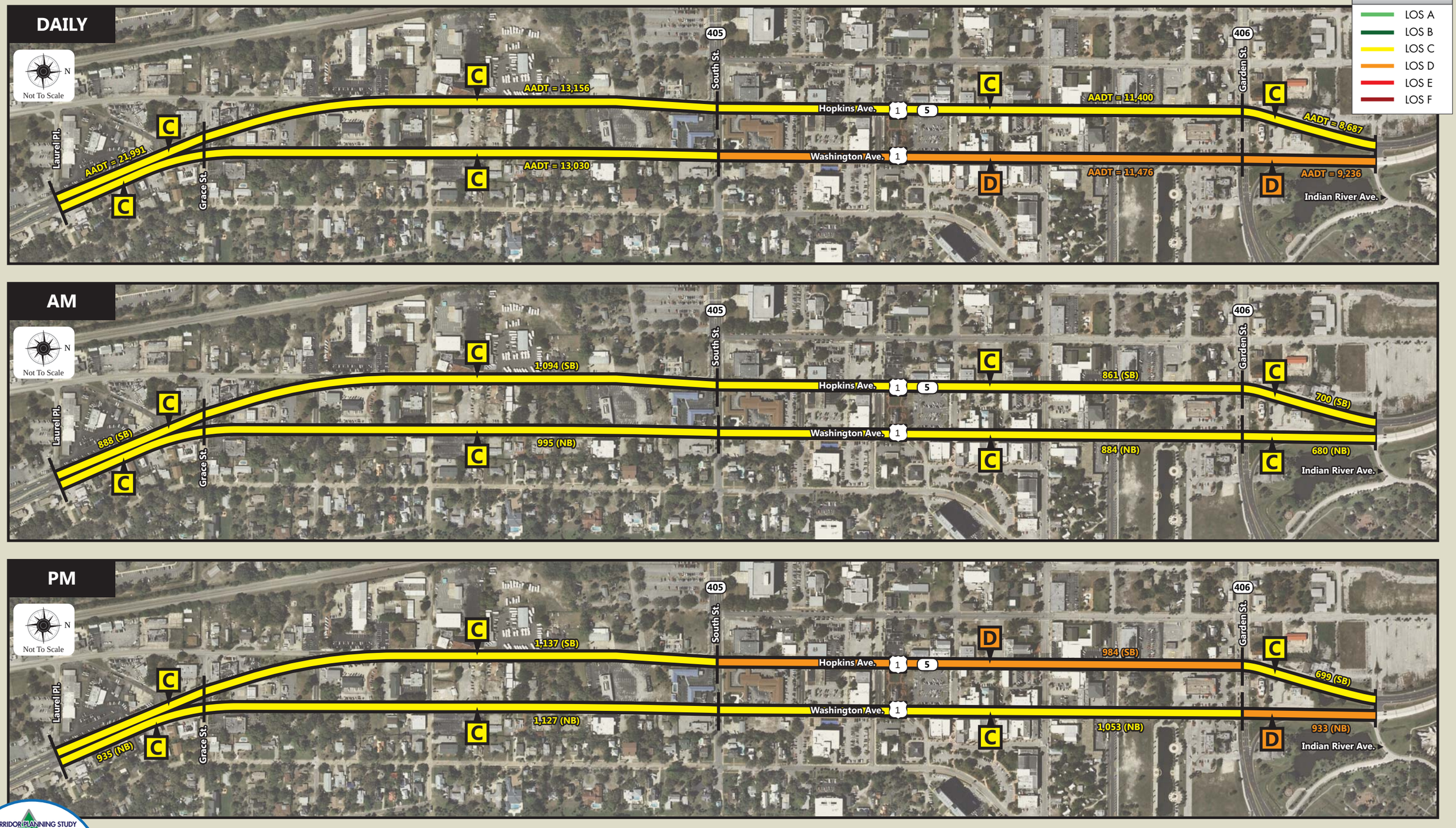
According to the HCM 2010, for signalized intersections, and average control delay per vehicle from 55 seconds up to 80 seconds is considered to be a LOS E condition. Beyond 80 seconds is considered to be a LOS F condition. A summary of the LOS analysis for the study intersections is included in Table 2.

Table 2: 2015 Intersection Level of Service

Intersection	Control	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
US 1/Grace Street	Signalized	6.0	A	5.6	A
US 1 Northbound/Brevard Street	Un-signalized	0.0/14.1	A/B	0.1/18.1	A/C
US 1 Southbound/Brevard Street	Un-signalized	0.4/18.3	A/C	0.1/40.9	A/E
US 1 Northbound/ SR 405	Signalized	4.1	A	4.9	A
US 1 Southbound/ SR 405	Signalized	6.7	A	8.6	A
US 1 Northbound/Pine Street	Un-signalized	0.5/18.3	A/C	0.3/24.4	A/C
US 1 Southbound/Pine Street	Un-signalized	0.3/14.3	A/B	0.1/16.0	A/C
US 1 Northbound/Julia Street	Un-signalized	0.4/12.0	A/B	0.1/14.1	A/B
US 1 Southbound/Julia Street	Signalized	2.0	A	2.7	A
US 1 Northbound/Main Street	Signalized	2.8	A	4.0	A
US 1 Southbound/Main Street	Signalized	3.6	A	5.6	A
US 1 Northbound/SR 406	Signalized	8.6	A	9.7	A
US 1 Southbound/SR 406	Signalized	10.4	B	12.0	B
US 1/Indian River Avenue	Un-signalized	8.4/13.7	A/B	11.9/22.4	B/C

** For un-signalized intersections mainline/side street delay and LOS was documented*

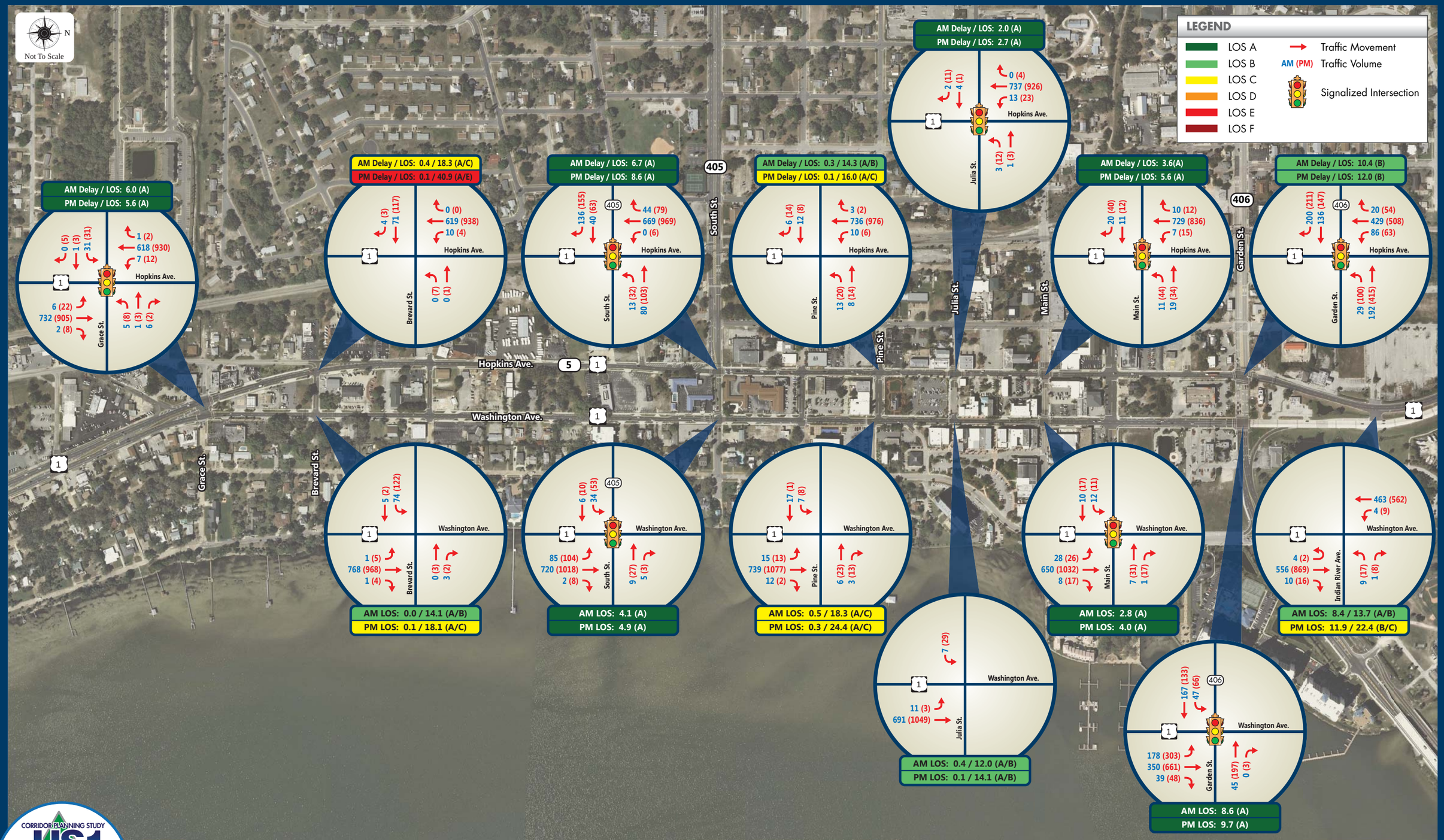
As seen in Table 2, all Study Area intersection and roadway segments currently operate under acceptable level of service conditions during the AM and PM peak hours with the exception of US 1 Southbound/Brevard Street. This intersection as a whole operates above the adopted level of service. The existing intersection operations are illustrated in Figure 4.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

FIGURE 3
Existing 2015 Roadway Volumes & Operations



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

FIGURE 4

Existing 2015 Intersection Volumes & Operations

3

2040 Future Conditions

3.1 Future Land Use

The Future Land Uses (FLUs) assigned to the Study Area, Figure 5, are generally consistent with the existing land uses along, and adjacent to the corridor.

The entirety of the land adjacent to the study corridor is designated as Downtown Mixed-Use. The City of Titusville specifies that the Downtown Mixed-Use FLU is permitted to have a maximum density of 20 dwelling units per acre and a maximum intensity of 5.0 Floor Area Ration (FAR). The FAR is the ratio of a buildings total floor area (Gross Floor Area) to the size of the parcel that it is built on, and is generated by dividing the building area by the parcel area. The Downtown Mixed-Use FLU was established by the City of Titusville to "pursue the renewal of Downtown Titusville as the center of professional, governmental, financial and unique retail and redevelop blighted areas." The Downtown Mixed-Use FLU is intended to enhance the visual attractiveness of downtown, utilize the waterfront, encourage and promote pedestrian spaces, and emphasize development and redevelopment east of US 1 that uses the waterfront as an amenity.

Along the study corridor, the Downtown Mixed-Use district extends to Indian River Avenue east of US 1. Further east, between Indian River Avenue and the Indian River, the majority of the land is designated as Residential Medium. Medium density residential lands are permitted for a maximum density of 10 dwelling units per acre, and are intended to consider existing and proposed land uses during development to ensure compatibility with surrounding uses.

3.2 Planned Improvements

The only planned improvement within the Study Area is the Downtown Connector Trail, illustrated in Figure 6. It's currently in the Preliminary Design & Engineering (PD&E) phase. When completed, this trail will connect to the East Central Florida Regional Rail Trail to the northwest and future planned segments of the Space Coast Loop Trail to the east. No other planned roadway improvement projects were identified within the Study Area, therefor, the existing intersection and lane geometry identified in Figure 2 were utilized for the 2040 future conditions analysis. Figure 6 illustrates future planned improvements within the Study Area.

Future Land Use

- Commercial - High Intensity
- Conservation
- Downtown Mixed-Use
- Industrial
- Public/Semi-Public
- Residential - High Density
- Residential - Medium Density
- Residential - Low Density
- Urban Mixed-Use

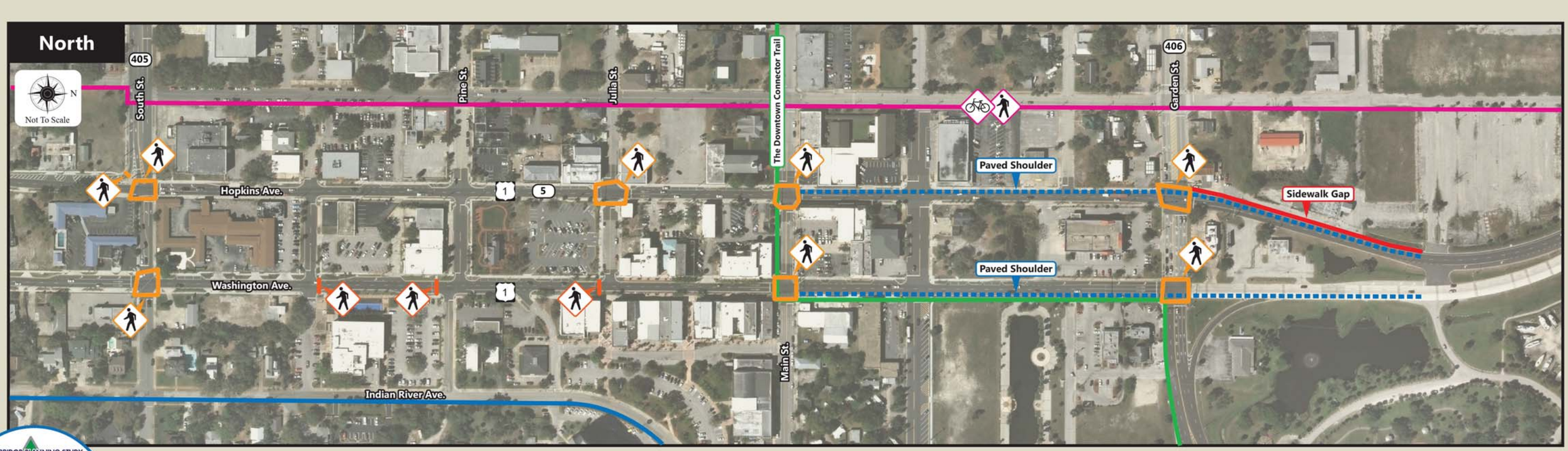
Not To Scale

WEST ST
KENNEDY WY
METTO ST
PINE ST
ENGLISH ST
JONES ST
DE LEON AV N
MAIN ST
ORANGE ST
WAGER AV
OLIVE AV
CANAVERAL AV
DUMMITT AV
LA GRANGE AV
BRYAN AV
FLAGLER ST
FOURTH AV
THIRD AV
SECOND AV
FIRST AV
MAXWELL ST
BRIDGE ST
UNION ST
PALM AV S
PALM AV N
LEMON AV N
JULIA ST
ST JOHNS ST
WASHINGTON AV S
HOPKINS AV N
WASHINGTON AV N
INDIAN RIVER AV
BROAD ST
1
1

US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

FIGURE 5
Future Land Use Map



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

FIGURE 6
Existing and Proposed Trails,
Existing Bicycle & Pedestrain Facilities

3.3 Growth Projections and Assumptions

In order to determine an acceptable growth rate for the US 1 Study Area, traffic projections from various available sources were considered. This included the latest year Central Florida Regional Planning Model, Version 5.1 (CFRPM 5.1) released in 2012, FDOT historical Annual Average Dailey Traffic (AADT) growth trends, and Brevard County population projections from the Bureau of Economic and Business Research (BEBR). Table 3 below presents the comparison of resulting growth rates.

Table 3: Growth Rate Comparison

Growth Method	Growth Rate
Historic Trends Analysis	-3.40%
Model Growth Analysis	1.37%
BEBR Growth Analysis	
Brevard County Medium	0.85%
Brevard County High	1.54%
Average Growth Rate	1.46%

The historic growth trends were not applied due to the negative value as illustrated in Table 3. The model growth analysis identified a growth rate of 1.37% and applied to the 2015 existing volumes to develop the 2040 future traffic. It was observed that the model growth analysis fit between the BEBR medium and high growth rates, therefor the 1.37% annual growth rate was utilized for the analysis. Figure 7 and Figure 8 illustrate the projected 2040 traffic volumes.

3.4 2040 Future Operational Analysis

Future 2040 operational analysis was conducted to determine the level-of-service (LOS) for the roadway segments and the Study Area intersections. The same methodology used for determining 2015 Existing LOS was applied to the 2040 Future scenario.

3.4.1 2040 Projected Roadway Operations

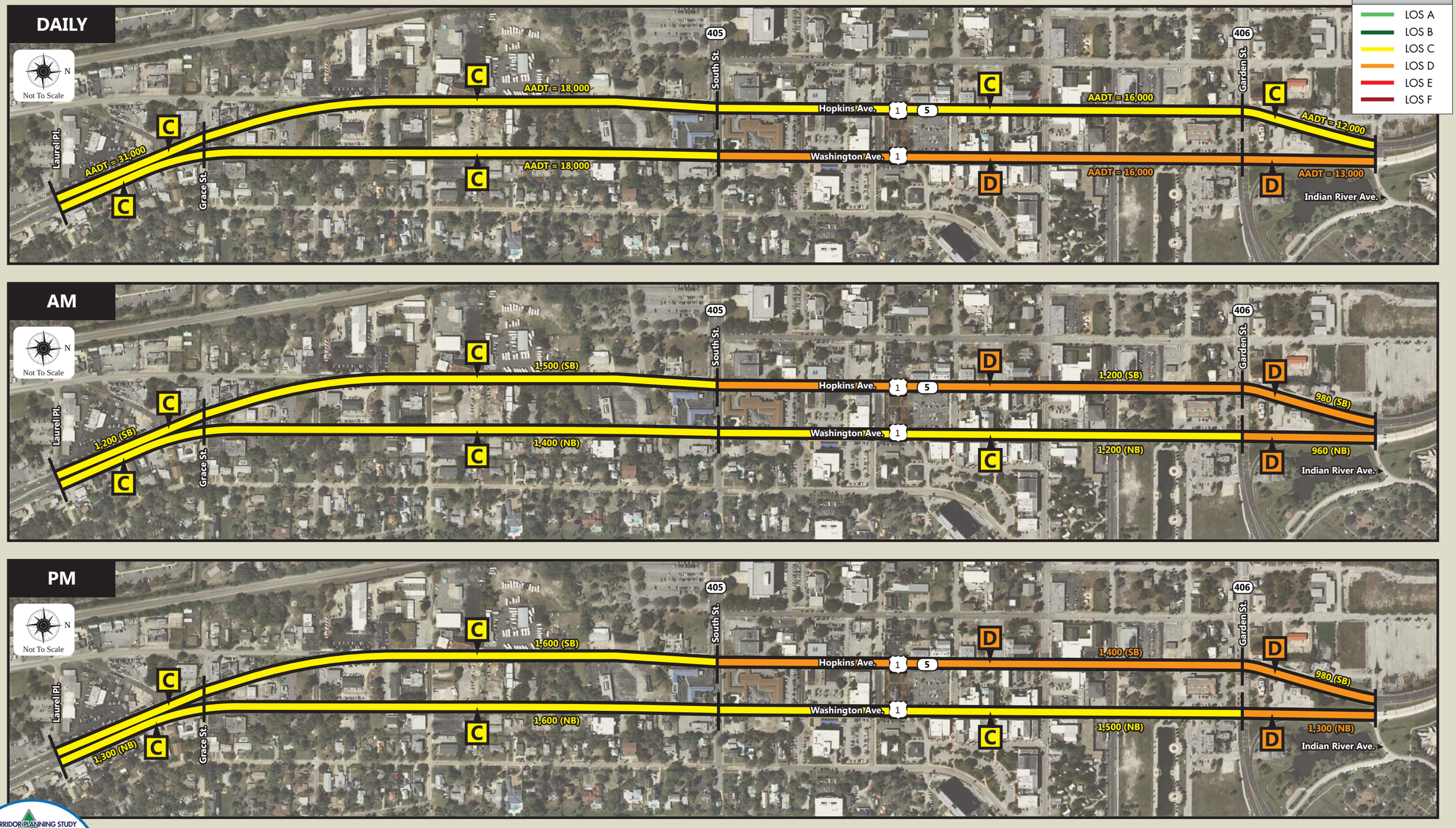
According to FDOT, the study corridor is classified as an "urban principal arterial other" and has an adopted LOS "D". The generalized peak hour directional service volumes for the LOS letters "A" through "F" were obtained from Table 7 of the 2012 FDOT Quality/Level of Service Handbook and compared with projected 2040 volumes calculated using the 2015 existing volumes with the previously-identified 1.37% annual growth factor applied. The 2040 projected roadway operations are provided in Table 4 and Figure 7 for daily, AM peak hour, and PM peak hour.

Table 4: 2040 Projected Roadway Level of Service

Roadway/Segment	Daily		AM Peak		PM Peak	
	AADT	LOS	Volume	LOS	Volume	LOS
US 1 (2-Way Section)						
Laurel Place to Grace Street	31,000	C	1,200	C	1,300	C
US 1 Southbound (One Way)						
Grace Street to SR 405	18,000	C	1,500	C	1,600	C
SR 405 to SR 406	16,000	C	1,200	D	1,400	D
SR 406 to Indian River Avenue	12,000	D	980	D	980	D
US 1 Northbound (One Way)						
Grace Street to SR 405	18,000	C	1,400	C	1,60	C
SR 405 to SR 406	16,000	D	1,200	C	1,500	C
SR 406 to Indian River Avenue	13,000	D	960	D	1,300	D

2012 FDOT Quality/Level of Service Handbook Tables
*AADT = Data Collected * Seasonal Factor (0.92) * Axle Factor (0.99) (if need)*

As shown in Table 4, the US 1 corridor currently operates within acceptable LOS standards.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

FIGURE 7
Future 2040 Projected
Roadway Volumes & Operations

3.4.2 2040 Projected Intersection Operations

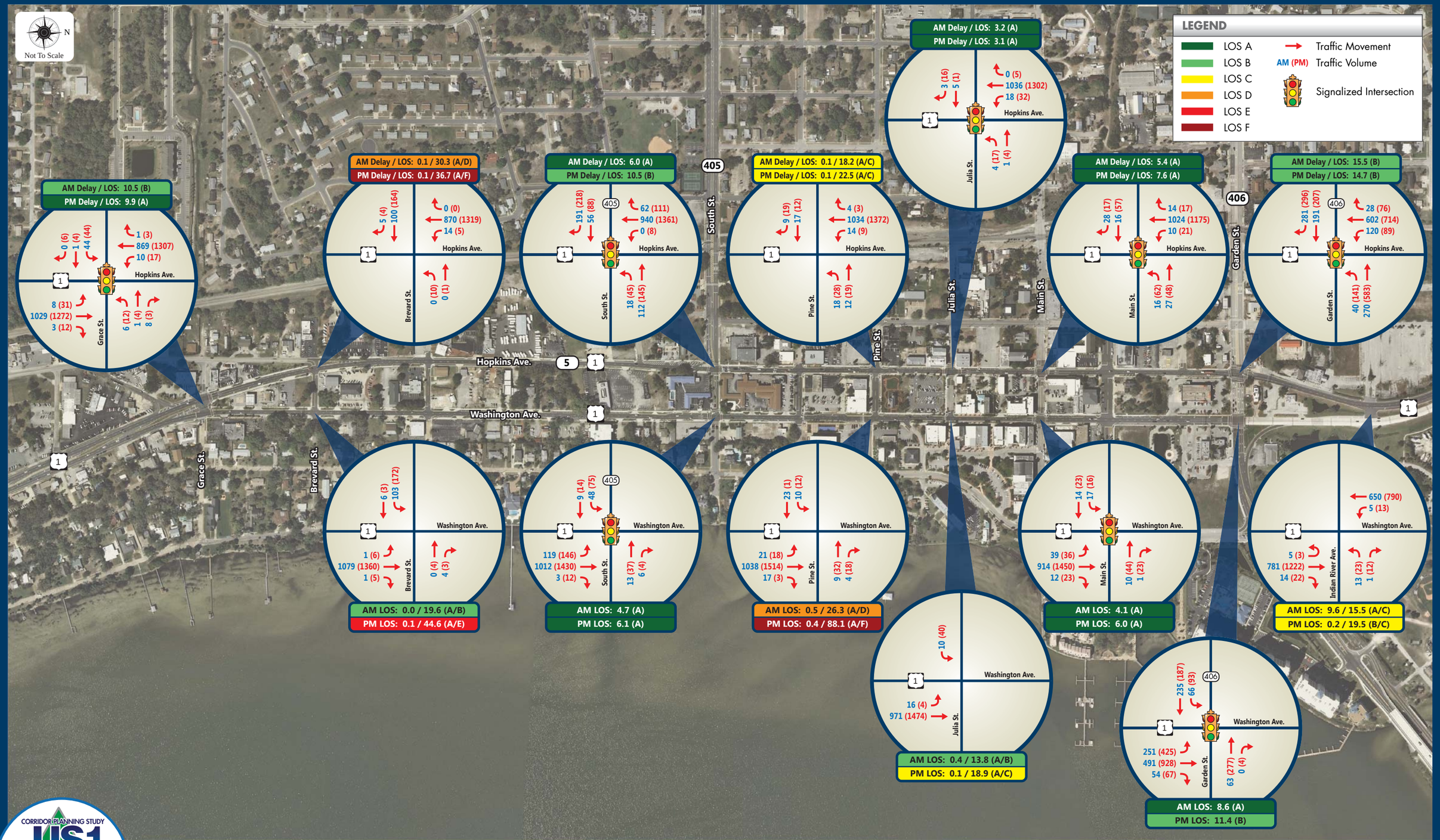
According to the HCM 2010, for signalized intersections, and average control delay per vehicle from 55 seconds up to 80 seconds is considered to be a LOS E condition. Beyond 80 seconds is considered to be a LOS F condition. A summary of the 2040 projected intersection operations for all Study Intersections is provided in Table 5 for the AM and PM peak hours. The signal timings were optimized under the assumption that signal timings will be regularly maintained through 2040. Analysis output sheets for the roadway operations are attached.

Table 5: 2040 Projected Intersection Level of Service

Intersection	Control	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
US 1/Grace Street	Signalized	10.5	B	9.9	A
US 1 Northbound/Brevard Street	Un-signalized	0.0/19.6	A/B	0.1/44.6	A/E
US 1 Southbound/Brevard Street	Un-signalized	0.1/30.3	A/D	0.1/236.7	A/F
US 1 Northbound/ SR 405	Signalized	4.7	A	6.1	A
US 1 Southbound/ SR 405	Signalized	6.0	A	10.5	B
US 1 Northbound/Pine Street	Un-signalized	0.5/26.3	A/D	0.4/88.1	A/F
US 1 Southbound/Pine Street	Un-signalized	0.1/18.2	A/C	0.1/22.5	A/C
US 1 Northbound/Julia Street	Un-signalized	0.4/13.8	A/B	0.1/18.9	A/C
US 1 Southbound/Julia Street	Signalized	3.2	A	3.1	A
US 1 Northbound/Main Street	Signalized	4.1	A	6.0	A
US 1 Southbound/Main Street	Signalized	5.4	A	7.6	A
US 1 Northbound/SR 406	Signalized	8.6	A	11.4	B
US 1 Southbound/SR 406	Signalized	15.5	B	14.7	B
US 1/Indian River Avenue	Un-signalized	9.6/15.5	A/C	0.2/19.5	A/C

** For un-signalized intersections mainline/side street delay and LOS was documented*

As presented in Table 5 above, all of the signalized Study Area intersections are anticipated to operate at acceptable LOS levels in 2040. Unsignalized Study Area intersections are all anticipated to have mainline street operations the meeting LOS standards. The 2040 project intersection operations are presented in Figure 8 for the AM and PM peak hours. Synchro reports are attached.



US 1 Corridor Planning Study

Laurel Place to Indian River Avenue

FIGURE 8
Existing 2040 Projected
Intersection Volumes & Operations

4

Summary

Based on analysis preformed to determine the 2040 projected volumes and operations of US 1 within the Study Area, there are no anticipated roadway capacity or intersection operational issues. Potential improvement alternatives will consider multimodal improvements such as bicycle and pedestrian facilities to complement the planned Downtown Connector Trail and the existing facilities on the Max Brewer Bridge. There may be opportunities to improve transit stop locations and enhance pedestrian and bicycle mobility between the one-way pairs throughout the Study Area.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	13	0	1	5	781	14	5	0	650
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	140	-	0	475	-	0
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	4
Mvmt Flow	0	0	0	14	0	1	5	849	15	5	0	707

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	860	871	424	0	0	0	849	0	0
Stage 1	860	860	-	-	-	-	-	-	-
Stage 2	0	11	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	295	288	579	-	-	-	785	-	-
Stage 1	375	371	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	293	0	579	-	-	-	785	-	-
Mov Cap-2 Maneuver	349	0	-	-	-	-	-	-	-
Stage 1	375	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5		0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	359	785	-	-
HCM Lane V/C Ratio	-	-	-	0.042	0.007	-	-
HCM Control Delay (s)	-	-	-	15.5	9.6	-	-
HCM Lane LOS	-	-	-	C	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	10	0	16	971	0	0
Conflicting Peds, #/hr	2	0	6	0	0	8
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, %	12	2	2	4	2	2
Mvmt Flow	11	0	17	1055	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	565	8	2	0
Stage 1	2	-	-	-
Stage 2	563	-	-	-
Critical Hdwy	7.74	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-
Follow-up Hdwy	3.62	-	-	-
Pot Cap-1 Maneuver	387	-	-	-
Stage 1	-	-	-	-
Stage 2	454	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	386	-	-	-
Mov Cap-2 Maneuver	386	-	-	-
Stage 1	-	-	-	-
Stage 2	453	-	-	-

Approach	EB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	17	9	18	12	0	0	0	0	14	1034	4
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	11	2	2	2	2	9	2	2
Mvmt Flow	0	18	10	20	13	0	0	0	0	15	1124	4

Major/Minor	Minor2			Minor1						Major2		
Conflicting Flow All	1168	1161	565	606	1163	2				2	0	0
Stage 1	1159	1159	-	2	2	-				-	-	-
Stage 2	9	2	-	604	1161	-				-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.72	-				-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.72	-				-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.11	-				-	-	-
Pot Cap-1 Maneuver	186	194	468	429	181	-				-	-	-
Stage 1	261	268	-	-	-	-				-	-	-
Stage 2	-	-	-	508	250	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	185	0	467	428	0	-				-	-	-
Mov Cap-2 Maneuver	185	0	-	428	0	-				-	-	-
Stage 1	261	0	-	-	0	-				-	-	-
Stage 2	-	0	-	508	0	-				-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	13.2		
HCM LOS	B	-	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	467	-	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-	-
HCM Control Delay (s)	13.2	-	-	-	-
HCM Lane LOS	B	-	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	23	0	0	9	4	21	1038	17	0	0	0
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	38	2	2	2	14	2	2	3	2	2	2	2
Mvmt Flow	11	25	0	0	10	4	23	1128	18	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	619	1178	4	1191	1178	565	2	0	0
Stage 1	2	2	-	1176	1176	-	-	-	-
Stage 2	617	1176	-	15	2	-	-	-	-
Critical Hdwy	7.56	6.54	-	6.84	6.78	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.78	-	-	-	-
Critical Hdwy Stg 2	6.56	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.88	4.02	-	3.52	4.14	3.32	-	-	-
Pot Cap-1 Maneuver	347	189	-	180	173	468	-	-	-
Stage 1	-	-	-	255	240	-	-	-	-
Stage 2	413	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	346	0	-	179	0	467	-	-	-
Mov Cap-2 Maneuver	346	0	-	179	0	-	-	-	-
Stage 1	-	0	-	255	0	-	-	-	-
Stage 2	412	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		12.9	
HCM LOS	-	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	467
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	-	-	-	-	12.9
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	100	5	0	0	0	0	0	0	14	870	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	109	5	0	0	0	0	0	0	15	946	0

Major/Minor	Minor2			Minor1						Major2		
Conflicting Flow All	976	976	472	558	976	0				0	0	0
Stage 1	976	976	-	0	0	-				-	-	-
Stage 2	0	0	-	558	976	-				-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.54	-				-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-				-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	-				-	-	-
Pot Cap-1 Maneuver	248	250	538	460	250	-				-	-	-
Stage 1	326	327	-	-	-	-				-	-	-
Stage 2	-	-	-	537	327	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	248	0	538	460	0	-				-	-	-
Mov Cap-2 Maneuver	248	0	-	460	0	-				-	-	-
Stage 1	326	0	-	-	0	-				-	-	-
Stage 2	-	0	-	537	0	-				-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	13.5	0	
HCM LOS	B	A	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	538	-	-	-	-
HCM Lane V/C Ratio	0.212	-	-	-	-
HCM Control Delay (s)	13.5	0	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	103	6	0	0	0	4	1	1079	1	0	0	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	7	0	0	0	4	1	1173	1	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	591	1178	1	1181	1178	587	1	0	0
Stage 1	1	1	-	1177	1177	-	-	-	-
Stage 2	590	1177	-	4	1	-	-	-	-
Critical Hdwy	6.84	6.54	-	6.84	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	438	189	-	183	189	453	-	-	-
Stage 1	-	-	-	255	263	-	-	-	-
Stage 2	517	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	437	0	-	183	0	453	-	-	-
Mov Cap-2 Maneuver	437	0	-	183	0	-	-	-	-
Stage 1	-	0	-	255	0	-	-	-	-
Stage 2	517	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		13	
HCM LOS	-	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	453
HCM Lane V/C Ratio	-	-	-	-	0.01
HCM Control Delay (s)	-	-	-	-	13
HCM Lane LOS	-	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	23	0	12	3	1222	22	13	0	790
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	140	-	0	475	-	0
Veh in Median Storage, #	-	0	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	33	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	25	0	13	3	1328	24	14	0	859

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1336	1364	665	0	0	0	1329	0	0
Stage 1	1336	1336	-	-	-	-	-	-	-
Stage 2	0	28	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	145	146	403	-	-	-	515	-	-
Stage 1	210	221	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	141	0	403	-	-	-	515	-	-
Mov Cap-2 Maneuver	180	0	-	-	-	-	-	-	-
Stage 1	210	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.5		0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	222	515	-	-
HCM Lane V/C Ratio	-	-	-	0.171	0.027	-	-
HCM Control Delay (s)	-	-	-	24.5	12.2	-	-
HCM Lane LOS	-	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	-	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	0	4	1474	0	0
Conflicting Peds, #/hr	16	0	13	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, %	3	2	2	2	2	2
Mvmt Flow	43	0	4	1602	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	826	29	16	0
Stage 1	16	-	-	-
Stage 2	810	-	-	-
Critical Hdwy	7.56	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.56	-	-	-
Follow-up Hdwy	3.53	-	-	-
Pot Cap-1 Maneuver	263	-	-	-
Stage 1	-	-	-	-
Stage 2	338	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	256	-	-	-
Mov Cap-2 Maneuver	256	-	-	-
Stage 1	-	-	-	-
Stage 2	333	-	-	-

Approach	EB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	12	19	28	19	0	0	0	0	9	1372	3
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	7	2	2	2	2	2	2	2
Mvmt Flow	0	13	21	30	21	0	0	0	0	10	1491	3

Major/Minor	Minor2			Minor1						Major2		
Conflicting Flow All	1537	1527	753	786	1528	7				7	0	0
Stage 1	1520	1520	-	7	7	-				-	-	-
Stage 2	17	7	-	779	1521	-				-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.64	-				-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.64	-				-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.07	-				-	-	-
Pot Cap-1 Maneuver	107	116	352	329	111	-				-	-	-
Stage 1	167	179	-	-	-	-				-	-	-
Stage 2	-	-	-	413	171	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	106	0	350	327	0	-				-	-	-
Mov Cap-2 Maneuver	106	0	-	327	0	-				-	-	-
Stage 1	166	0	-	-	0	-				-	-	-
Stage 2	-	0	-	413	0	-				-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	16.4		
HCM LOS	C	-	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	350	-	-	-	-
HCM Lane V/C Ratio	0.096	-	-	-	-
HCM Control Delay (s)	16.4	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	12	1	0	0	32	18	18	1514	3	0	0	0
Conflicting Peds, #/hr	8	0	0	0	0	8	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	13	1	0	0	35	20	20	1646	3	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	895	1701	9	1702	1701	830	8	0	0
Stage 1	8	8	-	1693	1693	-	-	-	-
Stage 2	887	1693	-	9	8	-	-	-	-
Critical Hdwy	6.84	6.54	-	6.84	6.58	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.58	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.04	3.32	-	-	-
Pot Cap-1 Maneuver	280	91	-	83	89	313	-	-	-
Stage 1	-	-	-	134	144	-	-	-	-
Stage 2	363	147	-	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	276	0	-	82	0	311	-	-	-
Mov Cap-2 Maneuver	276	0	-	82	0	-	-	-	-
Stage 1	-	0	-	133	0	-	-	-	-
Stage 2	361	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		19	
HCM LOS	-	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	311
HCM Lane V/C Ratio	-	-	-	-	0.175
HCM Control Delay (s)	-	-	-	-	19
HCM Lane LOS	-	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	-	0.6

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	164	4	10	1	0	0	0	0	5	1319	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	178	4	11	1	0	0	0	0	5	1434	0

Major/Minor	Minor2			Minor1						Major2		
Conflicting Flow All	1446	1445	716	817	1445	0				0	0	0
Stage 1	1445	1445	-	0	0	-				-	-	-
Stage 2	1	0	-	817	1445	-				-	-	-
Critical Hdwy	6.84	6.54	6.94	6.84	6.54	-				-	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-				-	-	-
Critical Hdwy Stg 2	-	-	-	5.84	5.54	-				-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	-				-	-	-
Pot Cap-1 Maneuver	122	~ 131	373	314	131	-				-	-	-
Stage 1	183	195	-	-	-	-				-	-	-
Stage 2	-	-	-	395	195	-				-	-	-
Platoon blocked, %											-	-
Mov Cap-1 Maneuver	122	0	373	314	0	-				-	-	-
Mov Cap-2 Maneuver	122	0	-	314	0	-				-	-	-
Stage 1	183	0	-	-	0	-				-	-	-
Stage 2	-	0	-	395	0	-				-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	23.6		
HCM LOS	C	-	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	373	-	-	-	-
HCM Lane V/C Ratio	0.49	-	-	-	-
HCM Control Delay (s)	23.6	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	2.6	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	172	3	0	0	4	3	6	1360	5	0	0	0
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	187	3	0	0	4	3	7	1478	5	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	760	1503	3	1502	1500	744	3	0	0
Stage 1	3	3	-	1497	1497	-	-	-	-
Stage 2	757	1500	-	5	3	-	-	-	-
Critical Hdwy	6.84	6.54	-	6.84	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	-	3.52	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	342	120	-	112	121	357	-	-	-
Stage 1	-	-	-	172	184	-	-	-	-
Stage 2	424	184	-	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	340	0	-	112	0	356	-	-	-
Mov Cap-2 Maneuver	340	0	-	112	0	-	-	-	-
Stage 1	-	0	-	172	0	-	-	-	-
Stage 2	423	0	-	-	0	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s		15.3	
HCM LOS	-	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	356
HCM Lane V/C Ratio	-	-	-	-	0.021
HCM Control Delay (s)	-	-	-	-	15.3
HCM Lane LOS	-	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	37	266	5	0	235	16	37	17	6	23	3	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	4	2	2	2	8	2	2	2	6	2	2
Mvmt Flow	39	277	5	0	245	17	39	18	6	24	3	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	282	0	0	481	618	141	477	612	131
Stage 1	-	-	-	-	-	-	357	357	-	253	253	-
Stage 2	-	-	-	-	-	-	124	261	-	224	359	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.62	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.62	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.62	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.56	4.02	3.32
Pot Cap-1 Maneuver	1300	-	-	1277	-	-	468	403	881	462	407	894
Stage 1	-	-	-	-	-	-	633	627	-	718	696	-
Stage 2	-	-	-	-	-	-	867	691	-	747	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1300	-	-	1277	-	-	418	391	881	433	395	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	391	-	433	395	-
Stage 1	-	-	-	-	-	-	614	608	-	696	696	-
Stage 2	-	-	-	-	-	-	794	691	-	698	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	14.7	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	432	1300	-	-	1277	-	-	689
HCM Lane V/C Ratio	0.145	0.03	-	-	-	-	-	0.144
HCM Control Delay (s)	14.7	7.9	-	-	0	-	-	11.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.5